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## AGENDA ADDENDUM

**DATE:** Wednesday May 24, 2023

**CLOSED MEETING:** None

**REGULAR MEETING: 10:00 A.M.**

## Addendum

#### 7.1.1 10:25 AM Delegation by John McNie regarding Item 10.5 Proposed Legislative Changes ERO

7.1.2 10:35 AM Delegation by Alastair McCluskey & Cameron McConnell regarding Item 9.4.1 Report  
PD-2023-004 Zoning By-law Amendment Application

7.1.3 10:45 AM Delegation by Pierre Chauvin regarding Item 9.4.1 Report PD-2023-004 Zoning By-law Amendment Application

**≠ Denotes resolution prepared**

1. **Call the Meeting to Order**
2. **Roll Call**
3. **Moment of Reflection**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 24, 2023 COUNCIL MEETING  
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &  
IN-PERSON AT THE PUSLINCH COMMUNITY CENTRE –  
23 BROCK RD S, PUSLINCH

4. **Confirmation of the Agenda #**

5. **Disclosure of Pecuniary Interest & the General Nature Thereof**

6. **Consent Agenda #**

6.1 Adoption and Receipt of the Minutes of the Previous Council and Committee Meetings:

- 6.1.1 May 4, 2023 Council Meeting Minutes
- 6.1.2 March 6, 2023 Heritage Advisory Committee Minutes
- 6.1.3 April 3, 2023 Youth Advisory Committee Minutes
- 6.1.4 April 11, 2023 Committee of Adjustment Minutes
- 6.1.5 April 11, 2023 Committee of Adjustment Minutes

6.2 City of Guelph - Notice of Adoption - Comprehensive Zoning Bylaw Review

6.3 City of Guelph - Notice of Passing - Comprehensive Zoning Bylaw Review

6.4 Grand River Conservation Authority - Summary of April General Membership Meeting

6.5 City of Belleville - Support Puslinch Resolution - Litter on Highway 401

6.6 Township of Lucan Biddulph - Support Township of Puslinch for Roadside Litter Action

6.7 Township of Mulmur - Support Township of Puslinch - Roadside Litter on Highway 401

6.8 The Women of Ontario Say No - Bill 5 The Stopping Harassment and Abuse by Local Leaders Act

6.9 City of Port Colborne - Stopping Harassment and Abuse by Local Leaders Act

6.10 Montague Township - Stopping Harassment and Abuse by Local Leaders Act

6.11 Port Hope - Support Bill 5 Stopping Harassment and Abuse by Local Leaders Act

6.12 Municipality of Shuniah - Stopping Harassment and Abuse By Local Leaders Act

6.13 Town of Cobourg - Stopping Harassment and Abuse by Local Leaders Act 2022

6.14 Town of Orangeville - Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022

6.15 Town of Whitchurch-Stouffville - Stopping Harassment and Abuse by Local Leaders Act

6.16 Township of Lanark Highlands - Stopping Harassment and Abuse by Local Leaders Act

6.17 Township of Wellington North - Stopping Harassment and Abuse by Local Leaders Act

6.18 Township of Mulmur - Stopping Harassment and Abuse by Local Leaders

6.19 Township of Southgate - Association of Municipalities of Ontario – Bill 5

6.20 Municipality of Dysart et al - Retaining Surplus Proceeds from Tax Sales

6.21 Municipality of West Grey - Retaining Surplus Proceeds from Tax Sales

6.22 Tay Valley Township - Retain Surplus Proceeds from Tax Sales

6.23 Municipality of Tweed - Insurance Costs

6.24 Township of Carlow Mayo - Support for Reducing Municipal Insurance

6.25 Municipality of Central Manitoulin - School Bus Stop Arm Cameras

6.26 Perth County - Support School Bus Stop Arm Cameras





THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 24, 2023 COUNCIL MEETING  
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &  
IN-PERSON AT THE PUSLINCH COMMUNITY CENTRE –  
23 BROCK RD S, PUSLINCH

- 6.27 Tay Valley Township - School Bus Stop Arm Cameras
- 6.28 Town of Bracebridge - School Bus Stop Arm Camera
- 6.29 Township of Perth South - School Bus Stop Arm Cameras
- 6.30 Upper Grand District School Board - Transportation Protection for Bused Students
- 6.31 City of Cambridge - Highway Traffic Act Amendments
- 6.32 Township of Perth South - Funding and Support for VIA Rail Service
- 6.33 Region of Waterloo - Protecting the Privacy of Candidates and Donors
- 6.34 Town of Plympton-Wyoming - Removing Addresses on Municipal Election Forms
- 6.35 Township of Bonfield - Protect the Privacy of Candidates and Donors on Publicly Available Forms
- 6.36 Township of Alnwick-Haldimand - Future Accuracy of the Permanent Register of Electors
- 6.37 City of Cambridge - Support for Legislative Amendments to Improve Municipal Codes of Conduct and Enforcement
- 6.38 County of Prince Edward - Proposed New Provincial Planning Statement
- 6.39 Township of The Archipelago - Road Management Action on Invasive Phragmites
- 6.40 Township of Armour - Water Aerodromes
- 6.41 Municipality of Tweed - Bell-Hydro Infrastructure
- 6.42 Municipality of Wawa - Oath of Office
- 6.43 Town of Cochrane Resolution - Barriers for Women in Politics
- 6.44 County of Prince Edward - Declaring Intimate Partner Violence an Epidemic
- 6.45 Township of Alnwick Haldimand - A Call to the Provincial Government to End Homelessness in Ontario
- 6.46 Township of Perth South - Use of Long-Term Care Funding to Support Community Care Services

7. **Delegations ≠**

7.1 Specific Interest (Items Listed on the Meeting Agenda)

- 7.1.1 **10:25 AM** Delegation by John McNie regarding Item 10.5 Proposed Legislative Changes ERO
- 7.1.2 **10:35 AM** Delegation by Alastair McCluskey & Cameron McConnell regarding Item 9.4.1 Report PD-2023-004 Zoning By-law Amendment Application
- 7.1.3 **10:45 AM** Delegation by Pierre Chauvin regarding Item 9.4.1 Report PD-2023-004 Zoning By-law Amendment Application

7.2 General Interest (Items Not Previously Listed on the Meeting Agenda)

- 7.2.1 **10:05 AM** Delegation by Steve McCabe, Councillor Township of Wellington North regarding ROMA update
- 7.2.2 **10:15 AM** Delegation by Ann Caine and Debbie Allen regarding the Rotary Eradicating Human Trafficking Committee



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 24, 2023 COUNCIL MEETING  
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &  
IN-PERSON AT THE PUSLINCH COMMUNITY CENTRE –  
23 BROCK RD S, PUSLINCH

8. **Public Meetings**

- 8.1 May 31, 2023 at 6:00 p.m. Open House held at 23 Brock Rd S. in-person and by electronic participation through Zoom regarding the following matter:

Heritage Designation Process Open House

9. **Reports ≠**

9.1 **Puslinch Fire and Rescue Services**

- 9.1.1 None

9.2 **Finance Department**

- 9.2.1 Report FIN-2023-016 - 2023 Final Tax Levy and Rates Report ≠  
9.2.2 Report FIN-2023-020 – 2022 Annual Building Permit Report ≠  
9.2.3 Report FIN-2023-021 - 2022 Township General Surplus ≠  
9.2.4 Report FIN-2023-022 - Reinstatement of Legislation Permitting a Municipality to Retain Surplus Proceeds from Tax Sales ≠  
9.2.5 Report FIN-2023-023 - First Quarter Financial Report – 2023 ≠

9.3 **Administration Department**

- 9.3.1 Report ADM-2023-020 - Open Air Burning By-law - Housekeeping Amendments and Set Fines ≠  
9.3.2 Report ADM-2023-024 – Township Planning Services ≠  
9.3.3 Report ADM-2023-025 – Clean Water Act Annual Report ≠

9.4 **Planning and Building Department**

- 9.4.1 Report PD-2023-004 Zoning By-law Amendment Application Recommendation Report - 128 Brock Rd S ≠

9.5 **Emergency Management**

- 9.5.1 None

9.6 **Roads and Parks Department**

- 9.6.1 Report PW-2023-001 Tender Results for the 2023 Asphalt Program ≠

9.7 **Recreation Department**

- 9.7.1 None

10. **Correspondence ≠**

- 10.1 CBM Response to Council Resolution 2023-073 regarding McMillan Pit (5737)≠  
10.2 2023 AMO Conference Delegation Request Form ≠  
10.3 County of Wellington Resolution regarding County Official Plan Review – Urban Expansion Requests ≠



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 24, 2023 COUNCIL MEETING  
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &  
IN-PERSON AT THE PUSLINCH COMMUNITY CENTRE –  
23 BROCK RD S, PUSLINCH

10.4 County of Wellington Roads Committee Report regarding Highway 6/Hanlon Expressway  
Midblock Interchange – Proposed Wellington Road 53 and 54 ≠

10.5 Proposed Legislative Changes ERO Postings ≠

10.5.1 Planning recommendation report prepared by Stefan Szczerbak, Planscape  
(Under separate cover)

10.5.2 County of Wellington Planning Committee Report regarding Proposed  
Provincial Planning Statement, 2023

11. **Council reports ≠**

11.1 Mayor' Updates

11.2 Council Member Reports (verbal or written updates from members who sit on  
boards/committees)

12. **By-laws ≠**

12.1 First, Second and Third Reading

12.1.1 BL2023-025 – Being a by-law to provide for the levy and collection of  
property taxes for the 2023 taxation year.

12.1.2 BL2023-026 – Being a by-law to amend By-law 023/18, as amended, being  
the Zoning By-law of the Township of Puslinch.

12.1.3 BL2023-027 – Being a by-law to amend the Township's Open Air Burning By-  
law.

13. **Announcements**

14. **Closed Session – Pursuant to Section 239 of the Municipal Act, 2001**

14.1 None

15. **Business Arising from Closed Session**

16. **Notice of Motion**

17. **New Business**

18. **Confirmatory By-law ≠**

18.1 BL2023-028 Confirm By-law – May 24, 2023 ≠

19. **Adjournment ≠**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 3, 2023 COUNCIL MEETING  
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION  
& IN-PERSON AT 23 BROCK RD S, PUSLINCH

**MINUTES**

**DATE:** May 3, 2023

**CLOSED MEETING:** Directly following section 13  
Announcements

**COUNCIL MEETING:** 10:00 A.M.

The May 3, 2023 Council Meeting was held on the above date and called to order at 10:00 a.m. via electronic participation and in-person at 23 Brock Rd S, Puslinch.

1. **CALL THE MEETING TO ORDER**

2. **ROLL CALL**

**ATTENDANCE:**

Councillor Sara Bailey  
Councillor Russel Hurst  
Councillor Jessica Goyda  
Councillor John Sepulis  
Mayor James Seeley

**STAFF IN ATTENDANCE:**

1. Glenn Schwendinger, CAO - absent
2. Mike Fowler, Director of Public Works, Parks and Facilities
3. Mary Hasan, Director of Finance/Treasurer
4. Courtenay Hoytfox, Municipal Clerk
5. Justine Brotherston, Deputy Clerk
6. Mirela Oltean, Deputy Treasurer
7. Andrew Hartholt, CBO

3. **MOMENT OF REFLECTION**

4. **CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-137:**

Moved by Councillor Hurst and  
Seconded by Councillor Bailey

**That Council approves the May 3, 2023 Agenda and Addendum as circulated; and**

**That Council approves the additions to the agenda as follows:**

**Consent Item 6.1.4 Questions received from Council seeking additional information and the corresponding responses provided by staff regarding the May 3, 2023 Council agenda.**

**CARRIED**

5. **DISCLOSURE OF PECUNIARY INTEREST & THE GENERAL NATURE THEREOF:**

Councillor Goyda declared a potential conflict of interest related to item 14.3 MPAC vs County of Wellington as I have a potential pecuniary interest due to my employer being included in the court decision.

Mayor Seeley declared a potential conflict of interest related to item 9.4.2 Zoning By-law Amendment Application D14/WDD as my family owns property in the vicinity of the proposal; and 14.7.2, 14.7.5, 14.7.7 PM version of the confidential minutes from previous meetings as I was previously employed by the Township.

**6. CONSENT AGENDA**

**6.1 Adoption and Receipt of the Minutes of the Previous Council and Committee Meetings:**

6.1.1 April 12, 2023 Council Meeting Minutes

6.1.2 March 14, 2023 Committee of Adjustment Meeting Minutes

6.1.3 March 14, 2023 Planning and Development Advisory Committee Meeting Minutes

**6.2 County of Wellington - Spring Clean-Up Events**

**6.3 County of Wellington - Approval to amend a municipality's official plan – Environmental Registry of Ontario**

**6.4 City of Guelph - Notice of Application - Draft Plan of Condominium**

**6.5 Dufferin Aggregates - Monthly Monitoring Report - Mill Creek Pit - License 5738**

**6.6 Ontario Association of Sewage Industry Services**

**6.7 Town of Cobourg - Support Resolution for Essex Regarding Retaining Surplus Proceeds from Tax Sales**

**6.8 Town of Greater Napanee - Support Resolution for Town of Essex - Retaining Surplus Proceeds from Tax Sales**

**6.9 Municipality of Magnetawan - Support Resolution for Essex - Retaining Surplus Proceeds from Tax Sales**

**6.10 Town of Cobourg - Support for the of Town of Plympton-Wyoming Regarding Reducing Municipal Insurance Costs**

**6.11 Township of Perry - Resolution of Support - Bill 5 Stopping Harassment and Abuse by Local Leaders Act**

**6.12 Municipality of Magnetawan - Support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act**

**6.13 Township of Carlow/Mayo - Stopping Harassment and Abuse by Local Leaders**

**6.14 City of Port Colborne - Support Resolution - Municipality of Trent Lakes Regarding Oath of Office**

**6.15 City of Port Colborne - Support Town of Grimsby - Changes to the Municipal Heritage Register**

**6.16 Northumberland County - AMO's Call to Action on Housing and Homelessness**

**6.17 City of Port Colborne - Support Municipality of North Perth - School Bus Stop Arm Cameras**

**6.18 Municipality of South Huron - Support for School Bus Stop Arm Camera**

**6.19 News Alert Ontario Launches New Interactive High-Speed Internet Map**

**Resolution No. 2023-138:**

Moved by Councillor Bailey and  
Seconded by Councillor Goyda

**That the Consent Agenda items with the exception of items 6.6, 6.3, 6.19 listed for MAY 3, 2023 Council meeting be received for information.**

**CARRIED**

**Resolution No. 2023-139:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

**That the Consent Agenda item 6.6 listed for MAY 3, 2023 Council meeting be received for information; and**

**That staff investigate how waste water treatment plants are regulated by the Province in terms of receiving waste outside of the municipal borders where the plant is located; and**

**That Council direct staff to request minutes from the Town Hall meeting on May 5, 2023 and report back to Council at a future meeting.**

**CARRIED**

**Resolution No. 2023-140:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That the Consent Agenda item 6.3 listed for MAY 3, 2023 Council meeting be received for information; and**

**That Council direct staff to request the County attend a future Council meeting to give a presentation specifically regarding the timing and nature of the process to finalize the nature of the "Proposed Regional Significant Economic Development Area" in Puslinch as identified in Schedule A-16 of the Official Plan Amendment 119.**

**CARRIED**

**Resolution No. 2023-141:**

Moved by Councillor Sepulis and  
Seconded by Councillor Goyda

**That the Consent Agenda item 6.19 listed for MAY 3, 2023 Council meeting be received for information; and**

**That the public be encourage to visit the County of Wellington website at the link below in order to test their internet speed.**

**CARRIED**

**7. DELEGATIONS:**

(a) Specific Interest (Items Listed on the Meeting Agenda)

7.1.1 **None**

7.2 General Interest (Items Not Previously Listed on the Meeting Agenda)

7.2.1 **None**

**8. PUBLIC MEETINGS:**

May 31, 2023 at 6:00 p.m. Open House held at 23 Brock Rd S. in-person and by electronic participation through Zoom regarding the following matter:

Heritage Designation Process Open House

**9. REPORTS:**

**9.1 Puslinch Fire and Rescue Services**

9.1.1 None

**9.2 Finance Department**

9.2.1 Report FIN-2023-015 - 2022 Development Charges

**Resolution No. 2023-142:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

**THAT Report FIN-2023-015 entitled 2022 Development Charges be received; and**

**THAT Council accepts the Treasurer's declaration that the Township is in compliance with section 59.1(1) of the Development Charges Act, 1997.**

**CARRIED**

9.2.2 Report FIN-2023-018 - Treasurer's Investment Report for 2022

**Resolution No. 2023-143:**

Moved by Councillor Goyda and  
Seconded by Councillor Sepulis

**That Report FIN-2023-018 entitled Treasurer's Investment Report for 2022 be received; and**

**That Council accepts the Treasurer's statement that based on the information supplied by Canaccord Genuity Wealth Management, the cash and temporary investments held by the Township of Puslinch during the calendar year 2022 were all prescribed in accordance with Section 418 of the Municipal Act, 2001 and were all eligible as outlined in Ontario Regulation 438/97 and that all related transactions in 2022 comply with the investment policies and goals adopted by the Township on August 13, 2014; and**

**That no changes be made to the Policy at this time.**

**CARRIED**

9.2.3 Report FIN-2023-019 - 2022 Lease Financing Agreement Summary Report

**Resolution No. 2023-144:**

Moved by Councillor Hurst and  
Seconded by Councillor Goyda

**That Report FIN-2023-019 entitled 2022 Lease Financing Agreement Summary Report be received; and**

**That Council accepts the Treasurer's statement that all lease financing agreements are nonmaterial and have been made in accordance with the Township's Lease Financing Agreement Policy as outlined in Schedule B to Report FIN-2023-019.**

**CARRIED**

### **9.3 Administration Department**

9.3.1 Report ADM-2023-021 - Proposed Legislation Regarding ERO Postings (019-6813 and 019-6822)

**Resolution No. 2023-145:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Council receives report ADM-2023-021 regarding the Proposed Legislation Regarding ERO Postings (019-6813 and 019-6822) for information.**

**CARRIED**

### **9.4 Planning and Building Department**

9.4.1 Building Department First Quarter Update – January to March 2023

**Resolution No. 2023-146:**

Moved by Councillor Bailey and  
Seconded by Councillor Sepulis

**That Report BLD-2023-002 entitled Building Department First Quarter Update – January to March 2023 be received for information.**

**CARRIED**

Mayor Seeley declared a potential conflict of interest related to item 9.4.2 Zoning By-law Amendment Application D14/WDD as my family owns property in the vicinity of the proposal and passed the Chair to the alternate Mayor Councillor Bailey and Mayor Seeley refrained from participation in the discussion and voting on the item.

9.4.2 Zoning By-law Amendment Application (D14/WDD) Request for Council to deem the application complete/incomplete

**Resolution No. 2023-147:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Report PD-2023-002 entitled Zoning By-law Amendment Application (D14/WDD) Request for Council to deem the application to be complete/incomplete be received; and**



**Whereas there are a number of outstanding items as noted in the summary report attached a Schedule “A”;**

**And therefore, that Council deem the zoning amendment application to be incomplete until the items are addressed by the applicant to the satisfaction of the Township; and**

**That Council direct staff to continue the review of the application and present Council with an updated report for consideration at a future meeting.**

**CARRIED**

Councillor Bailey passed the Chair back to Mayor Seeley.

9.4.3 Zoning By-law Amendment Application (D14/AZI) 6706 Gore Road Request for Council to deem the application complete/incomplete

**Resolution No. 2023-148:**

Moved by Councillor Bailey and  
Seconded by Councillor Goyda

**That Report PD-2023-002 entitled Zoning By-law Amendment Application (D14/AZI) Request for Council to deem the application to be complete/incomplete be received; and**

**Whereas there are a number of outstanding items as noted in the summary report attached a Schedule “A”;**

**And therefore, that Council deem the zoning amendment application to be incomplete until the items are addressed by the applicant to the satisfaction of the Township; and**

**That Council direct staff to continue the review of the application and present Council with an updated report for consideration at a future meeting.**

**CARRIED**

**9.5 Emergency Management**

9.5.1 None

**9.6 Roads and Parks Department**

9.6.1 None

**9.7 Recreation Department**

9.7.1 Tender Results for Puslinch Community Centre Park and Boreham Park Improvements

**Resolution No. 2023-149:**

Moved by Councillor Goyda and  
Seconded by Councillor Bailey

**That Report REC-2023-001 entitled Tender Results for Puslinch Community Centre Park and Boreham Park Improvements be received; and**

**That the tender for the Puslinch Community Centre Park and Boreham Park Improvements be awarded to Ritchfield Inc. at an amount of \$2,254,702 inclusive of the non-refundable portion of HST and inclusive of Provisional Item No. 4 – Stonedust Trail and Provisional Item No. 7 – Tactile Plates; and**

**That the remaining portion of funding required of \$428,038 from the 2021/2022/2023 approved budget for the Puslinch Community Centre Park and Boreham Park Improvements**





be funded by the Cash in Lieu of Parkland Restricted Reserve; and

That Council authorizes the Mayor and Clerk to sign the required contract documents.

CARRIED

9.7.2 Roller Skating Free Drop-in Time at the ORC

**Resolution No. 2023-150:** Moved by Councillor Hurst and  
Seconded by Councillor Bailey

That Report REC-2023-002 entitled Roller Skating Free Drop-in Time at the ORC be received; and

That Council authorize staff to offer free drop-in time at the ORC rink for roller and inline skating for a pilot period for the 2023 season in support of the Youth Advisory Committee’s request as outlined in Report ADM-2023-013; and

That upon completion of the 2023 pilot program, that staff report back to Council on the results of the pilot program mid-term at the end of July and at the end of the 2023 season including number of participants that attended during the drop in times, and the outcome of the fluid schedule for drop in times when there is an existing paid rental of the facility; and

That the following free drop in schedule at the ORC rink for roller and inline skating be offered for a pilot period for 2023:

Month	Monday	Tuesday	Wednesday	Thursday	Sunday
May to June and September to November – weather dependent	Afternoon Fluid times based on existing rentals and staffing	3:00 p.m. to 4:30 p.m.	Afternoon Fluid times based on existing rentals and staffing	3:00 p.m. to 4:30 p.m.	10:00 a.m. to 1:00 p.m.
July and August	Morning Fluid times based on existing rentals and staffing	11:00 a.m. to 12:30 p.m.	Morning Fluid times based on existing rentals and staffing	3:00 p.m. to 4:30 p.m.	10:00 a.m. to 1:00 p.m.
	Evenings Fluid times based on existing rentals and staffing	Evenings Fluid times based on existing rentals and staffing	Evenings Fluid times based on existing rentals and staffing		

CARRIED

10. **CORRESPONDENCE:**
- 10.1 County of Wellington Resolution regarding County Official Plan Review – Agricultural System Mapping and Policy Review

**Resolution No. 2023-151:** Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

That Council receive correspondence item 10.1 County of Wellington Resolution regarding County Official Plan Review – Agricultural System Mapping and Policy Review; and

**That Council direct staff to request that the County attend an upcoming Council meeting to provide Council with more information on the review and process when they present to Council on the OPA 119.**

**CARRIED**

**11. COUNCIL REPORTS:**

**11.1 Mayor' Updates**

11.1.1 Mayor Seeley gave a verbal report on concerns related to species at risk potentially existing on a property that may be affected by the Morriston by-pass.

**Resolution No. 2023-152:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Council direct staff to reach out to Hydro One in relation to the Morriston by-pass project in order to have the Township ecologist install a wildlife recording device on the property in order to document wildlife and to confirm if there are species at risk on the property; and**

**That Council direct staff to report back at the May 24, 2023 Council meeting on the outcome of the request and if there is any cost concerns relating to the installation of the device.**

**CARRIED**

11.1. Mayor Seeley gave an update on the County Planning Committee and the new home energy audit kits that are available for the public to 'sign-out' at the various library locations. Mayor Seeley provided an update on the EV program at the County and the various public engagement events that have taken place.

**11.2 Council Member Reports**

11.2.1 Councillor Hurst provided an update on the Heritage Advisory Committee meeting that took place on Monday May 1, 2023 and that the grant funding for the Heritage Student program was approved. The Committee also identified a number of conferences that Committee members will be attending to represent the Township and provide insight to the Committee. Finally, that the work is underway relating to the list of priority properties as identified by Council.

**Resolution No. 2023-153:**

Moved by Councillor Sepulis and  
Seconded by Councillor Bailey

**That Council receive the Mayors and Council member updates for information.**

**CARRIED**

**12. BY-LAWS:**

12.1.1 None

**13. ANNOUNCEMENTS:**

13.1 Councillor Sepulis provided an update on the Township clean-up day on May 6, 2023.

13.2 Councillor Bailey provided an update on the Safe Committee Saturday June 3, 2023 Bike Safety Rodeo from 9:00-11:30 a.m. Registration can be done through the Optimist Club website.

**14. CLOSED SESSION:**

Council was in closed session from 12:02 p.m. to 3:39 p.m.

The Clerk stopped the recording and removed all public attendees from the webinar. The webinar was then 'locked' so no new participants are able to join.

Councillor Goyda declared a potential conflict of interest related to item 14.3 MPAC vs County of Wellington as I have a potential pecuniary interest due to my employer being included in the court decision and refrained from all participation in the closed meeting and left the hall for that item.

**Resolution No. 2023-154:**

Moved by Councillor Bailey and  
Seconded by Councillor Sepulis

That Council shall go into closed session under Section 239 of the Municipal Act for the purpose of:

**14.1 Confidential report prepared by staff regarding personal matters about an identifiable individual, including municipal or local board employees – human resource matter;**

**14.2 Confidential report prepared by staff regarding a proposed or pending acquisition or disposition of land by the municipality – proposed disposition of Township road allowances;**

**14.3 Confidential report prepared by staff regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – Ontario Divisional Court Decision - MPAC et al v County of Wellington;**

**14.4 Confidential report prepared by staff regarding advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Extension agreement for tax arrears payment;**

**14.5 Confidential report prepared by staff regarding personal matters about an identifiable individual, including municipal or local board employees – Township planning services;**

**14.6 Confidential verbal report regarding advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Planning Act application processes**

**CARRIED**

**Resolution No. 2023-155:**

Moved by Councillor Bailey and  
Seconded by Councillor Goyda

**THAT Council moves into open session at 3:39 pm**

**CARRIED**

Council resumed into open session at 3:39 p.m.

**Resolution No. 2023-156:**

Moved by Councillor Sepulis and  
Seconded by Councillor Goyda

That Council receives the:

**14.1 Confidential report prepared by staff regarding personal matters about an identifiable individual, including municipal or local board employees – human resource matter;**

**14.2 Confidential report prepared by staff regarding a proposed or pending acquisition or disposition of land by the municipality – proposed disposition of Township road allowances;**

**14.3 Confidential report prepared by staff regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – Ontario Divisional Court Decision - MPAC et al v County of Wellington;**

**14.4 Confidential report prepared by staff regarding advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Extension agreement for tax arrears payment;**

**14.5 Confidential report prepared by staff regarding personal matters about an identifiable individual, including municipal or local board employees – Township planning services;**

**14.6 Confidential verbal report regarding advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Planning Act application processes; and**

**That Council give three readings to By-law 2023-024 being a by-law to appoint Courtenay Hoytfox as the interim Chief Administrative Officer in accordance with section 229 of the Municipal Act, 2001; and**

**That Council authorize the Director of Finance/Treasurer to enter into an extension agreement for lands municipally known as 49 Aberfoyle Mill Cres. Township of Puslinch, for the purpose of an extension of time to pay property taxes; and**

**That Council receives and adopts the confidential meeting minutes for information:**

**14.7.1 February 8, 2023 First Closed Meeting Minutes**

**14.7.3 March 1, 2023 Closed Meeting Minutes**

**14.7.4 March 22, 2023 First Closed Meeting Minutes**

**14.7.6 April 12, 2023 First Closed Meeting Minutes**

**That Council direct staff to proceed as directed.**

**CARRIED**

Council was in closed session from 3:43 p.m. to 3:45 p.m.

The Clerk stopped the recording and removed all public attendees from the webinar. The webinar was then 'locked' so no new participants are able to join.

Mayor Seeley declared a potential pecuniary of interest related to items 14.7.2, 14.7.5, 14.7.7 PM version of the confidential minutes from previous meetings as I was previously employed by the Township and refrained from all participation in the closed meeting and left the hall. Mayor Seeley passed the Chair to Councillor Goyda as the alternate Chair.

**Resolution No. 2023-157:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

**That Council shall go into closed session under Section 239 of the Municipal Act for the purpose of:**

**14.7 Adoption and receipt of the previous closed minutes:**

**14.7.2 February 8, 2023 Second Closed Meeting Minutes**

**14.7.5 March 22, 2023 Second Closed Meeting Minutes**

**14.7.7 April 12, 2023 Second Closed Meeting Minutes**

**CARRIED**

**Resolution No. 2023-158:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**THAT Council moves into open session at 3:45 pm**

**CARRIED**

Council resumed into open session at 3:45 p.m.

**Resolution No. 2023-159:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Council receives and adopts the confidential meeting minutes for information:**

**14.7.2 February 8, 2023 Second Closed Meeting Minutes**



14.7.5 March 22, 2023 Second Closed Meeting Minutes  
14.7.7 April 12, 2023 Second Closed Meeting Minutes

CARRIED

15. **BUSINESS ARISING FROM CLOSED SESSION:**

None

16. **NOTICE OF MOTION:**

None

17. **NEW BUSINESS:**

None

18. **CONFIRMATORY BY-LAW:**

(a) By-Law to confirm the proceedings of Council for the Corporation of the Township of Puslinch

**Resolution No. 2023-160:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

That the following By-law be taken as read three times and finally passed in open Council:

By-Law 2023-023 being a by-law to confirm the proceedings of Council for the Corporation of the Township of Puslinch at its meeting held on the 3 day of May 2023.

CARRIED

19. **ADJOURNMENT:**

**Resolution No. 2023-161:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

That Council hereby adjourns at 3:46 p.m.

CARRIED

\_\_\_\_\_  
James Seeley, Mayor

\_\_\_\_\_  
Courtenay Hoytfox, Clerk



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MARCH 6, 2023 HERITAGE ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

## **MINUTES**

**DATE:** March 6, 2023

**MEETING:** 1:00 P.M.

The March 6, 2023 Heritage Advisory Committee meeting was held on the above date and called to order at 1:11 p.m. via in person participation at the Puslinch Community Centre at 23 Brock Rd S. and via electronic participation.

### **1. CALL THE MEETING TO ORDER**

### **2. ROLL CALL**

**Attendance:**

Councillor Russel Hurst  
Andy Day  
Chris Saunders  
Josh Heller  
Kristine O'Brien  
Lily Klammer-Tsuji

**Staff in Attendance:**

Courtenay Hoytfox, Municipal Clerk  
Justine Brotherston, Deputy Clerk

### **3. MOMENT OF REFLECTION**

### **4. CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-001:**

Moved by Chris Saunders  
Seconded by Kristine O'Brien

**That the Heritage Advisory Committee approves the March 6, 2023 Agenda as circulated.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MARCH 6, 2023 HERITAGE ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**5. DISCLOSURE OF CONFLICT OF INTEREST**

None

**6. DELEGATIONS**

None

**7. CONSENT AGENDA**

- 7.1 October 3, 2022 Heritage Advisory Committee Minutes
- 7.2 Community Heritage Ontario – Fall 2022 Newsletter
- 7.3 Community Heritage Ontario – Bill 23, the More Homes Built Faster Act Proposed Changes Affective the Conservation of Ontario's Cultural Heritage Resources
- 7.4 Township of Puslinch Council Resolution regarding Report ADM-2022-065 Bill 23 Proposed Changes

**Resolution No. 2023-002:**

Moved by Chris Saunders  
Seconded by Andy Day

**That Consent Agenda items 7.2-7.4 listed for the March 6, 2023 Heritage Advisory Committee meeting be received for information.**

**CARRIED.**

**Resolution No. 2023-003:**

Moved by Chris Saunders  
Seconded by Kristine O'Brien

**That Consent Agenda items 7.1 listed for the March 6, 2023 Heritage Advisory Committee meeting be received for information.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MARCH 6, 2023 HERITAGE ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**8. COMMITTEE AND STAFF REPORTS**

8.1 Report – HER-2023-001 - Committee Orientation Training

**Resolution No. 2023-004:**

Moved by Kristine O'Brien  
Seconded by Josh Heller

**That staff report HER-2023-001 regarding Committee Orientation Training be received for information.**

**CARRIED.**

8.2 Report – HER-2023-002 - Committee Goals and Objectives Training

**Resolution No. 2023-005:**

Moved by Kristine O'Brien  
Seconded by Andy Day

**That staff report HER-2023-002 regarding Committee Goals and Objectives Training be received for information.**

**CARRIED.**

8.3 Report – HER-2023-003 – 2021 -2022 Committee Goals and Objectives Review

**Resolution No. 2023-006:**

Moved by Andy Day  
Seconded by Josh Heller

**That staff report HER-2023-003 regarding the 2021-2022 Heritage Committee Goals and Objectives be received for information.**

**CARRIED.**

8.4 Report – HER-2023-004 - Alternate Chair Schedule

**Resolution No. 2023-007:**

Moved by Josh Heller  
Seconded by Lily Klammer-Tsuji

**That Report HER-2023-004 regarding the Alternate Chair Schedule in the event of the Chair's absence or vacancy be received for information; and,**





THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MARCH 6, 2023 HERITAGE ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**That the Committee adopts the Alternate Chair Schedule in the event of the Chair's absence or vacancy as outlined in this report.**

**CARRIED.**

8.5 Report – HER-2023-005 - Demolition Clearance Request 6927 Wellington Rd 34

**Resolution No. 2023-008:**

Moved by Josh Heller

Seconded by Kristine O'Brien

**That staff report HER-2023-005 regarding the Application for Demolition on a property listed on the Heritage Registry (6927 Wellington Rd 34) be received for information; and further,**

**That the Heritage Committee's comments below be forward to Council for consideration at the March 22, 2023 Council Meeting:**

- The Heritage Advisory Committee recommends the approval of the Demolition Application for 6927 Wellington Rd 34.

**CARRIED.**

8.6 Report – HER-2023-006 - Heritage Register Designations

**Resolution No. 2023-009:**

Moved by Kristine O'Brien

Seconded by Josh Heller

**That staff report HER-2023-006 regarding Heritage Register Designations be received for information; and,**

**That the Committee supports the recommendation action plan as outlined in this report; and,**

**That Sub-Committees be appointed to review the draft Statements of Cultural Heritage Value or Interest detailed in this report and report back to the Heritage Advisory Committee at a future meeting as follows:**

**Morlock & Commercial Sub-Committee Members: Josh Heller, Councillor Hurst**

- 78 Queen St.
- 80 Queen St.
- 84 Queen St.
- 42 Queen St.



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MARCH 6, 2023 HERITAGE ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

- 46 Queen St.
- Puslinch Lake Hotel
- 80 Brock Road

**Church Sub-Committee Members: Andy Day, Chris Saunders**

- 600 Arkell Road
- 319 Brock Road S.
- 22 Victoria St.
- 7156 Concession 1
- 6705 Ellis Road

**School House Sub-Committee Members: Kristine O'Brien, Lily Klammer-Tuji**

- 6690 Wellington Road 34
- 4614 Wellington Road 34
- 32 Brock Road S.
- 4217-4223 Watson Road S
- 4492 Watson Road S.
- 843 Watson Road S.

**CARRIED.**

**9. CORRESPONDENCE**

None

**10. ANNOUNCEMENTS**

Committee Member Chris Saunders advised the Committee that the Puslinch Historical Society wants to try and get into schools more and that there will be more discussion in the spring. Further, Mr. Saunders Advised that the Puslinch Historical Society plans to be present at Canada Day Celebrations and Aberfyole Fall Fair and that the Puslinch Historical Society is open every Saturday from 1:00 p.m. to 3:00 p.m. at the Puslinch Branch of the Wellington County Library.

**11. NOTICE OF MOTION**

None

**12. NEW BUSINESS**

None



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MARCH 6, 2023 HERITAGE ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**13. ADJOURNMENT**

**Resolution No. 2023-010:**

Moved by Chris Saunders

Seconded by Josh Heller

**That the Heritage Advisory Committee hereby adjourns at 3:13 p.m.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 3, 2023 YOUTH ADVISORY COMMITTEE MEETING  
IN-PERSON MEETING

**MINUTES**

**DATE:** April 3, 2023

**MEETING:** 6:00 P.M.

The April 3, 2023 Youth Advisory Committee was held on the above date and called to order at 6:02 p.m. via in person participation at the Municipal Office at 7404 Wellington Road 34, Puslinch.

**1. CALL THE MEETING TO ORDER**

**2. ROLL CALL**

**Attendance:**

Councillor Sara Bailey  
Aaron Dochstader  
Ayla Panylo – left at 7:30PM  
Carter Devries  
Carter O'Driscoll  
Chelsey MacPherson  
Katey Whaling  
Kenzo Szatori – arrived at 6:34PM  
Laz Holford  
Oliver Van Gerwen  
Talia Wineberg – arrived at 6:07PM  
Xander Wineberg – arrived at 6:08PM

**Staff in Attendance:**

Courtenay Hoytfox, Municipal Clerk  
Justine Brotherston, Deputy Clerk  
Lisa Madden, Communications and Committee Coordinator

**3. MOMENT OF REFLECTION**

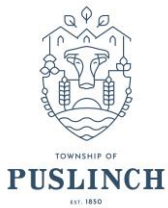
**4. CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-017:**

Moved by Oliver Van Gerwen and  
Seconded by Carter O'Driscoll

**That the Youth Advisory Committee approves the April 3, 2023 Agenda.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 3, 2023 YOUTH ADVISORY COMMITTEE MEETING  
IN-PERSON MEETING

**5. DISCLOSURE OF CONFLICT OF INTEREST**

None

**6. DELEGATIONS**

None

**7. CONSENT AGENDA**

7.1 March 6, 2023 Youth Advisory Committee Minutes

**Resolution No. 2023-018**

Moved by Chelsey MacPherson and  
Seconded by Katey Whaling

**That Consent Agenda items 7.1 listed for the April 3, 2023 Youth Advisory Committee Meeting be received for information.**

**CARRIED.**

**8. COMMITTEE AND STAFF REPORTS**

8.1 Presentation – Government Structure

**Resolution No. 2023-019:**

Moved by Aaron Dochstader and  
Seconded by Carter Devries

**That the Presentation titled “Government Structure” be received for information.**

**CARRIED.**

8.2 Ice Breaker

**Resolution No. 2023-020:**

Moved by Aaron Dochstader  
Seconded by Laz Holford

**That the Ice Breaker Activity be received for information.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 3, 2023 YOUTH ADVISORY COMMITTEE MEETING  
IN-PERSON MEETING

8.3 Workshop – Working as part of a team

**Resolution No. 2023-021:**

Moved by Laz Holford and  
Seconded by Aaron Dochstader

**That the workshop ‘Working as part of a team’ be received for information.**

**CARRIED.**

8.4 Report – YOU-003 Update from March 22, 2023 Council Meeting

**Resolution No. 2023-022:**

Moved by Xander Wineberg and  
Seconded by Katey Whaling

**That staff report YOU-2023-003 titled ‘Update from March 22, 2023 Council Meeting’ be received for information.**

**CARRIED.**

8.5 Report – YOU-004 Update regarding Arkell Soccer Field Lights

**Resolution No. 2023-023:**

Moved by Oliver Van Gerwen and  
Seconded by Chelsey MacPherson

**That staff report YOU-2023-004 titled ‘Update regarding Arkell Soccer Field Lights’ be received for information**

**CARRIED.**

8.6 Report – YOU-005 – Committee Goals and Objectives Update & Work on our Projects

**Resolution No. 2023-024:**

Moved by Talia Wineberg and  
Seconded by Katey Whaling

**That staff report YOU-2023-005 titled ‘Committee Goals and Objectives Update & Work on our Projects’ be received for information.**

**CARRIED.**

**9. CORRESPONDENCE**

None



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 3, 2023 YOUTH ADVISORY COMMITTEE MEETING  
IN-PERSON MEETING

**10. ANNOUCEMENTS**

None

**11. NOTICE OF MOTION**

None

**12. NEW BUSINESS**

Committee Members Talia Wineberg and Xander Wineberg addressed the Committee regarding safety concerns at the Morrison Meadows Park – South Ball Diamond.

**Resolution No. 2023-025:**

Moved by Katey Whaling and  
Seconded by Talia Wineberg

**WHEREAS the Youth Advisory Committee has identified a need for upgraded player benches, spectator benches, and infield safety fencing at the Morrison Meadows Park - South Ball Diamond**

**NOW THEREFORE BE IT RESOLVED:**

**That the Youth Advisory Committee requests that staff identify the ball diamond within assest management plan and provide information regarding the the field to the Committee; and further,**

**That the Youth Advisory Committee requests that Council authorize the Committee to investigate avenues for potential community donations and/or fundraising opportunities subject to approval under the Township's Donation Policy.**

**CARRIED.**

**Resolution No. 2023-026:**

Moved by Oliver Van Gerwen and  
Seconded Aaron Dochstader

**That the Youth Advisory Committee request that staff develop a “Snack Schedule” for each meeting; and further,**

**That the following Committee members be approved to bring a snack for the May 1, 2023;**

**A. Aaron Dochstader**

**B. Oliver Van Gerwen**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 3, 2023 YOUTH ADVISORY COMMITTEE MEETING  
IN-PERSON MEETING  
**CARRIED.**

**13. ADJOURNMENT**

**Resolution No. 2023-027:**

Moved by Talia Wineberg and  
Seconded by Katey Whaling

**That the Youth Advisory Committee hereby adjourns at 8:24 p.m.**

**CARRIED.**





THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**MINUTES**

**DATE:** April 11, 2023  
**MEETING:** Following Committee of Adjustment

The April 11, 2023 Planning and Development Advisory Committee Meeting was held on the above date and called to order at 8:00 p.m. via electronic participation and in-person at 23 Brock Rd S, Puslinch.

**1. CALL THE MEETING TO ORDER**

**2. ROLL CALL**

**ATTENDANCE:**

**PRESENT:**

Councillor John Sepulis, Chair  
Chris Pickard  
Jeffrey Born  
Dennis O'Connor

**ABSENT:**

Paul Sadhra

**STAFF IN ATTENDANCE:**

Lynne Banks, Secretary/Treasurer  
Courtenay Hoytfox, Municipal Clerk  
Joanna Salsberg, Planner, County of Wellington

**3. MOMENT OF REFLECTION**

**4. CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-031:**

Moved by Committee Member Dennis O'Connor and  
Seconded by Committee Member Chris Pickard



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**That the Committee approves the April 11, 2023 Agenda as circulated.**

**CARRIED.**

**5. DISCLOSURE OF CONFLICT OF INTEREST:**

None

**6. DELEGATIONS**

None

**7. CONSENT AGENDA**

**7.1 Approval of the Minutes**

7.1.1 March 14, 2023

**Resolution No. 2023-032:**

Moved by Committee Member Jeffrey Bornand  
Seconded by Committee Member Chris Pickard

**That the Planning and Development Advisory Committee approves the Minutes from the meeting held March 14, 2023**

**CARRIED.**

**7.2 Other Consent Items**

None

**8. NOTICE OF PUBLIC MEETINGS/HEARINGS**

Lynne Banks advised that an Open House/Public Meeting will be held in-person and as a virtual meeting on April 18<sup>th</sup> beginning at 6:00 p.m. for the property known municipally as 128 Brock Rd. S. She further noted that the statutory Public Meeting has already been held.

**9. REPORTS**

**9.1 LAND DIVISION (CONSENTS)**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**9.1.1 Severance application B17-23 (D10-JEF) – Jefferson Farms Ltd. c/o Tom and Robert Jefferson – Plan 131, Part Lot 5 West of the Blind Line, municipally known as 86 Farnham Rd, Township of Puslinch.**

Proposed severance is 50m fr x 85m = 0.42 hectares, vacant land for proposed rural residential use.

Retained parcel is 32.6 hectares with 286m frontage, existing and proposed agricultural use with existing dwelling, pool, old barn and various accessory buildings.

- Jeff Buisman, agent for the applicant, provided an overview of the application.
- John Sepulis asked if it would be a problem the Committee requests that the application be deferred until a Noise/Vibration Study is completed.
- Joanna Salsberg advised that the railway did provide comments but did not request any conditions for a Noise/Vibration Study. She further noted that County Planning staff have reached out to the Guelph Junction Railway to see if the study is something they might require.
- Courtenay Hoytfox advised that since the property is beyond the distance required for a Noise/Vibration Study, however the railway did provide warning clauses for any potential owner.
- Lynne Banks read the draft conditions for the Committee's information.

**Resolution No. 2023-033**

Moved by Committee Member Jeffrey Born and  
Seconded by Committee Member Chris Pickard

**That the Committee supports Severance Application B17-23 subject to the following conditions:**

- 1. That the Owner satisfy all the requirements of the Township of Puslinch, financial and otherwise (including taxes paid in full and Consent Review/Condition Clearance fee) which the Township may deem to be necessary at the time of issuance of the Certificate of Consent for the property and orderly development of the subject lands. Any fees incurred by the Township for the review of this application will be the responsibility of the applicant; and further that the Township of Puslinch file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

2. That safe access to the proposed severed lands can be accommodated to the satisfaction of the Township; and further that the Township file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.
3. That the Owner obtain zoning compliance for the multiple accessory buildings located on the retained lands to prohibit livestock, to the satisfaction of the Township; and further that the Township of Puslinch file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.
4. That the Owner shall be required to sign an affidavit stating that they will insert a warning clause in the Agreement of Purchase and Sale for the severed lands, regarding the Guelph Junction Railway located near the property, advising any potential purchaser of 24 hour and weekend railway operations, no whistle cessation in place, possible early morning maintenance and capital projects occurring pending freight train schedule and advise of no trespassing on railway property.

CARRIED

**9.2 ZONING BY-LAW AMENDMENT APPLICATIONS**

None

**10. CORRESPONDENCE**

None

**11. NEW BUSINESS**

None

**12. ADJOURNMENT**

**Resolution No. 2023-034:**

Moved by Committee Member Jeffrey Born and  
Seconded by Committee Member Dennis O'Connor

**That the Planning and Development Advisory Committee hereby adjourns at 8:13 p.m.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**MINUTES**

**DATE:** April 11, 2023

**MEETING:** 7:00 p.m.

The April 11, 2023 Committee of Adjustment Meeting was held on the above date and called to order at 7:00 p.m. via electronic participation and in-person at 23 Brock Rd S, Puslinch.

**1. CALL THE MEETING TO ORDER**

**2. ROLL CALL**

**ATTENDANCE:**

**PRESENT:**

Councillor John Sepulis, Chair  
Chris Pickard  
Dennis O'Connor  
Jeffrey Born

**ABSENT:**

Paul Sadhra

**STAFF IN ATTENDANCE:**

Lynne Banks, Secretary/Treasurer  
Courtenay Hoytfox, Municipal Clerk  
Joanna Salsberg, Planner, County of Wellington

**3. MOMENT OF REFLECTION**

**4. CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-022:**

Moved by Committee Member Chris Pickard and  
Seconded by Committee Member Jeffrey Born

**That the Committee approves the April 11, 2023 Agenda as circulated.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**CARRIED.**

**5. DISCLOSURE OF CONFLICT OF INTEREST:**

None

**6. CONSENT AGENDA**

**6.1 Approval of the Minutes**

6.1.1 March 14, 2023

**Resolution No. 2023-023:**

Moved by Committee Member Jeffrey Born and  
Seconded by Committee Member Chris Pickard

**That the Committee of Adjustment approves the Minutes from the meeting held March 14, 2023.**

**CARRIED.**

**7. APPLICATIONS FOR MINOR VARIANCE OR PERMISSION**

**7.1 Minor Variance Application D13-REI – Lilian Reinfels and Alexander Engelbert Reinfels – Gore, Rear Lot 19**

Requesting relief of New Comprehensive Zoning By-law # 23-2018, as amended, from Section 4.16.1 a. to permit:

1. A reduced MDSI setback from the barn at #6955 Concession 1 to the severed parcel to be 153m instead of 226m as required.
2. A reduced MDSI setback from the barn at #6978 Concession 1 to the Severed Parcel to be 203m instead of 221m as required.
- Jeff Buisman, agent for the applicant provided an overview of the application and noted that there is a barn located on the property known municipally as 6955 Concession 1 as well as a house located next to the proposed severed parcel at 6959 Concession 1. He further noted that if the owner of 6955 Concession 1 decides to enlarge the barn in the future, the house at 6959 Concession 1 is closer



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

to the barn and would impact the expansion more than the house that would be erected on the proposed severed parcel.

- Dennis O'Connor asked Joanna Salsberg that if the farm wants to expand their operation in the future, would having 2 houses close to the barn limit the expansion.
- Joanna Salsberg advised that the owner of the property would both affect how much the barn could be expanded.
- Dennis O'Connor asked if the barn is expanded and the owner applies for a building permit, would it the MDS have to be upgraded.
- Joanna Salsberg advised that all of the existing dwellings including the proposed new dwelling would affect the MDS and the farm would be required to meet the current MDS requirements.
- John Sepulis asked if the owner of a proposed barn expansion could they apply for a minor variance to permit the expansion.
- Joanna Salsberg advised that if the owner meets the requirements of the zoning by-law requirements, they would be able to apply for a minor variance for MDS II.

**Resolution No. 2023-024:**

Moved by Committee Member Dennis O'Connor and  
Seconded by Committee Member Chris Pickard

**That the Committee approve Minor Variance Application D13-REI with no conditions.**

**CARRIED.**

**7.2 Minor Variance Application D13-BUR – James and Melissa Burmaster – Concession 2, Front Part Lot 5 - 4390 Wellington Rd. 32**

Requesting relief of New Comprehensive Zoning By-law # 23-2018, as amended, from Section 12.4 and Section 4.17.1 to permit an addition of a deck with a roof on the existing home.

- James Burmaster, owner, provided an overview of the application.
- John Sepulis asked Joanna Salsberg why the minor variance is required.
- Joanna Salsberg advised that because the property is within an Natural Environment zone and the owner is proposing to expand a non conforming use, the Township's zoning by-law requires a minor variance to permit the expansion.



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**Resolution No. 2023-025:**

Moved by Committee Member Chris Pickard and  
Seconded by Committee Member Dennis O'Connor

**That the Committee approve Minor Variance Application D13-BUR with no conditions.**

**CARRIED.**

**7.3 Minor Variance Application D13-HOL – Janine and Kenneth Holman – Concession 10, Lot 16, RP 61R-9311; Pt. 1 – municipal address not assigned.**

Requesting relief of New Comprehensive Zoning By-Law #23-2018, as amended, from Section 11.4, Table 11.3 – Reduced Agricultural Lot Requirements and Section 4.4.2 a. Accessory Buildings and Structures

The purpose and effect is to provide relief from:

1. Section 11.4, Table 11.3 to permit a reduced lot frontage of the Retained Parcel to be 20.0m instead of 25m as required in Table 11.3 of the Zoning By-law.

2. Section 4.4.2 a. to permit the continued existence of two accessory structures on the Retained Parcel prior to the erection of the principal building for a limited time.

- Jeff Buisman, agent for the applicant, provided an overview of the application.
- Dennis O'Connor asked if the owner would be using the accessory structures for gardening while building the dwelling.
- Jeff Buisman advised that the owner most likely will be using them.
- Chris Pickard advised he would be agreeable the owner entering into an agreement with the Township to keep the shipping container until prior to the owner applying for occupancy.
- Chris Pickard asked if there is a timeline to build the house.
- Jeff Buisman advised that the owner is hoping to start this summer.
- Chris Pickard asked if he will keep the shed after the house is built.
- Jeff Buisman advised that he would like to keep the shed.
- Chris Pickard asked if the Township would require the owner to post securities for the shed and the storage container.
- John Sepulis noted that the security requirement is addressed in condition #2.
- John Sepulis asked that the owner's timeline is to construct the house.
- Jeff Buisman advised that it will probably take approximately one year to build.





THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

- John Sepulis noted that a timeline for the shipping container to remain on the property of one and a half years or once occupancy is approved, and the that owner shall be required to provide a security to the Township should be put as terms in the agreement.

**Resolution No. 2023-026:**

Moved by Committee Member Jeffrey Born and  
Seconded by Committee Member Dennis O'Connor

**That the Committee approve Minor Variance Application D13-HOL with the following conditions:**

1. That the owner will enter into an agreement with the Township that will allow the existing accessory structure (shed) to remain on the property until the new dwelling is completed and the owner has occupancy.
2. Terms in the agreement (shed) will include the requirement that the owner shall provide a security to the Township which will be returned to the owner once occupancy is approved for the new dwelling.
3. That the owner will enter into an agreement with the Township that will allow the existing accessory structure (container) located on the retained lands to remain for a period of one and one-half (1 ½) years or until occupancy has been approved for the new dwelling and it will then be removed to the satisfaction of the Township.
4. Terms in the agreement (container) will include the requirement that the owner shall provide a security to the Township which will be returned to the owner after one and one-half (1 ½) years or once occupancy is approved for the new dwelling and that the container is to be removed from the property.
5. That the Township's Public Works Department provide confirmation that safe access to the lands to be retained is possible.

**CARRIED.**

**7.4 Minor Variance Application D13-MUL – Andrew Mulder and Marcella Veenman-Mulder – 4541 Concession 11, Concession 11, Part Lot 18, Township of Puslinch.**

Requesting relief of New Comprehensive Zoning By-Law #23-2018, as amended, from Section 4.4.2 a. Accessory Buildings and Structures.

The purpose and effect is to provide relief from Section 4.4.2 a. to permit the continued existence of an accessory building on the Severed Parcel prior to the erection of the



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

principal building for a limited time.

- Jeff Buisman, agent for the applicant, provided an overview of the application.
- Chris Pickard asked what the owner's timeline is to build the house.
- Jeff Buisman advised that they are hoping to start winter of 2023-24.
- Chris Pickard asked when the shed that encroaches onto both proposed property lines will be removed from the property.
- Jeff Buisman advised that the owner will be removing it soon.
- Chris Pickard asked John Sepulis that if the workshop is too large, is there anything the Committee can do to make it legal non conforming.
- Joanna Salsberg advised that it is considered legal nonconforming and can exist as it currently stands.

**Resolution No. 2023-027:**

Moved by Committee Member Chris Pickard and  
Seconded by Committee Member Jeffrey Born

**That the Committee approve Minor Variance Application D13-MUL with the following conditions.**

1. That the property owner(s) enter into an agreement with the Township regarding the retention of the accessory structure;
2. That the property owner(s) post securities, as required by the Township;
3. That the shed labeled 'T.B.R' on the severed parcel that is located across the proposed consent boundary limits is to be removed to the satisfaction of the Township; and
4. That the applicant demonstrate that setbacks and lot coverage are met for the shed attached to the garage on the retained parcel once the parcel boundaries are adjusted to the satisfaction of the Township.

**CARRIED.**

**7.5 Minor Variance Application D13-TON – Louis Tonin – c/o P. Willis and Lynn Brombal – 900 Watson Rd S, Concession 10, Front Par Lots 8 and 9, Township of Puslinch.**

Requesting relief of New Comprehensive Zoning By-Law #23-2018, as amended, from Section 4.16.1 a. MDS I – New Non-Farm Uses.



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

The purpose and effect is to provide relief from Section 4.16.1 a. to permit a reduced MDSI setback for the establishment of a building envelope on the proposed severed parcel. The MDS I setback will not exceed 105m measured from the adjacent structure to the property line.

- Rob Stovel, agent for the applicant, provided an overview of the application.
- John Sepulis asked what the exact relief is that is being sought by the owner.
- Rob Sovel advised that the number they came up with for MDS is in the low 100's based on if the barn was actually a livestock barn, which they don't agree it is, and the County noted in their report that they believe it is around 305 based on variations in the MDS and he also noted that it wasn't reflective of livestock facility in the area.
- John Sepulis asked Joanna Salsberg for comment.
- Joanna advised that planning staff reviewed and prepared calculation based on MDS for this facility and further noted that they added a 3<sup>rd</sup> barn at 930 Watson Road South for another MDS calculation.
- John Sepulis asked Joanna Salsberg for clarity on what was being proposed based on the 3<sup>rd</sup> additional property.
- Joanna Salsberg confirmed what was being proposed.
- John Sepulis advised the Committee that they can approve, defer or deny the application.
- Dennis O'Connor stated that he would like to see see the application deferred until the Committee has the actual MDS calculations to review.
- Chris Born stated that he agrees and would like to see the calculations.
- The Committee voted to defer the application to the next Committee of Adjustmeent meeting on May 9<sup>th</sup> so that they can see all of the MDS calculations.

**Resolution No. 2023-028:**

Moved by Committee Member Dennis o'Connor and  
Seconded by Committee Member Chris Pickard

**That the Committee defer Minor Variance Application D13-TON the the May 9, 2023 Committee of Adjustment meeting in order for the owner to provide all MDS 1 calculations.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
APRIL 11, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**8. NEW BUSINESS**

None

**8. ADJOURNMENT**

**Resolution No. 2023-030:**

Moved by Committee Member Jeffrey Born and  
Seconded by Committee Member Dennis O'Connor

**That the Committee of Adjustment hereby adjourns at 7:59 p.m.**

**CARRIED.**



## **Notice of the adoption of an amendment to the Official Plan by the Corporation of the City of Guelph**

The Council of The Corporation of the City of Guelph passed Amendment No. 88 to the Official Plan for the Corporation of the City of Guelph, as By-law (2023)-20751, (Comprehensive Zoning Bylaw Update) (OZS22-012) on April 18, 2023, under section 17 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

An explanation of the purpose and effect of the by-law as well as a description of the subject lands are included. For more information regarding the Official Plan Amendment, contact Planning Services at 519-837-5616, or [planning@guelph.ca](mailto:planning@guelph.ca).

By-law Number (2023)-20790 approving the Comprehensive Zoning By-law of the Corporation of the City of Guelph (OZS22-012) which replaces the City of Guelph Zoning By-law (1995)-14864 was also passed on April 18, 2023, regarding the subject lands.

The proposed Official Plan Amendment is exempt from approval by the Ministry of Municipal Affairs and the decision of Council of The Corporation of the City of Guelph is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only Individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal (OLT). A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf. The Notice of Appeal must be filed with the City Clerk not later than **May 16, 2023, no later than 4:00 p.m.** The appeal must set out the reasons for the appeal and the specific part of the official plan amendment to which the appeal applies and be accompanied by the fee of **\$1,100.00, paid by credit card, certified cheque or money order** payable to the Minister of Finance. The forms are available from ServiceGuelph, Guelph City Hall or on OLT's website, [www.olt.gov.on.ca](http://www.olt.gov.on.ca).

No person or public body will be added as a party to the hearing of the appeal of the decision unless, before the amendment was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the OLT, there are reasonable grounds to add the person or public body as a party.

Any and all written submissions relating to this application that were made to City Council before its decision and any and all oral submissions related to this application that were made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by City Council as part of its deliberations and final decision on this matter.

## **EXPLANATION OF PURPOSE AND EFFECT AND SUBJECT LANDS FOR BY-LAW NUMBER (2023)–20751**

### **Purpose and effect of the Official Plan Amendment (OPA)**

A companion Official Plan Amendment is approved to adjust land use designations on specific properties to better reflect the existing built form, uses and zoning permissions. This amendment will ensure that lands with existing buildings do not lose their current development permissions.

### **Subject Lands**

The proposed OPA applies to the following properties:

3, 5, 7, 9 Algonquin Road; 201, 203 Alma Street North; 11 Arthur Street North; 65 Bagot Street; 5, 7, 9 Brant Avenue; 5, 6 Brentwood Drive; 29, 35 Cassino Avenue; 56, 60, 62, 64, 66, 68 Cedar Street; 7, 8 Christopher Court; 17, 18, 19, 26, 30 Drew Street; 6 Delhi Street; 30 Edinburgh Road North; 44, 46, 89, 109 Emma Street; 391 Eramosa Road; 1, 3, 5, 6, 7, 9 Forest Hill Drive; 36 Garth Street; 236 Gordon Street; 4, 6, 8, 10, 14 Home Street; 142-150 Imperial Road North; 16 James Street West; 8, 10, 17, 33 Julia Drive; 316, 324 Kathleen Street; 50, 51 Kimberley Drive; 219-225 London Road West; 57 Lonsdale Drive; 7, 8, 9, 10, 11 Manhattan Court; 46 Meadowview Avenue; 50 Mercer Street; 5, 9 Meyer Drive; 2, 8 Normandy Drive; 135 Oxford Street; 346, 350 Paisley Road; 20, 75 Preston Street; 32-46 Regent Street; 261-263, 300, 308, 310, 312, 314, 316, 318, 320, 321, 323, 460, 480 Speedvale Avenue East; 75, 77, 79, 81, 135, 136, 138, 139, 140 Speedvale Avenue West; 57 Suffolk Street West; 353, 355, 357, 361 Victoria Road North; 105, 119 Water Street; 222 Waverley Drive; 85-87, 89-93 Westwood Road; 68, 70, 72 William Street; 180 Willow Road; 14-16 Windsor Street; 524, 560-562, 576 Woolwich Street; 234 Yorkshire Street North; 70 Yorkshire Street South.

DATED at the City of Guelph April 27, 2023.

Stephen O'Brien  
City Clerk  
City of Guelph  
1 Carden Street  
Guelph, Ontario N1H 3A1  
[clerks@guelph.ca](mailto:clerks@guelph.ca)  
519-837-5603



## **Notice of the Passing of a zoning by-law by the City of Guelph**

Guelph City Council passed by-law (2023) – 20790, for the Comprehensive Zoning Bylaw Update (OZS22-012) on April 18, 2023, under sections 26(9) and 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

An explanation of the purpose and effect of the by-law as well as a description of the subject lands are included. For more information regarding the Zoning By-law, contact the Planning Services at 519-837-5616, email at [planning@guelph.ca](mailto:planning@guelph.ca) or in person at Guelph City Hall. (8:30 a.m. to 4:00 p.m., Monday to Friday)

By-Law Number (2023)-20751 approving Official Plan Amendment #88 (application OZS22-012) of the Corporation of the City of Guelph was also passed on April 18, 2023, as a companion Official Plan Amendment to the Comprehensive Zoning Bylaw.

Only Individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal (OLT). A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf. An Appeal must be filed with the City Clerk no later than **May 16, 2023, at 4:00 p.m.** The appeal must set out the reasons for the appeal and be accompanied by the fee of **\$1,100.00, paid by credit card, certified cheque or money order** payable to the Minister of Finance. The forms are available from ServiceGuelph, Guelph City Hall or on OLT's website, [www.olt.gov.on.ca](http://www.olt.gov.on.ca).

No person or public body will be added as a party to the hearing of the appeal of the decision unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the OLT, there are reasonable grounds to add the person or public body as a party.

Any and all written submissions relating to this application that were made to City Council before its decision and any and all oral submissions related to this application that were

made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by City Council as part of its deliberations and final decision on this matter.

**EXPLANATION OF PURPOSE AND EFFECT AND  
SUBJECT LANDS FOR BY-LAW NUMBER (2023)–20790**

**Purpose and effect of the Zoning Bylaw**

The City is repealing and replacing the existing Zoning By-law (1995)-14864 in its entirety. The proposed Zoning Bylaw implements the vision and policies of the current Official Plan and contemporary zoning practices. The new Zoning Bylaw pre-zones land in accordance with the Official Plan, and places emphasis on built form, simplified uses and flexible zones.

**Subject Lands**

The Comprehensive Zoning Bylaw applies to all land within the municipal boundaries of the City of Guelph.

DATED at the City of Guelph April 27, 2023.

Stephen O'Brien  
City Clerk  
City of Guelph  
1 Carden Street  
Guelph, Ontario N1H 3A1  
[clerks@guelph.ca](mailto:clerks@guelph.ca)  
519-837-5603





## **Grand River Conservation Authority**

*Summary of the General Membership Meeting – April 28, 2023*

*To GRCA/GRCF Boards and Grand River watershed municipalities - Please share as appropriate.*

### **Action Items**

*The Board approved the resolutions in the following reports as presented in the agenda:*

- GM-04-23-34 - Revised Joint GRCA/GRCF Donor Naming Policy
- GM-04-23-39 - Financial Summary
- GM-04-23-34 - Provincial Offences Act Officer Designation - Section 29 (Conservation Areas)
- GM-04-23-37 - Provincial Offences Act Officer Designations - Section 28 (Planning Services)
- GM-04-23-32 - Development, Interference with Wetlands and Alterations to Shorelines Regulation (Quarterly Permits)
- Property Disposition - Township of Mapleton (Closed Agenda)
- Report of the Labour Relations Committee (Closed Agenda)

### **Information Items**

*The Board received the following reports as information:*

- GM-04-23-38 - General Insurance Renewal - 2023-2024
- GM-04-23-31 - Cash and Investment Status
- GM-04-23-36 - April 2023 Flood Event
- GM-04-23-33 - Current Watershed Conditions

### **Correspondence**

*The Board received the following correspondence:*

- Jan W. Jansen re: Wetlands Protection
- Nicole Doro re: Wetlands Protection

### **Source Protection Authority**

*The General Membership of the GRCA also acts as the Source Protection Authority Board*

### **Action Items**

*The SPA Board approved the resolutions in the following reports as presented in the agenda:*

- SPA-04-23-01 - Submission of the 2022 Grand River Annual Progress Report and Supplemental Form
- SPA-04-23-02 - Submission of the Revised Updated Grand River Source Protection Plan and Assessment Report

### **Correspondence**

*The SPA Board received the following correspondence:*

- Lake Erie Region Source Protection Committee - Source Protection Plan Annual Progress Reporting
- Lake Erie Region Source Protection Committee - Updated Grand River Assessment Report and Source Protection Plan

*For full information, please refer to the [April 28 Agenda Packages](#). Complete agenda packages and minutes of past meetings can be viewed on our [online calendar](#). The minutes of this meeting will be posted on our online calendar once they have been approved.*

*You are receiving this email as a GRCA board member, GRCF board member, or a Grand River watershed member municipality. If you do not wish to receive this monthly summary, please respond to this email with the word 'unsubscribe'.*



## City of Belleville

CORPORATE SERVICES DEPARTMENT  
TELEPHONE 613-968-6481  
FAX 613-967-3206

169 FRONT STREET  
BELLEVILLE, ONTARIO  
K8N 2Y8

May 10, 2023

Hon. David Piccini, MPP  
Ministry of the Environment, Conservation and Parks  
5th Floor, 111 Bay St.  
Toronto, ON, M5B 2H7

VIA EMAIL: david.piccini@pc, ola.org

Dear Minister:

**RE: Request Ministry Environment, Conservation & Parks to Clean Up the Litter on the Roadside of the 401 in Accordance with the Ministry Initiative "Act on Litter Ontario"**  
**Council Information Matters**  
**8.c.2.c) Belleville City Council Meeting, May 8, 2023**

This is to advise you that at the Council Meeting of May 8, 2023, the following resolution was approved.

"THAT Belleville City Council supports the following resolution of the Township of Puslinch:

That Council receive the Mayors and Council member updates for information; and

That Council direct staff to send notice to the MECP requesting that the litter on the roadside of the 401 be cleaned up in accordance with the Ministry initiative "Act on Litter Ontario"; and

That this resolution be circulated to all municipalities in Ontario."

Thank you for your attention to this matter.

Matt MacDonald  
Director of Corporate Services/City Clerk

MMacD/nh

Pc: AMO

Todd Smith, MPP Prince Edward-Hastings  
Ric Bresee, MPP Hastings – Lennox & Addington  
Courtenay Hoytfox, Municipal Clerk, Township of Puslinch



# Township of Lucan Biddulph

270 Main Street  
P.O Box 190, Lucan, Ontario N0M 2J0  
Phone (519) 227-4491; Fax (519) 227-4998

May 11, 2023

Hon. David Piccini, MPP  
Minister of the Environment  
Conservation and Parks  
5<sup>th</sup> Floor  
777 Bay St.  
Toronto, ON, M5B 2H7

VIA EMAIL:

[david.piccini@pc.ola.org](mailto:david.piccini@pc.ola.org)

Dear Honorable David Piccini, Minister of the Environment Conservation and Parks

Please be advised that at the Regular Council Meeting on May 9<sup>th</sup>, 2023, the Township of Lucan Biddulph Council passed resolution 132-2023 supporting the resolution from the Township of Puslinch regarding a request that the litter on the roadside of the 401 be cleaned up in accordance with the Ministry Initiative "Act of Litter Ontario".

Please see attached copy of Township of Puslinch Resolution 2023-127 for reference.

Sincerely,



Tina Merner  
Deputy Clerk



Hon. David Piccini, MPP  
Minister of the Environment  
Conservation and Parks  
Ministry of the Environment,  
Conservation and Parks 5<sup>th</sup> Floor  
777 Bay St.  
Toronto, ON, M5B 2H7  
VIA EMAIL:  
[david.piccini@pc.ola.org](mailto:david.piccini@pc.ola.org)

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0  
[www.puslinch.ca](http://www.puslinch.ca)

April 26, 2023

RE: 11.1 Mayor's Updates - 11.1.1 Mayor Seeley gave an update on the upcoming spring clean-up day being the second weekend of May.

Please be advised that Township of Puslinch Council, at its meeting held on April 12, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

**Resolution No. 2023-127:**

Moved by Councillor Bailey and  
Seconded by Councillor Sepulis

**That Council receive the Mayors and Council member updates for information; and**

**That Council direct staff to send notice to the MECP requesting that the litter on the roadside of the 401 be cleaned up in accordance with the Ministry initiative "Act on Litter Ontario"; and**

**That this resolution be circulated to all municipalities in Ontario.**

**CARRIED**

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Courtenay Hoytfox  
Municipal Clerk

CC: All Ontario Municipalities

---

**From:** Roseann Knechtel <rknechtel@mulmur.ca>  
**Sent:** Tuesday, May 09, 2023 9:23 AM  
**To:** Hillary Miller  
**Subject:** Resolution – Roadside Litter on the 401  
**Attachments:** Resolution No. 2023-127 - Road Side Litter on Highway 401.pdf

Good Morning,

Please be advised that at Mulmur's Council meeting on May 3, 2023 Council passed the following motion to endorse the Township of Puslinch's resolution regarding roadside litter on the 401.

**Township of Puslinch: Roadside Litter on the 401**

**Moved by Cunningham and Seconded by Lyon**

THAT Council endorse item 12.3: Township of Puslinch – Roadside Litter on the 401. **CARRIED.**

Have a great day,

**Roseann Knechtel, BA, MMC | Deputy Clerk / Planning Coordinator**

*Township of Mulmur | 758070 2<sup>nd</sup> Line East | Mulmur, Ontario L9V 0G8*

*Phone 705-466-3341 ext. 223 | Fax 705-466-2922 | [rknechtel@mulmur.ca](mailto:rknechtel@mulmur.ca)*

[Join our email list](#) to receive important information and keep up to date on the latest Township news.

This message (including attachments, if any) is intended to be confidential and solely for the addressee. If you received this e-mail in error, please delete it and advise me immediately. E-mail transmission cannot be guaranteed to be secure or error-free and the sender does not accept liability for errors or omissions.



Hon. David Piccini, MPP  
Minister of the Environment  
Conservation and Parks  
Ministry of the Environment,  
Conservation and Parks 5<sup>th</sup> Floor  
777 Bay St.  
Toronto, ON, M5B 2H7  
VIA EMAIL:  
[david.piccini@pc.ola.org](mailto:david.piccini@pc.ola.org)

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0  
[www.puslinch.ca](http://www.puslinch.ca)

April 26, 2023

RE: 11.1 Mayor's Updates - 11.1.1 Mayor Seeley gave an update on the upcoming spring clean-up day being the second weekend of May.

Please be advised that Township of Puslinch Council, at its meeting held on April 12, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

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**That Council receive the Mayors and Council member updates for information; and**

**That Council direct staff to send notice to the MECP requesting that the litter on the roadside of the 401 be cleaned up in accordance with the Ministry initiative "Act on Litter Ontario"; and**

**That this resolution be circulated to all municipalities in Ontario.**

**CARRIED**

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Courtenay Hoytfox  
Municipal Clerk

CC: All Ontario Municipalities

---

**From:** diane noble [REDACTED]  
**Sent:** Friday, May 5, 2023 2:58 PM  
**To:** [REDACTED] Courtenay Hoytfox <choytfox@puslinch.ca>;  
[REDACTED]  
**Subject:** From Concerned Citizens - Bill 5 The Stopping Harassment and Abuse by Local Leaders Act  
**Importance:** High

**\*FAO Municipal Clerks: If your municipality has not already formally endorsed Bill 5 with a motion, please add this request to your next council meeting agenda and let us know the outcome. \*Otherwise, please disregard\***

**Bill 5 is now scheduled for a second reading in the Ontario Legislature on May 30, 2023\***

**Please follow us on Instagram and Facebook: womenofontariosayno**

**Dear Ontario Mayors and Councillors,**

As you are aware, there is growing **non-partisan advocacy** across this province calling for support of Bill 5- The Stopping Harassment and Abuse by Local Leaders Act - 'The Women of Ontario Say No'. This advocacy was borne out of a situation in Barrie, ON where a councillor was in litigation for sexual harassment while also running for Mayor, and Bill 5 itself is a result of the most appalling behaviour from a sitting councillor in Ottawa where council had no resource but to suspend pay for 90 days, four times.

There is an increasing number of municipalities in support (80 and growing DAILY), recognizing that this gap disproportionately affects women- and affects women in the most unconscionable ways. **Bill 5 was endorsed**

**unanimously by the Ontario Big City Mayors a few weeks ago.** A list of current supporting municipalities can be found at the bottom of our home page [The Women of Ontario Support Bill 5 \(squarespace.com\)](https://www.squarespace.com).

Workplace safety is the foundation to supporting diversity of voice at the decision-making tables. **A working environment free of harassment for all is not a big 'ask' - it is a right.** You may recall the names of two Ontario women, Lori Dupont and Theresa Vince, detailed in this article [Ont. workplace harassment laws change | CBC News](#) Both were murdered in the workplace by co-workers. As a result, Bill 168 was passed to strengthen Occupational Health and Safety legislation. Bill 5 is a natural progression to ensure health & safety in municipal workplaces for both employees **and** elected officials.

The Canadian Medical Association says this about workplace harassment “Bullying can cause stress, fatigue, presenteeism, anxiety, burnout, depression, substance abuse, broken relationships, early retirement and even suicide. It can affect performance, self-esteem/self-confidence, absenteeism and teamwork.”  
<https://www.cma.ca/bullying-workplace>

Employers have a legal obligation to ensure psychologically safe workplaces. “A perfect legal storm is brewing in the area of mental health protection at work. This storm brings with it a rising tide of liability for employers in connection with failure to provide or maintain a psychologically safe workplace.” Dr. Martin Shain [see PDF attachment Workforce Psychological Safety in the Workplace prepared for the Mental Health Commission of Canada](#).

From an article published in the National Post, Sept 2022 [Workplace bullying should be treated as a public health issue | National Post](#) “Multiple high profile incidents of workplace bullying have been in the media over the past few years, from the alleged toxic workplace culture created by former Governor General Julie Payette and the suicide of a Canadian Armed Forces reservist linked to constant harassment by co-workers...” “Like other health issues, the impact of workplace bullying has measurable diagnostic implications and the clustering of adverse physical and psychological symptoms of bullying victims is definable. Multiple studies have shown that it can negatively impact a person’s mental health and can even lead to long-term psychological trauma..”

Multiple Ontario municipalities have learned the hard way about the lack of tools in the Municipal Act for holding councillors accountable for workplace harassment. Currently the most severe penalty that can be imposed on a municipal councillor is suspension of pay for 90 days. There is no process for removing councillors from office. This advocacy is not about upending our most sacred element of healthy societies- our democracy. **It about protecting the most basic of human rights for women, and all Ontarians. It is understood that that removal would only be pursued in the most egregious of circumstances, and even then, the courts would have to review the evidence and agree before removal would be enforced.** In fact, it is precisely the Bill's due process that has facilitated such rapid support.

There is discourse circulating that this legislation needs other elements. To that end, the legislation is in its infancy. Much of the worthy discussion on this will be captured in Committee and incorporated into regulation, if it passes second reading.

We NEED legislation now to address this shortcoming by amending the Municipal Act & City of Toronto Act to ensure (at a minimum): 1) municipally elected officials are accountable to violence and harassment in the workplace policies 2) there is a process for removal and restriction on re-election in cases where egregious acts of harassment are substantiated.



YOU have been elected to lead in our provincial municipalities and to represent the public's best interest. We are asking you to do just that. Human rights and the fundamental rights of women to work in an environment free of harassment can't wait. We are counting on you.

Sincerely,

Emily McIntosh



Diane Noble



On Behalf of  
The Women of Ontario  
Say No

Sent from [Mail](#) for Windows



## CITY COUNCIL RESOLUTION

### Regular Council Meeting

**Agenda Number:** 9.2.  
**Title:** Support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act  
**Date:** Tuesday, February 21, 2023

---

**Moved by:** Councillor A. Caputo  
**Seconded by:** Councillor L. Vezeau-Allen

Whereas municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace; and

Whereas a fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is safe; and

Whereas Bill 5, the *Stopping Harassment and Abuse by Local Leaders Act* would require Councillors to comply with the workplace violence and harassment policies of the municipality they represent, permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies as well as restrict officials whose seat has been vacated from seeking immediate subsequent re-election; and


Whereas over 20 municipalities have formally endorsed and communicated public support for Bill 5; and

Whereas Bill 5 would both hold accountable and protect all municipal officials;

Now Therefore Be It Resolved that Sault Ste. Marie City Council express its support for Bill 5, *Stopping Harassment and Abuse by Local Leaders Act*;

Further that this resolution be circulated to the Hon. Doug Ford, Premier of Ontario, Ross Romano, MPP for Sault Ste. Marie, the Association of Municipalities of Ontario, and MPP Stephen Blais (Orleans).

Carried

  
Matthew Shoemaker

# The Shain Reports on Psychological Safety in the Workplace – A Summary

Prepared for the Mental Health Commission of Canada | April 2010



A rapid and profound legal transition is underway, and it is affecting every Canadian workplace. In a 2009 report, ***Stress at Work, Mental Injury and the Law in Canada***, Dr. Martin Shain illuminates a dramatic evolution of the employee-employer relationship, stressing that employers who fail to understand the shifting legal terrain are at serious risk of liability.

For decades, Canadian employers have been required by law to protect employees' physical safety and health in the workplace. **But for the first time in Canadian history, employers are under pressure of an emerging legal duty to create and maintain not only a physically safe workplace, but also a psychologically safe work environment.** Dr. Shain defines a psychologically safe workplace as "one that does not permit harm to employee mental health in careless, negligent, reckless or intentional ways." Simply, it is "one in which every practical effort is made to avoid reasonably foreseeable injury to the mental health of employees."

In the *Stress at Work* report, prepared for the Mental Health Commission of Canada, Shain explains that a growing number of case law precedents, legislation changes and tribunal deliberations support a trend toward envisioning the duty to provide a psychologically safe workplace as an implicit term of the employment contract. The law is imposing increasingly restrictive limitations on management rights by requiring that the organization and management of work must lead to no lasting harm to employee mental health that impacts their ability to function at work or outside of work. The overall implications are highly similar in unionized and non-unionized contexts.

While Shain's 2009 report highlights this emerging legal duty, only one year later he is able to illuminate considerable further development, highlighting ways in which the duties are coming into focus as legal and tribunal findings continue to accumulate. Shain's April 2010 update report is titled ***Tracking the Perfect Legal Storm:***

***Converging systems create mounting pressure to create the psychologically safe workplace.*** According to Shain:

*A perfect legal storm is brewing in the area of mental health protection at work. This storm brings with it a rising tide of liability for employers in connection with failure to provide or maintain a psychologically safe workplace.*

Remedies available to employees are multiplying and for the first time it appears that real redress for harm to psychological health is within the reach of many, if not most, workers. Shain summarizes the rapid and dramatic nature of the change:

*From a time no more than ten years ago, when only egregious acts of harassment and bullying resulting in catastrophic psychological harm could give rise to legal actions for mental injury, we have arrived at a point where even the negligent and chronic infliction of excessive work demands can be the subject of such claims under certain conditions.*

In a rapidly transforming uncertain legal environment, understanding the trajectory of change will be managers' key to responding effectively. This document outlines the most critical aspects of Shain's two reports, explains why managers must pay attention, and illustrates how they can begin to make changes that will not only protect their employees, but also enhance the competitiveness of their entire organization.

As a professor at the University of Toronto's Dalla Lana School of Public Health in the Faculty of Medicine, Shain is positioned well to understand the dramatic implications of mental injury at work. Employees (and their families), employers and society at large all face the consequences.



At the individual level, personal suffering can be severe, and there can be no doubt that mental health concerns are widespread. Seven million Canadians – approximately one in five – will experience a mental health problem this year, and many of these problems will relate in some way to the workplace. If addictions are included, the total is about one in three, and adding stress and burnout raises the figure considerably higher again.

Businesses face problems with loyalty and retention and rising costs from higher turnover, lower productivity and increased disability leave. In a recent major Canadian study, 82% of responding organizations ranked mental health conditions in their top three causes of short-term disability (72% for long-term). In fact, the average responding organization reported spending more than \$10.5 million annually on absence claims. **Overall, it is estimated that between \$2.97 billion and \$11 billion could be saved every year in Canada if mental injuries to employees attributable in whole or in part to negligent, reckless and intentional acts and omissions of employers, their agents and fellow employees were to be prevented.**

Employers are at the front line of the endeavour to protect mental health at work, but this should not be seen as a burden. In fact, a psychologically safe workplace provides a serious boost to competitiveness. Paying attention to psychological safety at work is simply good business. Employers who set a strategic direction of improving mental health are rewarded with dramatic cost and effectiveness benefits, enjoying significant and sustainable enhancements in:

1. **productivity** – happy and psychologically healthy employees work harder and more efficiently
2. **recruitment and retention** – today's top-quality employees expect a workplace that supports their personal and professional growth
3. **costs due to disability and absenteeism** – there is a strong link between mental health, physical well-being and injury prevention
4. **conflict reduction** – better mental health among employees means fewer grievances and complaints and a stronger corporate reputation

5. **operational success** – mentally healthy workplaces are characterized by higher levels of employee motivation, commitment, innovation and creativity, as well as fewer errors, better decision making and improved planning.

A focus on psychological safety is a critical part of an overall corporate social responsibility and risk management strategy. And from a less formal perspective, employers simply cannot ignore the benefits of having mentally healthy and loyal employees who want to come to work each day, and the satisfaction of being able to play a role in maximizing their potential.

The challenge for employers is developing long- and short-term strategies for making workplace mental health a priority. The following section further explores the ongoing transformation outlined in Shain's reports, highlighting specific areas of legal risk that managers must understand when shaping their strategies. This is followed by a list of steps employers can take now to begin making changes that will protect workers *and* enhance the financial bottom line.

In *Tracking the Perfect Legal Storm*, Shain elaborates upon the increasing momentum toward a broadening duty of workplace psychological safety. He says, "there is a trend in the law to condemn more and more mentally injurious conduct as unacceptable and to define it as having the potential to give rise to legal action." Remedies by the courts include financial awards and/or remedial orders against employers, requiring them to alter conditions of work that contribute to mental injury or harm. Overall, financial rewards for damages have increased in size over the past five years by as much as 700%.

The duty to provide and maintain a psychologically safe workplace is developing in different ways across Canadian jurisdictions and within various legislative and regulatory bodies, but a common thread is the increasing insistence of judges, arbitrators and commissioners upon more civil and respectful behaviour in the workplace and avoidance of conduct that a reasonable person should foresee as leading to mental injury. In addition to restricting management rights, adjudicators are also becoming more proactive in detailing how organizations must operate in order to meet this goal. Shain explains that "the failure to provide or maintain a psychologically safe workplace is already the



object of legal actions from at least seven sources that together may be characterized as a perfect legal storm.” An examination of the seven institutional/jurisdictional components of the “perfect storm” illuminates a momentum of profound change to the employment relationship, and highlights areas of risk.<sup>1</sup>

## 1 Human Rights Tribunals and Commissions

A provincial human rights tribunal found that employers who discover that an employee is suffering from clinical depression have a duty to accommodate that employee to a reasonable degree, *even in the absence of medical evidence*. Employers must pay particular attention to signs of mental disorder that would trigger concern in a reasonable person. Failure to do so may be characterized as discriminatory and an assault upon personal dignity. Damages may be awarded. A provincial appeal court held that the general duty to accommodate applies even when the complainant does not declare his or her existing mental disability before being hired.

## 2 Workers Compensation Law

The traditional refusal to accept claims for compensation of mental injury resulting in whole or in part from “gradual onset stress” (chronic stress) appears to be changing. A provincial court of appeal found that allowing compensation for mental injury *only if it was an acute reaction related to sudden traumatic workplace events* treats those suffering from mental disability differently from those suffering from physical disability. The standard of proof to meet the threshold of compensability for *physical* accidents is simply that they arose out of and in the course of employment, while in the case of *mental* injury there was an added criterion that limits compensation to those who have suffered from an acute reaction to a sudden and unexpected traumatic event. This higher standard of proof in legislative provisions has been characterized as discrimination based on mental disability, and has been the target of a successful *Charter of Rights and Freedoms* challenge. A provincial court of appeal also recently held that the mental injury resulting from chronic stress can be compensable if caused by events or situations that are unusual and excessive according to the norms of the industry or occupation in question. Mental injury as a result of both acute and chronic

stress is also being compensated through awards made to victims of heart attacks and their families when fatal or debilitating heart attacks are precipitated by abusive and mentally injurious acts or omissions.

## 3 The Law of Torts (Common Law)

The tort law governing non-union environments is framing more stringent requirements for how work should be organized and managed to avoid reasonably foreseeable harm to employee mental health. Courts are on the brink of extending the reach of the torts of negligent and intentional suffering to govern the employment relationship as a whole, not just at the point where it is being dissolved, making the quality of the employment relationship *in its entire course* a target for legal intervention.

## 4 Employment Contract

Employment contracts are no longer envisioned as strictly commercial agreements for the exchange of labour and wages. The employment contract is evolving as judges allow that it contains an implied duty to protect employee mental health, deemed to be included in the requirement that employers act in good faith *at all stages of the employment relationship*. This has been interpreted as meaning that harassment resulting in injury to an employee’s mental health was a breach of the employment contract itself. Additionally, the emergence of class action suits in employment law appears to represent genuine potential to attach claims for mental injury to suits for unpaid overtime. Many employers will be interested to learn that a judge has found that certain overtime policies create *systemic* problems that contribute to a *culture of overwork* that affects every employee. Creating *by policy* a work environment in which overwork is encouraged represents a breach of the duty of good faith.

## 5 Labour Law

Arbitrators now routinely import implied terms for the protection of mental health into collective agreements. This labour law shield offers an impressive array of remedies to employees with claims of harassment and other forms of abuse. Labour law is also evolving as it struggles with balancing the rights of employees with mental disorders and the needs of employers to manage and direct work. Such cases raise the question of the extent to which an employee

<sup>1</sup> Case details appear in the full reports.





living with a mental illness retains sufficient capacity to appreciate the impact he or she is having on coworkers. To what degree do such employees bear some responsibility for actively participating in the creation and maintenance of an equitable and psychologically safe work environment? “Hybrid” solutions giving direction to both the employee and employer are one method used to address these complex situations.

In a further development, an arbitrator has held that the same precautionary principles apply to the protection of both mental and physical health. If a threat to physical safety is identified, workers are not only allowed but required to remove themselves or be removed from the location of the danger. Similarly with psychosocial risks, any perceived hazard must be investigated, during which the worker must be removed from the source of threat.

## **6 Occupational Health and Safety Law**

Occupational health and safety law across the country is becoming more consistent in its application to psychological safety through various amendments to governing legislation. In Ontario, harassment and violence have been added to the legislation as areas to which the general duty of due diligence applies. Every reasonable effort must be made to prevent harm to the mental health of employees.

## **7 Employment Standards**

Quebec has led the country in placing protection from harassment at work and regulation of harm to mental health in general in the context of employment standards. Quebec case law also leads in detailing the boundary between frivolous and serious claims of mental injury.

A relatively recent development in the realm of employment standards is legislation dealing with accessibility and treatment of those with mental disorders. The intent of the legislators is to apply the same principles of respect for dignity, autonomy and integration to the employment relationship as apply to customer and client relations.

### **Beginning the Change to a More Psychologically Healthy Workplace**

Large and small organizations can take readily achievable steps immediately to begin protecting workplace mental health. A good overall strategy includes:

1. designating an individual or group to lead the process of change and ensure accountability
2. a focus on prevention and early intervention to stop problems before they become more serious
3. assessing psychosocial risk within the organization
4. communicating a strategic vision throughout the organization, especially to managers/supervisors, human resources, union representatives and health and wellness teams
5. developing and implementing appropriate policies and programs for workplace psychological health
6. assessing the results of policies and programs and adjusting accordingly
7. focusing the recruitment, selection, training and promotion processes to a greater degree on individuals’ abilities to relate to others in psychologically healthy ways.

There is also a wealth of things managers, supervisors and others can do tomorrow to begin making positive change. *Stress at Work* makes it clear that common workplace mental health conditions such as depression, anxiety and burnout (the focus of much of the legal attention) can be precipitated or aggravated by management actions such as the chronic and consistent:

- Imposition of unreasonable demands
- Withholding of adequate levels of important information by choice or neglect
- Refusal to allow the exercise of reasonable discretion over the day-to-day means, manner and methods of work
- Failure to acknowledge or credit contributions and achievements
- Failure to recognize and acknowledge the legitimate claims, interests, and rights of others

Easily achievable workplace modifications to reverse sources of stress like those above can have powerful effects. A list of organizations providing helpful tools



appears below. Managers may want to consider starting with the innovative tool *Guarding Minds at Work (GM@W)*, Canada's first formal framework for helping employers address risks to mental health embedded in the ways in which work is organized and managed. Funded by Great-West Life's Centre for Mental Health in the Workplace and originally inspired by Shain, GM@W is a free, web-based risk assessment and strategy implementation process developed by a team of researchers at Simon Fraser University led by psychologist Dr. Joti Samra. Implementing the GM@W process is a powerful step toward meeting the legal requirements to create and maintain a psychologically safe workplace.

### Conclusion – A Precautionary Tale

Managers must create a strategic vision in support of psychological safety and communicate this vision explicitly through policy and operation and implicitly by example. The employment relationship should be conducted according to the precepts of psychological safety if the stress, disruption, costs and inefficiencies of employee claims of mental injury are to be avoided. This means taking every reasonable precaution to avoid foreseeable harm to employee mental health. The legal evolution outlined by Dr. Shain has been rapid, and employers cannot risk becoming a test case for a new legal concept. Every indication points to an intensification of the “perfect storm,” making it more important than ever for employers to take proactive measures to avoid future problems as the law reaches more deeply into the activities of private and public organizations.

#### Find the Shain Reports Online at the Mental Health Commission of Canada Website

The Shain reports are available at:

[www.mentalhealthcommission.ca](http://www.mentalhealthcommission.ca)

Stress, Mental Injury and the Law in Canada: A discussion paper for the Mental Health Commission of Canada (2009) [“The Shain Report”]

Tracking the Perfect Legal Storm: Converging systems create mounting pressure to create the psychologically safe workplace (2010)

### Resources for Mental Health in the Workplace

#### A Leadership Framework for Advancing Workplace Mental Health

[www.mhccleadership.ca](http://www.mhccleadership.ca)

Tools for senior leaders. Includes videos of corporate, small business, government and union leaders talking about workplace mental health. The framework touches on business benefits, corporate social responsibility, risk management, recruitment and retention.

#### Guarding Minds at Work

[www.guardingmindsatwork.ca](http://www.guardingmindsatwork.ca)

*Guarding Minds at Work* is Canada's first formal framework for helping employers assess and address risks to mental health that are embedded in the ways in which work is organized and managed. It provides a no-cost comprehensive set of tools for assessing and addressing psychosocial risk in the workplace. The online resources include surveys, automated scorecards, audit forms, evidence-based recommendations and evaluation methods.

#### Great-West Life Centre for Mental Health in the Workplace

[www.gwlcentreformentalhealth.com](http://www.gwlcentreformentalhealth.com)

A public resource that includes a diversity of ideas and strategies from a variety of sources including top researchers as well as from promising practices from the business community. Includes videos, action plans, worksheets, forms, publications and strategies.

#### Working Through It

[www.gwlcentreformentalhealth.com/wti](http://www.gwlcentreformentalhealth.com/wti)

A collection of videos and supporting handouts by and for individuals who struggle with mental health concerns in the workplace.

#### The Health Communication Unit - Workplace Health Promotion

[www.thcu.ca/Workplace/Workplace.html](http://www.thcu.ca/Workplace/Workplace.html)

A health promotion site focused on the workplace. Includes a planning framework, policy development guidelines and slide decks.

#### Workplace Mental Health Promotion

[www.wmhp.cmhaontario.ca](http://www.wmhp.cmhaontario.ca)

A resource of the Canadian Mental Health Association -- Ontario. A research-based website with practical tools to improve the health of individuals and organizations. Focus is on creating mentally healthy workplaces that promote positive mental health and mental well-being for employees.

#### Mental Health Works

[www.mentalhealthworks.ca](http://www.mentalhealthworks.ca)

A resource of the Canadian Mental Health Association's initiative on workplace mental health. Information and statistics for both employers and employees. Includes information on free workshops and webinars.

#### Health Canada

[www.hc-sc.gc.ca/ewh-semt/occup-travail/work-travail/index-eng.php](http://www.hc-sc.gc.ca/ewh-semt/occup-travail/work-travail/index-eng.php)

Strategies and resources related to best practices and statistics about workplace health. Includes worksheets, calculators and publications.

*The views represented herein solely represent the views of the Mental Health Commission of Canada.  
Production of this report is made possible through a financial contribution from Health Canada.*



# #THEWOMENOFONTARIOSAYNO

## An Overview for Bill 5\*: The Stopping Harassment and Abuse by Local Leaders Act

### The Issue at Hand

Municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace. In fact, if a claim of egregious (the most severe) harassment is substantiated; the maximum penalty that can be imposed is three months without pay. But the councillor can retain their position, return to the workplace and seek re-election.

This differs from any other workplace in the province, where not only are workplaces mandated to have violence and harassment in the workplace policies (Bill 168), these policies outline consequences for egregious violation which includes termination.

### Why this Bill is so important

The Bill was introduced as a private members bill, as a response to a sitting councillor in Ottawa who was able to seek re-election, even with outstanding claims of egregious sexual harassment (investigation by the Integrity Commissioner was underway). Other instances of councillors perpetrating harassment include Brampton, Barrie and Mississauga. Since this advocacy effort has started, there are further instances cited in many other municipalities across the province of Ontario.

### What will the Bill do?

The Bill has three primary components:

1. Require councillors to comply with the workplace violence and harassment policies of the municipality they represent.
2. Permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies.
3. Restrict councillors—whose seat has been vacated—from seeking immediate subsequent re-election.

### The Consequences of Doing Nothing

When councillors are able to perpetrate harassment without being held to account, a toxic message is sent to the community. It means that as an elected official:

1. You are immune to the communal standards of treatment we have come to expect from the population at large, and;
2. You can abuse your power, unchecked, and continue to have the privilege of serving the population that elected you.

A fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is SAFE. This is currently not the case. As such, despite the most recent municipal elections in October, 2022, councillors currently can perpetrate the most egregious acts of harassment and keep their jobs.

This has an immeasurably negative impact on communities.

1. Community members and/or municipal staff may not feel safe meeting with their local ward councillor.
2. If a person is harassed, they may not see the point of filing a complaint with the Integrity Commissioner—if suitable action cannot be taken.
3. There is no deterrent for councillors when it comes to perpetrating harassment when they know they can still keep their job.
4. It stifles diversity of voice at the local decision making table—when personal safety is at risk, quality people may be deterred from seeking election.
5. When councillors who have perpetrated harassment to staff or fellow councillors can retain their position, no matter how serious, it creates and protects toxic workplaces, which in turn has an adverse effect on mental health in the workplace and throughout the community.

To learn more check out:  
[thewomenofontariosayno.com](https://thewomenofontariosayno.com)



\* In reference to Bill 5, once passed, it will be applicable to ALL municipalities in Ontario at the same time.



6. Lack of accountability supports current systems of privilege and immunity of a certain segment of the population, which is not optimal for healthy communities.
7. It sends the message that if you have power, you are different, and superior to the average citizen.

## History of the Bill

Private Members' Bills do not often get passed. They usually deal with an issue of public interest. In this instance, the Bill has received all party support. It was introduced as Bill 260, then the legislature was prorogued when the Federal Election was called. It was then reintroduced as Bill 10, but died when the provincial election was called. It has since been introduced as Bill 5 and it is slated for its second reading in May, 2023. This Bill needs support from every avenue to become law.

## The Bill will amend:

1. *Municipal Act, 2001*
2. *The City of Toronto Act, 2006*

## How you can help:

1. **Share, Like and Follow** on Social Media: @womenofontariosayno.
2. **Deliver a presentation** to a municipal council in Ontario requesting support (materials provided). This is a unique approach to advocacy, but is appropriate to approach local councils, as it is their workplace.
3. **Provide social media content**- send us a video as to why you or your organization/business supports Bill 5. Better yet—capture the reaction of those who are unaware of this gap in legislation and see if they are comfortable providing their reaction on a video or a quote. It is hard to believe we need to advocate for this.
4. **Showcase your organization or community groups' logo** on our website to add credibility and legitimacy to the advocacy effort.
5. **Meet, write, or call your local MPP** and express that this legislation matters to you, your organization, and their constituents in the community.

6. **Share information** with your networks.
7. **Email the Ontario Human Rights Commission** and request a public inquiry into the issue:

[legal@ohrc.on.ca](mailto:legal@ohrc.on.ca)

8. Make a financial contribution to ensure **this never happens to another person in any community in Ontario ever again**. Check out the gofundme page to help support a full-time advocate to speak with all MPPs in the province.

[www.gofundme.com/f/basic-human-rights-in-ontario](https://www.gofundme.com/f/basic-human-rights-in-ontario)

9. Feel empowered to have the hard conversations. So much of grassroots change occurs at our dinner table, speaking with a neighbour, or your local councillor. Start talking about the issue. Express the change you want to see and never feel ashamed to advocate for basic human rights. We often feel we have to be experts in legislation to advocate for it. We are all experts in how we want to be treated. Let this be your guide.

## Be part of the change

Make sure your municipality is in support! Below is a growing list of municipalities since September 2022 that have formally endorsed and communicated public support for Bill 5:

- |                             |                                     |
|-----------------------------|-------------------------------------|
| • Town of Collingwood       | • City of Ottawa                    |
| • Town of Adjala-Tosorontio | • Town of Wasaga Beach              |
| • Township of Ramara        | • Township of Tiny                  |
| • Town of Midland           | • Town of Bradford West Gwillimbury |
| • Township of Oro-Medonte   | • Town of Penetanguishene           |
| • City of Woodstock         | • Township of the Archipelago       |
| • Town of New Tecumseth     | • City of Orillia                   |
| • Essa Township             | • Town of Midland                   |
| • Township of Clearview     | • City of London                    |
| • City of Barrie            | • Municipality of Kincardine        |
| • Township of Springwater   | • City of Kenora                    |

To learn more check out:  
[thewomenofontariosayno.com](https://thewomenofontariosayno.com)



\* In reference to Bill 5, once passed, it will be applicable to ALL municipalities in Ontario at the same time.



**PORT COLBORNE**

Development and Legislative Services

Municipal Offices: 66 Charlotte Street  
Port Colborne, Ontario L3K 3C8 • [www.portcolborne.ca](http://www.portcolborne.ca)

T 905.835.2900 ext 106 F 905.834.5746

E [charlotte.madden@portcolborne.ca](mailto:charlotte.madden@portcolborne.ca)

May 11, 2023

Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

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

Dear Premier Ford:

**Re: Bill 5 – Stopping Harassment and Abuse by Local Leaders Act**

Please be advised that, at its meeting of April 11, 2023 the Council of The Corporation of the City of Port Colborne resolved as follows:

That correspondence received from the Town of Plympton-Wyoming regarding Bill 5 – Stopping harassment and Abuse by Local Leaders Act, be supported.

A copy of the above noted resolution is enclosed for your reference.

Sincerely,

  
Charlotte Madden  
Acting City Clerk

cc.

The Honourable Steve Clark – Minister of Municipal Affairs & Housing  
Stephen Blais – MPP, Orleans; Member, Standing Committee on Justice Policy  
Bob Bailey – MPP, Sarnia-Lambton  
Association of Municipalities of Ontario  
All Ontario Municipalities



The Honourable Doug Ford  
Premier of Ontario  
[premier@ontario.ca](mailto:premier@ontario.ca)

*DELIVERED VIA EMAIL*

March 31<sup>st</sup> 2023

**Re: Bill 5 – Stopping Harassment and Abuse by Local Leaders Act**

Dear Premier Ford,

Please be advised that at the Regular Council Meeting on March 29<sup>th</sup> 2023, the Town of Plympton-Wyoming Council passed the following motion, supporting the resolution from the Council of the Municipality of Chatham-Kent regarding *Bill 5 – Stopping Harassment and Abuse by Local Leaders Act*.

***Motion 13***

*Moved by Councillor Mike Vasey*

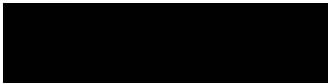
*Seconded by Councillor John van Klaveren*

*That Council support item 'M' of correspondence from the Municipality of Chatham-Kent regarding Bill 5 – Stopping Harassment and Abuse by Local Leaders Act.*

***Carried.***

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [dgiles@plympton-wyoming.ca](mailto:dgiles@plympton-wyoming.ca).

Sincerely,



Denny Giles  
Deputy Clerk  
Town of Plympton-Wyoming

cc: The Honourable Steve Clark – Minister of Municipal Affairs & Housing  
Stephen Blais – MPP, Orléans; Member, Standing Committee on Justice Policy  
Bob Bailey – MPP, Sarnia-Lambton  
Association of Municipalities of Ontario  
All Ontario Municipalities

March 6, 2023

The Honourable Doug Ford  
[Premier@ontario.ca](mailto:Premier@ontario.ca)

**Re: Support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act**

Please be advised the Council of the Municipality of Chatham-Kent, at its regular meeting held on March 6, 2023 passed the following resolution:

"That Chatham-Kent Council express its support for Bill 5 - Stopping Harassment and Abuse by Local Leaders Act which would require the code of conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities and local boards to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's inquiry determines that the member has contravened this requirement;

And further that this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Stephen Blais, and local MPPs."

If you have any questions or comments, please contact Judy Smith at [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Sincerely,



Judy Smith, CMO  
Director Municipal Governance/Clerk

C

Minister of Municipal Affairs and Housing  
Local MPPs  
Ontario Municipalities





Regular Meeting of Council

MOVED BY: Councillor Crabtree

RESOLUTION: 92-2023

SECONDED BY: Councillor Kenny

DATE: April 4, 2023

Whereas municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace;

And Whereas a fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is safe;

And Whereas Bill 5, the Stopping Harassment and Abuse by Local Leaders Act would require Councillors to comply with the workplace violence and harassment policies of the municipality they represent, permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies as well as restrict officials whose seat has been vacated from seeking immediate subsequent re-election;

And Whereas over 20 municipalities have formally endorsed and communicated public support for Bill 5;

And Whereas Bill 5 would both hold accountable and protect all municipal officials;

Now Therefore Be It Resolved that the Township of Montague Council express its support for Bill 5, Stopping Harassment and Abuse by Local Leaders Act;

Further that this resolution be circulated to the Hon. Doug Ford, Premier of Ontario, John Jordan, MPP for Lanark, Frontenac, Kingston, Scott Reid, MP for Lanark, Frontenac, Kingston, the Association of Municipalities of Ontario, and all Municipalities.

☒ CARRIED

☐ DEFEATED

REEVE

**MUNICIPALITY OF PORT HOPE  
RESOLUTION**

Date: 02 May 2023

21/2023

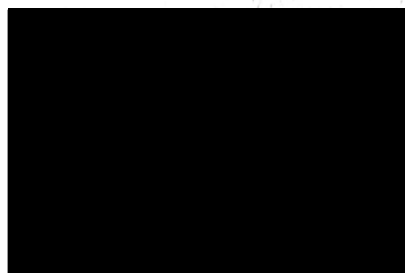
MOVED BY: Councillor Andrews

SECONDED BY: Councillor Pearson

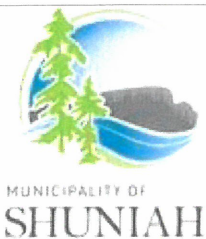
**WHEREAS** Council for the Municipality of Port Hope received correspondence from the Municipality of Chatham-Kent expressing its support for Bill 5 - Stopping Harassment and Abuse by Local Leaders Act;

**NOW THEREFORE BE IT RESOLVED THAT** Council for the Municipality of Port Hope support the Resolution from the Municipality of Chatham-Kent and express its support for Bill 5 - Stopping Harassment and Abuse by Local Leaders Act which would require the code of conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities and local boards to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's inquiry determines that the member has contravened this requirement;

**AND BE IT FURTHER RESOLVED THAT** this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Stephen Blais, local MPPs and Ontario Municipalities.



Mayor Olena Hankivsky



## COUNCIL RESOLUTION

Resolution No.:

181-23

~~175-23~~

Date: May 9, 2023

Moved By: \_\_\_\_\_

Seconded By: \_\_\_\_\_

THAT Council support the resolutions from the City of Sault Ste Marie regarding Bill 5, Stopping Harassment and Abuse by Local Leaders Act;

AND THAT Council directs administration for forward this resolution to the Hon. Doug Ford, <sup>Premier</sup> Premier of Ontario, Lise Vaugeois, MPP, Kevin Holland, MPP, and the Association of Municipalities of Ontario and all municipalities in Ontario.

☒ Carried

☐ Defeated

☐ Amended

☐ Deferred

Signature

Municipality of Shuniah, 420 Leslie Avenue, Thunder Bay, Ontario, P7A 1X8



# THE CORPORATION OF THE TOWN OF COBOURG

The Corporation of the Town of Cobourg  
Legislative Services Department  
Victoria Hall  
55 King Street West  
Cobourg, ON K9A 2M2

Brent Larmer  
Municipal Clerk/  
Director of Legislative Services  
Telephone: (905) 372-4301 Ext. 4401  
Email: [blarmer@cobourg.ca](mailto:blarmer@cobourg.ca)  
Fax: (905) 372-7558

**SENT VIA EMAIL**

May 1, 2023

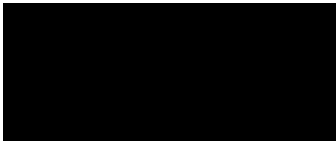
Minister of Municipal Affairs and Housing  
Premier Doug Ford  
MP Philip Lawrence  
MPP David Piccini  
All Ontario municipalities

## **Re: Bill 5 - Stopping Harassment and Abuse by Local Leaders Act 2022**

Please see attached Resolution adopted at the Cobourg Municipal Council meeting held on May 1, 2023.

If you have any questions regarding this matter, please do not hesitate to contact the undersigned at [blarmer@cobourg.ca](mailto:blarmer@cobourg.ca) or by telephone at (905)-372-4301 Ext. 4401.

Sincerely,



Brent Larmer  
Municipal Clerk/Director of Legislative Services  
Returning Officer  
Legislative Services Department







# The Corporation of the Town of Cobourg

## Resolution

---

**Moved By**

Councillor Adam Bureau

**Resolution No.:**

**Last Name Printed**

BUREAU

145-23

**Seconded By**

Councillor Miriam Mutton

**Council Date:**

**Last Name Printed**

MUTTON

May 1, 2023

THAT Council receive the correspondence from the Municipality of Mulmar and Duffer for information purposes; and

FURTHER THAT Council endorse and support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act 2022 was introduced in the Ontario Legislature by MPP Steven Blaze through a private member's bill on August 10 2022; and

FURTHER THAT the Town of Coburg and Council are committed to demonstrating good governance and greater accountability for its Code of Conduct and workplace policies; and

NOW THEREFORE BE RESOLVED THAT the Council and the Corporation of the Town of Cobourg endorses Bill 5 Stopping Harassment and Abuse by Local Leaders Act 2022 which would require the code of conduct for municipal councillors and members of local boards to include or requirement to comply with workplace violence and harassment policies and permit municipalities to direct the integrity commissioner to apply to the court to vacate a member seat if the commissioners inquiry determines that the member has contravened this requirement; and

FURTHER THAT Council expresses its support for Bill 5 by directing the Clerk to send a copy of this motion to the Premier of Ontario the Ontario, Minister of Municipal Affairs and Housing, the Minister of Municipal Affairs and Housing the local members of parliament MPs the local members of provincial department and MPPS and all Ontario municipalities.

Good morning,

Please be advised that Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022 was considered by Council at its meeting held on April 17, 2023 and the Council adopted the following resolution:

**Whereas Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member’s Bill on August 10, 2022;**

**Whereas the Town of Orangeville and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;**

**Now therefore be it resolved:**

- 1. That Orangeville Council endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member’s seat if the Commissioner’s Inquiry determines that the member has contravened this requirement.**
- 2. That Orangeville Council expresses its support for Bill 5 by directing the Town of Orangeville Clerk to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP’s); the local Members of Provincial Parliament (MPP’s); the Ontario Big Cities Mayors Caucus (OBCM); the Large Urban Mayors’ Caucus of Ontario; the Small Urban GTHA Mayors as well as Dufferin County Municipalities.**

Thank you,

**Lindsay Raftis | Assistant Clerk | Corporate Services**  
**Town of Orangeville | 87 Broadway | Orangeville, ON L9W 1K1**  
519-941-0440 Ext. 2242 | Toll Free 1-866-941-0440 Ext. 2215  
[lraftis@orangeville.ca](mailto:lraftis@orangeville.ca) | [www.orangeville.ca](http://www.orangeville.ca)

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**From:** Monica Beattie <monica.beattie@townofws.ca>  
**Sent:** Friday, May 05, 2023 10:07 AM  
**To:** premier@ontario.ca  
**Subject:** Council Resolution - May 3, 2023 - Bill 5 Stopping Harassment and Abuse by Local Leaders Act

Please be advised that Council passed the following resolution at the May 3<sup>rd</sup> meeting:

**Motion re: 'Women of Ontario Say No' support Bill 5 Stopping Harassment and Abuse by Local Leaders Act**

**WHEREAS** 'Women of Ontario Say No' support Bill 5 Stopping Harassment and Abuse by Local Leaders Act; and

**WHEREAS** municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace; and

**WHEREAS** a fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is safe; and

**WHEREAS** Bill 5, the Stopping Harassment and Abuse by Local Leaders Act would require Councillors to comply with the workplace violence and harassment policies of the municipality they represent, permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies as well as restrict officials whose seat has been vacated from seeking immediate subsequent re-election; and

**WHEREAS** over 50 municipalities have formally endorsed and communicated public support for Bill 5; and

**WHEREAS** Bill 5 would both hold accountable and protect all municipal officials.

**NOW THEREFORE BE IT RESOLVED THAT** the Town of Whitchurch-Stouffville expresses its support for all and their right to participate in a political environment that is free from misogyny and harassment, and where everyone feels equal; and

**THAT** the Town of Whitchurch-Stouffville commits to taking steps to ensure that our political environment is inclusive and welcoming to all individuals, regardless of gender, race, ethnicity, religion, sexual orientation, or other identity factors; and

**THAT** the Town of Whitchurch-Stouffville encourages other municipalities in Ontario and across Canada to join us in supporting all and promoting gender equality in all areas of society; and

**THAT** a copy of this resolution be sent to all Ontario Municipalities for endorsement, the Premier of Ontario, the Minister of Municipal Affairs and Housing, Markham Stouffville MP and MPP, and the Association of Municipalities of Ontario to express the Town of Whitchurch-Stouffville commitment to this issue and encourage action at the provincial level to create legislation to ensure equality, safety, and security for all; and

**THAT** Town of Whitchurch-Stouffville express its support for Bill 5, known as 'Stopping Harassment and Abuse by Local Leaders Act'.

Regards,

**Respecting Your Right To Disconnect** – If your normal working hours are not the same as mine, please feel free to wait until your core business hours to provide me with a response.



**MONICA BEATTIE, GDPA**

Council Coordinator | Office of the CAO

111 Sandiford Drive, Stouffville, Ontario L4A 0Z8

t: 905-640-1910 ext. 2222 | tf: 855-642-TOWN | [townofws.ca](http://townofws.ca)



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May 10<sup>th</sup>, 2023

Premier's Office  
Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

**ATTENTION: Premier of Ontario**

Dear Premier Ford:

**RE: Resolution – Bill 5 - Stopping Harassment and Abuse by Local Leaders Act, 2022**

Please be advised that the Council of the Corporation of the Township of Lanark Highlands passed the following resolution at their regular meeting held April 25<sup>th</sup>, 2023:

*Moved by Councillor Kelso*

*Seconded by Councillor Summers*

**THAT**, Council supports the resolution from the Township of Mulmur regarding Bill 5 - Stopping Harassment and Abuse by Local Leaders Act, 2022;

**AND THAT**, this resolution of support be circulated to the Premier of Ontario, the Ontario Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the local Members of Parliament, the local Members of Provincial Parliament, and all Ontario Municipalities.

**Resolved**

Sincerely,



Amanda Noël,  
Clerk

Encls.

c.c. All Ontario Municipalities  
Local MP's and MPP's  
Association of Municipalities  
Ontario Minister of Municipal Affairs and Housing



758070 2<sup>nd</sup> Line E  
Mulmur, Ontario  
L9V 0G8

Local **(705) 466-3341**  
Toll Free from 519 only **(866) 472-0417**  
Fax **(705) 466-2922**

April 6, 2023

### **Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022**

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At the meeting held on April 5, 2023, Council of the Township of Mulmur passed the following resolution in support of Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022

#### **Moved by Cunningham and Seconded by Clark**

WHEREAS Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member's Bill on August 10, 2022;

AND WHEREAS the Township of Mulmur and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Mulmur endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's Inquiry determines that the member has contravened this requirement;

AND THAT the Council of the Corporation of the Township of Mulmur expresses its support for Bill 5 by directing the Clerk to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP's); the local Members of Provincial Parliament (MPP's); and all Ontario Municipalities.

**CARRIED.**

Sincerely,

\_\_\_\_\_

Roseann Knechtel, Deputy Clerk/Planning Coordinator



**WELLINGTON NORTH**  
SEMPER PORRO

May 10, 2023

To Premier Doug Ford:

Please be advised that the Council of the Corporation of the Township of Wellington North at its meeting held on May 8, 2023 adopted the following:

RESOLUTION: 2023-168

Moved: Councillor McCabe

Seconded: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North receive the resolution dated February 21, 2023 from Sault Ste. Marie regarding Support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act.

AND FURTHER THAT Council endorse their support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act.

CARRIED

Sincerely,

Cathy Conrad  
Deputy Clerk



## CITY COUNCIL RESOLUTION

### Regular Council Meeting

**Agenda Number:** 9.2.  
**Title:** Support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act  
**Date:** Tuesday, February 21, 2023

---

**Moved by:** Councillor A. Caputo  
**Seconded by:** Councillor L. Vezeau-Allen

Whereas municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace; and

Whereas a fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is safe; and

Whereas Bill 5, the *Stopping Harassment and Abuse by Local Leaders Act* would require Councillors to comply with the workplace violence and harassment policies of the municipality they represent, permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies as well as restrict officials whose seat has been vacated from seeking immediate subsequent re-election; and

Whereas over 20 municipalities have formally endorsed and communicated public support for Bill 5; and

Whereas Bill 5 would both hold accountable and protect all municipal officials;

Now Therefore Be It Resolved that Sault Ste. Marie City Council express its support for Bill 5, *Stopping Harassment and Abuse by Local Leaders Act*;

Further that this resolution be circulated to the Hon. Doug Ford, Premier of Ontario, Ross Romano, MPP for Sault Ste. Marie, the Association of Municipalities of Ontario, and MPP Stephen Blais (Orleans).

Carried

  
Matthew Shoemaker



# #THEWOMENOFONTARIOSAYNO

## An Overview for Bill 5\*: The Stopping Harassment and Abuse by Local Leaders Act

### The Issue at Hand

Municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace. In fact, if a claim of egregious (the most severe) harassment is substantiated; the maximum penalty that can be imposed is three months without pay. But the councillor can retain their position, return to the workplace and seek re-election.

This differs from any other workplace in the province, where not only are workplaces mandated to have violence and harassment in the workplace policies (Bill 168), these policies outline consequences for egregious violation which includes termination.

### Why this Bill is so important

The Bill was introduced as a private members bill, as a response to a sitting councillor in Ottawa who was able to seek re-election, even with outstanding claims of egregious sexual harassment (investigation by the Integrity Commissioner was underway). Other instances of councillors perpetrating harassment include Brampton, Barrie and Mississauga. Since this advocacy effort has started, there are further instances cited in many other municipalities across the province of Ontario.

### What will the Bill do?

The Bill has three primary components:

1. Require councillors to comply with the workplace violence and harassment policies of the municipality they represent.
2. Permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies.
3. Restrict councillors—whose seat has been vacated—from seeking immediate subsequent re-election.

### The Consequences of Doing Nothing

When councillors are able to perpetrate harassment without being held to account, a toxic message is sent to the community.

It means that as an elected official:

1. You are immune to the communal standards of treatment we have come to expect from the population at large, and;
2. You can abuse your power, unchecked, and continue to have the privilege of serving the population that elected you.

A fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is SAFE. This is currently not the case. As such, despite the most recent municipal elections in October, 2022, councillors currently can perpetrate the most egregious acts of harassment and keep their jobs.

This has an immeasurably negative impact on communities.

1. Community members and/or municipal staff may not feel safe meeting with their local ward councillor.
2. If a person is harassed, they may not see the point of filing a complaint with the Integrity Commissioner—if suitable action cannot be taken.
3. There is no deterrent for councillors when it comes to perpetrating harassment when they know they can still keep their job.
4. It stifles diversity of voice at the local decision making table—when personal safety is at risk, quality people may be deterred from seeking election.
5. When councillors who have perpetrated harassment to staff or fellow councillors can retain their position, no matter how serious, it creates and protects toxic workplaces, which in turn has an adverse effect on mental health in the workplace and throughout the community.

To learn more check out:  
[thewomenofontariosayno.com](https://thewomenofontariosayno.com)



\* In reference to Bill 5, once passed, it will be applicable to ALL municipalities in Ontario at the same time.

6. Lack of accountability supports current systems of privilege and immunity of a certain segment of the population, which is not optimal for healthy communities.
7. It sends the message that if you have power, you are different, and superior to the average citizen.

## History of the Bill

Private Members' Bills do not often get passed. They usually deal with an issue of public interest. In this instance, the Bill has received all party support. It was introduced as Bill 260, then the legislature was prorogued when the Federal Election was called. It was then reintroduced as Bill 10, but died when the provincial election was called. It has since been introduced as Bill 5 and it is slated for its second reading in May, 2023. This Bill needs support from every avenue to become law.

## The Bill will amend:

1. *Municipal Act, 2001*
2. *The City of Toronto Act, 2006*

## How you can help:

1. **Share, Like and Follow** on Social Media: @womenofontariosayno.
2. **Deliver a presentation** to a municipal council in Ontario requesting support (materials provided). This is a unique approach to advocacy, but is appropriate to approach local councils, as it is their workplace.
3. **Provide social media content**- send us a video as to why you or your organization/business supports Bill 5. Better yet—capture the reaction of those who are unaware of this gap in legislation and see if they are comfortable providing their reaction on a video or a quote. It is hard to believe we need to advocate for this.
4. **Showcase your organization or community groups' logo** on our website to add credibility and legitimacy to the advocacy effort.
5. **Meet, write, or call your local MPP** and express that this legislation matters to you, your organization, and their constituents in the community.

6. **Share information** with your networks.
7. **Email the Ontario Human Rights Commission** and request a public inquiry into the issue:

[legal@ohrc.on.ca](mailto:legal@ohrc.on.ca)

8. Make a financial contribution to ensure **this never happens to another person in any community in Ontario ever again**. Check out the gofundme page to help support a full-time advocate to speak with all MPPs in the province.

[www.gofundme.com/f/basic-human-rights-in-ontario](https://www.gofundme.com/f/basic-human-rights-in-ontario)

9. Feel empowered to have the hard conversations. So much of grassroots change occurs at our dinner table, speaking with a neighbour, or your local councillor. Start talking about the issue. Express the change you want to see and never feel ashamed to advocate for basic human rights. We often feel we have to be experts in legislation to advocate for it. We are all experts in how we want to be treated. Let this be your guide.

## Be part of the change

Make sure your municipality is in support! Below is a growing list of municipalities since September 2022 that have formally endorsed and communicated public support for Bill 5:

- |                            |                                     |
|----------------------------|-------------------------------------|
| • Town of Collingwood      | • City of Ottawa                    |
| • Town of Adjala-Tosoronto | • Town of Wasaga Beach              |
| • Township of Ramara       | • Township of Tiny                  |
| • Town of Midland          | • Town of Bradford West Gwillimbury |
| • Township of Oro-Medonte  | • Town of Penetanguishene           |
| • City of Woodstock        | • Township of the Archipelago       |
| • Town of New Tecumseth    | • City of Orillia                   |
| • Essa Township            | • Town of Midland                   |
| • Township of Clearview    | • City of London                    |
| • City of Barrie           | • Municipality of Kincardine        |
| • Township of Springwater  | • City of Kenora                    |

To learn more check out:  
[thewomenofontariosayno.com](https://thewomenofontariosayno.com)



\* In reference to Bill 5, once passed, it will be applicable to ALL municipalities in Ontario at the same time.



758070 2<sup>nd</sup> Line E  
Mulmur, Ontario  
L9V 0G8

Local (705) 466-3341  
Toll Free from 519 only (866) 472-0417  
Fax (705) 466-2922

April 6, 2023

### **Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022**

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At the meeting held on April 5, 2023, Council of the Township of Mulmur passed the following resolution in support of Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022

#### **Moved by Cunningham and Seconded by Clark**

WHEREAS Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member's Bill on August 10, 2022;

AND WHEREAS the Township of Mulmur and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Mulmur endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's Inquiry determines that the member has contravened this requirement;

AND THAT the Council of the Corporation of the Township of Mulmur expresses its support for Bill 5 by directing the Clerk to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP's); the local Members of Provincial Parliament (MPP's); and all Ontario Municipalities.

**CARRIED.**

Sincerely,

Roseann Knechtel

Roseann Knechtel, Deputy Clerk/Planning Coordinator

APR 20 2023  
Info # 6



April 17, 2023

Honourable Doug Ford  
Premier's Office Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

At its regular meeting on April 13, 2023, Dufferin County Council passed the following resolution:

THAT Dufferin County Council supports Bill 5 – Stopping Harassment and Abuse by Local Leaders Act;

AND THAT this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Stephen Blais, and local MPPs.

Thank you,

*Michelle Hargrave*

Michelle Hargrave  
Administrative Support Specialist



**Township of Southgate  
Administration Office**

185667 Grey County Road 9, RR 1  
Dundalk, ON N0C 1B0



**Phone:** 519-923-2110  
**Toll Free:** 1-888-560-6607  
**Fax:** 519-923-9262  
**Web:** [www.southgate.ca](http://www.southgate.ca)

April 24, 2023

To Whom It May Concern

**Re: Resolution of Support – Association of Municipalities of Ontario – Bill 5**

---

Please be advised that at their April 20, 2023, Council meeting, the Council of the Corporation of the Township of Southgate approved the following:

No. 2023-184

**Moved By** Councillor John

**Seconded By** Councillor Shipston

**Whereas**, the Association of Municipalities of Ontario (AMO) has called on the Government of Ontario to support legislation that would:

- Update municipal Codes of Conduct to account for workplace safety and harassment
- Create a flexible administrative penalty regime, adapted to the local economic and financial circumstances of municipalities across Ontario
- Increase training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the Province
- Allow municipalities to apply to a member of the judiciary to remove a sitting member if recommended through the report of a municipal Integrity Commissioner
- Prohibit a member so removed from sitting for election in the term of removal and the subsequent term of office; and


**Whereas**, AMO believes that these changes will improve the working environment of municipal elected and staff officials and send a strong signal regarding the standard of conduct expected of elected officials and protect anyone that may be subject to egregious behaviour;

**Now, therefore be it resolved that** the Council of the Township of Southgate supports the correspondence to the Premier of Ontario by the Association of Municipalities of Ontario and calls on the Government of Ontario to unanimously support Bill 5 – Stopping Harassment and Abuse by Local Leaders Act; and

**That** this resolution be circulated to The Honourable Steve Clark, Minister of Municipal Affairs and Housing, Kate Manson-Smith, Deputy Minister, Ministry of Municipal Affairs and Housing, the Honourable Doug Ford, Premier of Ontario, MPP Rick Byers, MP Alex Ruff, and all Ontario municipal councils and AMO.

**Carried**

Respectfully,

  
Lindsey Green, Clerk  
Township of Southgate

Attachments: Association of Municipalities of Ontario – Municipal Codes of Conduct  
Letter

cc: Honourable Doug Ford, Premier of Ontario  
Honourable Steve Clark, Minister of Municipal Affairs and Housing  
Honourable Kate Manson-Smith, Deputy Minister, MMAH  
Rick Byers, MPP Grey-Bruce-Owen Sound  
Alex Ruff, Member of Parliament Grey-Bruce-Owen Sound  
Association of Municipalities of Ontario (AMO)  
All Municipalities in Ontario

Sent via email to: [premier@ontario.ca](mailto:premier@ontario.ca)

March 27, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Room 281  
Queen's Park  
Toronto, Ontario  
M7A 1A1

Dear Premier Ford:

**RE: Municipal Codes of Conduct**

Ethical behaviour and respectful civil discourse are fundamental to maintaining public respect for our democratic institutions. When the behaviour of elected representatives falls short, democracy suffers. That is why I am writing to you to urge introduction of legislation to update municipal Codes of Conduct and improve enforcement.

In recent years, incidents of disrespectful, uncivil, and egregious conduct by some municipal council members have occurred that have clearly concerned the public, municipal staff, and elected members of councils. Without adequate tools to enforce compliance with our Codes of Conduct and to discipline members found to have violated them, municipal councils have found themselves unable to meet public expectations.

Ontario's citizens deserve better. In 2021, AMO supplied strong [recommendations](#) to the Minister of Municipal Affairs and Housing, the Honourable Steve Clark to enhance municipal Codes of Conduct and compliance by:

- Updating municipal Codes of Conduct to account for workplace safety and harassment
- Creating a flexible administrative penalty regime that can be adapted to the local economic and financial circumstances of municipalities across Ontario

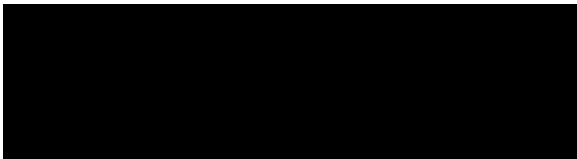
- Increasing training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the province
- Allowing municipalities to apply to a member of the judiciary to remove a sitting member if recommended through the report of a municipal Integrity Commissioner

At its most recent meeting on March 24<sup>th</sup>, 2023, the AMO Board reaffirmed its recommendations and additionally recommended that a member removed through application to a judge be prohibited from sitting for election in the term removed and the subsequent term of office.

AMO believes that these changes will improve the working environment of municipal elected and staff officials and send a strong signal regarding the standard of conduct expected. They will also help to protect anyone that may be subject to egregious behaviour and help make municipal government more welcoming while helping residents continue to have the utmost confidence in their local elected officials and institutions. Enacting these changes in the near term will help to ensure our residents can continue to count on their local governments as their closest and most responsive public institutions.

AMO stands ready to work in partnership with your government. Together, we can take strong steps to preserve and improve public confidence in our democracy.

Sincerely,



Colin Best  
AMO President  
Halton Regional Councillor

cc The Honourable Steve Clark, Minister of Municipal Affairs and Housing  
Kate Manson-Smith, Deputy Minister, Ministry of Municipal Affairs and Housing



9d)



# The Municipality of Dysart et al

## Regular Council Resolution

Tuesday, April 25, 2023

Motion #23-195

Moved by:

*Barry Boice*

Seconded by:

*Nancy Wood Roberts*

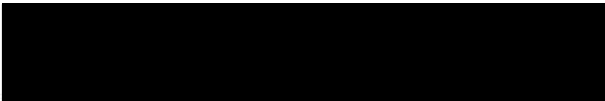
Be it resolved that Dysart et al Council supports the resolution from the Town of Essex urging the reinstatement of previous legislation that permitted municipalities to apply for and retain surplus proceeds from tax sales in their jurisdictions; and

Further directs that this resolution be circulated to the Ministry of Municipal Affairs, the Ministry of Finance, MPP Laurie Scott, the Association of Municipalities of Ontario and all Ontario Municipalities.

Carried ☒

Defeated ☐

Deferred ☐

  
Murray Fearrey, Mayor

  
Tamara Wilbee, CAO/Deputy Clerk



**Corporation of the  
Municipality of West Grey**

402813 Grey Road 4, RR 2 Durham, ON N0G 1R0  
519 369 2200

May 8, 2023

**RE: Municipalities Retaining Surplus Proceeds from Tax Sales**

To whom it may concern:

Please be advised that at its meeting held on May 2, 2023, the council of the Municipality of West Grey considered the above-noted matter and passed Resolution No. R-230502-011 as follows:

**"THAT in consideration of correspondence received from the Municipality of Shuniah respecting support of resolution respecting municipalities retaining surplus records from tax sales, council supports the resolution and directs staff to send a letter of support to the Honourable Peter Bethlenfalvy, Minister of Finance; Rick Byers, MPP; the Association of Municipalities of Ontario (AMO) and all Ontario municipalities."**

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely, [REDACTED]

[REDACTED]  
Jamie Eckenswiller, AMP (he/him)  
Director of Legislative Services/Clerk  
Municipality of West Grey

Attachment: Municipality of Shuniah – Municipalities Retaining Surplus Proceeds Tax Sales Resolution

Cc. Honourable Peter Bethlenfalvy, Minister of Finance  
Rick Byers, MPP for Bruce-Grey-Owen Sound  
Association of Municipalities of Ontario (AMO)  
Ontario municipalities

## COUNCIL RESOLUTION

Resolution No.: 138-23

Date: Apr 11, 2023

Moved By: \_\_\_\_\_

Seconded By: \_\_\_\_\_

THAT Council receive and support the resolution from the Town of Essex regarding Municipalities Retaining Surplus Proceeds from Tax Sales;

AND THAT Council direct the Clerk to forward a copy of this resolution to Honourable Peter Bethlenfalvy, Minister of Finance, Lise Vaugeois, MPP, Kevin Holland, MPP, Association of Municipalities of Ontario (AMO) and all other Ontario Municipalities.

☒ Carried

☐ Defeated

☐ Amended

☐ Deferred

Signature



May 8, 2023

The Honourable Steve Clark,  
Minister of Municipal Affairs and Housing  
777 Bay Street, 17th Floor  
Toronto, ON M7A 2J3  
Sent via email: [minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

Dear Hon. Steve Clark:

**RE: Reinstatement of Legislation Permitting a Municipality to Retain Surplus Proceeds from Tax Sales**

The Council of the Corporation of Tay Valley Township at its Council meeting on April 25<sup>th</sup>, 2023, adopted the following resolution:

**RESOLUTION #C-2023-04-32**

**"WHEREAS**, prior to being repealed by the Modernizing Ontario's Municipal Legislation Act, 2017, Section 380(6) of the Municipal Act, 2001 allowed for a municipality to retain surplus proceeds from tax sales within their jurisdiction;

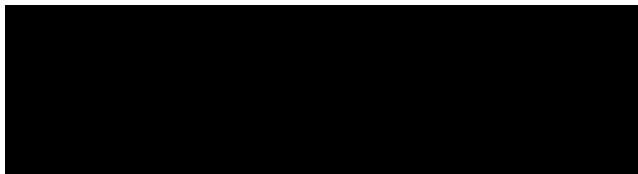
**AND WHEREAS**, the Public Tax Sale process is burdensome to a municipality who invest a considerable amount of time and money recovering these proceeds for the potential sole benefit of the Crown in Right of Ontario;

**NOW THEREFORE BE IT RESOLVED THAT**, a letter be sent to all relevant taxation bodies, including the Ministry of Municipal Affairs and Housing, the Ministry of Finance, John Jordan, MPP, the Association of the Municipalities of Ontario and all other municipalities in Ontario urging them to re-instate previous legislation that permitted a Municipality to apply for and retain the surplus proceeds from a tax sale in their jurisdiction."

**ADOPTED**

If you require any further information, please do not hesitate to contact the undersigned at (613) 267-5353 ext. 123 or [cao@tayvalleytwop.ca](mailto:cao@tayvalleytwop.ca).

Sincerely,



Amanda Mabo, CAO/Clerk

cc: Honourable Peter Bethlenfalvy, Minister of Finance  
John Jordan, MPP Lanark-Frontenac-Kingston  
Association of Municipalities of Ontario (AMO)  
All Municipalities in Ontario

**Municipality of Tweed Council Meeting  
Council Meeting**



**Resolution No.**

329.

**Title:**

Proposed Resolution Re: Reducing Municipal Insurance Costs

**Date:**

Tuesday, May 9, 2023

---

**Moved by**

J. DeMarsh

**Seconded by**

J. Palmateer

WHEREAS escalating insurance costs are one of the Municipality of Tweed's priorities;  
AND WHEREAS the Municipality of Tweed's annual insurance premiums have increased from \$161,441.84 (4.21% of taxes) to \$482,027.08 (10.42% of taxes) from 2017 to 2023, representing an accumulated increase of 298.58% over this period;  
AND WHEREAS the annual increases to the Municipality of Tweed's insurance premiums have been one of the most significant constraints in limiting yearly tax levy increases over the past seven years;  
AND WHEREAS Ontario Municipalities are experiencing higher insurance rates at each renewal with limited access to insurance companies willing to quote on municipal insurance needs;  
NOW THEREFORE BE IT RESOLVED that the Council of the Municipality of Tweed calls upon the Province to take action to reduce municipal insurance costs;  
AND FURTHER, that this Resolution be forwarded to the Association of Municipalities of Ontario (AMO), the Minister of Finance, the Minister of Municipal Affairs and Housing, MPP Ric Bresee, and all Ontario Municipalities for support.

**Carried**



**CORPORATION OF THE TOWNSHIP OF CARLOW/MAYO**

3987 Boulter Road, Boulter, ON K0L 1G0  
Tel: (613) 332-1760 Toll Free: 1-866-332-1760  
Fax: (613) 332-2175  
[www.carlowmayo.ca](http://www.carlowmayo.ca)  
Monday to Thursday 9:00 a.m. to 5:00 p.m.

Jenny Snider  
CAO/Clerk  
Township of Carlow/Mayo  
[clerk@carlowmayo.ca](mailto:clerk@carlowmayo.ca)

*DELIVERED VIA EMAIL*

May 3<sup>rd</sup>, 2023

**Re: Reducing Municipal Insurance Costs**

Please be advised that at the Regular Council Meeting on April 11<sup>th</sup>, 2023, the Township of Carlow/Mayo Council passed the following motion, supporting the resolution from the Council of the Municipality of Chatham-Kent regarding Reducing Municipal Insurance Costs.

Moved By: Pam Stewart

Seconded By: Elson Ruddy

That the Council of the Township of Carlow/Mayo agrees to support the Municipality of Chatham-Kents resolution for Reducing Municipal Insurance Cost.

-Carried-

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [clerk@carlowmayo.ca](mailto:clerk@carlowmayo.ca).

Sincerely,  
Jenny Snider  
CAO/Clerk  
Township of Carlow/Mayo  
cc: Association of Municipalities of Ontario  
All Ontario Municipalities



March 6, 2023

To All Ontario Municipalities

**Resolution re Reducing Municipal Insurance Costs**

Please be advised the Council of the Municipality of Chatham-Kent, at its regular meeting held on March 6, 2023 passed the following resolution:

"Whereas Chatham-Kent has faced multiple double digit increases to insurance premiums over the past years;

And Whereas the costs on insurance are having a significant impact on municipal budgets in Chatham-Kent and around the Province;

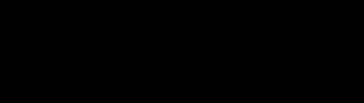
Now Therefore, Council direct administration to engage with other municipalities, the Association of Municipalities of Ontario, and any other relevant municipal associations, to determine what tools may be available to reduce insurance costs, including cooperative purchasing of insurance, creation of a municipal reciprocal insurance provider, or legislative changes to address insurance costs to municipalities.

And administration report back to Council regarding the result of this engagement and any recommended Council resolutions to support improvements to municipal insurance in Ontario.

Further that administration be directed to forward this motion to all other municipalities in Ontario seeking support and collaboration on this issue."

If you have any questions or comments, please contact Judy Smith at [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Sincerely,



Judy Smith, CMO  
Director Municipal Governance/Clerk

C AMO

---

**From:** Sue Meert <smeert@centralmanitoulin.ca>  
**Sent:** Wednesday, May 10, 2023 11:19 AM  
**To:** lcline@northperth.ca  
**Subject:** RE: Municipality of North Perth Resolution - School Bus Stop Arm Cameras

To all,

Please be advised that the following motion was passed by the Municipality of Central Manitoulin Council on March 21, 2023 to direct staff to send out a letter of support for the Municipality of North Perth; School Bus Stop Arm Cameras DTS.

Thank you,

***Sue Meert***

By-law Enforcement Officer



Municipality of Central Manitoulin  
6020 Hwy 542  
PO Box 187  
Mindemoya, Ontario P0P 1S0  
Office (705) 377-5726  
Fax (705) 377-5585

VIA E-MAIL

May 5, 2023

Premier Doug Ford  
Legislative Building  
Queen's Park  
Toronto ON M7 A 1 A4

Dear Premier Ford:

**RE: Support for School Bus Stop Arm Cameras**

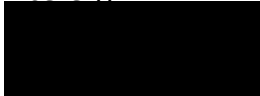
At the Regular Meeting of County Council held on April 20, 2023, Council passed the following resolution as noted in their motion:

**THAT Council endorse the letter from the Municipality of South Huron; and  
THAT Council support the Municipality of North Perth call on the Province to support the  
implementation of Administrative Monetary Penalties.**

Originating correspondence is attached for reference.

Your attention on this matter is appreciated and we look forward to the Province's support.

Sincerely,



Tyler Sager  
Manager of Legislative Service/County Clerk

Cc'd:  
Attorney General Doug Downey  
MPP Matthew Rae MPP  
Minister of Education Stephen Lece  
AMO  
All Ontario Municipalities



**CORPORATION OF THE MUNICIPALITY OF SOUTH HURON**

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

[www.southhuron.ca](http://www.southhuron.ca)

April 12, 2023

Via email: [premier@ontario.ca](mailto:premier@ontario.ca)

Premier Doug Ford  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A4

**Re: Support for the School Bus Stop Arm Cameras**

South Huron Council passed the following resolution at their March 20, 2023  
Regular Council Meeting:

**That South Huron Council support the resolution of the Council of the  
Municipality of North Perth to urge the Provincial Government to:**

- a) Require all school buses to have stop arm cameras installed and paid for  
by the Province for the start of the 2023-2024 school year; and**
- b) Underwrite the costs for the implementation and on-going annual costs  
for Administrative Monetary Penalties in small and rural municipalities; and**

**That this resolution be circulated to Premier Doug Ford, Attorney General  
Doug Downey, Minister of Education Stephen Lecce, Provincial opposition  
parties, Mathew Rae and Lisa Thompson MPPs, AMO and all municipalities  
in Ontario.**

Please find attached the originating correspondence for your reference.

Respectfully,



Alex Wolfe, Deputy Clerk  
Municipality of South Huron  
[awolfe@southhuron.ca](mailto:awolfe@southhuron.ca)  
519-235-0310 ext 224

Encl.

cc: Attorney General Doug Downey  
Minister of Education Stephen Lece  
Provincial opposition parties  
Mathew Rae MPP  
Lisa Thompson MPP  
Amo  
All Municipalities in Ontario



MUNICIPALITY OF

# North Perth

[www.northperth.ca](http://www.northperth.ca)

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

March 14, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford:

**RE: School Bus Stop Arm Cameras**

Pleased be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held March 6, 2023:

**Moved by Councillor Rothwell Seconded by Councillor Blazek**

**WHEREAS** almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation's statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

**AND WHEREAS** the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped and the stop-arm extended (O. Reg. 424/20);

**AND WHEREAS** the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

**AND WHEREAS** police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;

**AND WHEREAS** the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;



**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of North Perth urges the Provincial Government to:

- a) Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and
- b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

**AND FURTHER THAT** this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, Mathew Rae MPP, AMO and all municipalities in Ontario.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcine@northperth.ca](mailto:lcine@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.  
Hon. Doug Downey, Attorney General  
Hon. Stephen Lecce, Minister of Education  
Provincial Opposition Parties  
MPP Matthew Rea  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



# Tay Valley Township

## 25 years

May 8, 2023

Hon. Doug Ford, Premier of Ontario  
Premier's Office, Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier:

**RE: School Bus Stop Arm Cameras**

The Council of the Corporation of Tay Valley Township at its Council meeting on April 25<sup>th</sup>, 2023, adopted the following resolution:

**RESOLUTION #C-2023-04-30**

**"WHEREAS**, almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation's statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

**AND WHEREAS**, the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped and the stop-arm extended (O.Reg. 424/20);

**AND WHEREAS**, the Association of Municipalities of Ontario (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

**AND WHEREAS**, police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;



**AND WHEREAS**, the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;

**NOW THEREFORE BE IT RESOLVED THAT**, the Council of the Corporation of Tay Valley Township urges the Provincial Government to:

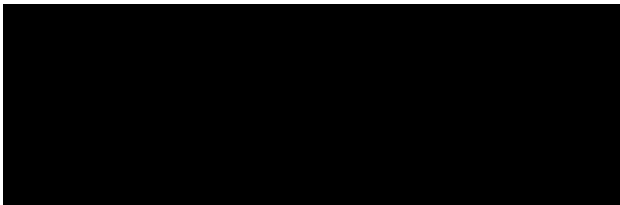
- a) Require all school buses to have stop arm cameras installed and paid for by the province for the start of the 2023-2024 school year and;
- b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

**AND FURHTER THAT**, this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, John Jordan MPP, AMO and all municipalities in Ontario.”

**ADOPTED**

If you require any further information, please do not hesitate to contact the undersigned at (613) 267-5353 ext. 123 or [cao@tayvalleytwop.ca](mailto:cao@tayvalleytwop.ca).

Sincerely,



Amanda Mabo, CAO/Clerk

cc: Honourable Doug Downey, Attorney General  
Honourable Steven Lecce, Minister of Education  
Provincial Opposition Parties  
John Jordan, MPP Lanark-Frontenac-Kingston  
Association of Municipalities of Ontario (AMO)  
All Municipalities in Ontario

April 26, 2023

**Re: Item for Discussion - School Bus Stop Arm Camera**

At its meeting of April 19, 2023, the Council of the Corporation of the Town of Bracebridge ratified motion 23-GC-079, regarding the Item for Discussion - School Bus Stop Arm Camera, as follows:

“WHEREAS almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation’s statistics the rate of vehicles failing to stop for a stopped school buses is over 30,000 times every day;

AND WHEREAS the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus has the stop-arm extended (O. Reg. 424/20);

AND WHEREAS the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

AND WHEREAS police resources cannot be spread any thinner to enforce additional Highway Traffic Act offences throughout municipalities;

AND WHEREAS the administrative and financial costs to establish the required municipal AMPs program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal AMPs program;

NOW THEREFORE BE IT RESOLVED THAT the Council of The Corporation of the Town of Bracebridge urges the Provincial Government to:

1. Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and
2. Underwrite the costs for the implementation and ongoing annual costs for Administrative Monetary Penalties in small and rural municipalities;

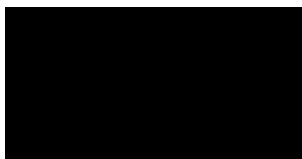
AND FURTHER THAT this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Minister of Natural Resources and Forestry and MPP for Parry Sound-Muskoka Graydon Smith, Provincial opposition parties, AMO, and all municipalities in Ontario.”

1000 Taylor Court  
Bracebridge, ON  
P1L 1R6 Canada

In accordance with Council's direction, I am forwarding you a copy of the resolution for you reference.

Please do not hesitate to contact me if I can provide any additional clarification in this regard.

Yours truly,



Lori McDonald  
Director of Corporate Services/Clerk

---

**From:** Lizet Scott <LScott@perthsouth.ca>  
**Sent:** Wednesday, May 10, 2023 3:23 PM  
**To:** Lindsay Cline; premier@ontario.ca  
**Subject:** School Bus Stop Arm Cameras  
**Attachments:** CA - Municipality of North Perth - School Bus Stop Arm Cameras.pdf

Good afternoon.

At the regular meeting of Perth South council held on May 2, 2023 the following resolution was passed:

Moved by Deputy Mayor Orr

Seconded by Councillor Jaime Martin

That Perth South Council supports the correspondence from the Municipality of North Perth regarding School Bus Stop Arm Cameras. Carried

The correspondence from the Municipality of North Perth is attached for your information.

Regards,

**Lizet Scott**

Clerk

Township of Perth South

519-271-0619 x224



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[Facebook](#)

**CONFIDENTIALITY NOTICE:** This message and any attachments may contain information that is privileged or confidential and is for the use of the intended recipient(s). Any unauthorized review, retransmission, conversion to hard copy, disclosure, distribution or other use of this message and any attachments is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail or by calling 519-271-0619 and delete this message and any attachments from your system. Thank you.



MUNICIPALITY OF  
**North Perth**  
[www.northperth.ca](http://www.northperth.ca)

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

March 14, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford:

**RE: School Bus Stop Arm Cameras**

Pleased be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held March 6, 2023:

**Moved by** Councillor Rothwell **Seconded by** Councillor Blazek

**WHEREAS** almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation's statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

**AND WHEREAS** the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped and the stop-arm extended (O. Reg. 424/20);

**AND WHEREAS** the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

**AND WHEREAS** police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;

**AND WHEREAS** the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of North Perth urges the Provincial Government to:

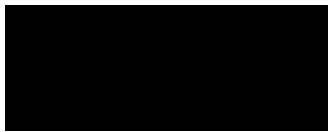
- a) Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and
- b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

**AND FURTHER THAT** this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, Mathew Rae MPP, AMO and all municipalities in Ontario.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcline@northperth.ca](mailto:lcline@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.  
Hon. Doug Downey, Attorney General  
Hon. Stephen Lecce, Minister of Education  
Provincial Opposition Parties  
MPP Matthew Rea  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities

May 5, 2023

The Honourable Stephen Lecce  
Minister of Education  
438 University Avenue, 5th Floor  
Toronto, ON M7A 1N3

The Honourable Doug Downey  
Attorney General of Ontario  
720 Bay St, 11th Floor  
Toronto, ON M7A 2S9

Dear Ministers Lecce and Downey,

On behalf of the Upper Grand District School Board (UGDSB), I am writing to enlist your support for increased measures to keep our students safe as they travel between home and school. Each day, more than 15,000 students are bused to school on over to 400 different bus routes that cover the approximately 4,200 square kilometers of our district.

We are deeply concerned that student safety is jeopardized each day by drivers failing to stop for school buses picking up or dropping off students. To address this long-standing danger, we are lending our voices to a call for increased transportation protections for our bused students.

Specifically, we are asking your government to review recent proposed changes to the school bus regulations by Transport Canada regarding voluntary and required equipment to include:

- infraction cameras
- extended stop sign arms, and
- 360-degree exterior cameras

Further, we are asking for a commitment to require infraction cameras and to apply camera and fine collection technologies, similar to those used on electronically controlled toll highways and speed cameras, to ensure that all offending drivers receive consequences.

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**Upper Grand District School Board**

• Ralf Mesenbrink; Chair  
• Katherine Hauser; Vice Chair

• Jen Edwards  
• Robin Ross

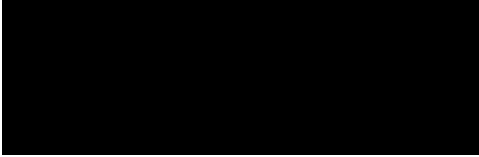
• Irene Hanenberg  
• Luke Weiler

• Martha MacNeil  
• Laurie Whyte

• Kenn Manzerolle  
• Lynn Topping

We trust your government will support Ontario school boards in addressing this shared concern for the safety of our students.

Sincerely,



Ralf Mesenbrink  
Chair of the Board

cc: Ted Arnott, MPP, Wellington-Halton Hills  
Gord Cobey, Chief of Police, Guelph Police Services  
John Creelman, Mayor, Town of Mono  
Gregg Davidson, Mayor, Municipality of Mapleton  
Michael Dehn, Mayor, Town of Erin  
Guy Gardhouse, Mayor, Township of East Garafraxa  
Chris Gerrits, Mayor, Township of Amaranth  
Cam Guthrie, Mayor, City of Guelph  
Janet M. Horner, Mayor, Township of Mulmur  
Sylvia Jones, MPP, Dufferin-Caledon  
Andy Lennox, Mayor, Township of Wellington-North  
Wade Mills, Mayor, Town of Shelburne  
Lisa Post, Mayor, Town of Orangeville  
Matthew Rae, MPP, Perth-Wellington  
Mike Schreiner, MPP, City of Guelph  
James Seeley, Mayor, Township of Puslinch  
Steve Soloman, Mayor, Town of Grand Valley  
Steve Thomas, Inspector, OPP Wellington County  
Dave Turton, Mayor, Town of Minto  
Terry Ward, Inspector, OPP Dufferin  
Shawn Watters, Mayor, Township of Centre Wellington  
Chris White, Mayor, Guelph Eramosa Township  
Darren White, Mayor, Town of Melancthon

---

**Upper Grand District School Board**

• Ralf Mesenbrink; Chair	• Jen Edwards	• Irene Hanenberg	• Martha MacNeil	• Kenn Manzerolle
• Katherine Hauser; Vice Chair	• Robin Ross	• Luke Weiler	• Laurie Whyte	• Lynn Topping



**The Corporation of the City of Cambridge**  
**Corporate Services Department**  
**Clerk's Division**  
**The City of Cambridge**  
**50 Dickson Street, P.O. Box 669**  
**Cambridge ON N1R 5W8**  
**Tel: (519) 740-4680 ext. 4585**  
**[mantond@cambridge.ca](mailto:mantond@cambridge.ca)**

May 10, 2023

**Re: Highway Traffic Act Amendments**

Dear Ms. Mulroney,

At the Council Meeting of May 9, 2023, the Council of the Corporation of the City of Cambridge passed the following Motion:

**WHEREAS** speeding on our roads is a major concern in our community,

**AND WHEREAS** speeding can occur in all areas of our community,

**AND WHEREAS** barriers and delays to enforcement pose a danger to our community,

**AND WHEREAS** our municipality has limited resources to implement speed mitigation road design and re-design,

**AND WHEREAS** our local police service has limited resources to undertake speed enforcement,

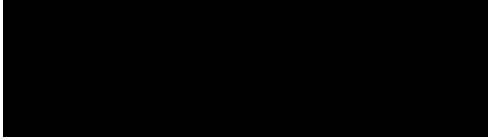
**AND WHEREAS** s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones,

**THEREFORE BE IT RESOLVED THAT**, the City of Cambridge request that the Ontario Government amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as determined by municipalities and not be restricted to only community safety zones and school safety zones;

**AND THAT** a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,



Danielle Manton  
City Clerk

Cc: (via email)  
Steve Clark, Ontario Minister of Municipal Affairs and Housing  
Local Area MPPs  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



**Corporate Services Department  
Clerk's Office**

CITY of STRATFORD  
City Hall, P.O. Box 818  
Stratford ON N5A 6W1

519-271-0250 Ext. 5237  
Fax: 519-273-5041  
[www.stratford.ca](http://www.stratford.ca)

November 28, 2022

Right Hon. Justin Trudeau  
Prime Minister of Canada  
Office of the Prime Minister  
80 Wellington Street  
Ottawa, ON K1A 0A2

[justin.trudeau@parl.gc.ca](mailto:justin.trudeau@parl.gc.ca)

Dear Prime Minister:

Re: Resolution – Funding and Support for VIA Rail Services

At their November 14, 2022, Regular Council meeting, Stratford City Council adopted a resolution petitioning the federal government to adequately fund and fully support VIA Rail Canada in increasing the frequency, reliability and speed of VIA Rail service.

A copy of the resolution is attached for your consideration. We kindly request your support and endorsement.

Sincerely,

Tatiana Dafoe  
Clerk

Encl.  
/ja

cc: Premier Doug Ford  
MPP Matthew Rae  
MP John Nater  
Association of Municipalities of Ontario  
Federation of Canadian Municipalities  
All Ontario municipalities



**THE CORPORATION OF THE CITY OF STRATFORD**  
**Resolution: Funding and Support for VIA Rail Service**

**WHEREAS** The Corporation of the City of Stratford supports the National Transportation Policy and Section 5 of the *Canada Transportation Act*, S.C. 1996, c. 10 (as amended), which states in part:

*"a competitive, economic and efficient national transportation system that meets the highest practicable safety and security standards and contributes to a sustainable environment, makes best use of all modes of transportation at the lowest cost is essential to serve the needs of its users, advance the well-being of Canadians, enable competitiveness and economic growth in both urban and rural areas throughout Canada. Those objectives are achieved when:*

*(a) competition and market forces among modes of transportation, are prime agents in providing viable and effective transportation services;*

*(b) regulation and strategic public intervention are used to achieve economic, safety, security, environmental or social outcomes*

*(c) rates and conditions do not constitute an undue obstacle to the movement of traffic within Canada or to the export of goods from Canada;*

*(d) the transportation system is accessible without undue obstacle to the mobility of persons, including persons with disabilities; and*

*(e) governments and the private sector work together for an integrated transportation system."*

**WHEREAS** the Government of Canada has stated: "*we are serious about climate change*" and "*smart investments in transit help connection communities .... We will continue to work with communities and invest in the infrastructure they need today and into the future*";

**WHEREAS** Abacus data has indicated that Canadians are focused on building transit to reduce congestion and connect communities;

**WHEREAS** the Canadian Transport Commission main finding at public hearings in 1977 was that there should be no further reductions to passenger rail services;

**WHEREAS** the frequency of VIA trains running in Canada has been reduced significantly since 1977, causing a subsequent significant drop in ridership;

**WHEREAS** there is a need for balanced transportation with more using transit and less using automobiles;

**WHEREAS** the changing demographic relating to house prices, housing affordability will require further expansions of transit;

**WHEREAS** there is a need to visit tourist sites located along rail lines;

**WHEREAS** the annual cost of congestion to the Greater Toronto Hamilton Area economy alone is between \$7.5 and \$11 billion;

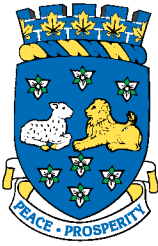
**WHEREAS** there are 10 million more vehicles on the road today than there were in 2000; and

**WHEREAS** the City of Stratford requests the support of this resolution from all communities served by VIA;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of The City of Stratford recommends to the Government of Canada to adequately fund and fully support VIA Rail Canada in increasing the frequency, reliability and speed of VIA rail service in 2022 and successive years.

-----  
Adopted by City Council of The Corporation of the City of Stratford on November 14, 2022

The Corporation of the City of Stratford, P.O. Box 818, Stratford ON N5A 6W1  
Attention: City Clerk, 519-271-0250 extension 5329, [clerks@stratford.ca](mailto:clerks@stratford.ca)



April 24, 2023

Area Members of Provincial Parliament  
Sent via email

Dear Area Members of Provincial Parliament:

**Re: Councillor J. Erb Notice of Motion**

Please be advised that the Council of the Regional Municipality of Waterloo at their regular meeting held on April 19, 2023, approved the following motion:

**WHEREAS the Municipal Elections Act requires all individuals wishing to be a candidate in a municipal or school board election to file Nomination Paper - Form 1 with the municipal clerk;**

**AND WHEREAS the Municipal Elections Act requires all candidates who sought election to a municipal council or school board to file Financial Statement – Auditor’s Report Candidate – Form 4 with the municipal clerk;**

**AND WHEREAS Form 1 requires candidates to provide their qualifying address;**

**AND WHEREAS Form 4 requires candidates to list the name and home address of any donor contributing over \$100.00**

**AND WHEREAS the Municipal Elections Act specifies that these documents are not protected by the Municipal Freedom of Information and Protection of Privacy Act, and requires the municipal clerk to make Form 4 available on a website;**

**AND WHEREAS there has been concern expressed about those who hold public office and those who support them that they have been the subject of unnecessary attention and excessive scrutiny;**

**AND WHEREAS the requirement to publish the personal home address of donors to specific candidates may discourage individuals from**

engaging in the democratic process to elect municipal and school board politicians.

**THEREFORE, BE RESOVLED THAT the Regional Municipality of Waterloo calls on the Minister of Municipal Affairs and Housing for the Province of Ontario to protect the privacy of candidates and donors by removing the requirement for their street name, number and postal code to be listed on publicly available forms.**

**AND FURTHER THAT for verification purposes, the addresses of all candidates and all donors over \$100 be submitted to the municipal clerk on separate forms that are protected by the Municipal Freedom of Information and Protection of Privacy Act and will not be published.**

**AND FINALLY, that this resolution be forwarded to the Area Members of Provincial Parliament, the Association of Municipalities of Ontario, the Association of Municipal Clerks and Treasurers of Ontario, the Ontario Public School Boards' Association, the Ontario Catholic School Trustees' Association, and all Ontario municipalities.**

Please accept this letter for information purposes only. If you have any questions or require additional information, please contact Rebekah Harris, Research/Administrative Assistant to Council, at [RHarris@regionofwaterloo.ca](mailto:RHarris@regionofwaterloo.ca) or 519-575-4581.

Regards,



William Short

Regional Clerk/Director, Council and Administrative Services

WS/hk

cc: Association of Municipalities of Ontario  
Association of Municipal Clerks and Treasurers of Ontario  
Ontario Public School Boards' Association  
Ontario Catholic School Trustees' Association  
Ontario municipalities



The Honourable Steve Clark  
Minister of Municipal Affairs & Housing  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

DELIVERED VIA EMAIL

May 11<sup>th</sup> 2023

**Re: Removing Addresses on Municipal Election Forms**

Dear Minister Clark,

Please be advised that at the Regular Council Meeting on May 10<sup>th</sup> 2023, the Town of Plympton-Wyoming Council passed the following motion, supporting the resolution from the Council of the Region of Waterloo regarding Removing Addresses on Municipal Election Forms.

**Motion 13**

*Moved by Councillor Kristen Rodrigues*

*Seconded by Councillor Mike Vasey*

*That Council support item 'M' of correspondence from the Region of Waterloo regarding Removing Addresses on Municipal Election Forms.*

**Carried.**

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [dgiles@plympton-wyoming.ca](mailto:dgiles@plympton-wyoming.ca).

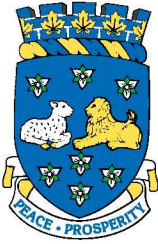
Sincerely,



Denny Giles  
Deputy Clerk  
Town of Plympton-Wyoming

cc: Rebekah Harris, Research/Administrative Assistant to Council, Region of Waterloo  
Bob Bailey – MPP, Sarnia-Lambton  
Association of Municipalities of Ontario  
Association of Municipal Clerks and Treasurers of Ontario  
Ontario Public School Boards' Association  
Ontario Catholic School Trustees' Association  
All Ontario Municipalities





April 24, 2023

Area Members of Provincial Parliament  
Sent via email

Dear Area Members of Provincial Parliament:

**Re: Councillor J. Erb Notice of Motion**

Please be advised that the Council of the Regional Municipality of Waterloo at their regular meeting held on April 19, 2023, approved the following motion:

**WHEREAS the Municipal Elections Act requires all individuals wishing to be a candidate in a municipal or school board election to file Nomination Paper - Form 1 with the municipal clerk;**

**AND WHEREAS the Municipal Elections Act requires all candidates who sought election to a municipal council or school board to file Financial Statement – Auditor’s Report Candidate – Form 4 with the municipal clerk;**

**AND WHEREAS Form 1 requires candidates to provide their qualifying address;**

**AND WHEREAS Form 4 requires candidates to list the name and home address of any donor contributing over \$100.00**

**AND WHEREAS the Municipal Elections Act specifies that these documents are not protected by the Municipal Freedom of Information and Protection of Privacy Act, and requires the municipal clerk to make Form 4 available on a website;**

**AND WHEREAS there has been concern expressed about those who hold public office and those who support them that they have been the subject of unnecessary attention and excessive scrutiny;**

**AND WHEREAS the requirement to publish the personal home address of donors to specific candidates may discourage individuals from**

**engaging in the democratic process to elect municipal and school board politicians.**

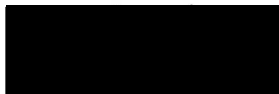
**THEREFORE, BE RESOVLED THAT the Regional Municipality of Waterloo calls on the Minister of Municipal Affairs and Housing for the Province of Ontario to protect the privacy of candidates and donors by removing the requirement for their street name, number and postal code to be listed on publicly available forms.**

**AND FURTHER THAT for verification purposes, the addresses of all candidates and all donors over \$100 be submitted to the municipal clerk on separate forms that are protected by the Municipal Freedom of Information and Protection of Privacy Act and will not be published.**

**AND FINALLY, that this resolution be forwarded to the Area Members of Provincial Parliament, the Association of Municipalities of Ontario, the Association of Municipal Clerks and Treasurers of Ontario, the Ontario Public School Boards' Association, the Ontario Catholic School Trustees' Association, and all Ontario municipalities.**

Please accept this letter for information purposes only. If you have any questions or require additional information, please contact Rebekah Harris, Research/Administrative Assistant to Council, at [RHarris@regionofwaterloo.ca](mailto:RHarris@regionofwaterloo.ca) or 519-575-4581.

Regards,



William Short

Regional Clerk/Director, Council and Administrative Services

WS/hk

cc: Association of Municipalities of Ontario  
Association of Municipal Clerks and Treasurers of Ontario  
Ontario Public School Boards' Association  
Ontario Catholic School Trustees' Association  
Ontario municipalities



# BONFIELD TOWNSHIP

## OFFICE OF THE DEPUTY CLERK

365 HIGHWAY 531

BONFIELD ON P0H 1E0

Telephone: 705-776-2641 Fax: 705-776-1154

Website: <http://www.bonfieldtownship.com>

Email: [deputyclerk@bonfieldtownship.com](mailto:deputyclerk@bonfieldtownship.com)

### RESOLUTION OF COUNCIL

May 9<sup>th</sup>, 2023

No. 20

Moved by Councillor MacInnis

Seconded by Councillor Featherstone

That Council supports the resolution of the Municipality of Waterloo calling on the Minister of Municipal Affairs and Housing for the Province of Ontario to protect the privacy of candidates and donors by removing the requirement for their street name, number and postal code to be listed on publicly available forms; AND FURTHER THAT this resolution be forwarded to the Area Members of Provincial Parliament, the Association of Municipalities of Ontario, the Association of Municipal Clerks and Treasurers of Ontario, the Ontario Public School Boards' Association, the Ontario Catholic School Trustees' Association, and all Ontario municipalities.

Carried Jason Corbett

### DIVISION VOTE

FOR

Donna Clark

Jason Corbett

Steve Featherstone

Dan MacInnis

Narry Paquette

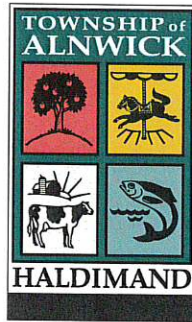
AGAINST

### Declaration of Pecuniary Interest/Conflict of Interest

Declared interest, abstained from discussion, and did not vote on the question.

CERTIFIED to be a true copy of Resolution No. 20 of the Township of Bonfield's Regular Council Meeting of May 9<sup>th</sup>, 2023, and which Resolution is in full force and effect.

Andrée Gagné  
Deputy Clerk-Treasurer



April 25, 2023

The Honourable Steve Clark  
Minister of Municipal Affairs and Housing  
Via email: minister.mah@ontario.ca

Dear Minister Clark:

**RE: Endorsement of Resolution Adopted by the Township of Ashfield-Colborne-Wawanosh and the Town of Petrolia  
Future Accuracy of the Permanent Register of Electors**

This is to advise that the Council of the Corporation of the Township of Alnwick/Haldimand at their Regular Council Meeting on April 4th, 2023, passed the following resolution supporting the Township of Ashfield-Colborne-Wawanosh and the Town of Petrolia's adoption of resolutions to request the Province of Ontario to use any resources available to produce the highest quality Permanent Register of Electors:

Moved by Deputy Mayor Stover, seconded by Councillor Mary Catherine O'Neill;

*"Be it resolved that the Council of the Township of Alnwick/Haldimand receive the correspondence from the Town of Petrolia dated March 14, 2023, regarding their support of the Township of Ashfield-Colborne-Wawanosh resolution regarding future accuracy of the Permanent Register of Electors and their adoption of a resolution requesting that the Province of Ontario, through Elections Ontario and the Chief Electoral Officer, utilize any resources available to produce the highest quality Permanent Register of Electors; and*

*Further that the Council of the Township of Alnwick/Haldimand supports and endorses this resolution as passed by the Town of Petrolia at their Regular Council Meeting on February 27, 2023; and*

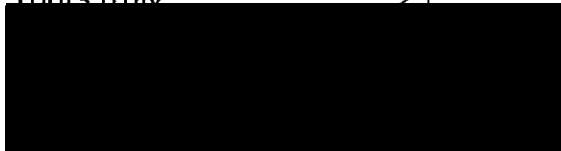
*Further that a copy of this motion be sent to the Minister of Municipal Affairs and Housing; the Township of Ashfield-Colborne-Wawanosh; the Town of Petrolia; Elections Ontario; MPP David Piccini and the municipalities of Ontario."*

CARRIED

A copy of the above noted resolution from the Town of Petrolia is attached for your reference.

It is extremely frustrating for electors and Returning Officers to work with List of Electors that are not accurate. Electors have complained that they have updated their information yet the list doesn't get updated.

Yours truly



Yolanda Melburn, Deputy Clerk  
Township of Alnwick/Haldimand  
905-349-2822 ext. 32  
[ymelburn@ahctp.ca](mailto:ymelburn@ahctp.ca)

Encl.

Cc: Township of Ashfield-Colborne-Wawanosh ([clerk@acwtownship.ca](mailto:clerk@acwtownship.ca))  
Town of Petrolia ([mpearson@petrolia.ca](mailto:mpearson@petrolia.ca))  
Elections Ontario ([info@elections.on.ca](mailto:info@elections.on.ca))  
MPP David Piccini ([david.piccini@pc.ola.org](mailto:david.piccini@pc.ola.org))  
Municipalities of Ontario



**The Corporation of the City of Cambridge**  
**Corporate Services Department**  
**Clerk's Division**  
**The City of Cambridge**  
**50 Dickson Street, P.O. Box 669**  
**Cambridge ON N1R 5W8**  
**Tel: (519) 740-4680 ext. 4585**  
[\*\*mantond@cambridge.ca\*\*](mailto:mantond@cambridge.ca)

May 10, 2023

**Re: Legislative Amendments to Improve Municipal Codes of Conduct and Enforcement**

Dear Mr. Trudeau

At its Council Meeting of May 9, 2023, the Council of the Corporation of the City of Cambridge passed the following Motion:

WHEREAS, Ontario's Big City Mayors (OBCM) have passed a motion that supports the call of the Association of Municipalities of Ontario for the Government of Ontario to introduce legislation to strengthen municipal Codes of Conduct and compliance with them in consultation with municipal governments or in the alternative, OBCM has supported the province ordering Bill 5 for second reading to expedite the matter;

AND WHEREAS the legislation encompasses the Association of Municipalities of Ontario's recommendations for:

- a. Updating municipal Codes of Conduct to account for workplace safety and harassment;
- b. Creating a flexible administrative penalty regime, adapted to the local economic and financial circumstances of municipalities across Ontario;
- c. Increasing training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the province;
- d. Allowing municipalities to apply to a member of the judiciary to remove a sitting member if recommended through the report of a municipal Integrity Commissioner; and
- e. Prohibiting a member so removed from sitting for election in the term of removal and the subsequent term of office.

AND WHEREAS OBCM's motion requests that municipalities and their respective Integrity Commissioners be consulted on the development of any regulations related to the proposed legislation;

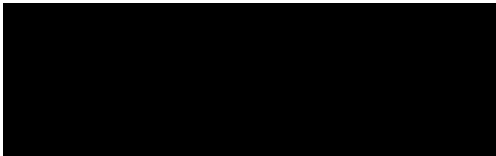
AND WHEREAS OBCM believes that municipal elected officials should be held to account in this way, it also believes that federal and provincial elected officials should take similar actions to hold themselves to account.

THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the City of Cambridge supports the Ontario Big City Mayor's motion on legislative amendments to improve municipal Codes of Conduct and enforcement.

AND THAT this motion be circulated to Right Honourable Justin Trudeau, Prime Minister of Canada, the Honourable Doug Ford, Premier of Ontario, the Honourable David Lametti, Minister of Justice, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, Kate Manson-Smith, Deputy Minister of Municipal Affairs and Housing, Scott Pearce, Federation of Canadian Municipalities Acting President, Colin Best, President of the Association of Municipalities of Ontario, and all Ontario municipalities.

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,



Danielle Manton  
City Clerk

Cc: (via email)

Hon. Justin Trudeau, Prime Minister of Canada

Hon. Doug Ford, Premier of Ontario

Hon. David Lametti, Minister of Justice

Hon. Steve Clark, Minister of Municipal Affairs and Housing

Kate Manson-Smith, Deputy Minister of Municipal Affairs and Housing

Scott Pearce, Federation of Canadian Municipalities Acting President

Colin Best, President of the Association of Municipalities of Ontario

All Ontario Municipalities

May 10, 2023

Please be advised that during the Regular Council meeting of May 9, 2023 the following resolution regarding the proposed new Provincial Planning Statement (PPS) was carried:

**RESOLUTION NO. 2023-293**

**DATE: May 9, 2023**

**MOVED BY: Councillor Hirsch**

**SECONDED BY: Councillor MacNaughton**

**WHEREAS** the goal of increasing housing supply and reducing barriers in planning processes as set out in the recent legislative, regulatory and policy changes, including new provisions from Bill 23, More Homes Built Faster Act, 2022 is welcomed;

**WHEREAS** the proposed PPS (sections 2.6 and 4.3) would dramatically remove municipal power and renders aspects of the County's Official Plan, and other official plans throughout Ontario inoperative, terminating some local planning autonomy, and directly interfering with municipalities' ability to meet local variation and unique community needs;

**WHEREAS** the proposed PPS changes that would allow proliferation of lots with protection restricted to specialty crop areas only diminishes the purpose, uses, and integrity of rural and agricultural lands, thereby removing protection and restricting future uses of those lands;

**WHEREAS** the proposed PPS changes encourage sprawl and rural roadway strip development, rather than more fiscally and environmentally sustainable practices like intensification in established settlement areas; and

**WHEREAS** the province has announced changes will be proposed to natural heritage (section 4.1) that have yet to be published;

**THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the County of Prince Edward urges the province to:

- pause proposed changes to the PPS, particularly regarding natural heritage (section 4.1) and agricultural lands (sections 2.6 and 4.3)



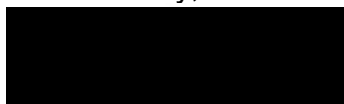
- reinvest trust in the local planning authority of all 444 municipalities, recognizing that each Ontario municipality has unique landscapes, different housing needs and differing visions for local planning matters;

**THAT** our fellow municipalities be urged to voice their concerns regarding the proposed undermining of local planning authority;

**AND FURTHER THAT** a copy of this resolution be sent to all 444 municipalities, The Hon. Doug Ford, Premier of Ontario, The Hon. Steve Clark, Minister of Municipal Affairs and Housing; The Hon. Lisa Thompson, Ministry of Agriculture, Food and Rural Affairs, The Hon. David Piccini, Minister of Environment, Conservation and Parks, Bay of Quinte MPP, Todd Smith, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, and the Eastern Ontario Wardens Caucus.

**CARRIED**

Yours truly,



Catalina Blumenberg, **CLERK**

cc: Mayor Ferguson, Councillor Hirsch, Councillor MacNaughton & Marcia Wallace, CAO





**The Corporation of The Township of The Archipelago  
Council Meeting**

**Agenda Number:** 15.1.  
**Resolution Number** 23-058  
**Title:** Road Management Action on Invasive Phragmites  
**Date:** Friday, April 21, 2023

---

**Moved by:** Councillor Barton  
**Seconded by:** Councillor Lundy

**WHEREAS** *Phragmites australis* (*Phragmites*) is an invasive perennial grass that continues to cause severe damage to wetlands and beaches in areas around the Great Lakes including Georgian Bay; and

**WHEREAS** *Phragmites australis* grows and spreads rapidly, allowing the plant to invade new areas and grow into large monoculture stands in a short amount of time, and is an allelopathic plant that secretes toxins from its roots into the soil which impede the growth of neighboring plant species; and

**WHEREAS** *Phragmites australis* results in loss of biodiversity and species richness, loss of habitat, changes in hydrology due to its high metabolic rate, changes in nutrient cycling as it is slow to decompose, an increased fire hazard due to the combustibility of its dead stalks, and can have an adverse impact on agriculture, particularly in drainage ditches; and

**WHEREAS** invasive *Phragmites* has been identified as Canada's worst invasive plant species by Agriculture and Agrifood Canada; and

**WHEREAS** the Ontario government has made it illegal to import, deposit, release, breed/grow, buy, sell, lease or trade invasive *Phragmites* under the Invasive Species Act; and

**WHEREAS** *Phragmites* occupy over 4,800 hectares of land around Lake St. Clair alone, while 212 hectares of *Phragmites* occupy land along the St. Lawrence River. The Georgian Bay Area is particularly affected by *Phragmites australis*, with more than 700 stands along the shorelines and multiple visible stands on the highways and roads that threaten valuable infrastructure and wetland areas; and

**WHEREAS** volunteers, non-governmental organizations, and various municipalities have invested tens of thousands of dollars in investments and labour annually for more than eight years in executing managements plans to control invasive *Phragmites* on roads, coasts, shorelines and in wetlands; and

**WHEREAS** roads and highways where *Phragmites* that are left untreated become spread vectors that continually risk new and treated wetlands and coastal shoreline areas; and

**WHEREAS** according to “Smart Practices for the Control of Invasive *Phragmites* along Ontario’s Roads” by the Ontario *Phragmites* Working Group, best road management practices for *Phragmites australis* include early detection, herbicide application, and cutting; and

**WHEREAS** these best management practices are most effective when used in a multi-pronged approach as opposed to when used as stand-alone control measures; and

**WHEREAS** Mother Nature does not recognize political boundaries. Therefore, it is imperative that Municipalities, Districts, the Province, and the Federal government work together in collaboration to eradicate Canada’s worst invasive plant species *Phragmites australis*.

**NOW THEREFORE, BE IT RESOLVED** that Council for the Township of The Archipelago directs its staff to implement best management practices to promote early detection of invasive *Phragmites*, and to implement best management practices for invasive *Phragmites*, and to join the Ontario *Phragmites* Working Group to collaborate on the eradication of *Phragmites* in Ontario.

**BE IT FURTHER RESOLVED** that Council for the Township of The Archipelago directs staff to insert clean equipment protocols into tenders and that there is oversight that the protocols are followed.

**BE IT FURTHER RESOLVED** that Council for the Township of The Archipelago requests the Ontario Ministry of Transportation to map and treat invasive *Phragmites* annually on all its highways.

**BE IT FURTHER RESOLVED** that the Ontario Ministry of Transportation (MTO) communicates the strategy on mapping (detecting sites) and controlling invasive *Phragmites* on provincial highways, the specific highway management plans and results by each MTO region and each highway in the region and work in coordination with Township of The Archipelago.

**BE IT FURTHER RESOLVED** that Council for the Township of The Archipelago directs its staff to send this resolution to all municipalities that are part of the Georgian Bay watershed, to the Minister of Transportation, Christopher Balasa the Manager, Maintenance Management, and MPP (the Municipality’s local MPP).

**BE IT FINALLY RESOLVED** that Council for the Township of The Archipelago requests all levels of government to consider funding support to aid the Township of The Archipelago in managing invasive *Phragmites*; and directs staff to send a copy of this resolution to the Ontario Minister of Environment, Conservation and Parks and the Minister of Environment and Climate Change Canada.

**Carried**

---

**From:** Charlene Watt (Deputy Clerk) <deputyclerk@armourtownship.ca>  
**Sent:** Wednesday, May 10, 2023 12:29 PM  
**Subject:** Support Resolution Request: Water Aerodromes  
**Attachments:** Township of Armour Aerodrome Resolution 132 05092023.pdf

Hello,

Throughout the years, our municipality has had several water aerodrome owners and pilots. Currently, one resident owns both a water aerodrome and a land aerodrome. The municipality and our residents, have never had an issue with either until recently. This new case is quite different for the following reasons:

- The proponent did not consult with provincial and municipal authorities, did not obtain a building permit, and has refused to reveal his final construction plans.
- The proponent did not disclose his true intentions to his neighbours, the lake association, or the municipality.
- The dock is massive - made of structural steel, and more significant in size and weight than any dock in Armour Township.
- The dock is intended for mixed-use – two boat slips - which does not support the core competency of the Aeronautics Act.
- The proponent does not own a float plane.

The Three Mile Lake Community Club within the Township of Armour also continues to discuss this situation with Transport Canada. There have also been media reports [What's up dock? Water aerodrome construction raises concerns in Armour \(northbaynipissing.com\)](https://www.northbaynipissing.com/what-s-up-dock?Water+aerodrome+construction+raises+concerns+in+Armour) and there is an active petition to the Canadian Parliament [Petition e-4364 - Petitions \(ourcommons.ca\)](https://ourcommons.ca/petitions/e-4364)

Please support the attached resolution and call on Transport Canada to amend current legislation regarding water aerodromes to require mandatory consultation and transparency with provincial and municipal authorities prior to construction and to state that 'mixed-use' docks and structures will not be permitted.

We ask that you also support Petition e-4364 – Petition to the Minister of Transport. It is open for signature until June 25, 2023.

Respectfully submitted,

*Charlene Watt*

Deputy Clerk, Dipl.M.M.  
Township of Armour  
PO Box 533, 56 Ontario Street  
Burk's Falls, Ontario P0A 1C0  
Telephone: 705-382-3332  
Fax: 705-382-2068  
Website: [www.armourtownship.ca](http://www.armourtownship.ca)

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## CORPORATION OF THE TOWNSHIP OF ARMOUR

### RESOLUTION

Date: May 9, 2023

Motion # 132

**WHEREAS** some proponents of water aerodromes claim federal jurisdiction to bypass provincial and municipal authorities and build massive docks and boathouses under the guise of the Aeronautics Act;

**AND WHEREAS** Transport Canada does not require proponents of water aerodromes to follow the same registration and certification procedures as land aerodromes;

**AND WHEREAS** Transport Canada's current regulations for water aerodromes fail to state that mixed-use docks and structures are not permitted;

**AND WHEREAS** Transport Canada does not require a proponent to be transparent with local authorities about their intentions or submit a building permit and final construction plans;

**AND WHEREAS** Transport Canada does not require a proponent to provide the municipality with a copy of the water aerodrome registration or certification documents;

**AND WHEREAS** Registration and certification of water aerodromes are done without environmental impact assessments from provincial and municipal authorities;

**AND WHEREAS** Registration and certification of water aerodromes are done without safety assessments from local authorities;

**AND WHEREAS** Transport Canada's loopholes in the regulations lead to lengthy court battles paid by provincial and municipal jurisdictions.

**NOW THEREFORE**, be it resolved that the Council of the Township of Armour supports efforts to raise awareness about the loopholes in current regulations regarding water aerodromes that allow proponents to build massive docks and boathouses without municipal consultation, approval, or adherence to bylaws and regulations.

**AND FURTHERMORE**, The Council of the Township of Armour endorses the letter from the Three Mile Lake Community Club Inc. and calls on Transport Canada to:

- Amend current legislation regarding water aerodromes to require mandatory consultation and transparency with provincial and municipal authorities prior to construction.
- State that 'mixed-use' docks and structures will not be permitted.

**AND FURTHERMORE**, the Council of the Township of Armour urges all mentioned in this resolution to **support petition e-4364** to the Minister of Transport, Omar Alghabra.

Petition e-4364 - Petitions (ourcommons.ca)



**AND FURTHERMORE**, be it resolved that this resolution be forwarded to neighbouring municipalities, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM). Federation of Northern Ontario Municipalities (FONOM), Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), MP Scott Aitchison, MP Marcus Powlowski (Haliburton-Kawartha Lakes-Brock, Ontario), Graydon Smith MPP.

**Moved by:**

Blakelock, Rod ☒  
Brandt, Jerry ☐  
Haggart-Davis, Dorothy ☐  
Ward, Rod ☐  
Whitwell, Wendy ☐

**Seconded by:**

Blakelock, Rod ☒  
Brandt, Jerry ☐  
Haggart-Davis, Dorothy ☐  
Ward, Rod ☐  
Whitwell, Wendy ☐

Carried / Defeated

**Declaration of Pecuniary Interest by:**

**Recorded vote requested by:**

Recorded Vote:

Blakelock, Rod  
Brandt, Jerry  
Haggart-Davis, Dorothy  
Ward, Rod  
Whitwell, Wendy

For

☐  
☐  
☐  
☐  
☐

Opposed

☐  
☐  
☐  
☐  
☐

**Municipality of Tweed Council Meeting  
Council Meeting**



**Resolution No.**

328.

**Title:**

Proposed Resolution Re: Bell-Hydro Infrastructure

**Date:**

Tuesday, May 9, 2023

---

**Moved by**

J. Palmateer

**Seconded by**

J. DeMarsh

WHEREAS poles are essential for deployment of telecommunication and hydro networks across the Province of Ontario;

AND WHEREAS the coordination of pole infrastructure between stakeholders is necessary to limit duplication of servicing infrastructure;

AND WHEREAS the Canadian Radio-Television and Telecommunications Commission recently set expedited timelines for large telephone companies to provide competitors with access to poles to roll out networks more efficiently leading to more competition across Canada;

AND WHEREAS provincial and territorial government are being encouraged to coordinate with service providers and other stakeholders to facilitate sound network deployment;

NOW THEREFORE BE IT RESOLVED that the Municipality of Tweed calls on the Province of Ontario to facilitate, coordinate, and regulate pole deployment measures across the Province of Ontario to prevent unnecessary duplication of pole infrastructure;

AND FURTHER, that the Province of Ontario encourage Bell Canada and Hydro One to work together to provide access for poles to better service the infrastructure needs of Ontarians;

AND FURTHER, that this motion be circulated to the Premier of Ontario, the Association of Municipalities of Ontario (AMO), MPP Ric Bresee, all Ontario Municipalities for support, Bell Canada, Hydro One.

**Carried**





# The Corporation of the Municipality of Wawa

## REGULAR COUNCIL MEETING

### RESOLUTION

Tuesday, May 2, 2023

Resolution # RC23121	Meeting Order: 6
Moved by: [REDACTED]	Seconded by: [REDACTED]

**WHEREAS** several municipalities have shared resolutions seeking Council's support to request that the Ontario Government amend the Municipal Act and include in the Oath of Office a clause that recognizes and affirms the Aboriginal and treaty rights of First Nations, Inuit and Metis peoples;

**AND WHEREAS** many municipalities in Ontario have an aboriginal land acknowledgement in the opening of Council Meetings. This supports the recognition of rights of Indigenous people and advances acts of Truth and Reconciliation;

**AND WHEREAS** the Federal Government amended the wording of the Oath of Citizenship in 2021 to include clear reference to the rights of Indigenous peoples aimed at advancing the Truth and Reconciliation Commission's Calls to Action within the broader reconciliation framework;

**AND WHEREAS** the Municipality of Trent Lakes has requested municipal support of their Resolution forwarded to the Ontario Minister of Municipal Affairs to amend the Oath of Office;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Municipality of Wawa request that the Minister of Municipal Affairs and Housing make the following changes to the municipal oath of office: "I will be faithful and bear true allegiance to His Majesty King Charles III and that I will faithfully observe the laws of Canada including the Constitution, which recognizes and affirms the Aboriginal and treaty rights of First Nations, Inuit and Metis peoples; and further.;

*p.2...*



# The Corporation of the Municipality of Wawa

## REGULAR COUNCIL MEETING

### RESOLUTION

**AND FURTHER BE IT RESOLVED THAT** this resolution be forwarded to the Association of Municipalities of Ontario (AMO), all Ontario municipalities, MPP Dave Smith, MP Michelle Ferreri, Premier Doug Ford and Curve Lake First Nation.

RESOLUTION RESULT		RECORDED VOTE		
<input checked="" type="checkbox"/>	CARRIED	MAYOR AND COUNCIL	YES	NO
<input type="checkbox"/>	DEFEATED	Mitch Hatfield		
<input type="checkbox"/>	TABLED	Cathy Cannon		
<input type="checkbox"/>	RECORDED VOTE (SEE RIGHT)	Mitch Hatfield		
<input type="checkbox"/>	PECUNIARY INTEREST DECLARED	Jim Hoffmann		
<input type="checkbox"/>	WITHDRAWN	Joseph Opato		

#### Disclosure of Pecuniary Interest and the general nature thereof.

- ☐ Disclosed the pecuniary interest and general name thereof and abstained from the discussion, vote and influence.

Clerk: \_\_\_\_\_

MAYOR – MELANIE PILON	DEPUTY CLERK – MANUELA BATOVANJA
	

**THE CORPORATION OF THE TOWN OF COCHRANE**

**REGULAR COUNCIL**

**DATE:**

April 11, 2023

**RESOLUTION NO.:**

204-2023

**AGENDA ITEM NO.:**

13.4

**MOVED BY** SUSAN NELSON

**SECONDED BY** DANIEL BRUNET

**WHEREAS** Council has received several communications regarding the historical challenge for woman in politics.

**AND WHEREAS** Council wishes to support the call for action by going beyond making political statements and constructively add to inspiring positive, meaningful change to this instead.

**AND WHEREAS** Council recognizes and is proud of the Town of Cochrane's historical and inspiring accomplishments toward this important initiative that has seen our community commit to adopting meaningful change by:

- ✓ Adopting employment equity in 2011
- ✓ Making senior positions of control and power available to woman, such as:
  - o Having the one of only of two female CAO's in the region.
  - o Having the fourteen positions in the Town Hall composed of eleven woman.
- ✓ And by having forty-three percent of it's council composed of woman.

**THEREFORE BE IT RESOLVE THAT:** the Council of the Corporation of the Town of Cochrane, Ontario, wishes to support the call out to recognize the challenges woman face in politics, while also recognizing the efforts made by its municipality, and all other municipalities, to meaningfully create the change being sought through leading by example.

**AND THAT:** the Council inspire continued meaningful change by encouraging all municipalities to first recognize (thereby validating) the positive changes they have made, while remaining diligent in continuing to make and inspire the kind of actual change that will lead to even more woman becoming actively engaged in politics.

THE CORPORATION OF THE TOWN OF COCHRANE

DECLARED THE MOTION

☒ CARRIED

☐ DEFEATED

☐ DEFERRED

☐ REFERRED TO: \_\_\_\_\_

☐ RECORDED VOTE - Requested by: \_\_\_\_\_

PETER POLITIS

\_\_\_\_\_  
Mayor (Deputy Mayor)

RECORDED VOTE	FOR	AGAINST	CONFLICT	ABSENT
France Bouvier				
Daniel Brunet				
Sylvie Charron – Lemieux				
Rodney Hoogenhoud				
Susan Nelson				
Peter Politis				
Marck Recoskie				

DECLARATION OF CONFLICT OF INTEREST

\_\_\_\_\_  
DISCLOSED HIS/HER INTEREST(S)

\_\_\_\_\_  
VACATED HIS/HER SEAT

ABSTAINED FROM DISCUSSION AND DID NOT VOTE ON THIS QUESTION.

May 11, 2023

Please be advised that during the Regular Council meeting of May 9, 2023 the following resolution regarding Declaring Intimate Partner Violence an Epidemic was carried:

**RESOLUTION NO. 2023-294**

**DATE: May 9, 2023**

**MOVED BY: Councillor MacNaughton**

**SECONDED BY: Councillor St-Jean**

**WHEREAS** the jury that adjudicated the Carol Culleton, Anastasia Kuzyk and Nathalie Warmerdam Inquest (The Renfrew Inquest) issued 86 recommendations to the Province of Ontario on Intimate Partner Violence; and **WHEREAS** recommendation #1 of the Inquest is for the Province of Ontario to declare Intimate Partner Violence an epidemic; and

**WHEREAS** every six days in Canada a woman is killed by her intimate partner, and rural areas see an increased risk of Intimate Partner Violence; and

**WHEREAS** this past year in Ontario, 52 women or one every week, were victims of femicide, and in Prince Edward County, 233 domestic violence investigations in 2022 were led by the OPP, and service provision by Alternatives for Women was provided to over 100 women and their children per year in our community; and

**WHEREAS** violence against women costs the national justice system, health care systems, social service agencies, and municipalities billions of dollars per year; and municipalities are on the front lines in addressing gender-based violence; and

**WHEREAS** the Council of the Corporation of the County of Prince Edward has recognized that issues of violence against women in rural communities are of local importance to the health and wellness of our residents, and has demonstrated this by including it as a pillar in our Community Safety and Well-Being Plan;

**THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the County of Prince Edward recognizes that:

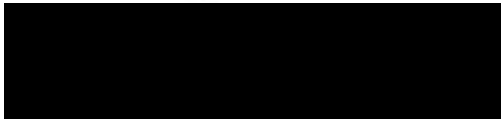
- the Renfrew Inquest is important to all rural communities;
- Council is committed to engaging with community partners to educate and support our residents about the seriousness and long-term consequences of gender-based violence in our community; and

**THAT** the Council of the Corporation of the County of Prince Edward declares, in accordance with Recommendation #1 of the Renfrew Inquest, that Intimate Partner Violence and Violence Against Women are epidemic; and

**BE IT FURTHER RESOLVED THAT** this resolution be circulated to all 444 municipalities of Ontario, The Hon. Doug Ford, Premier of Ontario, The Hon. Charmaine A. Williams, Associate Minister of Women's Social and Economic Opportunity, Bay of Quinte MPP, Todd Smith, the Association of Municipalities of Ontario and the Federation of Canadian Municipalities.

**CARRIED**

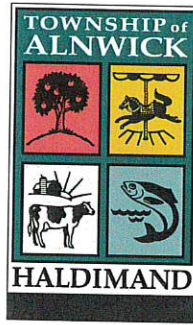
Yours truly,



Catalina Blumenberg, **CLERK**

cc: Mayor Ferguson, Councillor Hirsch, Councillor MacNaughton & Marcia Wallace, CAO





April 25, 2023

The Honourable Doug Ford  
Premier of Ontario  
Via email: premier@ontario.ca

Dear Premier Ford:

**RE: Endorsement of Resolution Adopted by the Town of Petrolia  
A Call to the Provincial Government to End Homelessness in Ontario**

This is to advise that the Council of the Corporation of the Township of Alnwick/Haldimand at their Regular Council Meeting on April 4th, 2023, passed the following resolution supporting the Town of Petrolia's adoption of a resolution to request calling on the province to end homelessness:

Moved by Councillor Mary Catherine O'Neill, seconded by Deputy Mayor Joan Stover;

*"Be it resolved that the Council of the Township of Alnwick/Haldimand receive the correspondence from the Town of Petrolia dated March 14, 2023, regarding calling on the province to end homelessness in Ontario; and*

*Further that the Council of the Township of Alnwick/Haldimand supports and endorses this resolution as passed by the Town of Petrolia at their Regular Council Meeting on February 27, 2023; and*

*Further that a copy of this motion be sent to the Premier of Ontario; the Minister of Municipal Affairs and Housing; the Minister of Children, Community and Social Services; the Minister of Health; the Association of Municipalities of Ontario and to MPP David Piccini."*

CARRIED

A copy of the above noted resolution from the Town of Petrolia is attached for your reference.

Yours truly, 

Yolanda Melburn, Deputy Clerk  
Township of Alnwick/Haldimand  
905-349-2822 ext. 32  
[ymelburn@ahwp.ca](mailto:ymelburn@ahwp.ca)

Encl.

Cc: Town of Petrolia ([mpearson@petrolia.ca](mailto:mpearson@petrolia.ca))  
Minister of Municipal Affairs and Housing ([minister.mah@ontario.ca](mailto:minister.mah@ontario.ca))  
Minister of Children, Community and Social Services ([MinisterMCCSS@ontario.ca](mailto:MinisterMCCSS@ontario.ca))  
Minister of Health ([sylvia.jones@ontario.ca](mailto:sylvia.jones@ontario.ca))  
Association of Municipalities of Ontario ([resolutions@amo.on.ca](mailto:resolutions@amo.on.ca))  
MPP David Piccini ([david.piccini@pc.ola.org](mailto:david.piccini@pc.ola.org))  
Municipalities of Ontario



---

**From:** Lizet Scott <LScott@perthsouth.ca>  
**Sent:** Wednesday, May 10, 2023 3:56 PM  
**To:** ltcminister@ontario.ca; premier@ontario.ca; 'amo@amo.on.ca'  
**Subject:** RE: Resolution - Use of Long-Term Care Funding to Support Community Care Services  
**Attachments:** CA - City of Stratford - Use of Long Term Care Funding to Support Community Care Services.pdf

Dear Minister Calandra,

The Township of Perth South passed the following motion at their regular meeting on May 2, 2023:

Moved by Councillor Jaime Martin

Seconded by Councillor Mark Bell

That Perth South Council supports correspondence from the City of Stratford regarding the use of long-term care funding to support community care services. Carried

I have attached the correspondence from the City of Stratford for your information.

Regards,

**Lizet Scott**

Clerk

Township of Perth South

519-271-0619 x224



[Twitter](#)



[Facebook](#)

**CONFIDENTIALITY NOTICE:** This message and any attachments may contain information that is privileged or confidential and is for the use of the intended recipient(s). Any unauthorized review, retransmission, conversion to hard copy, disclosure, distribution or other use of this message and any attachments is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail or by calling 519-271-0619 and delete this message and any attachments from your system. Thank you.



**City of Stratford**  
**Corporate Services Department**  
Clerk's Office  
City Hall, P. O. Box 818  
Stratford, Ontario N5A 6W1  
Tel: 519-271-0250, extension 5237  
Email: [clerks@stratford.ca](mailto:clerks@stratford.ca)  
Website: [www.stratford.ca](http://www.stratford.ca)

April 17, 2023

Via email: [ltcminister@ontario.ca](mailto:ltcminister@ontario.ca)

Ministry of Long-Term Care  
6<sup>th</sup> Floor, 400 University Avenue  
Toronto, ON M5G 1S5

Dear Hon. Paul Calandra:

**Re: Resolution – Use of Long-Term Care Funding to Support Community Care Services**

---

At their April 11, 2023 Regular Council meeting, Stratford City Council adopted the following resolution requesting the provincial government to support community driven home care services through the redirect of ministry beds in abeyance funding:

**THAT staff be requested to send a letter to the provincial government to endorse the redirect of current ministry beds in abeyance funding towards the support of community care services.**

We kindly request your support and endorsement.

Sincerely,

  
Chris Bantock  
Deputy Clerk

cc: Premier Doug Ford  
Matthew Rae, MPP  
Association of Municipalities of Ontario  
All Ontario municipalities

## Justine Brotherston

---

**From:** Township of Puslinch <services@puslinch.ca>  
**Sent:** Thursday, May 18, 2023 10:33 PM  
**To:** Justine Brotherston  
**Subject:** New Entry: Delegate Request

### **Type of Meeting**

Council

---

### **Meeting Date**

May 24, 2023

---

### **How many delegates are requesting to make this presentation?**

One (1)

---

### **Type of Delegation**

This is a request to delegate on a topic on the upcoming agenda

---

### **Identify which agenda item you are requesting to delegate on?**

Item 10.5 Proposed Legislative Change ERO#

---

### **Type of Presentation**

---

This request is to present a verbal delegation

---

**Type of Attendance**

In person

---

**Name of Delegate**

John McNie

---

**Mailing Address of Delegate**

[REDACTED]

---

**Phone Number of Delegate**

[REDACTED]

---

**Email Address of Delegate**

[REDACTED]

---

**Purpose of delegation (state position taken on issue, if applicable)**

Background information on proposed changes.

---

**A formal presentation is being submitted to accompany the delegation**

No

---

**The delegation will require the use of audio-visual equipment (power point presentation)**

No

---

**Acknowledgement**

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Sent from [Township of Puslinch](#)

## Justine Brotherston

---

**From:** Township of Puslinch <services@puslinch.ca>  
**Sent:** Thursday, May 18, 2023 5:59 PM  
**To:** Justine Brotherston  
**Subject:** New Entry: Delegate Request

### **Type of Meeting**

Council

---

### **Meeting Date**

May 24, 2023

---

### **How many delegates are requesting to make this presentation?**

Two (2)

---

### **Type of Delegation**

This is a request to delegate on a topic on the upcoming agenda

---

### **Identify which agenda item you are requesting to delegate on?**

Zoning application: D14-WEL-128 Brock Rd S

---

### **Type of Presentation**

---

This request is to present a verbal delegation

---

**Type of Attendance**

In person

---

**Name of Delegate**

Alastair McCluskey

---

**Mailing Address of Delegate**

[REDACTED]

---

**Phone Number of Delegate**

[REDACTED]

---

**Email Address of Delegate**

[REDACTED]

---

**Name of Second Delegate**

Cameron McConnell

---

**Mailing Address of Second Delegate**

[REDACTED]

---

**Phone Number of Second Delegate**

[REDACTED]

---

**Email Address of Second Delegate**

[REDACTED]

---

**Purpose of delegation (state position taken on issue, if applicable)**

Continue to oppose zoning application, provide input based on staff recommendations and present final petition summary. Material pending.

---

**A formal presentation is being submitted to accompany the delegation**

Yes

---

**The delegation will require the use of audio-visual equipment (power point presentation)**

Yes

---

**Acknowledgement**



---

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Sent from [Township of Puslinch](#)

## Justine Brotherston

---

**From:** Township of Puslinch <services@puslinch.ca>  
**Sent:** Friday, May 19, 2023 12:02 PM  
**To:** Justine Brotherston  
**Subject:** New Entry: Delegate Request

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### **Type of Meeting**

Council

---

### **Meeting Date**

May 24, 2023

---

### **How many delegates are requesting to make this presentation?**

One (1)

---

### **Type of Delegation**

This is a request to delegate on a topic on the upcoming agenda

---

### **Identify which agenda item you are requesting to delegate on?**

9.4.1

---

**Type of Presentation**

This request is to present a verbal delegation

---

**Type of Attendance**

In person

---

**Name of Delegate**

Pierre Chauvin

---

**Mailing Address of Delegate**

[REDACTED]

---

**Phone Number of Delegate**

[REDACTED]

---

**Email Address of Delegate**

[REDACTED]

---

**Purpose of delegation (state position taken on issue, if applicable)**

---

In support of applicaiton

---

**A formal presentation is being submitted to accompany the delegation**

No

---

**The delegation will require the use of audio-visual equipment (power point presentation)**

No

---

**Acknowledgement**

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Sent from [Township of Puslinch](#)

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**From:** Township of Puslinch <services@puslinch.ca>  
**Sent:** Wednesday, May 10, 2023 12:06 PM  
**To:** Justine Brotherston  
**Subject:** New Entry: Delegate Request

**Type of Meeting**

Council

---

**Meeting Date**

May 24, 2023

---

**How many delegates are requesting to make this presentation?**

Two (2)

---

**Type of Delegation**

This is a request to delegate on a general topic

---

**Type of Presentation**

This request is to present a verbal delegation

---

**Type of Attendance**

---

In person

---

**Name of Delegate**

Ann Caine

---

**Mailing Address of Delegate**

[REDACTED]

---

**Phone Number of Delegate**

[REDACTED]

---

**Email Address of Delegate**

[REDACTED]

---

**Name of Second Delegate**

Debbie Allen

---

**Mailing Address of Second Delegate**

[REDACTED]

---

**Phone Number of Second Delegate**

[REDACTED]

---

**Email Address of Second Delegate**

[REDACTED]

---

**Purpose of delegation (state position taken on issue, if applicable)**

This delegation is from Guelph Rotarians to raise awareness within the community of the sex / human trafficking crisis in Guelph and Wellington County. This has become even more prevalent during COVID ,with young people being more engaged on line and being unaware of the dangers . In Puslinch alone Duffs Church parking lot was used frequently during COVID ,to transfer young girls from one vehicle to another ,on the 400 corridor .Puslinch Township Council is our first delegation, ,but we plan to present to every township council in Wellington County ,plus the City of Guelph and Wellington County Council ,to raise awareness and develop a plan of action against this heinous crime on our doorstep .

---

**A formal presentation is being submitted to accompany the delegation**

Yes

---

**The delegation will require the use of audio-visual equipment (power point presentation)**

Yes

---

**Acknowledgement**

---

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Sent from [Township of Puslinch](#)





**STOP**

**SEE  
SOMETHING**



**SAY  
SOMETHING**

**HUMAN TRAFFICKING**

# Eradicating Human Trafficking Committee



Our Mission:

*To **Raise awareness**  
of and **prevent the**  
**crisis** of Human  
Trafficking within  
our local  
community through  
action and  
education*



# Joy Smith Foundation



# Our Current Accomplishments

## Speaker Series

With **a survivor**, Karly Church and 4 other dates with excellent local and global speakers on the topic.

## Story Creation

**Two stories** written for Tweens education. Aided by a 12 year-old girl named Rose.

## Movie Night

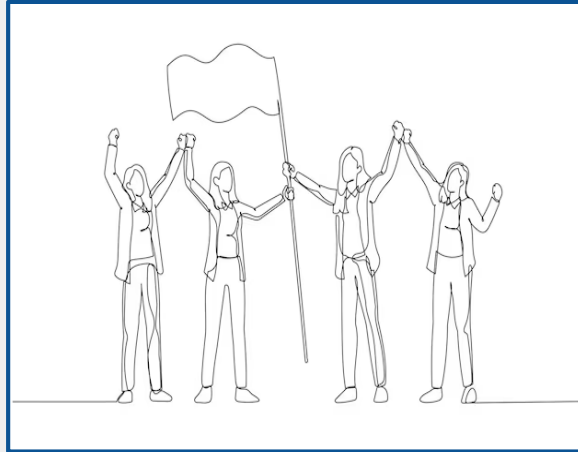
Movie night with the Joy Smith Video, **“Human Trafficking, Canada’s Secret Shame”**



# Our Current Accomplishments Continued...

## Flag Raising

At **Guelph City Hall** on  
World Human  
Trafficking Awareness  
Day.



## Zero Tolerance

Working with  
**Hammond Power  
Solutions** to add *zero  
tolerance* to their HR  
policy.



# Human Trafficking Statistics

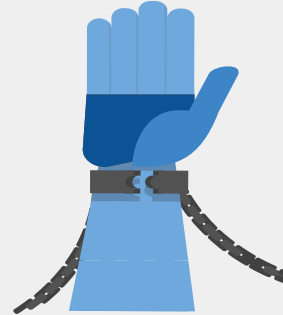


**12-14** is the average entry into the Canadian sex trade

**93%** of human trafficking victims are Canadian born



Perpetrators make **\$280,000**/per year for a single victim



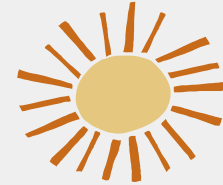
**Sex** Trafficking  
&  
**Labour** Trafficking



## To Conclude



***Knowledge is our greatest protection. The more we know and understand about human trafficking, the more we can do to prevent it.***





## **REPORT FIN-2023-016**

---

TO: Mayor and Members of Council

PREPARED BY: Sarah Huether, Taxation and Customer Service Supervisor

PRESENTED BY: Mary Hasan, Director of Finance/Treasurer

MEETING DATE: May 24, 2023

SUBJECT: 2023 Final Tax Levy and Rates  
File No. F22 TAX

---

### **RECOMMENDATIONS**

**THAT Report FIN-2023-016 entitled 2023 Final Tax Levy and Rates be received; and**

**THAT the final property tax rates as identified in Schedule B and Schedule C to Report FIN-2023-016 be approved; and**

**THAT the final property tax due dates be established as Thursday August 31, 2023 and Tuesday October 31, 2023; and**

**THAT Council give 3 readings to By-law No. 2023-025 being a by-law for the levy and collection of property taxes for the 2023 taxation year.**

### **Purpose**

The Municipal Act, 2001 requires a municipality to adopt its final tax levy, due dates and tax rates annually through the passing of a by-law.

### **Background**

To enable the billing of final taxes for 2023, a by-law is required to establish the levy, due dates and other administrative needs regarding the final property tax amounts. The tax rates set out in the attached schedules for the Township and the County are based on 2023 budget requirements. The Education rates are set by the Province through Ontario Regulation 400/98, as amended under the Education Act.



**Due Dates**

The 2023 final tax levy will be payable in two installments due August 31, 2023 and October 31, 2023. This bill will reflect the new assessed value of the property for 2023 as well as the 2023 tax rates. The amount of the 2023 interim tax bill will be deducted from the total levied with the balance being the 2023 final tax bill.

The properties enrolled in the Township's 11-month pre-authorized tax payment plan have their property tax payments withdrawn from their bank accounts in eleven installments on the fifteenth (or next business day) of each month.

**Financial Implications**

The tax rates indicated in Schedule B and Schedule C will generate a total 2023 levy (Township + County + Education) of \$29,140,604. The tax levies for Township, County and Education purposes are summarized in Schedule A to Report FIN-2023-016.

**Applicable Legislation and Requirements**

Section 290 of the Municipal Act, 2001, as amended, states that a local municipality shall in each year prepare and adopt a budget including estimates of all sums required during the year for the purposes of the municipality. On February 8, 2023 Council approved the Township's 2023 Budget in accordance with By-law No. 2023-009.

Ontario Regulation 400/98, as amended under the Education Act established the education tax rates for all property classes in 2023.

The County of Wellington established upper and lower-tier property tax ratios and tax reductions for prescribed subclasses for the year 2023 as per the County By-law No. 5817-23 dated April 27, 2023. The County adopted a by-law to establish and levy tax rates for upper tier purposes as per the County By-law number 5818-23 dated April 27, 2023. The County adopted estimates of all sums required by the County during the year 2023 for all purposes of the County and has provided a general levy on area municipalities as per By-law Number 5799-23 dated January 26, 2023.

Once all required by-laws and regulations have been passed, the municipal Council may levy its taxes. The Township, as a lower-tier municipality, is required to collect the County and Education tax levies and remit the amounts to them regardless of a resident's payment of property taxes.

Section 342 of the Municipal Act, 2001 allows the ability to collect taxes in one payment or by installments. The Township has elected to collect its property taxes in four installments: February 28, April 28, August 31, and October 31, 2023.

### **Engagement Opportunities**

The 2023 final tax levy and rates are posted on the Township's website on the Property Taxes Page on [Puslinch.ca](https://puslinch.ca) and the By-laws Page on [Puslinch.ca/by-laws](https://puslinch.ca/by-laws).

### **Attachments**

Schedule A: Summary of Tax Levies – 2023 Final

Schedule B: 2023 Property Tax Rates

Schedule C: 2023 Barber's Beach Street Lights and Cambridge Fire Special Area Tax Rates

**Respectfully submitted:**

**Reviewed by:**

**Sarah Huether**  
**Taxation and Customer Service Supervisor**

**Mary Hasan**  
**Director of Finance/Treasurer**

**Mirela Oltean**  
**Deputy Treasurer**

**Schedule A**  
**Summary of Tax Levies - 2023 Final**

	<b>TAX LEVY</b>	<b>TOTAL TAX LEVY</b>	<b>SHARE %</b>
<b>TOWNSHIP PURPOSES</b>			
General Purposes	\$4,998,530		
Barber's Beach Streetlights	\$275		
Cambridge Fire	\$82,984		
Total Township Purposes		\$5,081,789	17%
<b>COUNTY PURPOSES</b>			
County of Wellington	\$17,928,603		
Total County Purposes		\$17,928,603	62%
<b>EDUCATION PURPOSES</b>			
Total Education Purposes	\$6,130,212	\$6,130,212	21%
<b>TOTAL LEVY</b>		<b>\$29,140,604</b>	<b>100%</b>

Schedule B  
2023 Property Tax Rates

						Tax Rate				Levy			
Description	2023 Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Township	County	Education	Total	Township	County	Education	Total
res/farm (RT)	2,044,288,380	1.000000	0.00%	1.000000	2,044,288,380	0.00183714	0.00658940	0.00153000	0.00995654	3,755,640	13,470,634	3,127,761	20,354,035
multi-res (MT)	2,076,100	1.900000	0.00%	1.900000	3,944,590	0.00349056	0.01251986	0.00153000	0.01754042	7,247	25,992	3,176	36,416
new multi-residential (NT)	0	1.100000	0.00%	1.100000	0	0.00202085	0.00724834	0.00153000	0.01079919	0	0	0	0
farmlands (FT)	196,639,100	0.250000	0.00%	0.250000	49,159,775	0.00045928	0.00164735	0.00038250	0.00248913	90,313	323,933	75,214	489,461
commercial (CT)	183,965,413	1.491000	0.00%	1.491000	274,292,431	0.00273917	0.00982480	0.00880000	0.02136397	503,913	1,807,423	1,618,896	3,930,232
industrial (IT)	81,842,625	2.400000	0.00%	2.400000	196,422,300	0.00440913	0.01581456	0.00880000	0.02902369	360,855	1,294,305	720,215	2,375,375
large industrial (LT)	23,265,500	2.400000	0.00%	2.400000	55,837,200	0.00440913	0.01581456	0.00880000	0.02902369	102,581	367,934	204,736	675,251
pipeline (PT)	6,364,000	2.250000	0.00%	2.250000	14,319,000	0.00413356	0.01482615	0.00880000	0.02775971	26,306	94,354	56,003	176,663
shopping centre (ST)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
managed forests (TT)	16,966,100	0.250000	0.00%	0.250000	4,241,525	0.00045928	0.00164735	0.00038250	0.00248913	7,792	27,949	6,490	42,231
res/farm farmland class 1 (R1)	789,000	1.000000	25.00%	0.750000	591,750	0.00137785	0.00494205	0.00114750	0.00746740	1,087	3,899	905	5,892
residential taxable shared (RH)	0	1.000000	0.00%	1.000000	0	0.00183714	0.00658940	0.00153000	0.00995654	0	0	0	0
commercial excess/vacant unit (CU)	7,058,300	1.491000	0.00%	1.491000	10,523,925	0.00273917	0.00982480	0.00880000	0.02136397	19,334	69,346	62,113	150,793
commercial vacant land (CX)	1,950,400	1.491000	0.00%	1.491000	2,908,046	0.00273917	0.00982480	0.00880000	0.02136397	5,342	19,162	17,164	41,668
commercial farmland class 1 (C1)	0	1.000000	25.00%	0.750000	0	0.00137785	0.00494205	0.00114750	0.00746740	0	0	0	0
commercial taxable shared (CH)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
commercial vacant land taxable shared (CJ)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
commercial small scale on farm (C7)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00220000	0.01476397	0	0	0	0
Office Building Taxable (DT)	536,300	1.491000	0.00%	1.491000	799,623	0.00273917	0.00982480	0.00880000	0.02136397	1,469	5,269	4,719	11,457
parking lot (GT)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
industrial-hydro (IH)	717,000	2.400000	0.00%	2.400000	1,720,800	0.00440913	0.01581456	0.00880000	0.02902369	3,161	11,339	6,310	20,810
industrial vacant land shared (IJ)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00880000	0.02902369	0	0	0	0
industrial excess land shared (IK)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00880000	0.02902369	0	0	0	0
industrial excess land (IU)	2,709,100	2.400000	0.00%	2.400000	6,501,840	0.00440913	0.01581456	0.00880000	0.02902369	11,945	42,843	23,840	78,628
large industrial excess land (LU)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00880000	0.02902369	0	0	0	0
industrial vacant land (IX)	23,030,600	2.400000	0.00%	2.400000	55,273,440	0.00440913	0.01581456	0.00880000	0.02902369	101,545	364,219	202,669	668,433
industrial farmland class 1 (I1)	0	1.000000	25.00%	0.750000	0	0.00137785	0.00494205	0.00114750	0.00746740	0	0	0	0
industrial small scale on farm (I7)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00220000	0.02242369	0	0	0	0
shopping centre excess land (SU)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
Total	2,592,197,918				2,720,824,626					4,998,530	17,928,603	6,130,212	29,057,345

# Schedule C

## 2023 Barber's Beach Street Lights Special Area Tax Rates

Description	2023 Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Township Tax Rate	Township Levy
res/farm (RT)	19,467,000	1.000000	0.00%	1.000000	19,467,000	0.00001413	275
multi-res (MT)	0	1.900000	0.00%	1.900000	0	0.00002684	0
new multi-residential (NT)	0	1.100000	0.00%	1.100000	0	0.00001554	0
farmlands (FT)	0	0.250000	0.00%	0.250000	0	0.00000353	0
commercial (CT)	0	1.491000	0.00%	1.491000	0	0.00002106	0
industrial (IT)	0	2.400000	0.00%	2.400000	0	0.00003391	0
large industrial (LT)	0	2.400000	0.00%	2.400000	0	0.00003391	0
pipeline (PT)	0	2.250000	0.00%	2.250000	0	0.00003179	0
shopping centre (ST)	0	1.491000	0.00%	1.491000	0	0.00002106	0
managed forests (TT)	0	0.250000	0.00%	0.250000	0	0.00000353	0
res/farm farmland class I (R1)	0	1.000000	25.00%	0.750000	0	0.00001060	0
residential taxable shared (RH)	0	1.000000	0.00%	1.000000	0	0.00001413	0
commercial excess/vacant unit (CU)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial vacant land (CX)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial farmland class 1 (C1)	0	1.000000	25.00%	0.750000	0	0.00001060	0
commercial taxable shared (CH)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial vacant land taxable shared (CJ)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial small scale on farm (C7)	0	1.491000	0.00%	1.491000	0	0.00002106	0
Office Building Taxable (DT)	0	1.491000	0.00%	1.491000	0	0.00002106	0
parking lot (GT)	0	1.491000	0.00%	1.491000	0	0.00002106	0
industrial-hydro (IH)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial excess land shared (IJ)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial excess land shared (IK)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial excess/vacant unit (IU)	0	2.400000	0.00%	2.400000	0	0.00003391	0
large industrial excess land (LU)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial vacant land (IX)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial farmland class 1 (I1)	0	1.000000	25.00%	0.750000	0	0.00001060	0
industrial small scale on farm (I7)	0	2.400000	0.00%	2.400000	0	0.00003391	0
shopping centre excess land (SU)	0	1.491000	0.00%	1.491000	0	0.00002106	0
<b>Total</b>	<b>19,467,000</b>				<b>19,467,000</b>		<b>275</b>

**Schedule C**  
**2023 Cambridge Fire Special Area Tax Rates**

<b>Description</b>	<b>2023 Assessment</b>	<b>Transition Ratio</b>	<b>Tax Reduction</b>	<b>Weighted Ratio</b>	<b>Weighted Assessment</b>	<b>Township Tax Rate</b>	<b>Township Levy</b>
res/farm (RT)	220,381,500	1.000000	0.00%	1.000000	220,381,500	0.00037143	81,856
multi-res (MT)	0	1.900000	0.00%	1.900000	0	0.00070572	0
new multi-residential (NT)	0	1.100000	0.00%	1.100000	0	0.00040857	0
farmlands (FT)	4,563,000	0.250000	0.00%	0.250000	1,140,750	0.00009286	424
commercial (CT)	801,700	1.491000	0.00%	1.491000	1,195,335	0.00055380	444
industrial (IT)	0	2.400000	0.00%	2.400000	0	0.00089143	0
large industrial (LT)	0	2.400000	0.00%	2.400000	0	0.00089143	0
pipeline (PT)	0	2.250000	0.00%	2.250000	0	0.00083572	0
shopping centre (ST)	0	1.491000	0.00%	1.491000	0	0.00055380	0
managed forests (TT)	2,799,700	0.250000	0.00%	0.250000	699,925	0.00009286	260
res/farm farmland class I (R1)	0	1.000000	25.00%	0.750000	0	0.00027857	0
residential taxable shared (RH)	0	1.000000	0.00%	1.000000	0	0.00037143	0
commercial excess/vacant unit (CU)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial vacant land (CX)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial farmland class 1 (C1)	0	1.000000	25.00%	0.750000	0	0.00027857	0
commercial taxable shared (CH)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial vacant land taxable shared (CJ)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial small scale on farm (C7)	0	1.491000	0.00%	1.491000	0	0.00055380	0
Office Building Taxable (DT)	0	1.491000	0.00%	1.491000	0	0.00055380	
parking lot (GT)	0	1.491000	0.00%	1.491000	0	0.00055380	0
industrial-hydro (IH)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial excess land shared (IJ)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial excess land shared (IK)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial excess/vacant unit (IU)	0	2.400000	0.00%	2.400000	0	0.00089143	0
large industrial excess land (LU)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial vacant land (IX)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial farmland class 1 (I1)	0	1.000000	25.00%	0.750000	0	0.00027857	0
industrial small scale on farm (I7)	0	2.400000	0.00%	2.400000	0	0.00089143	0
shopping centre excess land (SU)	0	1.491000	0.00%	1.491000	0	0.00055380	0
<b>Total</b>	<b>228,545,900</b>				<b>223,417,510</b>		<b>82,984</b>



## **REPORT FIN-2023-020**

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TO: Mayor and Members of Council

PREPARED BY: Mary Hasan, Director of Finance/Treasurer

PRESENTED BY: Mary Hasan, Director of Finance/Treasurer

MEETING DATE: May 24, 2023

SUBJECT: 2022 Annual Building Permit Report  
File No. C11 BUI

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### **RECOMMENDATIONS**

**THAT Report FIN-2023-020 entitled 2022 Annual Building Permit Report be received.**

#### **Purpose**

The purpose of this report is to inform Council of the building permit fees collected for 2022, and the costs associated with the administration and enforcement of the Building Code Act.

#### **Background**

In accordance with Section 7(4) of the Building Code Act, every 12 months, each principal authority shall prepare a report that contains such information as may be prescribed about any fees authorized and costs of the principal authority to administer and enforce the Building Code Act in its area of jurisdiction.

As a requirement of Ontario Regulation 332/12 of the Building Code Act, the Annual Report must include the following:

- a) Total fees collected in the 12-month period from January 1, 2022 to December 31, 2022,
- b) The direct and indirect costs of delivering services related to the administration and enforcement of the Act within the Township,

- c) A breakdown of the costs described in (b) above into at least the following categories:
- I. Direct costs of administration and enforcement of the Act, including the review of applications for permits and inspection of buildings, and
  - II. Indirect costs of administration and enforcement of the Act, including support and overhead costs, and
- d) If a reserve fund has been established for any purpose relating to the administration or enforcement of the Act, the amount of the fund at the end of the 12-month period referred to in clause (a) above.

### **Operating Budget vs. Actuals**

The only impact to the Township's property tax revenues related to building permit activity is the recovery from the Building Department for indirect costs such as human resources, finance/accounting, customer service, information technology, facility space, etc.

For the full year 2022, the Building Department's operating budget vs. actuals is outlined below:

	<b>2022 Budget</b>	<b>2022 Actual</b>	<b>Surplus/(Deficit)</b>
<b>Revenues</b>	\$491,890	\$572,025	\$80,135
<b>Expenses</b>	\$638,417	\$532,965	\$105,452
<b>Transfer to/from Building Surplus Reserve</b>	Budgeted Transfer from Reserve \$146,528	Actual Operating Surplus Transfer to Reserve \$39,060	

In 2022, the Building Department issued 303 permits (2021 – 361). Actual revenues were higher than budgeted revenues primarily due to higher than expected residential building permits issued resulting in higher actual revenues compared to budget.

Actual expenses were below budgeted expenses primarily due to the following:

- Lower actual legal expenditures compared to budget.
- Lower actual contract services expenditures related to RSM Building Consultants.
- Lower actual professional development expenditures compared to budget.

A financial summary for the year ended December 31, 2022 is attached as Schedule A to this report.



**Building Surplus Reserve**

The Building Code Act requires that the total amount of Building Permit fees meets the total costs for the municipality to administer and enforce the Building Code Act and regulations. Building permit fees were established to fully recover the Township's cost of providing building permit services, including an allocation of administrative overhead/indirect costs. Any surplus revenue from building permit fees is transferred to a reserve, to be drawn upon in years of declining building activity.

The Building department ended 2022 with an operating surplus of \$39,060 (actual revenues of \$572,025 less actual expenditures of \$532,965). The operating surplus of \$39,060 was transferred to the Building Surplus Reserve.

A financial summary of the balance of the Building Surplus Reserve for the year ended December 31, 2022 is attached as Schedule B to this report.

**Financial Implications**

The Township's 2022 expenditures include inspections related to previously issued building permits from previous years. The revenue associated with these previously issued building permits would be recognized in the year that the building permit was issued (ie. 2021 and prior).

The Township as part of its 2023 User Fees and Charges By-law increased all building permit fees by the Consumer Price Index inflation rate of approximately 7.80% for cost recovery purposes. Similar to previous practise, it is recommended that as part of the 2024 User Fees and Charges By-law review, that the fees in the building department be reviewed to ensure they continue to closely reflect the actual cost for providing the service while keeping in line with comparator municipalities.

**Applicable Legislation and Requirements**

Building Code Act

Ontario Regulation 332/12 of the Building Code Act

**Engagement Opportunities**

Ontario Regulation 332/12 of the Building Code Act requires that the Township give notice of the preparation of an annual building permit report to every person and organization that has requested that the Township provide the person or organization with such notice and has

provided an address for the notice. As of the date of this report, the Township has not received any requests for this report.

**Attachments**

Schedule A –December 31, 2022 Financial Summary

Schedule B –December 31, 2022 Building Surplus Reserve Balance

**Respectfully submitted:**

**Mary Hasan**  
**Director of Finance/Treasurer**

**Reviewed by:**

**Andrew Hartholt**  
**Chief Building Official**

**Township of Puslinch**  
**FIN-2023-020 - Schedule A**  
**December 31, 2022 Financial Summary**

<b>REVENUE</b>		<b>\$572,025</b>
<b>EXPENSES</b>		
	Direct	\$ 420,715
	Indirect	\$ 112,250
<b>Total Expenses</b>		<b>\$ 532,965</b>
<b>2022 Building Department Operating Surplus</b>		<b>\$ 39,060</b>

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**Township of Puslinch**  
**FIN-2023-020 - Schedule B**  
**December 31, 2022 Building Surplus Reserve Balance**

<b>January 1, 2022 Opening Balance</b>	<b>\$ 601,700</b>
2022 Building Department Operating Surplus	39,060
Municipal Office Security Enhancements	(479)
Computer Equipment	0
Space Needs Analysis	(3,098)
SUV Purchase	(13,274)
<b>December 31, 2022 Closing Balance</b>	<b>\$ 623,909</b>



## **REPORT FIN-2023-021**

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TO: Mayor and Members of Council

PREPARED BY: Mary Hasan, Director of Finance/Treasurer

PRESENTED BY: Mary Hasan, Director of Finance/Treasurer

MEETING DATE: May 24, 2023

SUBJECT: 2022 Township General Surplus  
File No. F05 BUD

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### **RECOMMENDATIONS**

**THAT Report FIN-2023-021 entitled 2022 Township General Surplus be received; and**

**THAT the 2022 General Surplus amount of \$44,019 be allocated to the Asset Management Discretionary Reserve in accordance with Council Resolution No. 2019-347.**

### **Purpose**

The purpose of this report is to provide Council with a general status report on the Township General Surplus as at December 31, 2022.

### **Background**

The total Township General Surplus is \$44,019. This is in accordance with the Schedule of Accumulated Surplus noted in the Audited Financial Statements presented to Council at the April 12, 2023 Council Meeting.

### **Budget Development and Control Policy**

Paragraph 11 of the Budget Development and Control Policy provides information regarding the General Corporate Surplus as outlined below:

- Where funds have been appropriated but not incurred prior to the end of the fiscal year, and no legal obligation to expend said funds has been entered into prior to the end of the fiscal year, said funds shall be included in the general corporate surplus and shall be submitted for Council's consideration to be contributed to the Asset Management (AM) Discretionary Reserve in accordance with Council Resolution No. 2019-347 or to another Discretionary Reserve based on Council's direction.
- The policy adopted by Council through Council Resolution No. 2019-347 states that Council authorizes the allocation of all budget surpluses into the Township's AM Discretionary Reserve for the purpose of meeting future AM obligations.

The 2018 to 2020 general surpluses were fully allocated to the AM Discretionary Reserve. The 2021 general surplus amount of \$569,206 was allocated as follows based on Council Resolution No. 2022-170 at the May 25, 2022 Council Meeting:

- \$494,206 to the AM Discretionary Reserve in accordance with Council Resolution No. 2019-347; and
- \$40,000 to fund the repair of the Tandem Dump Truck 301; and
- \$35,000 to fund the additional costs associated with the Roads Management Plan.

Based on the 2023 Capital Budget and Forecast and the 2022 General Surplus of \$44,019 to be contributed to the AM Discretionary Reserve (subject to Council approval), the estimated balances in the AM Discretionary Reserve from 2023 to 2032 are within the minimum target balance of \$2.0 million and a maximum target balance of \$4.0 million as recommended in the 2019 AM Plan:

2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$3.0M	\$2.8M	\$2.2M	\$3.2M	\$3.7M	\$2.3M	\$2.9M	\$3.5M	\$4.5M	\$4.7M

### **General Surplus Calculation**

The calculation of the 2022 Township General Surplus is outlined below:

1. The total operating tax levy surplus (budget vs. actual expenditures and revenues) equals \$27,690 as per the Fourth Quarter Financial Report presented to Council at the March 22, 2023 Council Meeting.

The Building Cost Centre is not included below. The Building Code Act requires that the total amount of building permit fees meet the total costs for the municipality to administer and enforce the Building Code Act and Regulations. Building permit fees were established to fully recover the Township's cost of providing building permit services, including an allocation of administrative overhead/indirect costs. Any surplus revenue from building permit fees is transferred to a reserve, to be drawn upon in years of declining building activity.

Department	Operating Levy Surplus/(Deficit)	Comments
Administration	-\$19,942	The majority of the deficit in this cost centre relates to: <ul style="list-style-type: none"> <li>unanticipated corporate legal expenditures -\$64.5K - <b>Note A</b></li> <li>offset by professional development surplus - \$22.9K – <b>Note B</b></li> <li>offset by wages and benefits surplus - \$11.8K</li> </ul>
By-law	-\$12,329	The majority of the deficit in this cost centre relates to unanticipated by-law professional fees (ie. legal <b>Note A</b> , engineering and environmental) of \$33.4K offset by additional recoveries of \$14.2K.
Corporate	\$202,836	The majority of the surplus in this cost centre relates to: <ul style="list-style-type: none"> <li>supplemental billings for additional industrial assessment and omitted/supplementary assessment surplus - \$80.1K</li> <li>interest on cash and equivalents surplus - \$108.6K – <b>Note C</b></li> </ul>
Council	\$5,941	
Elections	-\$1,026	
Finance	-\$25,297	The majority of the deficit in this cost centre relates to: <ul style="list-style-type: none"> <li>COVID-19 incremental expenses funded by the COVID-19 grant funding received in 2021 - \$11.5K</li> <li>other write-offs related to uncollectible 2016 invoices - \$10.7K</li> </ul>
Fire and Rescue	-\$114,517	The majority of the deficit in this cost centre relates to: <ul style="list-style-type: none"> <li>remuneration and remuneration related expenses due to an increase in fire calls - \$37.1K</li> <li>contract services shared service agreement for Fire Chief position approved after 2022 budget approval - \$46.8K.</li> <li>vehicle maintenance due to the aging of vehicles - \$37.7K</li> <li>offset by professional development surplus - \$10.5K – <b>Note B</b></li> </ul>
Heritage Advisory Committee	-\$1,062	
Library	-\$387	
Municipal Office	-\$2,447	
Parks	-\$10,370	The majority of the deficit in this cost centre relates to: <ul style="list-style-type: none"> <li>wages and benefits - \$9K</li> <li>fuel due to significant cost increases - \$3.1K</li> </ul>

PDAC Advisory Committee	\$1,793	
Planning & Development	-\$35,899	The majority of the deficit in this cost centre relates to professional fees for planning applications (ie. legal <b>Note A</b> , contract services, engineering and environmental) of \$84.3K offset by additional recoveries of \$46.7K. The Township had a significant number of zoning by-law amendment applications and site plan applications in 2021 and 2022 when compared to previous years. These applications typically require peer review over multiple fiscal periods.
Public Works	-\$30,100	The majority of the deficit in this cost centre relates to: <ul style="list-style-type: none"> <li>• calcium - \$11.8K</li> <li>• winter maintenance due to an increase in salt and sand usage and fuel delivery costs - \$65.4K</li> <li>• fuel due to significant cost increases - \$60.6K</li> <li>• vehicle maintenance related to the repair of a dump truck due to an accident that occurred in February 2022 - \$19K</li> <li>• offset by additional provincial aggregate levy of \$119.4K</li> </ul>
Recreation Advisory Committee	\$2,506	
Source Water Protection	\$24,593	The majority of the surplus in this cost centre relates to new recurring recoveries from other municipalities for source water protection of \$24.4K. Agreements were entered into after 2022 budget approval.
Optimist Recreation Centre	\$13,259	The majority of the surplus in this cost centre relates to salaries, wages and benefits due to vacancies in 2023 of \$18.9K.
Puslinch Community Centre	\$30,137	The majority of the surplus in this cost centre relates to salaries, wages and benefits due to vacancies in 2023 of \$21.2K.
<b>Operating Tax Levy Surplus</b>	<b>\$27,690</b>	

**Note A** – The Township has a legal contingency discretionary reserve with a balance of \$232K that it could draw upon if there are major unrecoverable legal matters in any given year. The Township did not draw upon this reserve in 2022.

**Note B** - There was less training attended by staff in 2022 due to COVID restrictions. As part of the 2023 approved budget, there was a decrease in professional development costs across the corporation to be representative of planned professional development for 2023. Many organizations have also changed the way conferences are held (ie. more electronic opportunities to attend conferences and training resulting in lower registration fees).

**Note C** - Due to market conditions, investments that matured during 2022 were re-invested at higher interest rates. Interest rates increased significantly on the Township's investments from 2021 (interest rates ranging from 0.81% to 1.75%) to 2022 (interest rates ranging from 1.05% to 5.05%).

- 2.) The new by-law fuel expense account of \$413 was not included in the Fourth Quarter Financial Report presented to Council at the March 22, 2023 Council Meeting. Therefore, \$413 must be subtracted from the general surplus. This new account will be incorporated in future quarterly reports.
- 3.) For audit purposes, the Township is required to estimate an amount for its post-employment benefit obligation which should not be incorporated in the surplus. The entry in 2022 resulted in a decrease in the obligation of \$8,184. Therefore, \$8,184 must be subtracted from the surplus as the post-employment benefit is separate from the general surplus.
- 4.) Net withdrawals from the operating discretionary reserves (excluding the Building Surplus Reserve) of \$10,159 should be added to the surplus.
- 5.) The capital surplus amount is determined based on:

Description	Amount
Total capital expenditures (including tangible capital asset and non-tangible capital asset expenditures)	\$2,846,963
Unbudgeted capital contributions to capital discretionary reserves (ie. contributions to the capital carry forward discretionary reserve)	\$91,367
<b>Subtotal of Capital Expenditures</b>	<b>\$2,938,330</b>
Capital Discretionary Reserve Funding	\$1,447,142
Restricted Reserve Funding including Canada Community Building Fund	\$829,232
Capital Tax Levy Funding for Capital Projects	\$30,000
Capital Grant Funding excluding Canada Community Building Fund	\$605,726
Proceeds of Disposal Funding for the Sale of Equipment	\$40,991
<b>Subtotal of Capital Funding</b>	<b>\$2,953,091</b>
<b>Capital Surplus</b>	<b>\$14,761</b>

The majority of the capital surplus relates to:

- an increased amount of proceeds of disposal funding from the sale of replaced equipment when compared to budget; and
- capital project actual expenditures being lower than budget.



The table below outlines the general surplus calculation of \$44K:

Item	Description	Amount
1	Fourth Quarter Financial Report - Operating Tax Levy Surplus	\$27,690
2	Operating Item Not Included in Fourth Quarter Financial Report	-( \$413)
3	Post-Employment Benefit Obligation	-( \$8,184)
4	Net operating withdrawals from discretionary reserves (excluding the Building Surplus Reserve)	\$10,159
5	Capital Surplus	\$14,761
	<b>Total General Surplus</b>	<b>\$44,013</b>

### **Financial Implications**

The 2022 Township General Surplus as calculated above is \$44,013. The total Township General Surplus verified through the 2022 audit is \$44,019. The difference is not material.

The surplus of \$44,019 as a percentage of total 2022 capital and operating budgeted expenditures of \$10,148,561 is 0.43%.

### **Applicable Legislation and Requirements**

Municipal Act, 2001

### **Engagement Opportunities**

N/A

### **Attachments**

None

**Respectfully submitted:**

**Mary Hasan**  
**Director of Finance/Treasurer**



## **REPORT FIN-2023-022**

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TO: Mayor and Members of Council

PREPARED BY: Mary Hasan, Director of Finance/Treasurer

PRESENTED BY: Mary Hasan, Director of Finance/Treasurer

MEETING DATE: May 24, 2023

SUBJECT: Reinstatement of Legislation Permitting a Municipality to Retain Surplus  
Proceeds from Tax Sales  
File: F22 TAX

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### **RECOMMENDATIONS**

**THAT Report FIN-2023-022 entitled Reinstatement of Legislation Permitting a Municipality to Retain Surplus Proceeds from Tax Sales be received; and**

**THAT Council direct Township staff to send a letter to all relevant taxation bodies, including the Ministry of Municipal Affairs, the Ministry of Finance, Wellington County Council, MPP Ted Arnott, Association of the Municipalities of Ontario and all other municipalities in Ontario urging them to re-instate previous legislation that permitted a Municipality to apply for and retain the surplus proceeds from a tax sale in their jurisdiction.**

### **Purpose**

The purpose of this report is to report back to Council based on direction from Council at their meeting held on April 12, 2023.

### **Background**

Council at its meeting held on April 12, 2023 received Consent Item No. 6.26 and Consent Item No. 6.27. Council directed staff to forward Consent Item No. 6.26 to RealTax to obtain their input in order to report back to Council on this matter.

Attached as Schedule A to this Report is Consent Item No. 6.26 from the Town of Essex which was listed on the April 12, 2023 Council agenda regarding the reinstatement of Legislation Permitting a Municipality to Retain Surplus Proceeds from Tax Sales. Attached as Schedule B to this Report is Consent Item No. 6.27 from the Town of Plympton-Wyoming which was listed on the April 12, 2023 Council agenda supporting the resolution from the Town of Essex.

Township staff agree with these municipalities that the Public Tax Sale process is burdensome to a municipality who invests a considerable amount of time and money recovering these proceeds for the potential sole benefit of the Crown in Right of Ontario.

Township staff forwarded this information to RealTax to obtain their input. RealTax assists the Township with the tax registration process and public tax sales. RealTax advised that they do hope that municipalities regain this process and have the legislation reversed. The surplus funds are what is over and above the minimum tender amount (ie. the cancellation price which is the amount of tax arrears that are outstanding inclusive of legal costs, RealTax costs, outstanding taxes, outstanding penalties/interest, etc.) and the actual tender amount in a successful tax sale.

These funds must be paid into the Superior Court of Justice in accordance with the current provisions outlined in Section 380 of the current Municipal Act.

Prior to 2018, Section 380 of the Municipal Act included the following provisions regarding the proceeds of sale with the relevant items for municipalities underlined below:

380. (1) The proceeds of a sale under section 379 shall,

(a) firstly, be applied to pay the cancellation price;

(b) secondly, be paid to all persons, other than the owner, having an interest in the land according to their priority at law; and

(c) thirdly, be paid to the person who immediately before the registration of the tax deed was the owner of the land.

*(2) The treasurer shall pay the proceeds of sale, minus the cancellation price, into the Superior Court of Justice together with a statement outlining the facts under which the payment into court is made including,*

(a) whether the land, at the time of the registration of the tax arrears certificate, was vested in the Crown because of an escheat or forfeiture under the *Business Corporations Act* or the *Corporations Act*;

(b) the date that payment is being made into court; and

(c) a notice that a person claiming entitlement to the proceeds of sale must apply to the Superior Court of Justice within one year of the payment into court.

*(3) Within 60 days after making a payment into court under subsection (2), the treasurer shall send a copy of the statement to the Public Guardian and Trustee and to the persons to whom the treasurer sent notice under subsection 379 (1).*

*(4) Any person claiming entitlement under clause (1) (b) or (c) may apply to the Superior Court of Justice within one year of the payment into court under subsection (2) for payment out of court of the amount to which the person is entitled.*

*(5) The court shall, after one year has passed from the day the payment was made into court, determine all of the entitlements to receive payments out of the proceeds of sale.*

*(6) If no person makes an application under subsection (4) within the one-year period referred to in that subsection, the amount paid into court under subsection (2) shall be deemed to be forfeited.*

(a) to the Public Guardian and Trustee if, at the time of the registration of the tax arrears certificate, the land was vested in the Crown because of an escheat or forfeiture under the Business Corporations Act or the Corporations Act; or

(b) in any other case, to the municipality.

*(7) The Public Guardian and Trustee or the municipality, as the case may be, may apply to the Superior Court of Justice for payment out of court of the amount that was paid in.*

*(8) In the absence of evidence to the contrary, the Superior Court of Justice may rely on the statement of the treasurer under subsection (2) in determining whether the amount paid into court under that subsection is forfeited to the Public Guardian and Trustee or the municipality under subsection (6).*

*(9) Money received by a municipality under subsection (6) shall be paid into the general funds of the municipality.*

### **Financial Implications**

As outlined throughout this Report.

### **Applicable Legislation and Requirements**

Section 380 of the Municipal Act

**Engagement Opportunities**

Staff recommend that Council direct Township staff to send a letter to all relevant taxation bodies, including the Ministry of Municipal Affairs, the Ministry of Finance, Wellington County Council, MPP Ted Arnott, Association of the Municipalities of Ontario and all other municipalities in Ontario urging them to re-instate previous legislation that permitted a Municipality to apply for and retain the surplus proceeds from a tax sale in their jurisdiction.

**Attachments**

Schedule A – Consent Item No. 6.26 listed on the April 12, 2023 Council Meeting from the Town of Essex regarding the reinstatement of Legislation Permitting a Municipality to Retain Surplus Proceeds from Tax Sales

Schedule B - Consent Item No. 6.27 listed on the April 12, 2023 Council Meeting from the Town of Plympton-Wyoming supporting the resolution from the Town of Essex

**Respectfully submitted:**

**Mary Hasan**  
**Director of Finance/Treasurer**



**CORPORATION OF THE TOWN OF ESSEX**

33 Talbot Street South, Essex, Ontario, N8M 1A8

p: 519.776.7336 f: 519.776.8811 | [essex.ca](http://essex.ca)

**Honourable Steve Clark**

Ministry of Municipal Affairs and Housing  
College Park 17<sup>th</sup> Floor, 777 Bay Street  
Toronto, ON M7A 2J3

March 22, 2023

RE: The Reinstatement of Legislation Permitting a Municipality to Retain Surplus Proceeds from Tax Sales

---

Dear Honourable Steve Clark,

At its Regular Council Meeting held on March 6, 2023, Mayor Bondy brought forward a Notice of Motion for Council's consideration regarding the reinstatement of previous legislation permitting a municipality to retain surplus proceeds from tax sales. It was discussed that, prior to being repealed by the Modernizing Ontario's Municipal Legislation Act, 2017, Section 380(6) of the Municipal Act, 2001 allowed for a municipality to retain surplus proceeds from tax sales within their jurisdiction. It was further noted that the Public Tax Sale process is burdensome to a municipality who invest a considerable amount of time and money recovering these proceeds for the potential sole benefit of the Crown in Right of Ontario.

As a result of this discussion, Council passed the following resolution:

**R23-03-081**

Moved by: Mayor Bondy

Seconded by: Councillor Allard

**That** Council direct Administration to send a letter to all relevant taxation bodies, including the Ministry of Municipal Affairs, the Ministry of Finance, Essex County Council, MPP Anthony Leardi, Association of the Municipalities of Ontario and all other municipalities in Ontario urging them to re-instate previous legislation that permitted a Municipality to apply for and retain the surplus proceeds from a tax sale in their jurisdiction.

**Carried**

I trust you will find this satisfactory. If you have any questions or comments, please feel free to contact the undersigned.

Yours truly,



**Shelley Brown**

Acting Clerk

[sbrown@essex.ca](mailto:sbrown@essex.ca)



**CORPORATION OF THE TOWN OF ESSEX**

33 Talbot Street South, Essex, Ontario, N8M 1A8

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**c.c.** Honourable Peter Bethlenfalvy, Minister of Finance  
minister.fin@ontario.ca

Mary Birch, Interim Chief Administrative Officer  
mbirch@countyofessex.ca

Anthony Leardi, MPP  
anthony.leardi@pc.ola.org

Association of Municipalities of Ontario ("AMO")  
resolutions@amo.on.ca

All other municipalities in Ontario



The Honourable Steve Clark  
Minister of Municipal Affairs & Housing  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

The Honourable Peter Bethlenfalvy  
Minister of Finance  
[minister.fin@ontario.ca](mailto:minister.fin@ontario.ca)

*DELIVERED VIA EMAIL*

March 31<sup>st</sup> 2023

**Re: Municipalities Retaining Surplus Proceeds from Tax Sales**

Dear Premier Ford,

Please be advised that at the Regular Council Meeting on March 29<sup>th</sup> 2023, the Town of Plympton-Wyoming Council passed the following motion, supporting the resolution from the Council of the Town of Essex regarding Municipalities Retaining Surplus Proceeds from Tax Sales.

***Motion 14***

*Moved by Councillor Mike Vasey*

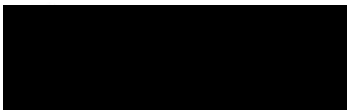
*Seconded by Councillor Bob Woolvett*

*That Council support item 'N' of correspondence from the Town of Essex regarding Municipalities Retaining Surplus Proceeds from Tax Sales.*

***Carried.***

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [dgiles@plympton-wyoming.ca](mailto:dgiles@plympton-wyoming.ca).

Sincerely,



Denny Giles  
Deputy Clerk  
Town of Plympton-Wyoming

cc: Bob Bailey – MPP, Sarnia-Lambton  
Association of Municipalities of Ontario  
All Ontario Municipalities





**CORPORATION OF THE TOWN OF ESSEX**

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**Honourable Steve Clark**

Ministry of Municipal Affairs and Housing  
College Park 17<sup>th</sup> Floor, 777 Bay Street  
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**Carried**

I trust you will find this satisfactory. If you have any questions or comments, please feel free to contact the undersigned.

Yours truly,

A handwritten signature in blue ink, appearing to read "Shelley Brown".

**Shelley Brown**

Acting Clerk  
[sbrown@essex.ca](mailto:sbrown@essex.ca)



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Association of Municipalities of Ontario ("AMO")  
[resolutions@amo.on.ca](mailto:resolutions@amo.on.ca)

All other municipalities in Ontario



## **REPORT FIN-2023-023**

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TO: Mayor and Members of Council

PREPARED BY: Mirela Oltean, Deputy Treasurer

PRESENTED BY: Mary Hasan, Director of Finance/Treasurer

MEETING DATE: May 24, 2023

SUBJECT: First Quarter Financial Report – 2023  
File: F05 – BUD

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### **RECOMMENDATIONS**

**THAT Report FIN-2023-023 entitled First Quarter Financial Report – 2023 be received.**

### **DISCUSSION**

#### **Purpose**

The purpose of this report is to provide Council a summary of the Township finances for the First Quarter of 2023 (January, February, March).

#### **Background**

Council receives a summary of the Township finances on a quarterly basis as required by the Township's annual audit. This report is prepared in consultation with department heads.

#### **Financial Implications**

Discussed throughout the Report and within the Schedules attached to the Report.

#### **Applicable Legislation and Requirements**

None

**Engagement Opportunities**

N/A

**Attachments**

Schedule A – Departmental Detail

Schedule B – Expense and Revenue Summary

Schedule C – Other Financial Data

**Respectfully submitted:**

**Mary Hasan**

**Director of Finance/Treasurer**

**Report FIN-2023-023 - First Quarter Financial Report - 2023**  
**Schedule A - Departmental Detail**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining
<b>Building</b>					
<b>Building</b>					
<b>Expenditures</b>					
<b>Building Maintenance</b>					
Municipal Office Costs Recovered from Building	\$0	\$0	\$20,387	20,387	100%
<b>Contract Services/Professional Fees</b>					
Contract Services	\$15,963	\$15,963	\$56,541	72,503	78%
Professional Fees - Audit	\$0	\$0	\$6,600	6,600	100%
Professional Fees - Engineering & Environmental	\$0	\$0	\$40,000	40,000	100%
Professional Fees - Legal	\$113	\$113	\$19,887	20,000	99%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$1,715	1,715	100%
Clothing, Safety Allowance	\$0	\$0	\$720	720	100%
<b>Office Equipment and Supplies</b>					
Computer Software & Hardware	\$0	\$0	\$300	300	100%
Office Supplies & Equipment	\$235	\$235	\$1,265	1,500	84%
<b>Professional Development</b>					
Professional Development	\$638	\$638	\$12,671	13,309	95%
Travel - Meals	\$0	\$0	\$250	250	100%
Travel - Accomodations & Parking	\$0	\$0	\$2,000	2,000	100%
Membership & Subscription Fees	\$2,009	\$2,009	\$2,702	4,711	57%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$68,495	\$68,495	\$256,449	324,944	79%
Group Benefits	\$5,483	\$5,483	\$31,322	36,805	85%
OT Wages	\$0	\$0	\$500	500	100%
PT Wages	\$0	\$0	\$0	0	N/A
WSIB	\$1,772	\$1,772	\$8,364	10,136	83%
FT Wage Related Expenses	\$13,327	\$13,327	\$46,130	59,457	78%
PT Wage Related Expenses	\$0	\$0	\$0	0	N/A
<b>Utilities</b>					
Emergency Management	\$88	\$88	\$442	530	83%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Fuel	\$0	\$0	\$2,016	2,016	100%
Insurance	\$13,031	\$13,031	\$516	13,547	4%
Postage	\$540	\$540	\$460	1,000	46%
Communication (phone,fax,internet)	\$456	\$456	\$2,739	3,196	86%
Bank Service Charges	\$987	\$987	\$4,413	5,400	82%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$500	500	100%
Vehicle Maintenance	\$1,364	\$1,364	-\$364	1,000	-36%
Vehicle Plates	\$0	\$0	\$125	125	100%
<b>Expenditures Total</b>	<b>\$124,501</b>	<b>\$124,501</b>	<b>\$518,649</b>	<b>643,150</b>	<b>81%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Other Recoveries	\$0	\$0	-\$500	-500	100%
<b>User Fees, Licenses and Fines</b>					
Alternative Solution Application	\$0	\$0	-\$569	-569	100%
Demolition Permits	-\$176	-\$176	-\$1,324	-1,500	88%
Designated Structures Permit	\$0	\$0	-\$2,000	-2,000	100%
Farm Building Permits	\$0	\$0	-\$24,000	-24,000	100%
Institutional, Commercial & Industrial Building Permits	-\$227	-\$227	-\$30,853	-31,080	99%
Occupancy Permits	-\$516	-\$516	-\$5,184	-5,700	91%
Online Service Fee	-\$83	-\$83	-\$4,217	-4,300	98%
Re-inspection fees	\$0	\$0	-\$352	-352	100%
Residential Building Permits	-\$68,684	-\$68,684	-\$351,316	-420,000	84%
Revision to a Permit	-\$354	-\$354	-\$4,346	-4,700	92%
Septic System Permit - Alter	-\$532	-\$532	-\$4,408	-4,940	89%
Septic System Permit - New	-\$2,559	-\$2,559	-\$31,441	-34,000	92%
Sign Permits	\$0	\$0	-\$1,250	-1,250	100%
Tent or Marquee Fee	\$0	\$0	-\$3,500	-3,500	100%
Transfer of Permit	\$0	\$0	-\$500	-500	100%
Reproduction of Digital Drawings Fees	\$0	\$0	-\$350	-350	100%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining
<b>Revenues Total</b>	<b>-\$73,131</b>	<b>-\$73,131</b>	<b>-\$466,109</b>	<b>-539,241</b>	<b>86%</b>
By-law					
<b>By-law</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Contract Services	\$2,149	\$2,149	\$15,779	17,928	88%
Livestock Loss	\$0	\$0	\$353	353	100%
Professional Fees - Engineering & Environmental	\$3,914	\$3,914	\$14,086	18,000	78%
Professional Fees - Legal	\$12,435	\$12,435	\$17,565	30,000	59%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$1,500	1,500	100%
Clothing, Safety Allowance	\$0	\$0	\$260	260	100%
Signage	\$60	\$60	\$1,740	1,800	97%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$150	150	100%
<b>Professional Development</b>					
Professional Development	\$1,550	\$1,550	\$350	1,900	18%
Travel - Meals	\$0	\$0	\$50	50	100%
Travel - Accomodations & Parking	\$0	\$0	\$250	250	100%
Membership & Subscription Fees	\$234	\$234	\$6	240	2%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$12,646	\$12,646	\$50,597	63,243	80%
Group Benefits	\$1,255	\$1,255	\$3,884	5,139	76%
OT Wages	\$330	\$330	\$170	500	34%
PT Wages	\$0	\$0	\$700	700	100%
WSIB	\$310	\$310	\$1,774	2,084	85%
FT Wage Related Expenses	\$2,344	\$2,344	\$9,459	11,803	80%
<b>Utilities</b>					
Fuel	\$0	\$0	\$2,016	2,016	100%
Insurance	\$10,586	\$10,586	\$67	10,653	1%
Communication (phone,fax,internet)	\$61	\$61	\$691	752	92%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$500	500	100%

# Report FIN-2023-023 - First Quarter Financial Report - 2023

## Schedule A - Departmental Detail

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	
Vehicle Maintenance	\$0	\$0	\$500	500	100%
Vehicle Plates	\$0	\$0	\$125	125	100%
<b>Expenditures Total</b>	<b>\$47,874</b>	<b>\$47,874</b>	<b>\$122,572</b>	<b>170,446</b>	<b>72%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Engineering, Environmental, and Legal Fees Recovered	-\$4,061	-\$4,061	-\$8,939	-13,000	69%
Ontario Wildlife Damage Compensation	\$0	\$0	-\$353	-353	100%
Other Recoveries	\$0	\$0	-\$257	-257	100%
<b>User Fees, Licenses and Fines</b>					
Dog Tags and Kennel Licences	-\$5,694	-\$5,694	-\$8,182	-13,876	59%
Fence Viewer's Application	\$0	\$0	\$0	0	N/A
Filming Permit Fee	\$0	\$0	-\$570	-570	100%
Inspection Permit - LCBO	\$0	\$0	-\$177	-177	100%
Lottery Licences	\$0	\$0	-\$100	-100	100%
Municipal addressing signs	-\$84	-\$84	-\$2,096	-2,180	96%
Pool Enclosure Permit	\$0	\$0	-\$8,177	-8,177	100%
Property Standards Appeal Fee	\$0	\$0	-\$290	-290	100%
Septic Compliance Letter	-\$86	-\$86	-\$1,031	-1,117	92%
Sign Permits	\$0	\$0	-\$113	-113	100%
Site Alteration Agreement	-\$200	-\$200	-\$3,800	-4,000	95%
Special Events Permit	-\$257	-\$257	-\$1,455	-1,711	85%
Reinspection Fee	\$0	\$0	-\$375	-375	100%
Publicized Display Fees	\$0	\$0	-\$300	-300	100%
<b>Revenues Total</b>	<b>-\$10,381</b>	<b>-\$10,381</b>	<b>-\$36,215</b>	<b>-46,596</b>	<b>78%</b>



**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Fire and Rescue					
<b>Fire and Rescue</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Contract Services	\$46,618	\$46,618	\$153,116	199,734	77%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$1,000	1,000	100%
Clothing, Safety Allowance	\$2,371	\$2,371	\$18,881	21,252	89%
Oxygen & Medical Supplies	\$357	\$357	\$2,743	3,100	88%
Public Education	\$0	\$0	\$3,000	3,000	100%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$135	\$135	\$1,365	1,500	91%
<b>Professional Development</b>					
Professional Development	\$6,872	\$6,872	\$11,498	18,370	63%
Travel - Meals	\$109	\$109	\$891	1,000	89%
Travel - Accomodations & Parking	\$153	\$153	\$2,347	2,500	94%
Membership & Subscription Fees	\$555	\$555	\$3,030	3,585	85%
<b>Salaries, Wages and Benefits</b>					
Group Benefits	\$10,123	\$10,123	\$8,781	18,903	46%
WSIB	\$2,338	\$2,338	\$10,093	12,431	81%
Remuneration	\$90,207	\$90,207	\$289,945	380,151	76%
Remuneration Related Expenses	\$5,426	\$5,426	\$28,532	33,958	84%
<b>Utilities</b>					
Fuel	\$0	\$0	\$19,350	19,350	100%
Insurance	\$52,930	\$52,930	\$334	53,264	1%
Communication (phone,fax,internet)	\$478	\$478	\$5,639	6,117	92%
<b>Vehicles and Equipment</b>					
Equipment Maintenance & Supplies	\$3,828	\$3,828	\$21,172	25,000	85%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Mileage	\$182	\$182	\$1,818	2,000	91%
Permits	\$541	\$541	-\$34	507	-7%
Vehicle Maintenance	\$11,955	\$11,955	\$28,045	40,000	70%
Vehicle Plates	\$0	\$0	\$265	265	100%
<b>Expenditures Total</b>	<b>\$235,176</b>	<b>\$235,176</b>	<b>\$611,812</b>	<b>846,988</b>	<b>72%</b>
<b>Revenues</b>					
<b>Grants</b>					
Office of Fire Marshal Grants	\$0	\$0	\$0	0	N/A
<b>Recoveries</b>					
Other Recoveries	\$0	\$0	-\$9,437	-9,437	100%
<b>User Fees, Licenses and Fines</b>					
Boarding up or Barricading	\$0	\$0	\$0	0	N/A
Burning Permit Violations	\$0	\$0	-\$1,086	-1,086	100%
Carbon Monoxide Alarms and Smoke Alarms	\$0	\$0	\$0	0	N/A
Fire Alarm False Alarm Calls	\$0	\$0	\$0	0	N/A
Fire Extinguisher Training	\$0	\$0	-\$563	-563	100%
Fire Safety Plan Review	-\$133	-\$133	-\$140	-273	51%
Fireworks Permits	\$0	\$0	-\$113	-113	100%
Information/Fire Reports	-\$86	-\$86	-\$428	-513	83%
Inspections	\$0	\$0	\$0	0	N/A
Key Boxes	\$0	\$0	-\$505	-505	100%
Motor Vehicle Emergency Responses	\$0	\$0	-\$93,361	-93,361	100%
Occupancy Load	\$0	\$0	\$0	0	N/A
Open Burning Permit and Inspection	-\$5,272	-\$5,272	-\$9,728	-15,000	65%
Post Fire Watch	\$0	\$0	\$0	0	N/A
Water Tank Locks	\$0	\$0	-\$20	-20	100%
<b>Revenues Total</b>	<b>-\$5,490</b>	<b>-\$5,490</b>	<b>-\$115,381</b>	<b>-120,871</b>	<b>95%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
General Government					
<b>Administration</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Contract Services	\$1,557	\$1,557	\$56,233	57,790	97%
Professional Fees - Engineering & Environmental	\$366	\$366	\$44,056	44,423	99%
Professional Fees - Legal	\$2,786	\$2,786	\$25,714	28,500	90%
Professional Fees - Township-wide Groundwater Monitoring	\$0	\$0	\$4,000	4,000	100%
<b>Materials and Supplies</b>					
Advertising	\$2,090	\$2,090	\$11,420	13,510	85%
Clothing, Safety Allowance	\$0	\$0	\$500	500	100%
Events and Other	\$283	\$283	\$11,315	11,598	98%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$247	\$247	\$1,053	1,300	81%
<b>Professional Development</b>					
Professional Development	\$4,692	\$4,692	\$7,608	12,300	62%
Travel - Air Fare	\$0	\$0	\$500	500	100%
Travel - Meals	\$0	\$0	\$100	100	100%
Travel - Accomodations & Parking	\$0	\$0	\$500	500	100%
Membership & Subscription Fees	\$6,938	\$6,938	\$10,088	17,025	59%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$78,620	\$78,620	\$357,990	436,610	82%
Group Benefits	\$8,883	\$8,883	\$31,819	40,701	78%
OT Wages	\$979	\$979	-\$479	500	-96%
PT Wages	\$1,735	\$1,735	\$6,705	8,440	79%
WSIB	\$1,969	\$1,969	\$11,029	12,998	85%
FT Wage Related Expenses	\$16,035	\$16,035	\$62,623	78,658	80%
PT Wage Related Expenses	\$127	\$127	\$1,492	1,619	92%
<b>Utilities</b>					
Insurance	\$37,463	\$37,463	\$11,248	48,711	23%
Communication (phone,fax,internet)	\$104	\$104	\$650	754	86%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$200	200	100%

# Report FIN-2023-023 - First Quarter Financial Report - 2023

## Schedule A - Departmental Detail

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Expenditures Total</b>	<b>\$164,873</b>	<b>\$164,873</b>	<b>\$656,365</b>	<b>821,237</b>	<b>80%</b>
<b>Revenues</b>					
<b>Grants</b>					
Ontario Cannabis Legalization Implementation Fund	\$0	\$0	\$0	0	N/A
<b>Recoveries</b>					
Engineering, Environmental, and Legal Fees Recovered	\$0	\$0	-\$10,000	-10,000	100%
Nestle Agreement	\$0	\$0	-\$500	-500	100%
Other Recoveries	\$0	\$0	-\$500	-500	100%
Recoveries from Staff Events	\$0	\$0	-\$1,300	-1,300	100%
<b>User Fees, Licenses and Fines</b>					
Signature of Commissioner and FOI Requests	-\$505	-\$505	-\$1,651	-2,156	77%
<b>Revenues Total</b>	<b>-\$505</b>	<b>-\$505</b>	<b>-\$13,951</b>	<b>-14,456</b>	<b>97%</b>

# Report FIN-2023-023 - First Quarter Financial Report - 2023

## Schedule A - Departmental Detail

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining
<b>Corporate</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Conservation Authorities Levy Payment	\$43,010	\$43,010	\$141,284	184,294	77%
<b>Writeoffs</b>					
Taxes written off (Twp share only)	\$4,979	\$4,979	\$27,021	32,000	84%
Tax write off Accrual	\$0	\$0	\$0	0	N/A
<b>Expenditures Total</b>	<b>\$47,989</b>	<b>\$47,989</b>	<b>\$168,305</b>	<b>216,294</b>	<b>78%</b>
<b>Revenues</b>					
<b>Grants</b>					
Operating Donations	\$0	\$0	\$0	0	N/A
Provincial OMPF Operating Grant	-\$105,775	-\$105,775	-\$317,325	-423,100	75%
<b>Payments-in-Lieu of Taxes and Other Levies</b>					
PIL Mun Tax Assistance	\$0	\$0	-\$28,726	-28,726	100%
PIL Transportation Ministry	\$0	\$0	-\$34,078	-34,078	100%
PIL Hydro One	\$0	\$0	-\$12,147	-12,147	100%
PIL Greater Toronto Transit Authority	\$0	\$0	-\$12,118	-12,118	100%
IH Municipal Retained Portion	\$0	\$0	-\$6,310	-6,310	100%
PIL Guelph Junction Railway	\$0	\$0	-\$824	-824	100%
PIL County of Wellington Landfill	\$0	\$0	-\$8,651	-8,651	100%
PIL City of Guelph	\$0	\$0	-\$37,334	-37,334	100%
PIL University of Guelph	\$0	\$0	-\$778	-778	100%
PIL Canadian National Railway	\$0	\$0	-\$356	-356	100%
PIL Canadian Pacific Railway	\$0	\$0	-\$1,206	-1,206	100%
<b>Penalties and Interest</b>					
Interest - Tax Arrears	-\$44,610	-\$44,610	-\$75,390	-120,000	63%
Interest on Cash and Equivalents	-\$89,420	-\$89,420	-\$7,580	-97,000	8%
Penalties - Property Taxes	-\$12,058	-\$12,058	-\$77,942	-90,000	87%
<b>Property Taxes</b>					
Supplemental Billings	\$0	\$0	-\$137,000	-137,000	100%
<b>User Fees, Licenses and Fines</b>					

Report FIN-2023-023 - First Quarter Financial Report - 2023  
Schedule A - Departmental Detail

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Other Revenues	\$0	\$0	\$0	0	N/A
Revenues Total	-\$251,862	-\$251,862	-\$757,765	-1,009,627	75%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Council</b>					
<b>Expenditures</b>					
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$30	\$30	\$170	200	85%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$3,200	3,200	100%
Travel - Air Fare	\$0	\$0	\$500	500	100%
Travel - Meals	\$46	\$46	\$154	200	77%
Travel - Accomodations & Parking	\$508	\$508	\$2,992	3,500	85%
Membership & Subscription Fees	\$0	\$0	\$0	0	N/A
<b>Salaries, Wages and Benefits</b>					
Group Benefits	\$4,322	\$4,322	\$20,337	24,659	82%
Remuneration	\$23,110	\$23,110	\$86,330	109,440	79%
Remuneration Related Expenses	\$1,275	\$1,275	\$7,371	8,646	85%
<b>Vehicles and Equipment</b>					
Mileage	\$80	\$80	\$720	800	90%
<b>Expenditures Total</b>	<b>\$29,371</b>	<b>\$29,371</b>	<b>\$121,774</b>	<b>151,145</b>	<b>81%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Elections</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Professional Fees - Audit	\$0	\$0	\$1,550	1,550	100%
Contract Services	\$0	\$0	\$1,476	1,476	100%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$0	0	N/A
Signage	\$0	\$0	\$0	0	N/A
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$0	0	N/A
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$0	0	N/A
<b>Salaries, Wages and Benefits</b>					
Per Diems	\$0	\$0	\$0	0	N/A
<b>Utilities</b>					
Postage	\$0	\$0	\$0	0	N/A
<b>Expenditures Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,026</b>	<b>3,026</b>	<b>100%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Election - Other Recoveries	\$0	\$0	\$0	0	N/A
Nomination Fees	-\$700	-\$700	\$700	0	N/A
<b>Revenues Total</b>	<b>-\$700</b>	<b>-\$700</b>	<b>\$700</b>	<b>0</b>	<b>N/A</b>



**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining
<b>Finance</b>					
<b>Expenditures</b>					
<b>Community Grants</b>					
Community Grants	\$12,115	\$12,115	\$0	12,115	0%
<b>Contract Services/Professional Fees</b>					
Contract Services	\$8,556	\$8,556	\$56,111	64,667	87%
Environmental Service - Garbage Bags	\$1,519	\$1,519	\$2,481	4,000	62%
Professional Fees - Audit	\$0	\$0	\$15,400	15,400	100%
<b>Debt - Penalties and Interest</b>					
Debt Interest Repayment	\$0	\$0	\$0	0	N/A
Principal Repayment	\$0	\$0	\$0	0	N/A
<b>Materials and Supplies</b>					
Advertising and Tax Sale Expenses	\$163	\$163	\$12,831	12,994	99%
COVID-19 Incremental Expenses	\$0	\$0	\$0	0	N/A
<b>Office Equipment and Supplies</b>					
Computer Software & Hardware	\$864	\$864	\$136	1,000	14%
Office Supplies & Equipment	\$1,828	\$1,828	\$3,172	5,000	63%
<b>Professional Development</b>					
Travel - Meals	\$0	\$0	\$100	100	100%
Travel - Accomodations & Parking	\$0	\$0	\$1,000	1,000	100%
Membership & Subscription Fees	\$1,083	\$1,083	\$2,032	3,114	65%
Professional Development	\$0	\$0	\$4,559	4,559	100%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$72,916	\$72,916	\$332,317	405,233	82%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
OT Wages	\$0	\$0	\$500	500	100%
Group Benefits	\$10,437	\$10,437	\$37,700	48,136	78%
WSIB	\$1,944	\$1,944	\$10,678	12,622	85%
PT Wages	\$11,385	\$11,385	-\$11,385	0	N/A
FT Wage Related Expenses	\$14,394	\$14,394	\$59,594	73,987	81%
PT Wage Related Expenses	\$1,037	\$1,037	-\$1,037	0	N/A
<b>Utilities</b>					
Communication (phone,fax,internet)	\$833	\$833	\$4,684	5,518	85%
Postage	\$6,489	\$6,489	\$5,711	12,200	47%
Emergency Management	\$206	\$206	\$1,030	1,236	83%
Bank Service Charges	\$2,303	\$2,303	\$8,697	11,000	79%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$200	200	100%
<b>Writeoffs</b>					
Other Write-offs	\$10,138	\$10,138	-\$10,138	0	N/A
<b>Expenditures Total</b>	<b>\$158,210</b>	<b>\$158,210</b>	<b>\$536,372</b>	<b>694,582</b>	<b>77%</b>
<b>Revenues</b>					
<b>Grants</b>					
Safe Restart COVID-19 Funding	\$0	\$0	\$0	0	N/A
<b>Recoveries</b>					
Advertising, Legal, and Realtax Fees Recovered	-\$10,018	-\$10,018	-\$3,982	-14,000	28%
Garbage bags	-\$1,085	-\$1,085	-\$2,915	-4,000	73%
Other Recoveries	\$0	\$0	-\$1,500	-1,500	100%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>User Fees, Licenses and Fines</b>					
NSF Fees	-\$259	-\$259	-\$345	-604	57%
Tax Certificates	-\$2,188	-\$2,188	-\$6,752	-8,940	76%
Online Service Fee	-\$642	-\$642	-\$1,358	-2,000	68%
<b>Revenues Total</b>	<b>-\$14,192</b>	<b>-\$14,192</b>	<b>-\$16,851</b>	<b>-31,044</b>	<b>54%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining
<b>Heritage Committee</b>					
<b>Expenditures</b>					
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$1,833	1,833	100%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$1,490	1,490	100%
Travel - Meals	\$0	\$0	\$150	150	100%
Travel - Accomodations & Parking	\$0	\$0	\$2,260	2,260	100%
Membership & Subscription Fees	\$177	\$177	\$0	177	0%
<b>Salaries, Wages and Benefits</b>					
Group Benefits	\$0	\$0	\$38	38	100%
WSIB	\$0	\$0	\$219	219	100%
PT Wage Related Expenses	\$0	\$0	\$1,283	1,283	100%
Per Diems and PT Wages	\$0	\$0	\$9,766	9,766	100%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$760	760	100%
<b>Expenditures Total</b>	<b>\$177</b>	<b>\$177</b>	<b>\$17,800</b>	<b>17,977</b>	<b>99%</b>
<b>Revenues</b>					
<b>Grants</b>					
Federal Young Canada Works Operating Grant	\$0	\$0	-\$5,700	-5,700	100%
<b>Recoveries</b>					
Doors of Puslinch Posters	\$0	\$0	-\$4,248	-4,248	100%
<b>Revenues Total</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$9,948</b>	<b>-9,948</b>	<b>100%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Municipal Office</b>					
<b>Expenditures</b>					
<b>Building Maintenance</b>					
Cleaning, Maintenance & Supplies - Interior	\$2,260	\$2,260	\$23,686	25,946	91%
Outdoor Maintenance	\$70	\$70	\$1,230	1,300	95%
<b>Contract Services/Professional Fees</b>					
Contract Services	\$1,838	\$1,838	\$4,162	6,000	69%
Water Protection	\$32	\$32	\$968	1,000	97%
<b>Office Equipment and Supplies</b>					
Kitchen Supplies & Equipment	\$1,264	\$1,264	\$3,236	4,500	72%
<b>Utilities</b>					
Heat	\$5,349	\$5,349	\$6,151	11,500	53%
Hydro	\$3,783	\$3,783	\$11,217	15,000	75%
Waste Removal	\$580	\$580	\$2,132	2,712	79%
<b>Expenditures Total</b>	<b>\$15,175</b>	<b>\$15,175</b>	<b>\$52,784</b>	<b>67,958</b>	<b>78%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Municipal Office Costs Recovered from Building Department	\$0	\$0	-\$20,387	-20,387	100%
<b>Revenues Total</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$20,387</b>	<b>-20,387</b>	<b>100%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>PDAC</b>					
<b>Expenditures</b>					
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$100	100	100%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$500	500	100%
Travel - Meals	\$0	\$0	\$50	50	100%
Travel - Accomodations & Parking	\$0	\$0	\$500	500	100%
<b>Salaries, Wages and Benefits</b>					
Per Diems	\$0	\$0	\$4,923	4,923	100%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$150	150	100%
<b>Expenditures Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,223</b>	<b>6,223</b>	<b>100%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Recreation Committee</b>					
<b>Expenditures</b>					
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$100	100	100%
<b>Professional Development</b>					
Professional Development	\$521	\$521	-\$21	500	-4%
Travel - Meals	\$0	\$0	\$50	50	100%
Travel - Accomodations & Parking	\$0	\$0	\$500	500	100%
<b>Salaries, Wages and Benefits</b>					
Per Diems	\$0	\$0	\$1,641	1,641	100%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$150	150	100%
<b>Expenditures Total</b>	<b>\$521</b>	<b>\$521</b>	<b>\$2,420</b>	<b>2,941</b>	<b>82%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**  
**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Youth Committee</b>					
<b>Expenditures</b>					
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$500	500	100%
<b>Expenditures Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>500</b>	<b>100%</b>



**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Parks and Recreation					
<b>Library</b>					
<b>Expenditures</b>					
<b>Utilities</b>					
Water Protection	\$286	\$286	\$1,964	2,250	87%
Library Historical Society Rent	\$1,132	\$1,132	\$4,308	5,440	79%
<b>Expenditures Total</b>	<b>\$1,417</b>	<b>\$1,417</b>	<b>\$6,273</b>	<b>7,690</b>	<b>82%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Costs Recovered from County	\$0	\$0	-\$3,300	-3,300	100%
<b>Revenues Total</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$3,300</b>	<b>-3,300</b>	<b>100%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Parks</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Contract Services	\$0	\$0	\$2,294	2,294	100%
Water Protection	\$0	\$0	\$500	500	100%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$2,100	2,100	100%
Outdoor Maintenance	\$0	\$0	\$13,000	13,000	100%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$0	\$0	\$110,523	110,523	100%
Group Benefits	\$0	\$0	\$15,218	15,218	100%
OT Wages	\$0	\$0	\$1,000	1,000	100%
PT Wages	\$0	\$0	\$0	0	N/A
WSIB	\$0	\$0	\$3,647	3,647	100%
FT Wage Related Expenses	\$0	\$0	\$21,124	21,124	100%
PT Wage Related Expenses	\$0	\$0	\$0	0	N/A
<b>Utilities</b>					
Fuel	\$0	\$0	\$3,534	3,534	100%
Hydro	\$291	\$291	\$2,409	2,700	89%
Insurance	\$10,586	\$10,586	\$67	10,653	1%
<b>Vehicles and Equipment</b>					
Equipment Maintenance & Supplies	\$1,442	\$1,442	\$358	1,800	20%
Mileage	\$0	\$0	\$0	0	N/A
Vehicle Maintenance	\$0	\$0	\$0	0	N/A
<b>Expenditures Total</b>	<b>\$12,319</b>	<b>\$12,319</b>	<b>\$175,773</b>	<b>188,092</b>	<b>93%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Other Recoveries	\$0	\$0	\$0	0	N/A
<b>User Fees, Licenses and Fines</b>					
Aberfoyle/Morrison Ball Park/ Morrison Meadows	\$0	\$0	-\$8,475	-8,475	100%
Horse Paddock Rental	\$0	\$0	-\$57	-57	100%
Picnic Shelter	\$0	\$0	-\$1,159	-1,159	100%
Soccer Field Rentals	\$0	\$0	-\$4,423	-4,423	100%
Tennis Court Rentals	\$0	\$0	-\$800	-800	100%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter	\$ Budget		%	
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Revenues Total</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$14,914</b>	<b>-14,914</b>	<b>100%</b>
<b>Optimist Recreation Center</b>					
<b>Expenditures</b>					
<b>Building Maintenance</b>					
Cleaning, Maintenance & Supplies - Interior	\$3,165	\$3,165	\$2,635	5,800	45%
Outdoor Maintenance	\$1,649	\$1,649	\$6,351	8,000	79%
<b>Contract Services/Professional Fees</b>					
Contract Services	\$341	\$341	\$1,274	1,615	79%
Water Protection	\$247	\$247	\$753	1,000	75%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$2,100	2,100	100%
Clothing, Safety Allowance	\$205	\$205	\$395	600	66%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$150	150	100%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$1,000	1,000	100%
Travel - Meals	\$0	\$0	\$50	50	100%
Membership & Subscription Fees	\$0	\$0	\$150	150	100%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$12,120	\$12,120	\$46,785	58,906	79%
Group Benefits	\$1,275	\$1,275	\$4,075	5,350	76%
OT Wages	\$1,782	\$1,782	\$2,218	4,000	55%
WSIB	\$688	\$688	\$2,457	3,145	78%
PT Wages	\$15,299	\$15,299	\$17,973	33,272	54%
FT Wage Related Expenses	\$2,319	\$2,319	\$9,388	11,707	80%
PT Wage Related Expenses	\$1,416	\$1,416	\$4,966	6,382	78%
<b>Utilities</b>					
Heat	\$2,144	\$2,144	\$3,856	6,000	64%
Hydro	\$10,040	\$10,040	\$14,960	25,000	60%
Insurance	\$10,586	\$10,586	\$67	10,653	1%
Waste Removal	\$456	\$456	\$1,679	2,135	79%
Communication (phone,fax,internet)	\$445	\$445	\$2,171	2,616	83%
<b>Vehicles and Equipment</b>					
Equipment Maintenance & Supplies	\$9,175	\$9,175	-\$2,305	6,870	-34%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Mileage	\$0	\$0	\$100	100	100%
<b>Expenditures Total</b>	<b>\$73,352</b>	<b>\$73,352</b>	<b>\$123,248</b>	<b>196,600</b>	<b>63%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Other Recoveries	-\$353	-\$353	-\$47	-400	12%
<b>User Fees, Licenses and Fines</b>					
Arena Summer Rentals	\$141	\$141	-\$13,141	-13,000	101%
Gymnasium Rental	-\$8,144	-\$8,144	-\$16,856	-25,000	67%
Ice Rental - Non-Prime	\$0	\$0	-\$628	-628	100%
Ice Rental - Prime	-\$23,358	-\$23,358	-\$15,450	-38,808	40%
Rink Board and Ball Diamond Advertising	-\$798	-\$798	-\$819	-1,617	51%
<b>Revenues Total</b>	<b>-\$32,512</b>	<b>-\$32,512</b>	<b>-\$46,941</b>	<b>-79,453</b>	<b>59%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Puslinch Community Center</b>					
<b>Expenditures</b>					
<b>Building Maintenance</b>					
Cleaning, Maintenance & Supplies - Interior	\$288	\$288	\$9,712	10,000	97%
Outdoor Maintenance	\$1,089	\$1,089	\$2,911	4,000	73%
<b>Contract Services/Professional Fees</b>					
Contract Services	\$1,225	\$1,225	\$3,277	4,502	73%
Water Protection	\$523	\$523	\$3,977	4,500	88%
<b>Materials and Supplies</b>					
Advertising	\$0	\$0	\$2,100	2,100	100%
Clothing, Safety Allowance	\$34	\$34	\$226	260	87%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$150	150	100%
Kitchen Supplies & Equipment	\$31	\$31	\$1,469	1,500	98%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$0	0	N/A
Travel - Meals	\$0	\$0	\$0	0	N/A
Travel - Accomodations & Parking	\$0	\$0	\$0	0	N/A
Membership & Subscription Fees	\$0	\$0	\$500	500	100%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$14,874	\$14,874	\$55,555	70,429	79%
Group Benefits	\$2,343	\$2,343	\$7,066	9,409	75%
OT Wages	\$1,084	\$1,084	-\$584	500	-117%
WSIB	\$383	\$383	\$2,970	3,354	89%
PT Wages	\$371	\$371	\$31,266	31,637	99%
FT Wage Related Expenses	\$2,951	\$2,951	\$10,184	13,135	78%
PT Wage Related Expenses	\$15	\$15	\$6,053	6,069	100%
<b>Utilities</b>					
Heat	\$1,892	\$1,892	\$2,408	4,300	56%
Hydro	\$3,431	\$3,431	\$8,569	12,000	71%
Insurance	\$10,586	\$10,586	\$67	10,653	1%
Waste Removal	\$1,825	\$1,825	\$6,717	8,541	79%
Communication (phone,fax,internet)	\$435	\$435	\$2,181	2,616	83%
<b>Vehicles and Equipment</b>					

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Mileage	\$0	\$0	\$0	0	N/A
<b>Expenditures Total</b>	<b>\$43,378</b>	<b>\$43,378</b>	<b>\$156,777</b>	<b>200,154</b>	<b>78%</b>
<b>Revenues</b>					
<b>Grants</b>					
Small Water Works Funding	\$0	\$0	-\$5,167	-5,167	100%
<b>Recoveries</b>					
Other Recoveries	-\$245	-\$245	-\$4,755	-5,000	95%
<b>User Fees, Licenses and Fines</b>					
Alf Hales Room	-\$2,313	-\$2,313	-\$11,114	-13,427	83%
Archie MacRobbie Hall - Non-Prime	-\$2,177	-\$2,177	-\$17,792	-19,969	89%
Archie MacRobbie Hall - Prime	-\$1,847	-\$1,847	-\$27,518	-29,365	94%
Commercial Rentals	\$0	\$0	-\$1,547	-1,547	100%
Kitchen Facilities	-\$816	-\$816	-\$2,327	-3,143	74%
Licensed Events Using Patio	\$0	\$0	-\$285	-285	100%
<b>Revenues Total</b>	<b>-\$7,398</b>	<b>-\$7,398</b>	<b>-\$70,505</b>	<b>-77,903</b>	<b>91%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Planning					
<b>Planning</b>					
<b>Expenditures</b>					
<b>Community Grants</b>					
Community Improvement Plan Grants	\$0	\$0	\$0	0	N/A
<b>Contract Services/Professional Fees</b>					
Contract Services	\$3,395	\$3,395	\$46,595	49,990	93%
Professional Fees - Engineering & Environmental	\$17,256	\$17,256	\$53,294	70,549	76%
Professional Fees - Legal	\$22,809	\$22,809	-\$5,809	17,000	-34%
Professional Fees - Mini Lakes Water Monitoring	\$1,669	\$1,669	\$831	2,500	33%
<b>Materials and Supplies</b>					
Advertising	\$1,103	\$1,103	\$4,397	5,500	80%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$200	200	100%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$800	800	100%
Travel - Meals	\$0	\$0	\$50	50	100%
Travel - Accomodations & Parking	\$0	\$0	\$250	250	100%
Membership & Subscription Fees	\$789	\$789	-\$484	305	-159%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$16,695	\$16,695	\$62,366	79,061	79%
Group Benefits	\$1,487	\$1,487	\$4,625	6,112	76%
OT Wages	\$0	\$0	\$500	500	100%
WSIB	\$400	\$400	\$2,202	2,602	85%
Group Benefits PT	\$0	\$0	\$0	0	N/A
FT Wage Related Expenses	\$3,188	\$3,188	\$11,376	14,564	78%
<b>Utilities</b>					
Communication (phone,fax,internet)	\$0	\$0	\$100	100	100%
<b>Vehicles and Equipment</b>					
Mileage	\$0	\$0	\$100	100	100%

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
<b>Expenditures Total</b>	<b>\$68,790</b>	<b>\$68,790</b>	<b>\$181,393</b>	<b>250,183</b>	<b>73%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Engineering, Environmental, and Legal Fees Recovered	-\$2,221	-\$2,221	-\$112,779	-115,000	98%
<b>User Fees, Licenses and Fines</b>					
Agreements	\$0	\$0	-\$872	-872	100%
Consent Review and Clearance	-\$1,014	-\$1,014	-\$2,919	-3,933	74%
Garden Suites and Renewals (Zoning)	\$0	\$0	\$0	0	N/A
Lifting of Holding Designation Fee (Zoning)	\$0	\$0	-\$668	-668	100%
Minor Variance Application	-\$9,243	-\$9,243	-\$5,330	-14,573	37%
Ownership List Confirmation	-\$308	-\$308	-\$1,155	-1,463	79%
Part Lot Control Exemption By-law	\$0	\$0	\$0	0	N/A
Pre-Consultation	-\$4,140	-\$4,140	-\$6,836	-10,976	62%
Site Plan Control	\$6,129	\$6,129	-\$16,629	-10,500	158%
Telecommunication Tower Proposals	\$0	\$0	-\$903	-903	100%
Zoning By-law Amendment	-\$7,500	-\$7,500	\$0	-7,500	0%
Zoning By-law Amendment - Aggregate	\$0	\$0	-\$17,111	-17,111	100%
Compliance Letter	-\$589	-\$589	-\$2,433	-3,022	81%
<b>Revenues Total</b>	<b>-\$18,886</b>	<b>-\$18,886</b>	<b>-\$167,635</b>	<b>-186,521</b>	<b>90%</b>



**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining
Public Works					
<b>Public Works</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Contract Services	\$3,932	\$3,932	\$45,874	49,807	92%
Professional Fees - Engineering & Environmental	\$0	\$0	\$2,000	2,000	100%
<b>Materials and Supplies</b>					
Advertising	\$20	\$20	\$1,980	2,000	99%
Clothing, Safety Allowance	\$598	\$598	\$2,202	2,800	79%
Signage	\$0	\$0	\$14,500	14,500	100%
<b>Office Equipment and Supplies</b>					
Office Supplies & Equipment	\$0	\$0	\$100	100	100%
<b>Professional Development</b>					
Professional Development	\$0	\$0	\$1,420	1,420	100%
Travel - Meals	\$0	\$0	\$50	50	100%
Membership & Subscription Fees	\$219	\$219	\$490	709	69%
<b>Roads and Related Costs</b>					
Calcium	\$0	\$0	\$72,000	72,000	100%
Maintenance Gravel	\$0	\$0	\$80,000	80,000	100%
Pavement Markings	\$0	\$0	\$35,500	35,500	100%
Permits	\$9	\$9	\$91	100	91%
Road Maintenance Supplies	\$0	\$0	\$35,400	35,400	100%
Shop Overhead	\$1,010	\$1,010	\$6,390	7,400	86%
Sidewalk Repairs	\$0	\$0	\$5,000	5,000	100%
Speed Monitor	\$0	\$0	\$0	0	N/A
Tree Maintenance Program	\$4	\$4	\$21,996	22,000	100%
Winter Maintenance	\$135,056	\$135,056	\$99,944	235,000	43%
Railway Maintenance and Upgrades	\$0	\$0	\$5,000	5,000	100%
Street Lights: Repairs and Hydro Expenses	\$2,332	\$2,332	\$12,518	14,850	84%
Municipal Street Naming	\$0	\$0	\$1,000	1,000	100%
<b>Salaries, Wages and Benefits</b>					

# Report FIN-2023-023 - First Quarter Financial Report - 2023

## Schedule A - Departmental Detail

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
FT Wages	\$125,385	\$125,385	\$377,297	502,682	75%
Group Benefits	\$16,536	\$16,536	\$41,705	58,241	72%
OT Wages	\$24,808	\$24,808	\$2,987	27,795	11%
Seasonal Wages	\$21,040	\$21,040	-\$1,782	19,258	-9%
WSIB	\$3,947	\$3,947	\$13,513	17,460	77%
FT Wage Related Expenses	\$25,906	\$25,906	\$69,098	95,004	73%
Seasonal Wage Related Benefits	\$2,581	\$2,581	\$1,113	3,694	30%
<b>Utilities</b>					
Fuel	\$51,255	\$51,255	\$42,808	94,063	46%
Hydro	\$175	\$175	\$575	750	77%
Insurance	\$74,102	\$74,102	\$468	74,570	1%
Waste Removal	\$0	\$0	\$1,300	1,300	100%
Communication (phone,fax,internet)	\$332	\$332	\$1,708	2,040	84%
<b>Vehicles and Equipment</b>					
Equipment Maintenance & Supplies	\$0	\$0	\$2,050	2,050	100%
Mileage	\$0	\$0	\$100	100	100%
Vehicle Maintenance	\$4,878	\$4,878	\$41,622	46,500	90%
Vehicle Plates	\$0	\$0	\$6,595	6,595	100%
<b>Expenditures Total</b>	<b>\$494,125</b>	<b>\$494,125</b>	<b>\$1,044,612</b>	<b>1,538,737</b>	<b>68%</b>
<b>Revenues</b>					
<b>Payments-in-Lieu of Taxes and Other Levies</b>					
Provincial Aggregate Levy	-\$2,561	-\$2,561	-\$489,439	-492,000	99%
<b>Recoveries</b>					

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Other Recoveries	\$0	\$0	-\$26,704	-26,704	100%
Third Party Cost Recovery	-\$100	-\$100	\$100	0	N/A
<b>User Fees, Licenses and Fines</b>					
Entrance Permit	-\$241	-\$241	-\$4,504	-4,745	95%
Oversize-Overweight Load Permits	-\$113	-\$113	-\$340	-453	75%
Municipal Street Naming	\$0	\$0	-\$1,000	-1,000	100%
<b>Revenues Total</b>	<b>-\$3,015</b>	<b>-\$3,015</b>	<b>-\$521,887</b>	<b>-524,902</b>	<b>99%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**

**Schedule A - Departmental Detail**

	Current Quarter		\$ Budget		%
	Actuals	YTD Actuals	Remaining	2023 Budget	Remaining
Source Water Protection					
<b>Source Water Protection</b>					
<b>Expenditures</b>					
<b>Contract Services/Professional Fees</b>					
Contract Services	\$0	\$0	\$9,682	9,682	100%
<b>Salaries, Wages and Benefits</b>					
FT Wages	\$0	\$0	\$0	0	N/A
<b>Expenditures Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,682</b>	<b>9,682</b>	<b>100%</b>
<b>Revenues</b>					
<b>Recoveries</b>					
Other Recoveries	\$0	\$0	-\$19,585	-19,585	100%
<b>Revenues Total</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$19,585</b>	<b>-19,585</b>	<b>100%</b>
<b>Grand Total</b>	<b>\$1,099,176</b>	<b>\$1,099,176</b>	<b>\$2,235,680</b>	<b>3,334,856</b>	<b>67%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**  
**Schedule B - Expense and Revenue Summary**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining	2022 - First Quarter % Remaining
<b>Expenditures</b>						
Administration	\$164,873	\$164,873	\$656,365	821,237	80%	77%
Building	\$124,501	\$124,501	\$518,649	643,150	81%	81%
By-law	\$47,874	\$47,874	\$122,572	170,446	72%	94%
Corporate	\$47,989	\$47,989	\$168,305	216,294	78%	77%
Council	\$29,371	\$29,371	\$121,774	151,145	81%	80%
Elections	\$0	\$0	\$3,026	3,026	100%	79%
Finance	\$158,210	\$158,210	\$536,372	694,582	77%	77%
Fire and Rescue	\$235,176	\$235,176	\$611,812	846,988	72%	71%
Heritage Committee	\$177	\$177	\$17,800	17,977	99%	98%
Library	\$1,417	\$1,417	\$6,273	7,690	82%	76%
Municipal Office	\$15,175	\$15,175	\$52,784	67,958	78%	72%
Parks	\$12,319	\$12,319	\$175,773	188,092	93%	89%
PDAC	\$0	\$0	\$6,223	6,223	100%	100%
Planning	\$68,790	\$68,790	\$181,393	250,183	73%	88%
Public Works	\$494,125	\$494,125	\$1,044,612	1,538,737	68%	67%
Recreation Committee	\$521	\$521	\$2,420	2,941	82%	100%
Source Water Protection	\$0	\$0	\$9,682	9,682	100%	100%
Optimist Recreation Center	\$73,352	\$73,352	\$123,248	196,600	63%	75%
Puslinch Community Center	\$43,378	\$43,378	\$156,777	200,154	78%	80%
Youth Committee	\$0	\$0	\$500	500	100%	N/A
<b>Expenditures Total</b>	<b>\$1,517,248</b>	<b>\$1,517,248</b>	<b>\$4,516,356</b>	<b>6,033,604</b>	<b>75%</b>	<b>75%</b>

**Report FIN-2023-023 - First Quarter Financial Report - 2023**  
**Schedule B - Expense and Revenue Summary**

	Current Quarter Actuals	YTD Actuals	\$ Budget Remaining	2023 Budget	% Remaining	2022 - First Quarter % Remaining
<b>Revenues</b>						
Administration	-\$505	-\$505	-\$13,951	-14,456	97%	85%
Building	-\$73,131	-\$73,131	-\$466,109	-539,241	86%	37%
By-law	-\$10,381	-\$10,381	-\$36,215	-46,596	78%	86%
Corporate	-\$251,862	-\$251,862	-\$757,765	-1,009,627	75%	82%
Elections	-\$700	-\$700	\$700	0	N/A	N/A
Finance	-\$14,192	-\$14,192	-\$16,851	-31,044	54%	81%
Fire and Rescue	-\$5,490	-\$5,490	-\$115,381	-120,871	95%	93%
Heritage Committee	\$0	\$0	-\$9,948	-9,948	100%	N/A
Library	\$0	\$0	-\$3,300	-3,300	100%	100%
Municipal Office	\$0	\$0	-\$20,387	-20,387	100%	100%
Parks	\$0	\$0	-\$14,914	-14,914	100%	100%
Planning	-\$18,886	-\$18,886	-\$167,635	-186,521	90%	67%
Public Works	-\$3,015	-\$3,015	-\$521,887	-524,902	99%	98%
Source Water Protection	\$0	\$0	-\$19,585	-19,585	100%	N/A
Optimist Recreation Center	-\$32,512	-\$32,512	-\$46,941	-79,453	59%	34%
Puslinch Community Center	-\$7,398	-\$7,398	-\$70,505	-77,903	91%	100%
<b>Revenues Total</b>	<b>-\$418,073</b>	<b>-\$418,073</b>	<b>-\$2,280,675</b>	<b>-2,698,748</b>	<b>85%</b>	<b>75%</b>
<b>Grand Total</b>	<b>\$1,099,176</b>	<b>\$1,099,176</b>	<b>\$2,235,680</b>	<b>3,334,856</b>	<b>67%</b>	<b>75%</b>

Report FIN-2023-023 - First Quarter Financial Report - 2023  
Schedule C - Other Financial Data

			31-Jan-23	31-Jan-22	28-Feb-23	28-Feb-22	31-Mar-23	31-Mar-22
		Total Taxes Billed	\$0	\$0	\$7,031,923	\$6,658,853	\$7,031,923	\$6,658,853
		In-year Township Tax Adjustments						
		Taxes Written Off	-\$1,930	\$7,530	-\$2,038	-\$4,333	-\$4,979	-\$6,202
		Supplemental Billings	\$0	\$0	\$0	\$0	\$0	\$1,337
		Net Taxes Billed	-\$1,930	\$7,530	\$7,029,885	\$6,654,520	\$7,026,944	\$6,653,988

Total Outstanding Taxes & Interest	\$880,926	\$669,657	\$1,875,310	\$1,876,558	\$559,188	\$143,705
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Cash, Temporary Investments, and Interest Income									
Unrestricted Cash				\$3,298,222	\$4,061,472	\$9,846,914	\$9,824,810	\$4,975,075	\$5,580,368
Unrestricted Temporary Investments				\$2,138,112	\$2,096,964	\$2,138,112	\$2,096,964	\$2,138,112	\$2,096,964
Unrestricted Interest Income				-\$25,060	-\$3,272	-\$39,163	-\$5,157	-\$89,420	-\$11,762
Restricted Cash				\$2,378,611	\$2,966,637	\$1,558,666	\$2,792,084	\$1,586,750	\$2,864,501
Restricted Temporary Investments				\$1,377,168	\$351,889	\$1,377,168	\$351,889	\$1,377,168	\$351,889
Restricted Interest Income				-\$8,887	-\$1,349	-\$18,174	-\$2,706	-\$25,658	-\$3,913



## **REPORT ADM-2023-020**

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TO: Mayor and Members of Council

PREPARED BY: Justine Brotherston, Deputy Clerk

PRESENTED BY: Justine Brotherston, Deputy Clerk

MEETING DATE: May 24, 2023

SUBJECT: Open Air Burning By-law – Housekeeping Amendments and Set Fines

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### **RECOMMENDATION**

**That Council receives report ADM-2023-020 regarding the Open Air Burning By-law – Housekeeping Amendments and Set Fines; and**

**That Council gives three readings to By-law 2023-27 being a By-law to amend the Township's Open Air Burning By-law 2014/045, attached to this report as Schedule A.**

### **Purpose**

The purpose of this report is to provide Council with proposed housekeeping amendments to the Open Air Burning By-law to enable the staff to submit an application to the Ministry of the Attorney General Office (MAG) to introduce Set Fines under Part 1 of the Provincial Offences Act.

### **Background**

On April 13, 2023, staff submitted an application to introduce Set Fines under Part 1 of the Provincial Offences Act for the Township's Open Air Burning By-law 2014/045. The MAG required housekeeping amendments to the by-law in order to process the Set Fines application.

Staff amended the numbering and formatting of Section 2-General Prohibitions and amended Section 9(6) as recommended by the MAG as follows:

*Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended.*

The Set Fines and amended by-law will be submitted for approval to the MAG subject to Council's approval of the housekeeping amendments.



**Financial Implications**

None

**Applicable Legislation and Requirements**

*Municipal Act, 2001, S.O. 2001, c. 25*

*Fire Protection and Prevention Act, S.O. 1997*

*Provincial Offences Act, R.S.O. 1990, Chapter P.33*

**Engagement Opportunities**

None

**Attachments**

Schedule A – Draft By-law 2023-026 to Amend the Township's Open Air Burning By-law

Respectfully submitted,

Justine Brotherston,  
Deputy Clerk

Courtenay Hoytfox,  
Municipal Clerk

# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

## BY-LAW 2023-027

A by-law to amend the Township's Open Air Burning By-law 14/045.

**WHEREAS** Section 7.1 (1) of the Fire Protection and Prevention Act, S.O. 1997, c. 4, as amended provides authority to the Council of a municipality to pass by-laws to regulate fire prevention including the prevention of the spreading of fires; and

**WHEREAS** Section 7.1 (1) of the Fire Protection and Prevention Act, S.O. 1997, c. 4, as amended provides authority to a Council of a municipality to pass by-laws regulating the setting of open air fires, including establishing the times during which open air fires may be set; and

**WHEREAS** Section 128 of the Municipal Act, S. O. 2001, as amended provides that a municipality may prohibit and regulate with respect to public nuisances, including matters that, in the opinion of Council are or could become public nuisances; and

**WHEREAS** Council considers excessive smoke, smell, airborne sparks or embers to be or could become or cause public nuisances by creating negative health effects on neighbouring residents, increasing fire exposure hazards, infringing the enjoyment of the use of neighbouring properties and generating false fire alarms;

**WHEREAS** Council passed Open Air Burning Permit By-law 2014-045 on July 2, 2014; and

**WHEREAS** Council Passed Resolution Number 2023-XXX on the 24 day of May 2023 and deems it advisable to amend its Open Air Burning By-law;

NOW THEREFORE the Council of the Corporation of the Township of Puslinch HEREBY ENACTS AS FOLLOWS:

1. That Section 2 be amended as follows:

### 2. GENERAL PROHIBITIONS

- (1) No Person shall set or permit a fire in Open Air in the Township without a current valid Permit.
- (2) No person shall set or maintain an Open Air fire in the Township other than in accordance with the terms and conditions of a Permit and the provisions of this By-law.
- (3) No person shall set or permit an Open Air fire upon any land owned by the Township without having obtained permission from the Township.
- (4) An owner of property on which an Open Air fire has been set or permitted to burn shall be deemed to have permitted the Open Air fire and assumes all responsibility.
- (5) No person under the age of eighteen (18) shall light or ignite an Open Air fire.

2. That Section 9 (6) be amended as follows:

- (6) Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 24<sup>th</sup> DAY OF MAY, 2023.

James Seeley, Mayor

Courtenay Hoytfox, Clerk

DRAFT



## **REPORT ADM-2023-024**

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TO: Mayor and Members of Council

PREPARED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

PRESENTED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

MEETING DATE: May 24, 2023

SUBJECT: Township Planning Services

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### **RECOMMENDATION**

**That Report ADM-2023-024 entitled Township Planning Services be received; and**

**That Council direct staff to proceed with the recruitment for the full time permanent position of Senior Planner for the Township of Puslinch; and**

**That the position be funded as detailed in Report ADM-2023-024.**

### **Purpose**

The purpose of this report is to provide information for Council's consideration relating to Township planning services.

### **Background**

The Township retains the County of Wellington Planning Services. The County Planning team acts in a consultant role providing planning support and recommendations relating to all planning act applications received by the Township.

Staff have identified an operational need for more support and oversight of planning related tasks due in part to new legislation in place (ie. Bill 109 and Bill 23) resulting in the need to change the Township's current service delivery model associated with planning related tasks. Bill 109 has resulted in restrictive legislative timelines that need to be met by the Township for various planning applications, otherwise, refund obligations and risk of appeals to the Ontario Land Tribunal exist. There are a number of important tasks and added value that a full time permanent staff member would provide the Township. The below list outlines the operational

needs that have been identified through staff's review and would be the responsibility of the Township Planner should Council approve the position:

- Provide planning recommendations to the Committee of Adjustment for all minor variance applications;
- Provide planning recommendations to Council for all zoning by-law amendment applications;
- Provide planning comments to applicants for all mandatory pre-consultation submissions;
- Provide planning recommendations for all site plan control applications;
- Provide planning recommendations for all development agreements;
- Provide planning recommendations for all Draft Plan of Subdivision/Condominium Agreements;
- Review and consult with the County on the Municipal Comprehensive Review (MCR) process and provide regular reporting to Council and the public on the process with a focus on impacts to the Township;
- Review and consult with the County on Official Plan Amendments (including aggregate) and provide regular reporting to Council and the public on the process with a focus on impacts to the Township;
- Provide detailed comments to staff and Council regarding legislative changes such as Bill 109, Bill 23 with a focus on impacts to the Township;
- Provide the Township Planning and Development Advisory Committee with regular reports on Consent applications in order to provide meaningful comments to the County Land Division Committee;
- Expand and improve the Township's mandatory pre-consultation process;
- Provide Council with recommendations for Township initiated zoning amendments to the Township Zoning By-law;
- Improve processes in order to better meet new legislative timelines;
- Provide the community with front line customer service and local perspective by responding to public inquiries;
- Management of Township aggregate files including required reporting, monitoring, peer reviews, tracking, and making recommendations to Council;
- Oversee the zoning by-law review in relation to all building permit applications;
- Provide support to by-law enforcement for zoning compliance files;
- Represent the Township at Ontario Land Tribunal hearings;
- Providing planning input for Community Improvement Plan initiatives including financial incentive applications received;

- Overseeing the approval of all planning related costs and recovery associated with planning applications;
- Provide Township representation on the Wellington Source Water Protection Working Group;
- Provide planning support and comments for Site Alteration Applications; and
- Provide Zoning By-law consolidation on a more frequent basis.

Staff have prepared a cost analysis based on the volume of planning applications received over the last six years. The Township and County's current user fees were used along with the six year application average to calculate the approximate amount the Township will spend on planning services for 2023. The estimated 2023 annual amount for planning services paid to the County with the current service delivery model is approximately \$59K. In addition to the \$59K, staff have budgeted an amount of approximately \$4.7K for special projects such as Home Industry Zoning Amendment, Short Term Accommodation Amendment, Accessory Residential Units (ARUS), etc. which would also result in cost savings for future budgets. Staff anticipate that there may be less necessity to engage with legal counsel regarding legislative and procedural matters should Council approve the permanent full time Senior Planner position. It is difficult to quantify these legal savings.

Staff have discussed with Human Resources and Finance and it is estimated that the Township would need to budget between \$52K-\$60K (including salary, pension and benefits) to fund a full time planner effective July 1, 2023. A portion of this funding would be offset by the applications received that will no longer be sent to the County Planners for review. Therefore, County planning fee disbursements would not be required for any new applications received should Council proceed with hiring a Township Senior Planner.

Staff suggest that the 2024 User Fees and Charges for planning services also be reviewed should Council proceed with hiring a Township Senior Planner.

#### **Financial Implications**

As noted throughout the report.

#### **Applicable Legislation and Requirements**

None

#### **Engagement Opportunities**

None

**Attachments**

None

Respectfully submitted,

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**Courtenay Hoytfox,**  
**Municipal Clerk (Interim CAO)**



## **REPORT ADM-2023-025**

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TO: Mayor and Members of Council

PREPARED BY: Kyle Davis, Risk Management Official

PRESENTED BY: Kyle Davis, Risk Management Official

MEETING DATE: May 24, 2023

SUBJECT: 2022 Source Protection Annual Reports Pursuant to the Clean Water Act

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### **RECOMMENDATION**

**That Report ADM-2023-025 regarding 2022 Source Protection Annual Reports Pursuant to the Clean Water Act be received for information.**

#### **Background**

For reporting purposes, the Township of Puslinch is subject to two Source Protection Plans (based on watershed or Conservation Authority boundaries): Grand River Plan and the Halton-Hamilton Plan. Although the Township does not operate its own municipal drinking water systems, it is responsible for the protection of municipal wellhead protection areas and intake protection zones (collectively vulnerable areas) from neighbouring municipalities including the City of Guelph, Region of Waterloo and City of Hamilton, where those vulnerable areas are present within the Township. In 2022, all Source Protection Plans were in effect.

Under Section 81 of the Clean Water Act and Section 65 of O. Reg. 287/07, an annual report must be prepared by a Risk Management Official and submitted to the appropriate Source Protection Authority (Conservation Authority) by February 1<sup>st</sup> of each year. Under Section 45 of the *Clean Water Act*, a public body, including a municipality, must comply with monitoring and reporting policies designated by a Source Protection Plan. This includes the submittal of an annual municipal report by February 1<sup>st</sup> of each year. On behalf of the Township, Risk Management staff submitted both reports as required by February 1, 2023. This Council report summarizes the contents of the submitted reports.

#### **Summary of Key Aspects**

The Wellington County municipalities continue to implement source protection under the Wellington Source Water Protection partnership, [www.wellingtonwater.ca](http://www.wellingtonwater.ca). In 2022, progress continued in the implementation of source protection in the municipality. A summary of key aspects of the Risk Management Official Report and Municipal Report are provided below.



**Development Review**

In 2022, 83 development applications (notices and comments) were reviewed by Source Protection staff in the municipality. There were 4 development review notices issued per Section 59 of the Clean Water Act within the municipality and staff comments were provided on an additional 79 applications that did not require notices. There were 425 development applications (notices and comments) reviewed County wide in 2022. This included 61 Section 59 notices issued and staff comments on 364 additional development applications, County wide. This represents a County wide increase in both the total number of development applications reviewed in the previous year (390) and an increase compared to the five year average of 340 development applications. For the municipality, 2022 also represents an increase in the number of development notices issued and in comments to 83 from the previous five year average of 71 development applications (notices and comments). In addition to the notices and comments provided, other applications were screened out by building or planning staff following Risk Management Official Written Direction provided by Wellington Source Water Protection.

As part of the review process, 6 Drinking Water Threat Disclosure Reports and Management Plans were required pursuant to the County Official Plan for primarily industrial and commercial site plan or subdivision agreements. These documents provide disclosure of activities proposed on properties related to chemical, fuel, waste and / or winter maintenance activities. Where required these activities are managed through Risk Management Plans or other Management Plans to ensure protection of groundwater and municipal drinking water.

**Threat Verification and Inspections**

Analysis continued on the threat verification data collected in previous years on residential, agricultural, industrial, commercial and institutional activities identified as potential significant drinking water threats in the approved Assessment Report. Staff complete a variety of tasks to remove or confirm and then mitigate activities identified as potential significant drinking water threats in the approved Assessment Reports. These threat activities are existing and the analysis can involve desk top interpretation of air photos or GIS data, phone calls, review of municipal records, windshield surveys, site inspections by Risk Management staff and if confirmed, then mitigation through septic inspection, prohibition and / or negotiation of risk management plans. The percentage of threat activities that still require action to either remove or confirm / mitigate the threat activities is 15%. The remaining threat activities in the municipality are mostly agricultural properties within the City of Guelph wellhead protection areas or commercial properties related to winter maintenance activities located within the Region of Waterloo wellhead protection areas.

To support this threats analysis and to determine compliance, 14 inspections were conducted in the Township in 2022. All inspections were conducted for threat verification or risk management plan purposes in the Township with no contraventions found. County wide, 357 inspections were conducted in 2022 with 52% of inspections (187) being prohibition compliance inspections, 1% (1) being RMP compliance inspections and 47% (169) of inspections conducted for threat activity verification or risk management plan negotiation purposes. The majority of the inspections were to ensure compliance with manure application and storage prohibitions or to verify farming or winter maintenance activities.

**Risk Management Plans**

No Risk Management Plans were agreed to in 2022 and one is in the process of negotiation for the municipality with 26 remaining. Cumulatively, there are 57 Risk Management Plans complete County wide with 64 in progress.

**Education and Outreach**

The following is a summary of the education and outreach results, County wide, for 2022. One training session and a number of individual sessions were run for municipal staff to provide a refresher and train new staff on what source protection is and how it relates to municipal planning and building processes. Four newspaper ads were run during the year on topics related to water conservation, salt and fertilizer use. Staff participated in one County event and organized 2 events, in collaboration with the City of Guelph, on Smart about Salt training for private contractors. Municipal Smart about Salt training was organized and delivered to 50 Roads, Public Works, Parks and Water staff from all eight municipalities in three sessions. Development reviews and inspections continued and include educational material being provided directly to the proponents generally regarding the threats present, the process (development review, RMP, prohibition etc.) and property specific mapping.

In person inspections were limited in 2022 where educational material was provided directly to proponents as most inspections were completed contactless. Outreach to proponents related to negotiation of RMPs continued and comprised mostly of discussions, meetings and provision of outreach material via email. Wellington Source Water Protection continues to maintain and update a website ([www.wellingtonwater.ca](http://www.wellingtonwater.ca)), ten fact sheets on specific topics and other print media (i.e. post cards to direct applicants to mapping). Throughout the year, social media posts on a variety of topics were either posted or re-shared by our municipalities' corporate channels. Often the content of these posts was from the Conservation Ontario social media calendar or in partnership with the local Conservation Authorities.

Staff participate and Wellington Source Water Protection / County of Wellington is a sponsor for the Waterloo-Wellington Children's Groundwater Festival. Following the Festival's cancellation in 2020, due to the COVID-19 pandemic, a virtual Festival was developed and successfully presented in 2021 and again in May 2022 over four days. Links to the virtual Festival content are available here <https://www.youtube.com/@watereducation4640> Registration for the 2022 Festival was 10,337 students and teachers with views of the videos continuing after the Festival. Approximately 11% of the registrations were from Wellington County. Staff continue to participate on the organizing committee and various sub-committees including serving as co-chair. In 2023, the Groundwater Festival will be returning to in-person at Guelph Lake Conservation Area within the Township. This marks the first time that the Festival will be in-person since 2019 and the first time ever to be held in Wellington County. Staff are working hard with our partners to ensure the Festival will be a success.

**Plan Amendments, Policy and Technical Work**

In 2022, all five Source Protection Plans within the County were at different stages of amendments. Staff reviewed, provided comments and in some cases assisted Conservation Authority staff in authoring portions of the various amendments. Staff also provided support to the County's Official Plan Municipal Comprehensive Review, provided support to a number of water supply and / or water supply master plan projects related to water systems within or adjacent to the County, were involved in technical studies related to wellhead protection area updates and new well locations, contaminated sites management and

participated in a provincial working group on annual reporting metrics. In 2022, agreements were reached with the City of Guelph and Region of Waterloo related to cost recovery for County and Townships related costs to protect the City and Region's municipal water supply.

### **Tier 3 (Water Quantity) Studies**

Tier 3 (water quantity) technical studies continue for Guelph and Guelph / Eramosa. The Guelph / Eramosa Township Director of Public Works, the Risk Management Official and the County Manager of Policy Planning participated on the project team, representing Guelph / Eramosa, Puslinch, Erin and the County. In 2022, work continued on drafting policy requirements, largely based on the policy requirements drafted for the Centre Wellington wellhead protection area - quantity. This led to some policies being presented to the Lake Erie Source Protection Committee in 2022. Discussions led by the Grand River Conservation Authority and including the City of Guelph, Provincial Ministries and neighbouring municipalities, will continue in 2023 on the remaining policies.

### **Septic Inspections**

The septic inspection program occurs on a five year cycle. The second round of inspections was scheduled to occur in 2020 and 2021, however, was postponed due to the COVID pandemic, therefore, all septic inspections are currently outstanding and must be completed by 2025. If a septic system is present within well head protection area with a vulnerability score of 10 or within an issues contributing area for nitrates, a septic inspection is required every 5 years. In 2022, a successful request for proposal was completed and a contract awarded to EnVision Consultants Ltd to manage and complete the septic system inspection program across the County. The second round of septic inspections will begin in April 2023 and affected County residents (775 properties) will be receiving letters explaining the program. Septic Social events will also be held in the spring and summer to educate property owners. Source Protection staff and the Chief Building Official have consulted with the consultant to ensure a process is in place to address compliance and enforcement related to the septic system inspections.

### **Closure**

Attached for your reference is summary table of source protection implementation for all municipalities in Wellington County (the County and seven, local municipalities). For further information, please contact Kyle Davis, Risk Management Official, 519-846-9691 ext 362 or [kdavis@centrewellington.ca](mailto:kdavis@centrewellington.ca)

### **Financial Implications**

Current staffing and resources

### **Applicable Legislation and Requirements**

Clean Water Act

### **Attachments**

Attachment 1: 2022 Source Protection Annual Reporting Summary Table – Wellington County

Source Protection Annual Reporting Summary 2022 - Wellington County municipalities

Reporting Criteria		Centre Wellington	Guelph/Eramosa	Mapleton	Puslinch	Wellington North	Erin	Minto	County of Wellington	Total
Septic Inspection Program	Completed	0	0	N/A	0	0	0	0	N/A	0
	Outstanding	164	414	N/A	59	8	125	5	N/A	775
	Major Remedial Action	The septic inspection program occurs on a five year cycle. The second round of inspections was scheduled to start in 2020, however, was postponed due to the COVID pandemic, therefore, all septic inspections are currently outstanding and must be completed by 2025. In 2022, a successful request for proposal was completed and a contract awarded to EnVision Consultants Ltd to manage and complete the septic system inspection program across the County. If a septic system is present within well head protection area with a vulnerability score of 10 or within an issues contributing area for nitrates, a septic inspection is required every 5 years. The second round of septic inspections will begin in 2023.								
	Minor Remedial Action									
	Septic Socials									
S59 Notices Issued for Reporting Year		35	2	0	4	7	10	3	N/A	61
Comments on Development reviews (in addition to notices) for Reporting Year		108	47	28	79	32	42	28	N/A	364
Total Development Reviews and S59 Notices for the Reporting Year		143	49	28	83	39	52	31	N/A	425
Five Year Average - Total Development Reviews and S59 Notices		78	46	36	71	28	41	40	N/A	340
Total Inspections for the Reporting Year (Section 62)		70	120	29	14	46	48	30	N/A	357
Inspections for Section 57 Prohibition for Reporting Year		37	56	25	0	16	38	15	N/A	187
Inspections for Section 58 Risk Management Plans for Reporting Year		33	64	4	14	30	10	15	N/A	170
Contraventions during Inspections for Reporting Year		0	1	0	0	0	0	0	N/A	1
Inspection Summary		County wide, 357 inspections were conducted in 2022 with 52% of inspections (187) being prohibition compliance inspections, 1% (1) being RMP compliance inspections and 47% (169) of inspections conducted for threat activity verification or risk management plan negotiation purposes. The majority of the inspections were to ensure compliance with manure application and storage prohibitions, to verify farming or winter maintenance activities or related to chemical / fuel handling and storage.								
Transport Pathway Notices		0	0	0	0	0	0	0	N/A	0
% Threat Activities Removed or Managed since Source Protection Plan effective date		63%	64%	96%	85%	78%	97%	73%	N/A	79%
Risk Management Plans	Cumulative Completed since SPP Effective Date	23	4	0	0	13	2	15	N/A	57
	Completed in Reporting Year	4	0	0	0	7	0	4	N/A	15
	In Progress	23	18	5	1	4	11	2	N/A	64
Threats Disclosure Report and Management Plan (Official Plan Section 4.9.5)	Cumulative Required	27	11	1	6	5	8	3	N/A	61
	Required in Reporting Year	22	6	0	6	3	7	2	N/A	46

Source Protection Annual Reporting Summary 2022 - Wellington County municipalities

Reporting Criteria	Centre Wellington	Guelph/Eramosa	Mapleton	Puslinch	Wellington North	Erin	Minto	County of Wellington	Total
Comments on Prescribed Instruments (Provincial Approval such as Permits to Take Water) or Provincial Projects	3	0	0	3	1	0	1	N/A	8
Education and Outreach	<p>The following is a summary of the E and O results, County wide, for 2022. One training session and a number of individual sessions were run for municipal staff to provide a refresher and train new staff on what source protection is and how it relates to municipal planning and building processes. Four newspaper ads were run during the year on topics related to water conservation, salt and fertilizer use. Staff participated in 1 County event and staff organized 2 events, in collaboration with the City of Guelph, on Smart about Salt training for private contractors. Municipal Smart about Salt training was organized and delivered to 50 Roads, Public Works, Parks and Water staff from all eight municipalities in three sessions. Development reviews and inspections continued and include educational material being provided directly to the proponents generally regarding the threats present, the process (development review, RMP, prohibition etc.) and property specific mapping. In person inspections were limited in 2022 where educational material was provided directly to proponents as most inspections were completed contactless. Outreach to proponents related to negotiation of RMPs continued and comprised mostly of discussions, meetings and provision of outreach material via email. Wellington Source Water Protection continues to maintain and update a website (<a href="http://www.wellingtonwater.ca">www.wellingtonwater.ca</a>), ten fact sheets on specific topics and other print media (i.e. post cards to direct applicants to mapping). Throughout the year, social media posts on a variety of topics were either posted or re-shared by our municipalities' corporate channels. Often the content of these posts was from the Conservation Ontario social media calendar or in partnership with the local Conservation Authorities. Staff participate and Wellington Source Water Protection / County of Wellington is a sponsor for the Waterloo-Wellington Children's Groundwater Festival. Following the Festival's cancellation in 2020, due to the COVID-19 pandemic, a virtual Festival was developed and successfully presented in 2021 and again in May 2022 over four days. Links to the virtual Festival content are available here <a href="https://www.youtube.com/@watereducation4640">https://www.youtube.com/@watereducation4640</a> Registration for the 2022 Festival was 10,337 students and teachers with views of the videos continuing after the Festival. Approximately 11% of the registrations were from Wellington County. Staff continue to participate on the organizing committee and various sub-committees including serving as co-chair.</p>								
Road Signs (not including provincially installed signs)	0	0	0	0	11	0	15	N/A	26
Emergency Management Plan	Completed most recently in 2020, will require amendment based on Source Protection Plan updates.								
Official Plan Update	County Official Plan Updated in 2016, however, due to updates to various Source Protection Plans, the County Official Plan will need amendments								
Zoning By-law Update	Zoning By-laws will require amendments following the update of the County Official Plan. In most municipalities, the Zoning By-laws were updated initially in 2017 to 2018.								
Municipal By-laws Required (Sewer Use, Connection)	N/A	N/A	N/A	N/A	Complete	N/A	Complete	N/A	3

Source Protection Annual Reporting Summary 2022 - Wellington County municipalities

Reporting Criteria	Centre Wellington	Guelph/Eramosa	Mapleton	Puslinch	Wellington North	Erin	Minto	County of Wellington	Total
Tier 3 - Water Quantity Studies	Guelph / Guelph / Eramosa Tier 3 Water Quantity Study Majority of the policy text drafted and presented to the Lake Erie Source Protection Committee. Discussion and collaboration with project team (including City of Guelph, Provincial Ministries, adjacent municipalities) on remaining draft policy text related to provincially approvals.								
Source Protection Plan Amendments, Technical Projects (not including Tier 3 projects), Regulatory Proposals and Working Groups	In 2022, all five Source Protection Plans within the County were at different stages of amendments. Staff reviewed, provided comments and in some cases assisted Conservation Authority staff in authoring portions of the various amendments. Staff also provided support to the County’s Official Plan Municipal Comprehensive Review, provided support to a number of water supply and / or water supply master plan projects related to water systems within or adjacent to the County, were involved in technical studies related to wellhead protection area updates and location of new municipal wells, contaminated sites management and participated in a provincial working group on annual reporting metrics. This included numerous meetings and negotiations with neighbouring municipalities related to cost sharing and shared services. In 2022, amendments to the Grand River Source Protection Plan affecting Centre Wellington and Mapleton took legal effect.								
Public Events	Total number provided County wide.								3
Provincial Reporting (Annual Reports)	2	2	2	4	4	4	4	5	27



## **REPORT PD-2023-004**

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TO: Mayor and Members of Council

PREPARED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

PRESENTED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

MEETING DATE: May 24, 2023

SUBJECT: Zoning By-law Amendment Application Recommendation Report – 128 Brock Rd S

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### **RECOMMENDATION**

**That Report PD-2023-004 entitled Zoning By-law Amendment Application Recommendation Report – 128 Brock Rd S be received; and**

**Whereas the community has expressed significant opposition and concern related to the proposed zoning by-law amendment; and**

**Whereas the applicant has addressed the concerns raised by the community in the revised submission materials to the satisfaction of the Township and has agreed to a number of revisions to the proposed zoning by-law amendment in relation to the concerns; and**

**Whereas the Township and its expert consultants are satisfied with the revised application to amend the zoning of the property 128 Brock Rd S through their comprehensive review of the submission materials; and**

**Whereas the Township's planning consultant has recommended the use of a holding provision that prohibits the construction of any new buildings structures or use of the property as detailed in the Draft By-law attached as Schedule "A" until all requirements identified in the holding provision have been completed to the satisfaction of the Township;**

**Therefore be it resolved,**

**That Council approves the Zoning By-law Amendment for the property 128 Brock Rd S; and**

**That Council give three readings to by-law 2023-026 as presented, being a by-law to amend by-law no. 2018-023, as amended, being the Zoning By-law of the Township of Puslinch.**

**Purpose**

The purpose of this report is to provide Council with a recommendation relating to the Zoning By-law Amendment Application for the property 128 Brock Rd S. If approved, the zoning by-law amendment would remove the current Highway Commercial zoning and permitted uses on the property which include the following:

- Art gallery Conference or meeting facility;
- Personal service shop;
- Professional office;
- Public office;
- Garden centres or nurseries;
- Log cabin/model home display;
- Restaurant;
- Miniature golf;
- Refreshment room;
- Retail store engaged in the sale of gifts, antiques, tourist shop, furniture, home and garden or landscaping improvement supplies, farm produce, or domestic arts and crafts;
- Model railway;
- Specialty food store;
- Variety store;
- Outdoor activity area; and
- Recreational or entertainment facility

If approved, the zoning by-law amendment would permit the following site specific Industrial uses:

- Transport terminal;
- Warehouse; and
- Accessory business or professional office

The Draft By-law attached as Schedule “A” further details the site specific provisions for the proposed uses including the site specific prohibited uses, lot area requirements, required setbacks and buffers, maximum floor areas, and hours of operation. In accordance with the *Planning Act*, should Council approve the site specific zoning for this property, any further amendment or relief from the zoning by-law would require a *Planning Act* application and the applicable public consultation.

The Township’s planning consultant has recommended that a holding provision be applied to the property. The applicant will be required to complete all items identified in the holding provision to the satisfaction of the Township prior to Council lifting the holding provision. This ensures that no development shall take place until the items are adequately addressed/completed. The owner will be required to make an application to amend the zoning by-law in order to lift the holding provision. The application to lift the holding provision would be considered by Council at a meeting open to the public.



In addition to the information contained in the schedules to this report, at the second public meeting Council requested more information regarding the use of water flow meters. Source Water Protection staff have provided the following comments relating to Council's request:

*Staff have completed an initial review of potential water metering options for the subject property. There are a number of technologies available to measure water flow that provide varying levels of accuracy and abilities to conduct readings on the premise or remotely. At this time, staff are recommending a condition in the Holding Zone By-law to require a flow meter at the subject property with the details of the type of meter, level of accuracy and ability to conduct readings on premise or remotely, to be determined through the site plan application process.*

*During the April 18, 2023 public meeting, Council did raise questions about how the Township could monitor water takings and how the Township could identify if the subject property or other properties exceed 50,000 litres per day of water taking. Staff recommend that this matter be reviewed and reported back to Council at a later date on whether a water metering requirement for properties through a By-law is feasible and what technologies and cost would be required to implement this program.*

As noted in the holding provision, the owner will be required to install a flow meter to monitor water quantity use on the site. Should water quantity use exceed the threshold of 50,000 L/day, a zoning by-law amendment application for the property would be required in addition to applicable Provincial approvals.

Staff will continue to work with Source Water Protection staff to investigate the potential to enact a by-law that requires all significant water takers that do not require a permit to take water to install a flow meter in order to monitor water quantity use. This information will be presented to Council for consideration at a future meeting.

### **Process**

The Township processed the zoning by-law amendment application in accordance with the *Planning Act*. The following are the key dates and associated steps that were completed as part of the process:

- Pre-submission consultation was submitted on August 30, 2022;
- The formal application for re-zoning was circulated to the Township for initial review on January 17, 2023;

- Council received the staff report recommending the application to be deemed complete on February 8, 2023;
- The application was presented to the Township Planning and Development Advisory Committee for comments on February 14, 2023;
- Council directed staff to expand the circulation buffer area of 120 metres to include the Aberfoyle Meadows subdivision to ensure the subdivision residents each receive individual paper notice of the proposed zoning amendment and the statutory public meeting;
- The public notices were mailed on February 23, 2023 to all required properties, agencies, and the expanded residential properties as directed by Council;
- The statutory public meeting notice was published in the Wellington Advertiser on February 23, 2023 as required by the Planning Act to notify those who did not receive direct mailing notice. The property owner also installed the required signage on the subject lands;
- Additionally, the Township includes notice on the Township website under 'Public Notices' and on the Township's Active Planning Application page;
- The statutory public meeting was held on March 22, 2023 at the Puslinch Community Centre;
- Council and Township staff attended the property as a part of the open Council meeting on April 12, 2023 in order to better visualize the proposed development (no representatives for the applicant were in attendance during the site visit);
- The second non-statutory open house/public meeting was held on April 18, 2023;
- Final recommendation report and draft by-law is presented to Council for consideration at the May 24, 2023 Council meeting.

In accordance with recent changes to the Planning Act, the Township has 90 days to process a zoning by-law amendment application. The application was deemed to be complete on February 8, 2023 and therefore a decision is required no later than May 9, 2023 in order to meet legislative timelines. The prorated refund schedule associated with the legislated timelines does not come into effect until July 1, 2023 and therefore, the Township is not in a refund position with this file although the application process exceeded the 90 days. This application included two (2) public meetings which is not typical for the Township and goes beyond the statutory requirements. Staff continue to improve processes in order to meet the new legislative timelines.

Based on the feedback from Township departments and Township consultants, staff are satisfied with the draft by-law as presented as Schedule "A" and recommend that Council

approve the zoning by-law amendment application and give three readings to the draft by-law as presented.

**Financial Implications**

None

**Applicable Legislation and Requirements**

*Planning Act, R.S.O. 1990,*

**Engagement Opportunities**

As outlined throughout the report.

**Attachments**

Schedule "A" Draft Zoning By-law

Schedule "B" County Planning Recommendation Report and applicant responses from the public meeting

Schedule "C" HGC Engineering Noise Feasibility Study dated April 18, 2023

Schedule "D" Valcoustics (Township Engineer) Peer Review of April 18, 2023 Noise Study

Schedule "E" HGC Engineering Noise Study Addendum #1 – Assessment of Truck Back-up Alarms dated May 11, 2023

Schedule "F" Valcoustics (Township Engineer) Peer Review Addendum #1 – Assessment of Truck Back-up Alarms dated May 11, 2023

Schedule "G" HGC Engineering Noise Study Addendum #1 – Assessment of Truck Back-up Alarms clarification dated May 16, 2023

Schedule "H" Valcoustics (Township Engineer) Peer Review Addendum #1 – Assessment of Truck Back-up Alarms clarification dated May 16, 2023

Schedule "I" Wellington County Source Water Comments dated April 6, 2023

Schedule "J" County of Wellington Roads Department Comments dated April 6, 2023

Schedule "K" Dougan & Associates Ecological Consulting Comments dated April 6, 2023

Schedule "L" GM BluePlan Engineer Comments dated January 27, 2023

Schedule "M" Public comments received from April 18, 2023 – May 17, 2023

Respectfully submitted,

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**Courtenay Hoytfox,**  
**Municipal Clerk (Interim CAO)**

ZONING BY-LAW AMENDMENT to By-law 023/18

for

Wellington Group of Companies  
128 Brock Road S  
Puslinch

Township Rezoning Application D14/WEL

THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

BY-LAW NUMBER \_\_\_\_\_

A BY-LAW TO AMEND BY-LAW NUMBER 023/18, AS AMENDED,  
BEING THE ZONING BY-LAW OF THE TOWNSHIP OF PUSLINCH

WHEREAS, the Council of the Corporation of the Township of Puslinch deem it appropriate and in the public interest to amend By-Law Number 023/18 pursuant to Sections 34 and 36 of the Planning Act, R.S.O. 1990 as amended;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF PUSLINCH ENACTS AS FOLLOWS:

- 1. That Schedule “A” of By-law 023/18 is hereby amended by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from **HIGHWAY COMMERCIAL SITE SPECIFIC ZONE** (HC(sp89)), and **NATURAL ENVIRONMENT ZONE (NE)** to an **INDUSTRIAL SITE SPECIFIC IND(sp89) ZONE** and **NATURAL ENVIRONMENT (NE) ZONE**, subject to **HOLDING PROVISION (h-11)** use provision, as shown on schedule “A” of this By-law.
- 2. That Schedule “B”, “Map B-4” of By-law 023/18 is hereby amended by including the subject lands, as shown on Schedule “A” to this by-law, within the Industrial Design Overlay.
- 3. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	By-law	Additional Permitted Uses	Prohibited Uses	Site Specific Special Provisions
89	IND		Only Permitted uses:  <b>Transport Terminal</b>  <b>Warehouse</b>  <b>Accessory Business or Professional Office</b>	Truck repair, washing, servicing and fueling	Minimum <b>Lot Area</b> : 5.7 ha (14 ac)  Minimum <b>Buffer</b> : 4m along all lot lines abutting existing Residential and Agricultural Zones, with the exception of lands zoned Natural Environment (NE).  Minimum Setback: 70m from any loading bay to any <b>existing</b> dwelling as of the date of passing of this By-law and may include the minimum <b>Buffer</b> .  Maximum <b>Gross Floor Area</b> for all combined uses: 25,000 m². Any freestanding <b>Business or Professional Office</b> shall not exceed 4,000m².  Minimum <b>Gross Floor Area</b> for <b>Transport Terminal</b> and/or <b>Warehouse</b> uses: 3,000m²  Hours of Operation: Main operating hours 7am to 7pm, Monday to Friday. Does not preclude unexpected activity on the subject property beyond these hours.  Encroachment: Notwithstanding Section 4.30, a non-structural architectural feature may extend 2.2 m into the front yard setback.

3. That the subject land as shown on Schedule “A” to this By-Law shall be subject to all applicable regulations of Zoning By-Law 023/18, as amended.
4. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	Permitted Uses	Conditions for Removal	Date Enacted
11	IND (sp89)	Until the holding symbol ‘h-11’ is removed, no use, new buildings or structures shall be permitted	<div><div>i. Site Plan approval has been approved and the site plan agreement, including provisions for the implementation of the Noise Impact Assessment, has been registered on title.</div><div>ii. That the existing deep well be decommissioned and a new well drilled to the satisfaction of the Township.</div><div>iii. That an agreement be entered in to between the owner and the Risk Management Official or Township to install a flow meter to monitor water quantity use on the site.</div><div>iv. That the owner complete and submit a Drinking Water Threats Disclosure Report and associated Management Plans, including but not limited to winter maintenance activities, liquid fuel, chemical and waste handling/storage activities, to the satisfaction of the Risk Management Official</div><div>v. That the owner provides a liquid fuel handling/storage and spill response procedure for the construction and operation of the facility to the satisfaction of the Risk Management Official.</div><div>vi. That a water balance assessment report be submitted to the satisfaction of the Township’s Hydrogeologist and the Risk Management Official.</div><div>vii. That the applicant provide the Environmental Compliance Approval (ECA) application and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.</div></div>	

4. This By-law shall become effective from the date of passage by Council and come into force in accordance with the requirements of the Planning Act, R.S.O. 1990, as amended.

READ A FIRST AND SECOND TIME THIS \_\_\_\_\_ OF \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

READ A THIRD TIME AND PASSED THIS \_\_\_\_\_ OF \_\_\_\_\_, 2023.

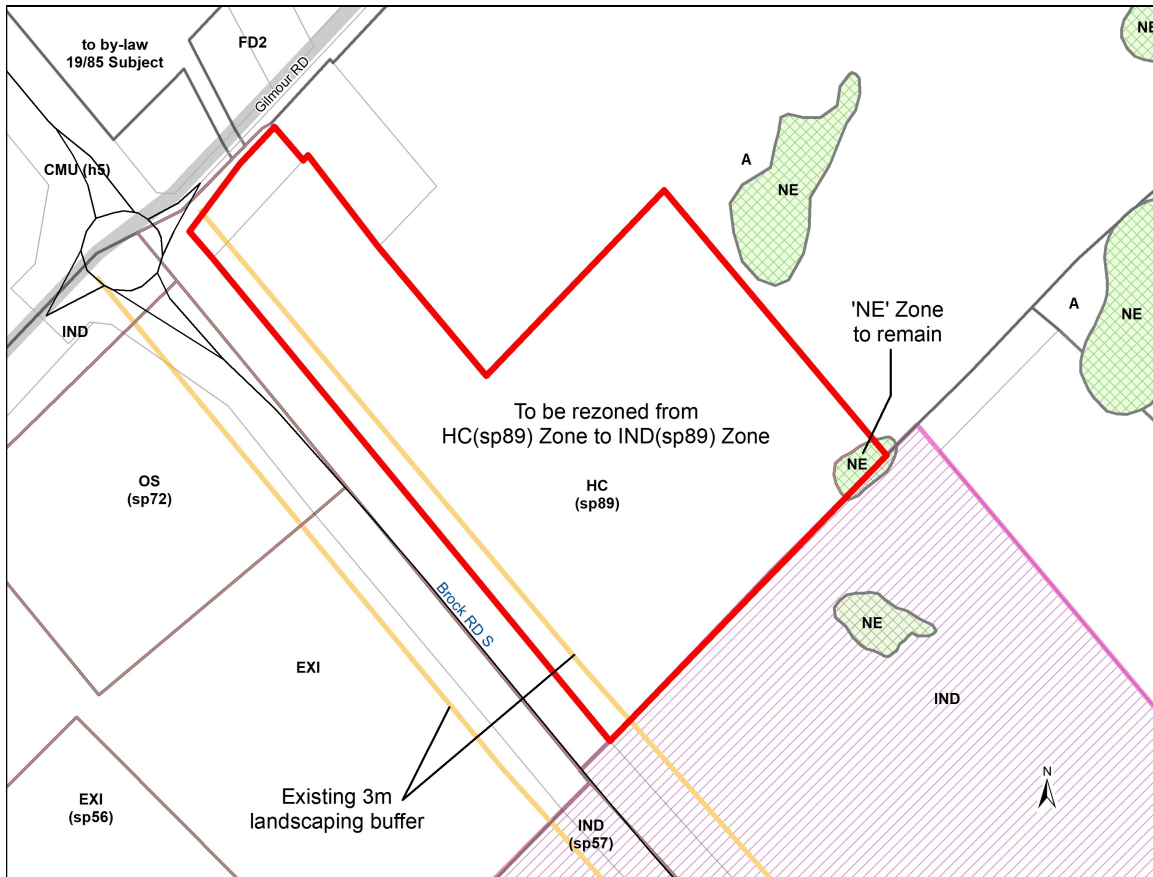
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MAYOR

\_\_\_\_\_  
CLERK

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER \_\_\_\_\_**

**Schedule "A"**



Highlighted area to be rezoned from:  
**HIGHWAY COMMERCIAL SITE SPECIFIC (HC(sp89)) ZONE to an INDUSTRIAL SITE SPECIFIC (IND(sp89)) ZONE with HOLDING PROVISION (h-11)**  
with a site specific special provision

This is Schedule "A" to By-law No. \_\_\_\_\_  
Passed this \_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

### **EXPLANATION OF BY-LAW NO. \_\_\_\_\_**

By-law Number \_\_\_\_\_ amends the Township of Puslinch Zoning By-law 023/18 by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from Highway Commercial Site Specific (HC(sp89)) ZONE to an Industrial Site Specific (IND(sp89)) ZONE as shown on Schedule "A" of this By-law.

The purpose of the proposed zoning by-law amendment is to rezone the property from a Highway Commercial Zone to an Industrial Zone to permit a warehouse, office and transportation terminal on the lands. A holding by-law provision has been proposed to address site plan approval, additional well requirements and septic system requirements.

For the purposes of this By-law the Buffer Strip described in Section 3 is intended to be a visual screen from adjacent properties, vegetated with coniferous and deciduous trees or shrubs, in conjunction with the Township's Landscaping Guidelines. The buffer strip may include sloping and berming where possible and is intended to include the frontage along Gilmour Road.





## PLANNING REPORT for the TOWNSHIP OF PUSLINCH

Prepared by the County of Wellington Planning and Development Department

**MEETING DATE:** May 24<sup>th</sup>, 2023  
**TO:** Glenn Schwendinger, CAO  
Township of Puslinch  
**FROM:** Zach Prince, Senior Planner  
County of Wellington  
**SUBJECT:** **Recommendation Report – Wellington Motor Freight  
Zoning By-law Amendment D14/WEL  
128 Brock Road S**  
**ATTACHMENTS:** 1 – Subject Property Map  
2 – Applicant's responses to public comments  
3 – Draft Zoning By-law

### RECOMMENDATIONS:

- 1) That Council receive this Planning Report by the County of Wellington Planning and Development Department; and,
- 2) That Council adopt the proposed zoning by-law included in Attachment 3

### SUMMARY

The purpose of this application is to amend the Township of Puslinch Zoning By-Law 23-2018 to permit the development of a warehouse, transport terminal, and office. The operation includes a warehouse building, office building with surface parking for employees, tractor trailers and loading spaces. Access to the property is proposed from Gilmour Rd and Brock Rd S.

Planning staff are recommending that a Holding Provision be added to the proposed amendment to address concerns related to detailed design, provincial approvals for septic design and site plan approval. The proposed Holding By-law and Zoning By-law are included as **Attachment 3**.

This proposal is consistent with the Provincial Policy Statement (2020), the Provincial Growth Plan (2019) and conforms to the County of Wellington Official Plan. Staff have provided discussion in this report related to concerns raised by the public. It is recommended that this application be approved subject to the attached zoning by-law and holding provision.

### INTRODUCTION

The subject property is legally known as Puslinch Concession 7 Concession 8 Part Lot; 24 Part Road and municipally known as 126 and 128 Brock Road South within the Township of Puslinch. The site currently contains 2 vacant residential dwellings located on separate parcels under the same ownership.

Surrounding land uses consists primarily of agricultural, industrial and residential uses. The subject lands and immediate surrounding uses can be seen in an aerial map in **Attachment 1**. It is noted that the subject lands are in proximity to the Aberfoyle Hamlet area and the subject property is adjacent to additional lands that are within the Puslinch Economic Development area (PA7-1) designation as identified in the County of Wellington Official Plan.

This report is in addition to the Public Meeting Report presented to Township Council on March 22<sup>nd</sup>, 2023 and additional information memo provided to council for the second public meeting held on April 18<sup>th</sup>, 2023.

## **PROPOSAL**

The intent of the subject Zoning By-law Amendment is to amend the current Highway Commercial site specific zoning (HC(sp89)) on-site to an Industrial Site Specific (IND(sp89)) in order to facilitate a warehouse and transportation terminal. Details of the development proposal are summarized as follows:

- The proposed size of the warehouse building footprint is approximately 19,282 m<sup>2</sup> (207,550 ft<sup>2</sup>) and office connected via a causeway is proposed to be 2,790m<sup>2</sup> (30,031 ft<sup>2</sup>)
- The total proposed Gross Floor Area (GFA) is: 22,072 m<sup>2</sup> (237,281 ft<sup>2</sup>)
- Parking: 21 loading bays, 170 employee parking spaces, 71 tractor trailer parking spaces, 48 truck parking spaces
- The use is proposed to be serviced by private well and septic (septic will require MECP approval)
- Employee access is proposed via Gilmour Road and truck/trailer access is proposed via Brock Road S
- A noise wall is proposed to mitigate noise from the development to neighbouring residential uses
- The hours of operation for the use are proposed to be between 7am and 7pm, Monday to Friday with some trucks and employees entering the site when required or when trucks arrive unexpected
- A 30 m setback is proposed around the existing wetland and 10 m setback to an existing woodlot located off the subject property.

The applicant is proposing that the site would have secure access which will be required to meet the Township's Fortification By-law. Further, the proposed employee entrance and parking area would be separated from the transportation terminal. Since the public meeting, the applicant has submitted an updated site plan which includes a 30 m buffer from the wetland on the site, reconfigured parking and the proposed noise walls.

## **SITE DESCRIPTION AND HISTORY**

The site is located at the intersection of Gilmour and Brock Road and an irregular configuration. The site currently has a site specific zoning which permits a variety of uses. This initial site specific zoning was approved under the previous Puslinch zoning by-law (19/85) and reflected in the current zoning by-law. The lands have been included in Puslinch Official Plans since 1985. Prior to the County Official Plan in 1999, which amalgamated official plans across the County, the lands were designated as Industrial/Commercial. The former designation is reflected in the current County of Wellington Official Plan as the Puslinch Economic Development Area (PA7-1).

## **SUPPORTING DOCUMENTS**

In support of the subject zoning by-law amendment application, the following information and studies were submitted by the applicant:

- Cover Letter prepared by MHBC Limited, dated January 9<sup>th</sup>, 2023
- Planning Justification Report, prepared by MHBC Limited, dated January 2023
- Servicing and storm water management report, prepared by Meritech Engineering, dated December 21<sup>st</sup>, 2022
- Environmental Impact Study, prepared by Natural Resource Solutions Inc., dated January 5<sup>th</sup>, 2023
- 'Scoped' Hydrogeological Assessment prepared by Chung & Vander Doelen Engineering Ltd., dated December 22<sup>nd</sup>, 2022

- Geotechnical Investigation Report, prepared by Chung & Vander Doelen Engineering Ltd., dated December 20<sup>th</sup>, 2022
- Transportation impact study, prepared by Paradigm Transportation Solutions Limited, dated December 20<sup>th</sup>, 2023
- Site plan, prepared Tacoma Engineers, dated Dec 21<sup>st</sup>, 2022, *updated May 11<sup>th</sup>, 2023*
- Architectural elevations, prepared by Edge Architectural Ltd., dated Dec 15<sup>th</sup>, 2022
- Noise Report prepared by HGC, dated March 9<sup>th</sup>, 2023; *updated May 11<sup>th</sup>, 2023*

#### **PUBLIC CONSULTATION AND AGENCY COMMENTS:**

Planning staff had previously identified in the Public Meeting Report and Information Memo that there were outstanding technical concerns to be addressed prior to the zoning amendment and recommendation report being brought forward. Some of these concerns have been addressed and some can be addressed with the proposed zoning provisions and holding by-law.

A statutory public meeting for the development was held on March 22<sup>nd</sup>, 2023 and a number of comments were verbally received and written submissions were received before and during the meeting. A second public meeting and open house was held by the Township on April 18<sup>th</sup>, 2023 which additional comments were received. The concerns raised by the residents are summarized in the following categories:

- Land uses compatibility to existing uses
- Traffic volume, movements and safety
- Noise, light and air pollution
- Environmental concerns (species habitat)
- Protecting Ground water resources (neighbouring wells and municipal well, including Blue Triton operations)
- Decrease in property values
- Potential for commercial uses to buffer industrial and residential uses
- Loss of character of Aberfoyle

Additional comments were also received by the Township after the public meeting, which have been included in the Township's report. The concerns raised after the public meeting are also included in the below planning analysis section.

The applicant has included responses to public concerns, included in this report as **Attachment 2**.

#### **POLICY ANALYSIS:**

##### **Provincial Policy – Provincial Policy Statement (PPS 2020)**

The Provincial Policy Statement (PPS) provides policy direction for all development within the Province of Ontario in part by building strong and healthy communities and managing and directing land uses and land uses patterns. Planning decisions must be in conformity with the PPS. The subject lands have been designated as Employment lands since 1986. Although not located within an identified Rural Employment Area designation, the Puslinch Economic Development Area (PA7-1) special policy area and rural employment uses form part of the County's identified Rural System.

The subject lands are identified for employment uses due to the long standing land use designation (PA7-1). Planning staff have reviewed this proposal with respects to existing livestock facilities and are satisfied this development proposal will not impact any agricultural uses. The PPS further states that employment areas shall be protected and that Planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment, provide opportunities for a diversified economic base, encourage compact and mixed-use development that incorporates compatible employment uses. Further, employment areas planned for industrial uses should include an appropriate

transition to non-employment areas. The subject development proposal has proposed to introduce uses that are in keeping with the policies applicable to the subject lands. Land use compatibility and transitions have also been considered and are incorporated in the proposed by-law amendment and are further discussed below.

In regards to natural heritage, the PPS states that “natural features and areas shall be protected for the long term” and that development and site alteration within or adjacent to significant wetlands and woodlands is not permitted unless there are no negative impacts. No development is proposed within the existing features on the subject lands and the features identified on the eastern portion of the site. The applicant has completed an Environmental Impact Study which has been reviewed and approved by the Township’s peer reviewer. In addition, a minimum 30 m (98.4 feet) setback from these features is proposed by the applicant and further included in the Township’s zoning By-law (4.31).

### **Provincial Policy – Provincial Growth Plan (2020)**

Similar to the PPS, the Growth Plan directs growth to settlement areas, unless where otherwise permitted. The Growth Plan provides policies relative to employment areas that were in effect as of June 16, 2006, the subject lands have been designated as ‘Industrial/Commercial’ since the 1986 Puslinch Official Plan and subsequently PA7-1 since the 1999 County of Wellington Official Plan.

The Growth Plan directs major office uses to Urban Growth Centres and the Growth Plan defines major offices as greater than 4,000m<sup>2</sup>. The office space proposed is less than 4,000m<sup>2</sup> and would not be considered a major office use in the Growth Plan.

As mentioned in the PPS section, development and site alteration will need to maintain a 30 m (98.4 feet) setback from the key hydrological and natural features on the subject lands (located at the rear of the property), which aligns Natural Environment (NE) provisions in the Township Zoning By-law. No changes are proposed to the zoning provisions in this area.

### **County of Wellington Official Plan**

The subject lands are designated as SECONDARY AGRICULTURAL, SPECIAL POLICY AREA (PA7-1) and CORE GREENLANDS in the County Official Plan. The features protected by the Greenlands System policies (located at the rear of the property) are identified as wetland.

The County of Wellington Official Plan provides similar policies to the PPS regarding compatibility with surrounding uses including that sensitive uses are adequately separated from industrial uses (Section 6.8.3). The applicant has submitted studies related to compatibility to support the proposed use which is discussed further below in the Planning Analysis Section.

The Special Policy Area (PA7-1) allows for commercial and industrial uses. The Official Plan allows for dry industrial uses in the Rural Employment designation. Generally, dry industrial uses would exclude uses that have high water or septic requirements that may effect groundwater. The proposed uses on the site would not require water to be used in a manufacturing process and detailed studies regarding the possible effects to the groundwater have been submitted and peer reviewed.

A portion of the property is located in the Paris Galt Moraine Policy Area. Staff note the proposed septic location is located outside of this overlay; however, the Township’s Hydrogeologist has provided comments related to groundwater on the site and in the area. Further, a water balance, decommissioning the existing deep well and site plan requirements including installing a flow meter to measure water taking are proposed as holding by-law provisions.

Section 9.8.1 provides policies related to Wellington Road 46 (Brock Road S), these includes that where a site has frontage and access to a local township road new commercial or industrial access to Wellington Road 46 is not permitted.

The Official Plan provides policies relative to Source Water Protection that are applied County wide and generally intended to protect water resources for municipal wells in the County including those wells servicing communities not in the County (ie Guelph). The subject property is located in wellhead protection area Q1 and Q2. Section 4.9.5 of the OP describes the policies and protections in place that relate to the Clean Water Protection Act (2006). It is further noted that comments from Source Water Protection staff have identified that the use proposed is not a prohibited use, rather there are obligations under the Clean Water Act that will need to be demonstrated through the detailed technical review process (i.e. site plan). Planning staff have included Holding provisions based on recommendations from the Risk Management Official that would need to take place prior to construction on the site.

## **PLANNING ANALYSIS:**

### **Land use compatibility**

#### *Studies submitted and conclusions*

The applicant has submitted a noise impact assessment with recommendations to mitigate and reduce the impacts on surrounding uses, and a traffic impact study.

The noise assessment concludes that the largest noise emitter would be the loading bays and recommends an acoustic fence (Approximately 3.6 m high) to mitigate noise generated from this area. The report also includes employee traffic movements and internal truck turning movements. This study has been reviewed and accepted by the Township's noise consultant.

Following the public meeting and concerns raised by residents, the applicant has submitted a noise addendum which factors in the back up beepers for the transport vehicles. This has resulted in the requirement for 3 sections of noise wall – one section that is 3.6m high and 145m in length, a section that is 2.9m high and 55m in length, and a section that is 2.5 m high and 100 m long which would account for the proposed truck cab parking area. This mitigation recommendation will be implemented at the at the site plan stage which has not been initiated at this time but is included in the proposed Holding By-law.

The traffic assessment concludes that a right turn lane on Brock Road, entering the site, is required. Further, an employee entrance is proposed from Gilmour Road. The traffic assessment has been peer reviewed by the County's Traffic Consultant (Dillion) and study requirements including the intersections evaluated in the study have been accepted.

#### *Buffer and Transition between uses*

Comments have been provided regarding this property acting as a buffer from the industrial portions of the Puslinch and the Hamlet of Aberfoyle. The proposed parking area and location of the office building being located towards the Hamlet land and the proposed transportation terminal and warehouse located adjacent to the existing industrial uses provides a buffer between uses. Further, staff have proposed additional landscaping requirements along Gilmour Road which would including the intersection of Brock and Gilmour Road.

#### *Minimum Distance Separation (MDS) – Publication 853*

MDS has been reviewed with this application, there are no livestock facilities located within 500 m from the subject property. Guideline 10 further clarifies that MDS I setbacks are applied when a more sensitive land use is proposed. Planning Staff's opinion is that MDS is met for this application.

#### *Ministry of Environment (MOE) D Series Guidelines*

The Province of Ontario has published Land Use Compatibility Guidelines (D-Series Guidelines) which provides classifications and recommendations to separate sensitive and non-sensitive land uses. These Guidelines are often referenced in Zoning By-laws and considered with proposed amendments when there are sensitive uses in the area or a sensitive use is being proposed.

The applicant's consultant has identified this building as a Class II facility. Class II facilities have a potential influence area of approximately 300m and the Guidelines further recommends that a 70 m setback from sensitive land uses be applied for a Class II facility. It is noted that there are existing residential uses within 300m of the proposed building. The Guidelines allows mitigation measures, including buffering and noise attenuation, to mitigate adverse effects in the surrounding area. Due to the nature of the use, the potential off site impact is primarily related to potential noise impacts. The applicant's noise study has been peer reviewed and accepted by the Township's consultant (Valcoustics). Further, the proposed zoning By-law also seeks to engrain the setbacks identified in the Guidelines for Class II facilities by including the 70 m setback from the proposed warehouse and transport terminal building (loading bays) to any existing dwellings. These heightened zoning provisions, coupled with enhancement landscaping requirements, are intended to assist with mitigation for any potential off-site impacts to the existing residences.

#### *Draft Zoning By-law*

The zoning by-law proposes a minimum lot area. The minimum lot area allows the use on the lot as proposed and if the lot were to be severed or altered in the future the proposed permissions may not apply.

A 4m buffer strip is proposed along property lines abutting Agricultural (A) Zones. This proposed buffer is intended to be landscaped and include existing mature trees, where possible. The buffer may also include required grading, retaining walls and the proposed noise wall. This buffer differs from the existing buffer requirements along Brock Road S.

The requirement in the proposed by-law to locate the building 70 m from any existing dwellings, further separates the use from sensitive uses. The proposed zoning by-law also establishes a maximum Gross Floor Area on the site to address the scale of the building and future development.

Further, staff are recommending that only the uses proposed by the applicant be permitted on the site. The existing zoning provisions include a variety of Highway Commercial uses which may not be appropriate on the site with the proposed uses. The By-law also prohibits certain types of uses that may not be appropriate or compatible including truck washing, repair, and fueling.

#### *Holding Provision*

As part of the site plan review of the property a site plan in conformity with the required setbacks, lighting requirements, and an updated noise report will be required to be submitted and approved prior to lifting of the proposed Holding (H) on the property and any development on the site. In addition, there are some remaining geotechnical requirements, including the need for a water balance and threats disclosure report that are required to be reviewed and addressed prior to any development on the site. Planning

staff's opinion is that the proposed zoning By-law is in conformity with Provincial Policy and the County of Wellington Official Plan.

#### Environmental Concerns

As noted above, there is an area of the property identified as a wetland in the Grand River Conservation Authority mapping; designated as Core Greenlands in the County of Wellington Official plan; and subsequently zoned as Natural Environment (NE) in the Township's By-law. No development or changes to the NE zone are proposed with this application. In addition, the applicant's submitted an Environmental Impact Study (EIS) the assessment includes reviewing species at risk and species of concern. The EIS has been reviewed and accepted by the Township's peer reviewer (Dougan and Associates) and the Grand River Conservation Authority (GRCA). The Growth Plan requires all development to be setback 30 m (98 ft) from the identified wetland. This setback is included in the Township's zoning by-law and the applicant has acknowledged that the setback is required to be maintained when a site plan is applied for on the property.

#### Potential Impacts to groundwater

The applicant has provided a Hydrogeological Study which has been peer reviewed by the Township's consultants (Harden Environmental). Overall, the Township's hydrogeologist is satisfied provided some final items are addressed through a holding provision. A provision has been added to the Holding by-law that indicates that the deep well is to be decommissioned to reduce the risk of contamination between aquifers in the area. Further, a condition has been added indicating the need for an updated water balance to demonstrate the appropriate amount of infiltration that occur on the site.

Regarding the proposed septic system design, staff are proposing the design be reviewed by the Township prior to submission to the MOEE who is the approval authority for septic system of this size. Additionally, the Province has performance measures including monitoring and maintenance that do not typically apply to a residential septic system.

#### Traffic Concerns

To address concerns regarding traffic volume and safety (ie potential conflicts with pedestrians) on Gilmour Road, the applicant is proposing a revised entrance design to limit right turns leaving the site. This proposed revision would limit traffic travelling on Gilmour Road and only use the portion between the roundabout and the proposed entrance.

The technical recommendations provided in the Traffic Impact Study and mitigation measures will be incorporated into the future site plan application. The draft By-law includes a holding provision that requires site plan approval to be addressed prior to any development taking place.

#### Aberfoyle Character and Puslinch Urban Design Guidelines

The Township adopted Urban Design Guidelines in 2010 and the guidelines included the industrial areas of Puslinch and the Hamlet of Aberfoyle. The Township also included an Industrial Design Overlay in the updated Township zoning by-law which staff are proposing this property be added to. The design overlay in the zoning by law includes provisions related to screening and outdoor storage. The property is also subject to a required 3m landscaping strip along Brock Road S which is intended to provide trees and groundcover in front of the building and parking areas.

The subject property was included as Secondary Gateway in the Puslinch Urban Design Guidelines which recommends additional plantings and possibly an entry feature at the corner of Gilmour Road and Brock Road S. This intersection would include the existing 3m landscaping strip and the proposed 4m

landscaping strip in the zoning by-law. Staff will review specific plantings and possible design features at the site plan stage. It is further noted that the site plan stage will also address all design details including on-site lighting.

Further, the applicant and the County Roads Department have had discussions regarding possible landscaping within the Brock Road S right of way. Staff will review specific requirements at the site plan stage but there are opportunities for further landscaping that would add to the existing landscaping strip.

#### **PROPOSED ZONING BY LAW AMENDMENT**

The property is currently zoned Highway Commercial Site Specific (HC(sp89)) and Natural Environment (NE). The proposed use is located entirely in the HC(sp89) zone and no changes are proposed to the existing Natural Environment (NE) zone.

The proposed amendment seeks to rezone the lands to establish permissions and regulations for the proposed rural employment use. Planning staff have prepared a draft by-law for Council's consideration, which can be seen in **Attachment 5**. In planning staff's opinion, these additional regulations ensure the development proposal remains consistent with Provincial Policy direction and the County of Wellington Official Plan, including addressing land use compatibility. As such planning staff are proposing a by-law that seeks to:

- Provide a minimum lot area to prevent severances from the lot in the future
- Establish an enlarged landscaping buffer (4 m) along lot lines abutting Agricultural and Residential Zones
- Provide a maximum building cap based on gross floor area for the building to limit future expansions
- Include the lands in the Township's Industrial Design Overlay to address design considerations
- Clarify uses permitted in the transport terminal definition by eliminating some uses including truck maintenance, repair, washing and fueling
- Establish a minimum setback for residential dwellings based on MOE Guidelines
- Include hours of operation for the proposed use
- Include provision for architectural encroachment to add detail and interest to the building façade.

In addition, a Holding provision has been proposed to ensure that adequate phasing and technical concerns including the submission of updated reports and studies will be addressed prior to development of the site. Included in the holding provision are requirements for:

- Site Plan Approval and Agreement registered on title (including providing updated reports)
- Confirmation of MECP approval and allowance to the Township to review the proposed septic system
- That a drinking water threats disclosure report management plans be submitted to the satisfaction of the Risk Management Official
- That an agreement be entered in to between the Township or Risk Management Official to install a flow meter to monitor the quantity of water of water used on the site
- That a water balance addendum be submitted to the satisfaction of the Township and the Risk Management Official

#### **PLANNING RECOMMENDATION**

Planning staff are of the opinion that the subject development proposal and the proposed amending by-law are consistent with the Provincial Policy Statement (2020), in conformity with the Provincial Growth Plan (2020) and maintains the intent and purpose of the County of Wellington Official Plan and the Township Zoning By-law. Studies provided by the applicant have been peer reviewed by technical experts

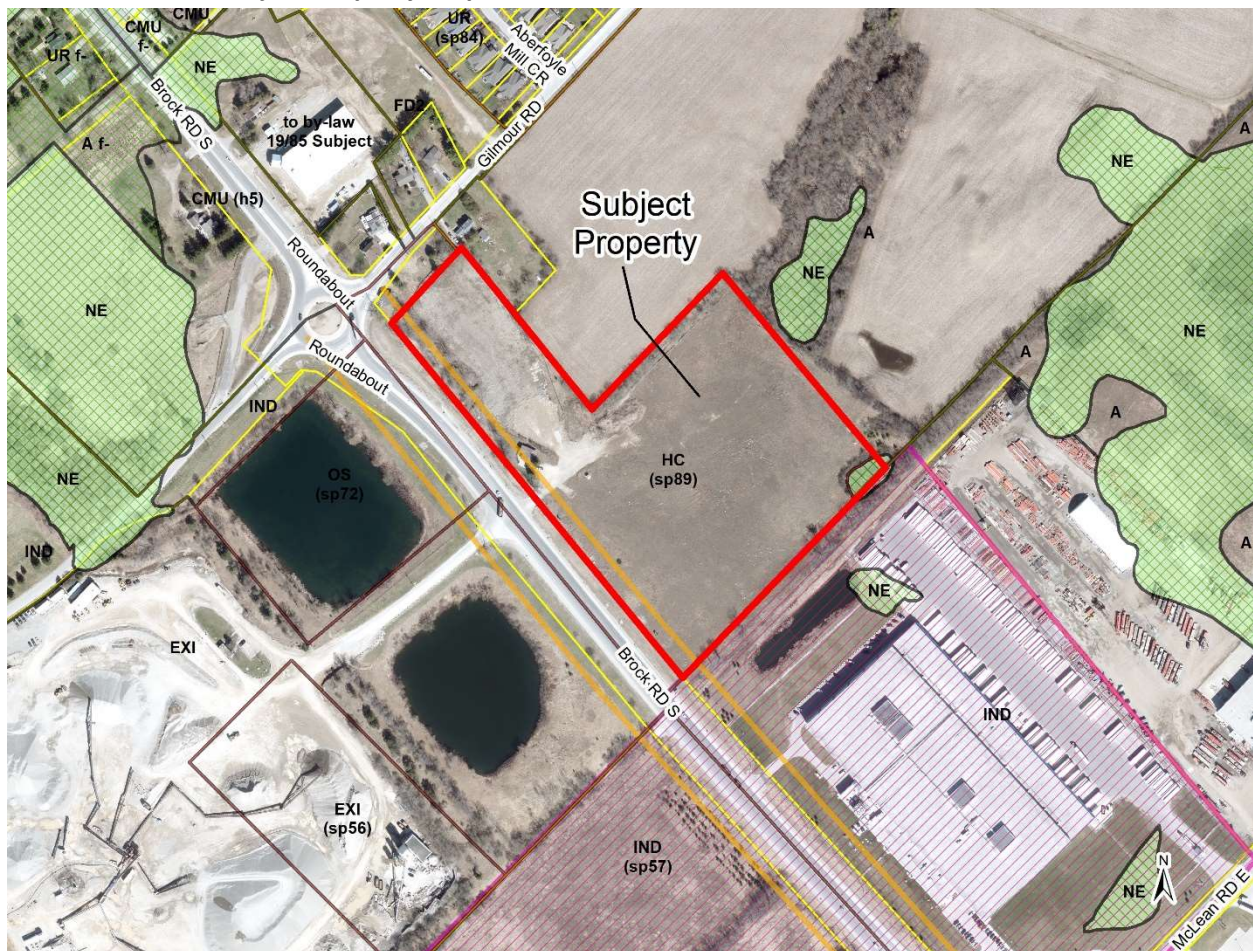


and staff. The subject development proposal aligns with the County of Wellington's Official Plan policy direction and vision for the Rural Employment designation including representing a dry industrial use, and the amending By-law provisions and implementation of a Holding provision further seek to address public concerns including land use compatibility by providing additional setbacks and limiting the gross floor area of the building. Planning staff are further satisfied that the subject development proposal represents appropriate development that is compatible with the surrounding land uses, subject to the recommendations in the proposed By-law and Holding provision.

Respectfully submitted by  
County of Wellington Planning and Development Department

  
Zach Prince, RPP MCIP  
Senior Planner

#### ATTACHMENT 1: Subject Property Map



## Public Comments -Response Table

Public Comments	Response
<b>Transportation</b>	
Significant changes to the concentration of Trucking and Distribution companies creates a gauntlet for anyone coming to community and northbound through Morriston.	Brock Road is classified as a Major Roadway that is intended to serve high volumes of traffic, including truck traffic. Employment uses are located along Brock Rd for this purpose, as it is a key transportation corridor for the County. The subject lands are designated in the Official Plan as an Economic Development Area, which is designed for the proposed use and specifically designated as such given its location on Brock Rd.
This proposal changes traffic flow and directs it into our residential community and along Gilmour Road.	The driveway connection to Gilmour will be designed to deter vehicles from exiting the site and heading east on Gilmour Road. Traffic will be encouraged to head west towards the roundabout as much as possible. When exiting the parking lot, the driveway will direct employees so that they have to turn west towards the roundabout. This revised driveway configuration will eliminate vehicle traffic along the residential area on Gilmour Rd.
Aberfoyle is losing its identity – and we are losing it to Trucking and Distribution companies whose only concern is access to the 401. Limit industrial expansion and direct efforts towards building our community	The subject lands are not a buffer area and have never been designated or zoned by planning policy as such. The hamlet boundary of Aberfoyle begins north of Gilmour Rd. The subject lands are not part Aberfoyle. The subject lands are part of the broader Puslinch Township and have been designated for Employment uses given their location along a Major Roadway (Brock Rd). The proposed development is consistent with the Official Plan land use policies for the lands.
Concern about traffic interaction at Gilmour and Brock, an installment of traffic lights should be proposed on the Terminal's exit onto Gilmour.	Based on the analysis contained in the TIS, the roundabout at Brock & Gilmour is operating at acceptable levels of service. The County Traffic peer review has agreed with the findings of the applicant's TIS.



## Public Comments -Response Table

<p>Traffic increased with 21 loading docks, 123 tractors, and trailer parking spaces with over 150 employees. Typically on down Brock Street and the corresponding roundabout, decrease road capacity along Gilmour during shift changes, and exiting/entering the 401 thru Morriston.</p>	<p>The facility has been designed to accommodate 21 loading spaces, up to 123 tractors and trailer parking spaces and accommodate 150 employees. This is the maximum capacity of the facility and is by no means the standard operation expected.</p> <p>The Transportation Impact Study has determined that there will be an increase to traffic, however, this impact is minor and is not expected to significantly impact existing traffic conditions. Operations at the study area intersections were found to be acceptable based on analysis contained in the TIS. The County Traffic peer review has agreed with the findings of the applicant's TIS.</p>
<p>Increase safety concerns down Brock, through the town of Aberfoyle, and the corresponding roundabouts.</p>	<p>Brock Rd is identified by the County of Wellington as a 'Major Roadway' that is intended to serve high volumes of traffic, including truck traffic. Brock Rd is not a local road, rather it serves as a key transportation corridor for the County. Transportation associated with the proposed development is encouraged to use Brock Rd. No truck traffic associated with the development will occur on local roads in Aberfoyle. Local employees of the company may utilize the local road network as they are residents of the Township and County. However, all efforts will be made by Wellington Motor Freight to advise their employees to not travel down Gilmour Road, east of the proposed site entrance. Residents will be encouraged to contact Wellington Motor Freight directly should it found that their employees are using Gilmour Road.</p>
<p>Concern about the increased traffic influx from north of Brock Rd, east off of Highway 7, west from Highway 7, and Wellington Side Road 34 to Brock Road S, which leads to longer driving time.</p>	<p>Operations at the study area intersections were found to be acceptable based on analysis contained in the TIS. The County Traffic peer review has agreed with the findings of the applicant's TIS.</p>
<p><b>Environment</b></p>	

## Public Comments -Response Table

Oppose to the rezoning request as it would jeopardize water, increase noise pollution, and cause mental and physical health issues due to pollution and disruptions.	See comment below.
Concern about noise pollution, water table issues, and water contamination (how will road salt be handled? Will the existing well be decommissioned?)	<p>A noise study has been completed by HGC Engineering. Noise mitigation measures such as noise barriers have been incorporated into the site such that the resultant sound levels at the receptors meet the applicable limits of the Ministry of Environment guidelines. The Township's Noise peer reviewer has agreed with HGC's recommendations.</p> <p>Wellington Motor Freight will develop a Salt Management Plan for the facility in consultation with County of Wellington Source Water Protection and is committed to using alternative de-icing products.</p> <p>The existing well will be properly decommissioned in accordance with Ontario Reg. 903 and a new well for the facility will be drilled into either: a) the shallow Guelph Formation or b) the deeper Goat Island / Gasport Formation. In the latter case, the new well would be cased and sealed through the shallow Guelph Formation and into the intermediate-depth Eramosa Formation.</p> <p>The water balance will be addressed through detailed design, during a Site Plan applications. The Township is proposing to apply a 'Holding' provision to the Zoning Amendment, which would mean that no development can occur on the lands until the 'Holding' provision is removed. The 'Holding' provision would require that the water balance be addressed to the satisfaction of the Township.</p>
Concern with the sound of back-up beepers	Back-up beepers are considered safety measures and are therefore not required to be assessed under Ministry of the Environment guidelines; nor do the sound level limits include considerations of back-up beeper. However, additional analysis was conducted by HGC Engineering to consider sounds created from back-up beepers

## Public Comments -Response Table

	and noise mitigation measures such as noise barriers have been incorporated into the site to reduce the audibility of the alarms at the receptors. To mitigate the sound of the back-up beepers, an additional noise barrier (2.5 metres in height) is required around the tractor parking area. All other barrier heights as previously shown on the site plan remain unchanged. Wellington Motor Freight has also agreed to equip the trucks with broadband frequency backup alarms which are less sound intrusive compared to the tonal alarms typically used.
Concern about the noise, air quality, light from loading docks, and additional traffic. Soil, water, and aquifer concerns with reduced permeability after paving over a sizable amount of land and the addition of a massive septic system	<p>The proposal will operate between the hours of 7am and 7pm. The main component of the facility is for warehousing, with truck movements estimated to be about 15 in and 15 out per day. The noise study concluded that while noise will be generated, it will be minimal and can be mitigated against via noise walls. A noise study has been completed by HGC Engineering. Noise mitigation measures such as noise barriers have been incorporated into the site such that the resultant sound levels at the receptors meet the applicable limits of the Ministry of Environment guidelines. The Township's Noise peer reviewer has agreed with HGC's recommendations.</p> <p>Similarly, the Traffic Impact Study concludes that minimal impacts to traffic will occur. The County Traffic peer review has agreed with the findings of the applicant's TIS.</p> <p>The lands are zoned for commercial use and are located within the Puslinch Economic Development Area. The intention of both the zoning and the Official Plan designation is to permit a range of commercial uses. There are a number of other businesses that can legally build on these lands.</p> <p>A number of technical studies have been completed which conclude that the development can safely and adequately be</p>

## Public Comments -Response Table

	<p>served. It is the intent of these studies to assess servicing feasibility, provide recommendations and ensure that no significant impacts occur as a result of the development. These technical reports indicate that no significant impacts will occur as a result of the development.</p> <p>FlowSpec Engineering is currently working with the Ontario Ministry of the Environment, Conservation and Parks to establish emission requirements for the septic system in accordance with its strict standards, in order that appropriate technology be incorporated into the system to protect groundwater and surface-water. Enhanced groundwater recharge of clean roof-top runoff has been recommended to offset the lost recharge at paved areas and maintain a pre-post development water balance.</p> <p>The proponent will also be required to submit a Site Plan Application. This is required by the Township and will involve ongoing updates and communication between the Township, County and owner and will involve very detailed plans and designs of the proposed development. The Township has to be satisfied with all components of the development prior to issuing Site Plan approval and lifting the Holding provision of the proposed zoning</p>
Why doesn't use require a Permit to Take Water	<p>The proposed facility would require an average of about 15,000 L/day and occasionally up to 25,000 L/day. MECP considers groundwater takings that are less than 50,000 L/day to be low-risk and do not require a Permit To Take Water. Hydrogeological data (well records, pumping tests) in the area confirm that the proposed water taking is quite modest compared to aquifer bedrock capability. No impact to aquifer levels, and neighbouring private wells are predicted.</p>

## Public Comments -Response Table

Disappointing to see the loss of agricultural land to be rezoned for industrial use. Worry about the negative externalities induced by the trucking business, e.g. groundwater, increased roadsides garbage, chemical spill, and leakage of oil and antifreeze.	The subject lands are zoned Highway Commercial and designated Puslinch Economic Development Area. The lands are not in agricultural use and are not intended to be used for agriculture. This proposal is not removing agricultural lands.
Worry about the loss of buffer between Industrial and Residential areas.	The development will be oriented away from the residential area (as much as possible). Landscaped elements will be incorporated as well as fencing and noise wall.  The subject lands are zoned Highway Commercial and designated Puslinch Economic Development Area. They are not zoned or designated as open space or similar form of buffer.
Displacement of wildlife and forested area,	An Environmental Impact Study (EIS) has been completed. No major impacts to wildlife will occur. The proposal will protect natural features, including the wetland. The lands are relatively vacant of forested area. Trees will be conserved, and where trees are removed, compensation planting will occur. The Township's Environmental peer review has agreed with the applicant's EIS.
<b>Economic &amp; Property Value</b>	
Agree that a diversified tax base will make our community more resilient to economic downturns, but the current rezoning request is yet for another warehouse and transportation terminal.	Noted.
Oppose rezoning and suggest that Wellington Motor and Freight should select another site within Puslinch.	The subject lands are designated 'Puslinch Economic Development Area' and identified for this type of development. As previously noted, the subject lands are well located relative the established arterial and provincial road network and well suited for the proposed use from a locational perspective.
Loud, dirty, and busy truck locations decrease the value of the homes on Gilmour Road and the surrounding area.	Property values are not land use planning consideration. Having said this, land planning tools try to ensure that 'competing' land uses are compatible and do not cause adverse impacts. The Noise and traffic studies that were completed are intended to address some of

## Public Comments -Response Table

	those adverse impacts. Other matters that will be addressed through the site plan approval process (e.g. lighting, landscaping, building design) to ensure that others impacts from lighting or buffering are considered.
<b>Safety</b>	
Worry about residents using Gilmour as a walking route; school buses along rural, residential, and school zones; and security of the site and surrounding community.	The driveway access on Gilmour Rd has been changed. The driveway is now oriented towards Brock Rd (i.e. is curved). Employees will only be able to access the driveway by turning onto Gilmour from Brock Rd. Similarly, when exiting the parking lot, the driveway will direct employees so that they have to turn left towards Gilmour Rd. This revised driveway configuration will eliminate vehicle traffic along the residential area on Gilmour Rd.
The lack of knowledge of stored materials is a potential health and safety issue.	The warehouse will store dry goods. There will be no storage of hazardous materials. Currently, some of the existing items being stored at WGOC other locations include: <ul style="list-style-type: none"> <li>• Flour</li> <li>• Empty beer cans</li> <li>• Empty kegs</li> <li>• Empty liquor bottles</li> <li>• Mechanical parts</li> </ul>
The trucking depot is too close to the community and it is disturbing Aberfoyle Meadows.	The proposed layout of the site has situated the warehouse component as far away as possible from the residential area. Technical studies have been prepared including a Transportation Impact Assessment and Noise Study. These studies conclude that through appropriate mitigation measures (such as a noise wall) and traffic control measures (such as a truck turning late and westbound employee exit), that the proposed development will minimize impacts. These studies have been peer reviewed, and their findings are to the satisfaction of the peer reviewers.
Hinder pedestrian safety along Gilmour and Brock.	The driveway access on Gilmour Rd has been changed. The driveway is now oriented towards Brock Rd (i.e. is curved).



## Public Comments -Response Table

	<p>Employees will only be able to access the driveway by turning onto Gilmour from Brock Rd. Similarly, when exiting the parking lot, the driveway will direct employees so that they have to turn left towards Gilmour Rd. This revised driveway configuration will eliminate vehicle traffic along the residential area on Gilmour Rd.</p> <p>In terms of Brock Rd, this is a major road in Wellington County intended for large traffic volumes and hauling. Brock Rd h is not meant for pedestrian use and discourages pedestrian use along this major roadway.</p>
--	---

*End*

### **ATTACHMENT 3: Draft Zoning By-law**

# **Noise Feasibility Study**

## **Proposed Industrial Development**

### **128 Brock Road South**

### **Puslinch, Ontario**

Prepared for:

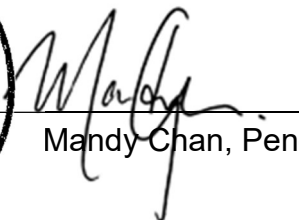
Wellington Motor Freight  
7419 McLean Road West  
Guelph, ON N1H 6H9

Prepared by



Andrew Rogers, BASc

Reviewed by



Mandy Chan, Peng

April 18, 2023

HGC Project No. 02200716



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NOISE



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## VERSION CONTROL

Noise Feasibility Study,  
128 Brock Road South,  
Puslinch, Ontario.

Ver.	Date	Version Description / Changelog	Prepared By
0	March 9, 2023	Noise Feasibility Study in support of a Zoning by-law amendment and Site Plan Approval.	A. Rogers/ M. Chan
1	March 20, 2023	Revisions to address peer review comments.	A. Rogers/ M. Chan
2	April 18, 2023	Updated based on latest site plan and to address peer review comments.	A. Rogers/ M. Chan

## Limitations

This document was prepared solely for the addressed party and titled project or named part thereof, and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Engineering. HGC Engineering accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify HGC Engineering for all loss or damage resulting therefrom. HGC Engineering accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.



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**Figure 1: Key Plan**

**Figure 2: Proposed Site Plan**

**Figure 3: Predicted Daytime Hour Non-Impulsive Sources Sound Level Contours**

**Figure 4: Predicted Evening/Nighttime Hour Non-Impulsive Sources Sound Level Contours**

**Figure 5: Predicted Impulsive Sound Level Contours**

**Figure 6: Predicted Loading/Unloading Impulsive Sound Level Contours**

**Figure 7: Proposed Site Plan Showing Noise Barrier Locations**

**Figure 8: Predicted Impulsive Sound Level Contours with Mitigation**

**Figure 9: Predicted Loading/Unloading Impulsive Sound Level Contours with Mitigation**

**Appendix A – Acoustical Assessment Methods**

**Appendix B – Employee Vehicle Traffic Data**

**Appendix C – Calibration Stamson Output & Cadna/A Calculation Summary**

**Appendix D – Supporting Drawings**

**Appendix E – Response to Peer Review Comments**

# 1 Introduction and Summary

Howe Gastmeier Chapnik Limited (HGC Engineering) was retained by Wellington Motor Freight to undertake a noise assessment for a proposed industrial development located at 128 Brock Street South in Puslinch, Ontario. The noise study is required by the municipality as part of the approvals process, specifically for a Zoning by-law amendment and Site Plan Approval. The study has been completed in accordance with the guidelines of the Municipality and the Ministry of Environment, Conservation and Parks (MECP).

This study has been updated to include a review of the updated site and grading plans prepared by Tacoma Engineers Inc. dated April 14, 2023 and Meritech Engineering dated April 12, 2023, respectively, included in Appendix D, and to include responses to peer review comments from Valcoustics Canada Ltd. dated April 4, 2023 in Appendix E.

An investigation of the potential noise impact from the proposed general industrial building onto the existing sensitive receptors was conducted. The analysis is based on information obtained from discussion with Wellington Motor Freight personnel, site visits, and HGC Engineering's past experience with similar facilities. The analysis includes assessment of the noise emissions of the anticipated trucking activities, rooftop mechanical equipment, and employee vehicle activities with respect to the closest existing residences. The results of the analysis indicate the development is feasible at the site and can be within the limits of the MECP guidelines with the inclusion of noise control measures. The reader is referred to the main body of the report for assumptions and results of the analysis.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly, operating scenarios are significantly different to those assumed in the assessment or there is a significant increase in background sound levels.



## 2 Site Description

The site is located on the northeast side of Brock Road South, southeast of Gilmour Road in Puslinch, Ontario. Figure 1 shows a key plan of the area. One industrial building and one office building with parking areas, trucking routes, and loading areas are indicated on the site plan prepared by Tacoma Engineers Inc. dated April 14, 2023, and is attached as Figure 2.

HGC Engineering visited the site in November 2022 to confirm the locations of the existing sensitive receptors and observe the acoustical environment. The area surrounding the subject site is best categorized as a Class 2 (Semi-Urban) acoustical environment, under MECP noise assessment guidelines where the daytime sound levels are dominated by human activities and road traffic. The most potentially impacted residences are located to the north of the site, along Gilmour Road, and northwest of the site, on Brock Road South. East, south and west of the site are existing industrial facilities. There is significant grading in the area of and surrounding the site, sloping up to the south and east from the intersection of Brock Road South and Gilmour Road.

### 2.1 Noise Source Description

The primary sources of sound associated with the proposed buildings will be arriving, departing, and idling trucks and employee vehicles, and rooftop air conditioning condenser equipment. The facility will primarily operate during daytime hours; however, there may be limited arriving and idling trucks and loading/unloading during the evening and nighttime hours.

## 3 Noise Level Criteria

### 3.1 D1 – D6 Guidelines for Land Use Compatibility

The requirements for this study requested by the Municipality refers to determining if the proposed development is feasible and compatible with adjacent existing residential uses. The MECP D1 [1] and D6 [2] Guidelines address issues of compatibility between industrial and noise sensitive land uses in relation to land use changes.

For planning purposes for greenfield sites, the potential zone of influence of a Class I industrial use is 70 m and the minimum recommended distance setback is 20 m. The potential zone of influence of a Class II industry is 300 m and the minimum recommended distance setback is 70 m. For infill



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projects or projects located in transitional areas the recommended minimum distance setbacks can be reduced, based on the results of technical studies such as this study.

For the size and use of the industrial building, the proposed development can be considered a Class II industrial use. Typically, the recommended minimum distance setbacks apply between the property lines of the facilities, but exceptions can be made if the property lines are adjoined and portions of the residential or industrial lands are reserved for non- noise related uses, such as driveways, snow storage, parking lots or earth berms. In this case, there is approximately 70 m between the nearest existing residence and the tractor parking area, between which are lands reserved for snow storage which can be included in the setback distance. This meets the minimum separation distance for a Class II industry. Furthermore, the results from the assessment in Section 5 indicated that the MECP limits can be met with the inclusion of noise controls.

### 3.2 Criteria Governing Stationary Noise Sources

MECP Guideline NPC-300 [3] is the MECP guideline for use in investigating Land Use Compatibility issues with regard to noise. An industrial or commercial facility is classified in the MECP Guideline NPC-300 as a stationary source of sound (as compared to sources such as traffic or construction, for example) for noise assessment purposes. A stationary noise source encompasses the noise from all the activities and equipment within the property boundary of a facility including regular on-site truck traffic, material handling and mechanical equipment. Noise from these sources may potentially impact the existing sensitive receptors. In terms of background sound, the development is located in a semi-urban Class 2 acoustical environment which is characterized by an acoustical environment dominated by road traffic and human activity during the daytime hours.

#### *Non-Impulsive Sources*

NPC-300 is intended for use in the planning of both residential and commercial/industrial land uses and provides the acceptability limits for sound due to commercial operations in that regard. The façade of a residence (i.e., in the plane of a window), or any associated usable outdoor area (within 30 m of a dwelling façade) are considered the sensitive points of reception. NPC-300 stipulates that the exclusionary non-impulsive sound level limit for a stationary noise source in a semi-urban Class 2 area is taken to be 50 dBA during daytime/evening hours (07:00 to 23:00), and 45 dBA during nighttime hours (23:00 to 07:00) at the plane of the windows of noise sensitive spaces, and





50 dBA during daytime hours (07:00 to 19:00) and 45 dBA during the evening hours (19:00 to 23:00) at outdoor areas. If the background sound levels due to road traffic exceed the exclusionary limits, then that background sound level becomes the criterion. The background sound level is defined as the sound level that occurs when the source under consideration is not operating, and may include traffic noise and natural sounds.

Commercial activities such as the occasional movement of customer/employee vehicles and garbage collection are not of themselves considered to be significant noise sources in the MECP guidelines. However, the Town of Puslinch has indicated that employee vehicle activity should be considered in the assessment.

Thirteen existing residences near the site are considered to be the representative noise sensitive receptors (R1 to R13) in this study. R1, R2, R4 to R7 and R12 are 2-storey houses and R3, R8 to R11 and R13 are 1-storey houses. Receptor locations are shown on Figures 3, 4, 5, 6, 8, and 9.

#### *Impulsive Sources*

Acceptability limits for frequently occurring sounds that are impulsive in character (such as those from coupling and decoupling of trailers) are also provided in NPC-300. The limit is determined in a similar fashion to non-impulsive sounds and the same limits apply in this case with the exception of the evening limit in the OLA.

The table below summarizes the applicable sound level limits to which the operation of the proposed industrial facility is assessed.

**Table 1: Applicable Sound Level Limits,  $L_{EQ}/L_{LM}$  (dBA/dBAI)**

Receptor	Sound Level Limits		
	Day (07:00 to 19:00)	Evening (19:00 to 23:00)	Night (23:00 to 07:00)
R1 tofaçadeFacade	50	50	45
R1 to R13, OLA	50	45*	--

Note: \*For impulsive sources, the limit is 50 dBAI in the OLA during evening hours

Compliance with MECP criteria generally results in acceptable levels of sound at the sensitive receptors although there may be residual audibility during periods of low background sound.

## 4 Assessment Methodology

Predictive noise modelling was used to assess the potential noise impact of mechanical equipment, trucking activities, and employee vehicle activities at the residential receptors. Assumed operational information outlined below and surrounding building locations obtained from aerial photography were used as input to a predictive computer model (Cadna/A 2023 build: 195.5312), in order to estimate the sound levels from the proposed buildings at the existing receptors. Cadna/A is a computer implementation of ISO Standard 9613-2 [4] which considers attenuation due to distance (geometrical spreading), shielding by intervening structures (such as barriers), air attenuation and ground absorption. Additional information, including a figure showing the stationary noise source locations, is provided in Appendix A.

Topographical data obtained from Government of Canada's High Resolution Digital Elevation Model was used for the surrounding areas, along with proposed grading information on the grading plan provided by Meritech Engineers dated April 12, 2023. A Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd. dated December 2022 was reviewed to assess the volume of trucks and employee vehicles arriving and departing the site during a peak hour (see Appendix B).

For general warehousing facilities, the building would typically be ventilated passively and only the office building would be provided with air conditioning.

The facility will primarily operate during daytime hours (7:00 – 17:00); however, there may be limited arriving and idling trucks and loading/unloading activities outside of those hours. In this impact assessment, we have considered the following worst-case (busiest hour) scenarios for the daytime, evening, and nighttime hours. It has been assumed truck engines will idle for 10 minutes out of each hour as outlined in the Guelph by-law Number (1998)-15945. Figures 3 and 4 show the location of the steady noise source locations and Figures 5, 6, 8, and 9 show the location of the impulsive noise source locations. Vehicles are also conservatively assumed to idle for 5 minutes in the employee parking area. Truck idling, car idling, rooftop HVAC units, and truck coupling/decoupling are shown as green crosses, truck pass-bys and car pass-bys are shown as a green line, and truck loading/unloading is shown as a green hatched area. Significant employee vehicle movements during the evening or nighttime hours are not expected.



***Assumed daytime worst-case hour scenario:***

- 23 trucking movements (includes trucks arriving and departing the facility, truck movements within the site or tractors in the parking area);
- Trucks are assumed to idle in the loading bay or parking area for 10 minutes;
- 106 employee cars arrive and depart the facility or park in the employee parking area;
- Employee cars are assumed to idle in the parking area for 5 minutes;
- Employee cars idling while waiting to exit the facility for a combined total of 15 minutes;
- All rooftop equipment operates at full capacity for the full hour.

***Assumed evening/nighttime worst-case hour scenario:***

- 3 trucks arrive at the facility and park at the loading bays or at the trailer parking areas;
- One truck is assumed to idle in the loading bay for 10 minutes;
- All rooftop equipment operates at full capacity for 15 minutes.

***Additional information and assumptions used in the analysis:***

- The height of the proposed building is 15 m;
- The facility is assumed to operate primarily during daytime hours, with limited operations during evening and nighttime hours;
- Rooftop HVAC units are assumed to be 1.5 m tall.

Sound emission data for the trucking activities, rooftop equipment, and employee vehicle activity was obtained from HGC Engineering project files which were measured from past similar projects. The employee vehicle movement noise source was included in the model as a line source producing equivalent sound pressure levels at a reference distance to those predicted by STAMSON 5.04, a computer algorithm developed by the MECP, based on the traffic volumes presented in the Traffic Impact Study. The calibration output from STAMSON is included in Appendix C. The sound power levels for non-impulsive and impulsive sources measured from similar facilities were used in our analysis and are summarized in Table 2.



**Table 2: Sound Power Levels Used in the Analysis [dB re 10-12 W]**

Source	Octave Band Centre Frequency [Hz]								A
	63	125	250	500	1k	2k	4k	8k	
HVAC Unit, 10-ton	91	89	86	84	84	78	76	67	88
Truck, traveling on truck route	101	100	94	96	97	95	91	86	101
Truck, idling	96	91	88	88	91	90	81	70	95
Car, idling	90	86	76	72	71	68	62	58	77
Car, traveling through parking area	90	90	88	90	85	86	79	71	92

Impulsive noises are assessed separately from the non-impulsive sound sources. Two types of impulsive sounds are expected to be emitted from the facility: loading/unloading of trailers by forklifts and coupling/decoupling of trucks to/from trailers. Truck coupling locations are shown as green crosses representing point sources with a referenced impulsive sound level of 117 dBAI. This was calculated based on measurements conducted by HGC Engineering for similar past projects. The green hatched area represents the impulses associated with forklifts entering and exiting docked trailers with a referenced impulsive sound level of 103 dBAI. Both impulsive sounds were assumed to be emitted during all daytime hours. While evening and nighttime activities are not expected, on the rare occasions that loading/unloading may be needed to complete a work order during these periods, loading/unloading impulses were also assessed separately.

## 5 Assessment Results and Recommendations

### *Non-Impulsive Sources*

The predicted sound levels due to the trucking and employee vehicle activities (arriving, idling and departing) and rooftop mechanical equipment at the representative receptors (R1 to R13) during a worst-case busiest hour operating scenario, are summarized in the following table and shown graphically in Figures 3 and 4. Cadna/A calculation summaries are also provided in Appendix C.

**Table 3: Predicted Non-Impulsive Source Sound Levels at Receptors during a Worst-case Operating Scenario hour (Without Mitigation), Leq (dBA)**

Receptor	Description	Daytime OLA	Daytime Facade	Evening OLA	Evening/Nighttime Facade
R1	95 Brock Road South	<40	41	<35	<35
R2	2 Gilmour Road	46	48	<35	<35
R3	4 Gilmour Road	46	45	<35	<35
R4	6 Gilmour Road	46	45	<35	<35
R5	5 Gilmour Road	49	50	<35	<35
R6	10 Aberfoyle Mill Crescent	44	45	<35	<35
R7	9 Aberfoyle Mill Crescent	43	45	<35	<35
R8	20 Gilmour Road	<40	41	<35	<35
R9	24 Gilmour Road	<40	41	<35	<35
R10	30 Gilmour Road	<40	<40	<35	<35
R11	34 Gilmour Road	<40	<40	<35	<35
R12	38 Gilmour Road	<40	<40	<35	<35
R13	37 Gilmour Road	<40	<40	<35	<35

#### *Impulsive Sources*

The predicted impulsive sound levels are provided in Figures 5 and 6, and also summarized in Tables 4 and 5.

**Table 4: Predicted Impulsive Sound Levels at Residential Receptors (Without Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Impulsive Sound Levels, Façade (dBAI)	Predicted Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	46	45
R2	2 Gilmour Road	53	49
R3	4 Gilmour Road	50	49
R4	6 Gilmour Road	52	52
R5	5 Gilmour Road	55	53
R6	10 Aberfoyle Mill Crescent	53	51
R7	9 Aberfoyle Mill Crescent	52	51
R8	20 Gilmour Road	49	46
R9	24 Gilmour Road	49	48
R10	30 Gilmour Road	48	47
R11	34 Gilmour Road	43	42
R12	38 Gilmour Road	40	40
R13	37 Gilmour Road	45	42

**Table 5: Predicted Loading/Unloading Impulsive Sound Levels at Residential Receptors (Without Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Loading/Unloading Impulsive Sound Levels, Façade (dBAI)	Predicted Loading/Unloading Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	39	37
R2	2 Gilmour Road	46	41
R3	4 Gilmour Road	42	43
R4	6 Gilmour Road	44	45
R5	5 Gilmour Road	47	47
R6	10 Aberfoyle Mill Crescent	45	44
R7	9 Aberfoyle Mill Crescent	44	43
R8	20 Gilmour Road	41	38
R9	24 Gilmour Road	41	41
R10	30 Gilmour Road	40	39
R11	34 Gilmour Road	35	<35
R12	38 Gilmour Road	<35	<35
R13	37 Gilmour Road	36	<35

The results of this analysis indicate that the predicted impulsive sound levels due to activities at the proposed facility are expected to exceed the applicable limits at the closest noise sensitive receptors to the facility during an assumed worst-case operational scenario. Noise control measures are required and provided in Section 5.1.

## 5.1 Recommendations

Calculations indicate that a 3.6 m high noise barrier (approximately 145 m in length), relative to proposed grade, northwest of the loading bays, and a 2.9 m high noise barrier (approximately 55 m in length), relative to proposed grade, northeast of the office building, as shown in Figure 7, will provide sufficient noise mitigation. The noise barrier is approximately 7 to 8 m in height relative to the grade of the receptors. A noise barrier can consist of an earth berm or a noise wall on top of an earth berm. The noise wall can be constructed from a variety of materials such as wood, metal, brick, pre-cast concrete or other concrete/wood composite systems provided that it is free of gaps or cracks and has a solid construction, with a surface density of no less than 20 kg/m<sup>2</sup>.

Coupling/decoupling activities shall not take place during the nighttime hours. The predicted impulsive sound levels with the inclusion of the noise barrier mentioned above are summarized in Tables 6 and 7 below, and shown graphically on Figures 8 and 9.

**Table 6: Predicted Impulsive Sound Levels at Residential Receptors  
(With Mitigation),  $L_{LM}$  (dBAI)**

Receptor	Description	Predicted Impulsive Sound Levels, Façade (dBAI)	Predicted Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	45	44
R2	2 Gilmour Road	49	48
R3	4 Gilmour Road	45	45
R4	6 Gilmour Road	47	48
R5	5 Gilmour Road	49	49
R6	10 Aberfoyle Mill Crescent	48	47
R7	9 Aberfoyle Mill Crescent	48	48
R8	20 Gilmour Road	47	45
R9	24 Gilmour Road	46	45
R10	30 Gilmour Road	45	44
R11	34 Gilmour Road	43	41
R12	38 Gilmour Road	<40	40
R13	37 Gilmour Road	44	43



**Table 7: Predicted Loading/Unloading Impulsive Sound Levels at Residential Receptors (With Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Loading/Unloading Impulsive Sound Levels, Façade (dBAI)	Predicted Loading/Unloading Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	38	37
R2	2 Gilmour Road	43	41
R3	4 Gilmour Road	38	40
R4	6 Gilmour Road	40	41
R5	5 Gilmour Road	42	42
R6	10 Aberfoyle Mill Crescent	41	39
R7	9 Aberfoyle Mill Crescent	41	40
R8	20 Gilmour Road	38	37
R9	24 Gilmour Road	37	37
R10	30 Gilmour Road	36	36
R11	34 Gilmour Road	<35	<35
R12	38 Gilmour Road	<35	<35
R13	37 Gilmour Road	36	<35





## 6 Conclusions

The acoustical analysis indicates that sound levels predicted under worst case operating scenarios and incorporating the noise control measures recommended herein, are expected to comply with the applicable MECP limits for non-impulsive and impulsive sounds at neighbouring receptors.

Coupling/decoupling (tractor shunting) activities shall not take place during the nighttime hours.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly, operating scenarios are significantly different to those assumed in the assessment or there is a significant increase in background sound levels.

### 6.1 Implementation

1) Prior to the issuance of building permits for this development or at appropriate approvals stage by the municipality, a Professional Engineer qualified to provide acoustical engineering services in Ontario shall review the site, building plans, rooftop mechanical specification and grading plans to confirm that the assumptions are in accordance with the approved noise study and that the appropriate height and extent of the required noise barrier have been incorporated to meet MECP guideline limits at adjacent receptors.



## 7 References

1. Ontario Ministry of the Environment Publication Guideline D1, *Land Use Compatibility*, July 1995
2. Ontario Ministry of the Environment Publication Guideline D6, *Compatibility Between Industrial Facilities and Sensitive Land Uses*, July 1995
3. Ontario Ministry of the Environment Publication NPC-300, *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning*, August 2013.
4. International Organization for Standardization, *Acoustics – Attenuation of Sound during Propagation Outdoors – Part 2: General Method of Calculation*, ISO-9613-2, Switzerland, 1996.





**Figure 1: Key Plan**





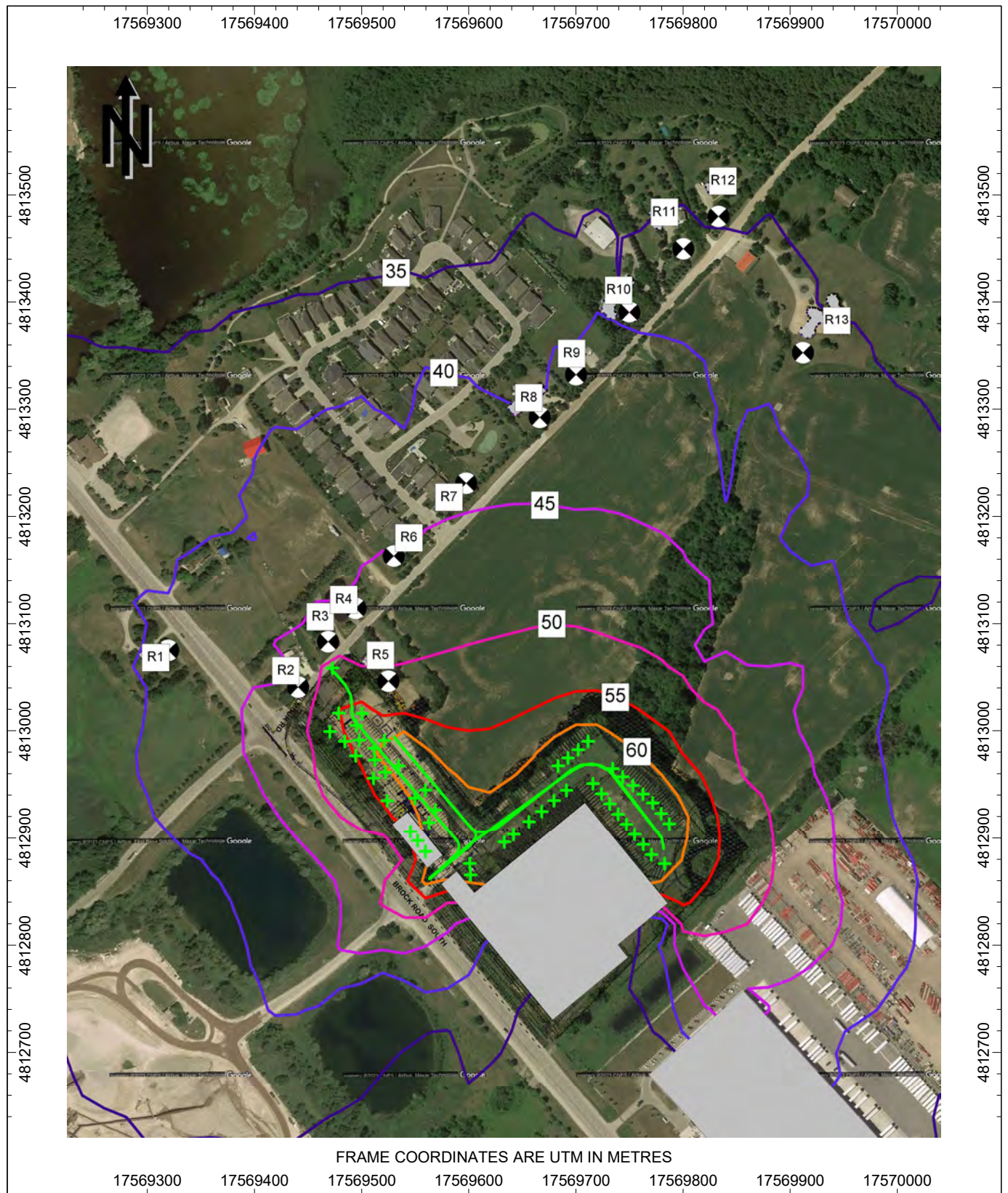


Figure 3: Predicted Daytime Hour Non-Impulsive Sources Sound Level Contours  
(at a height of 4.5 m)



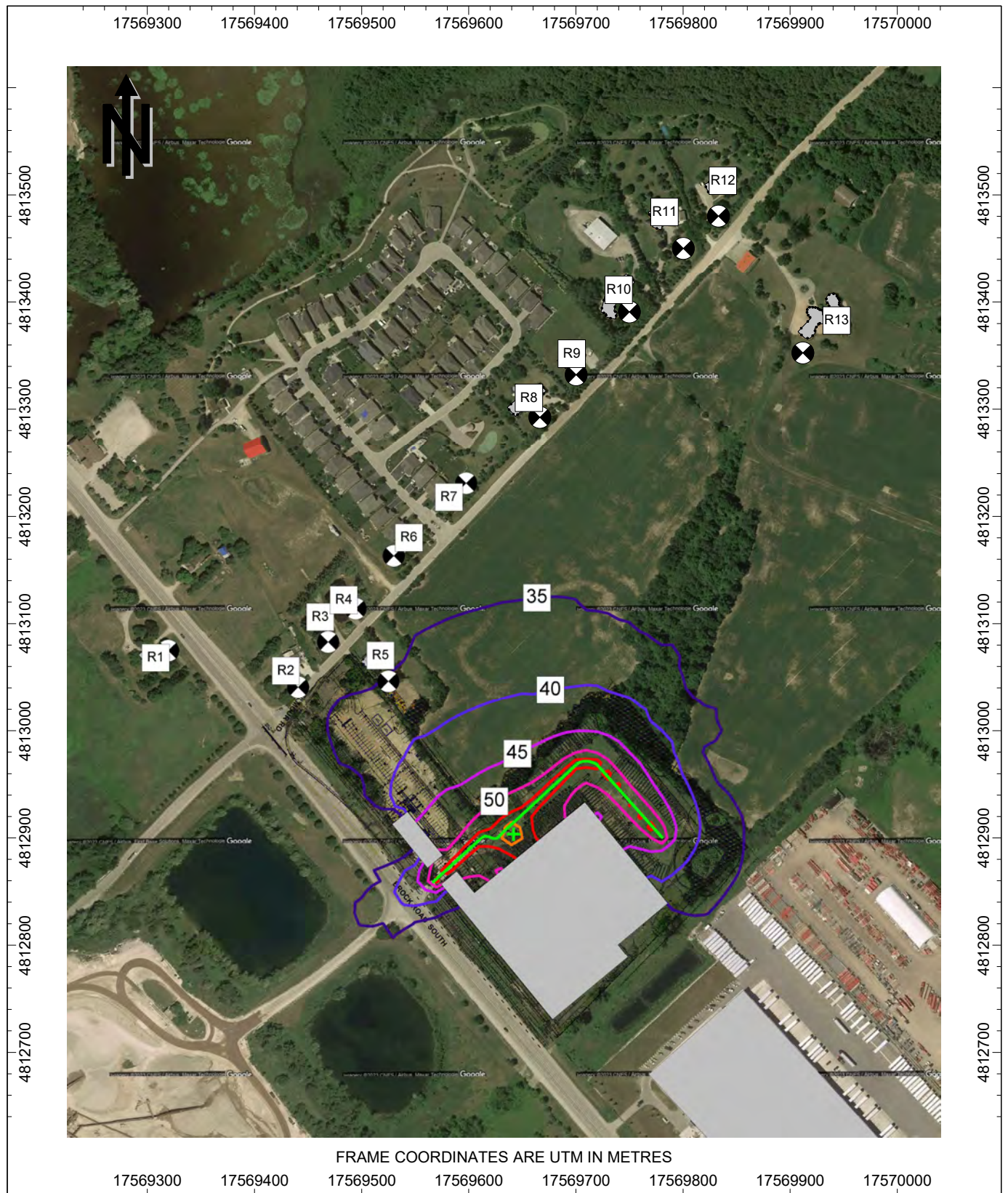


Figure 4: Predicted Evening/Nighttime Hour Non-Impulsive Sources Sound Level Contours  
(at a height of 4.5 m)



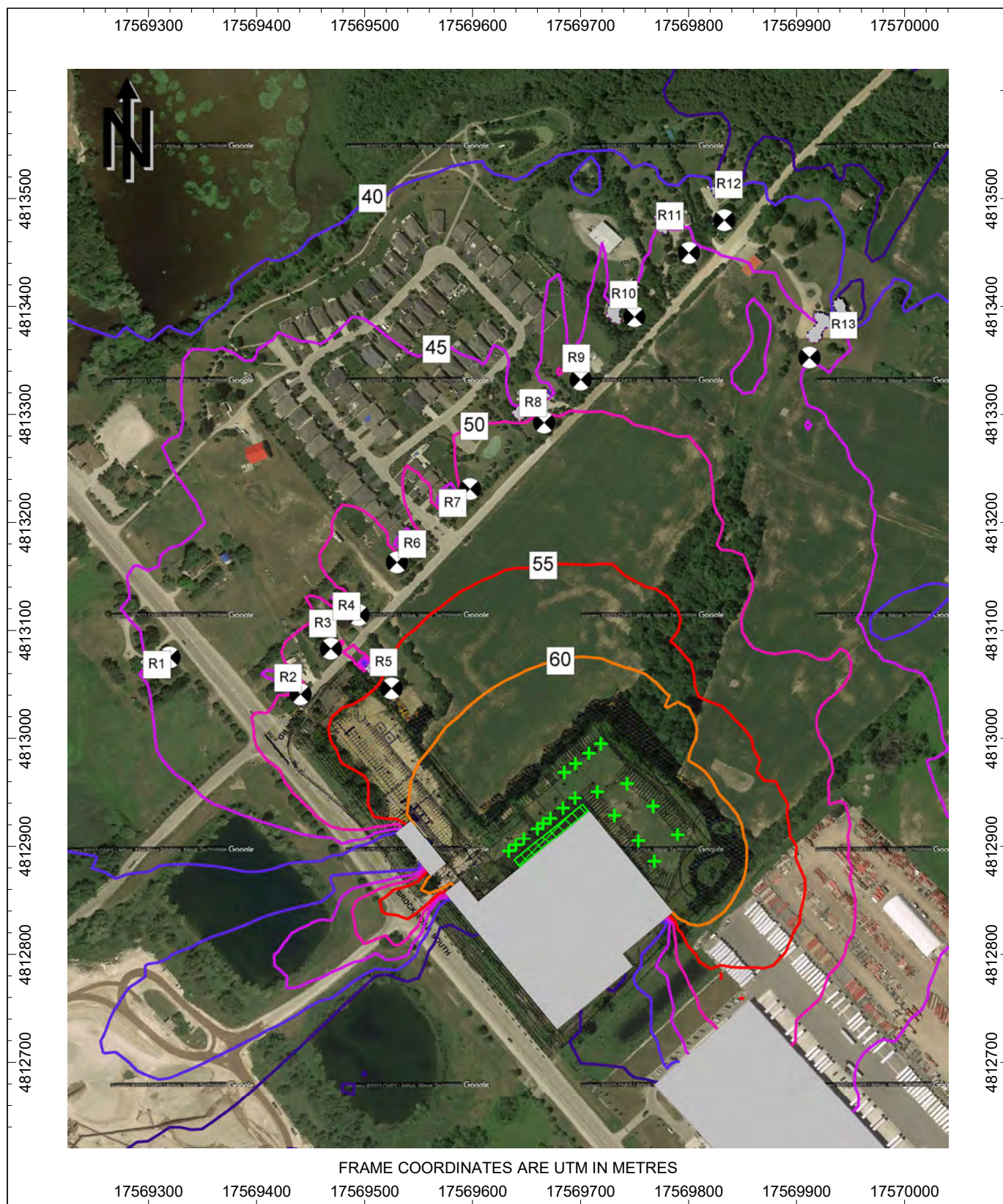


Figure 5: Predicted Impulsive Sound Level Contours (at a height of 4.5 m)



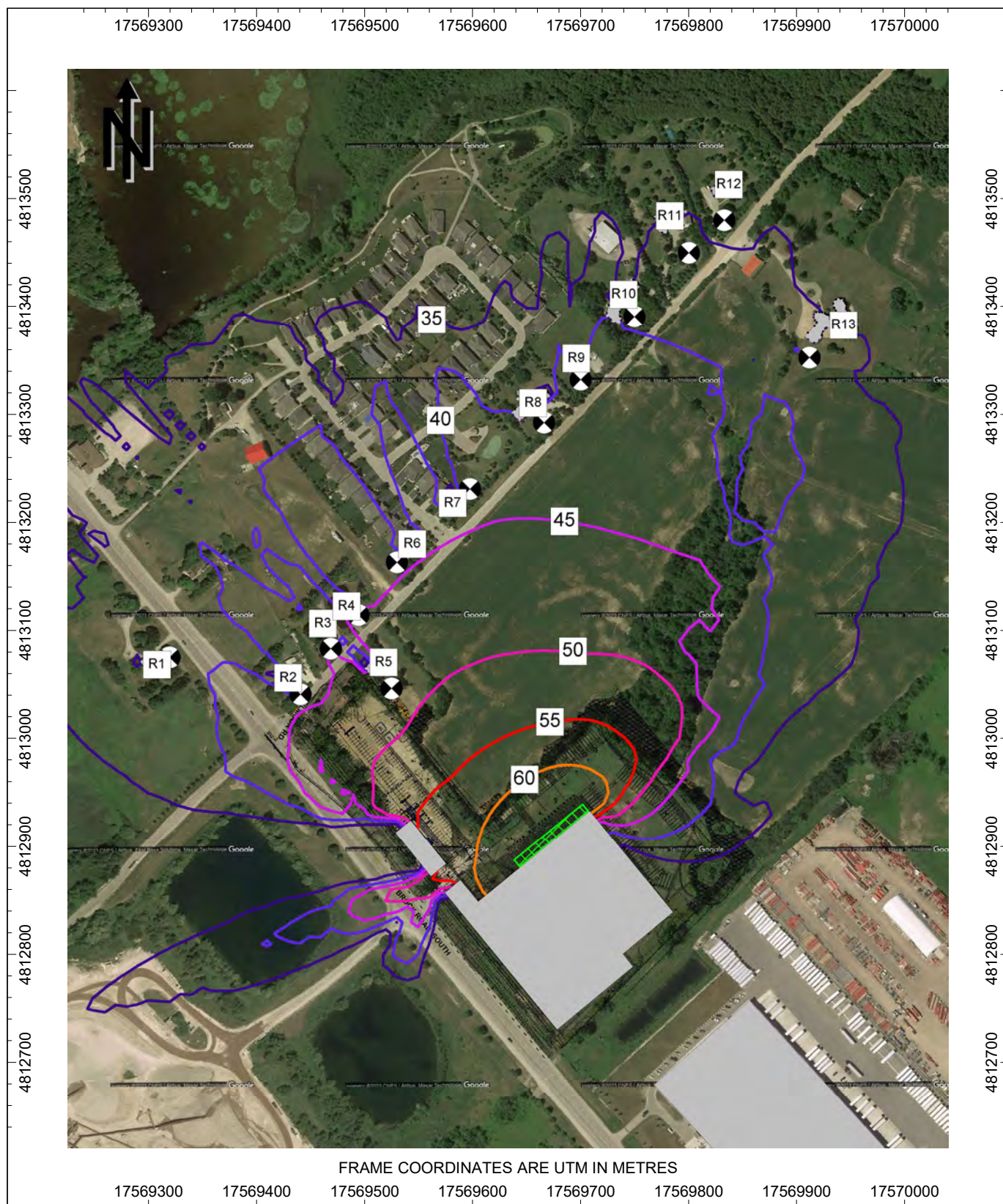


Figure 6: Predicted Loading/Unloading Impulsive Sound Level Contours (at a height of 4.5 m)







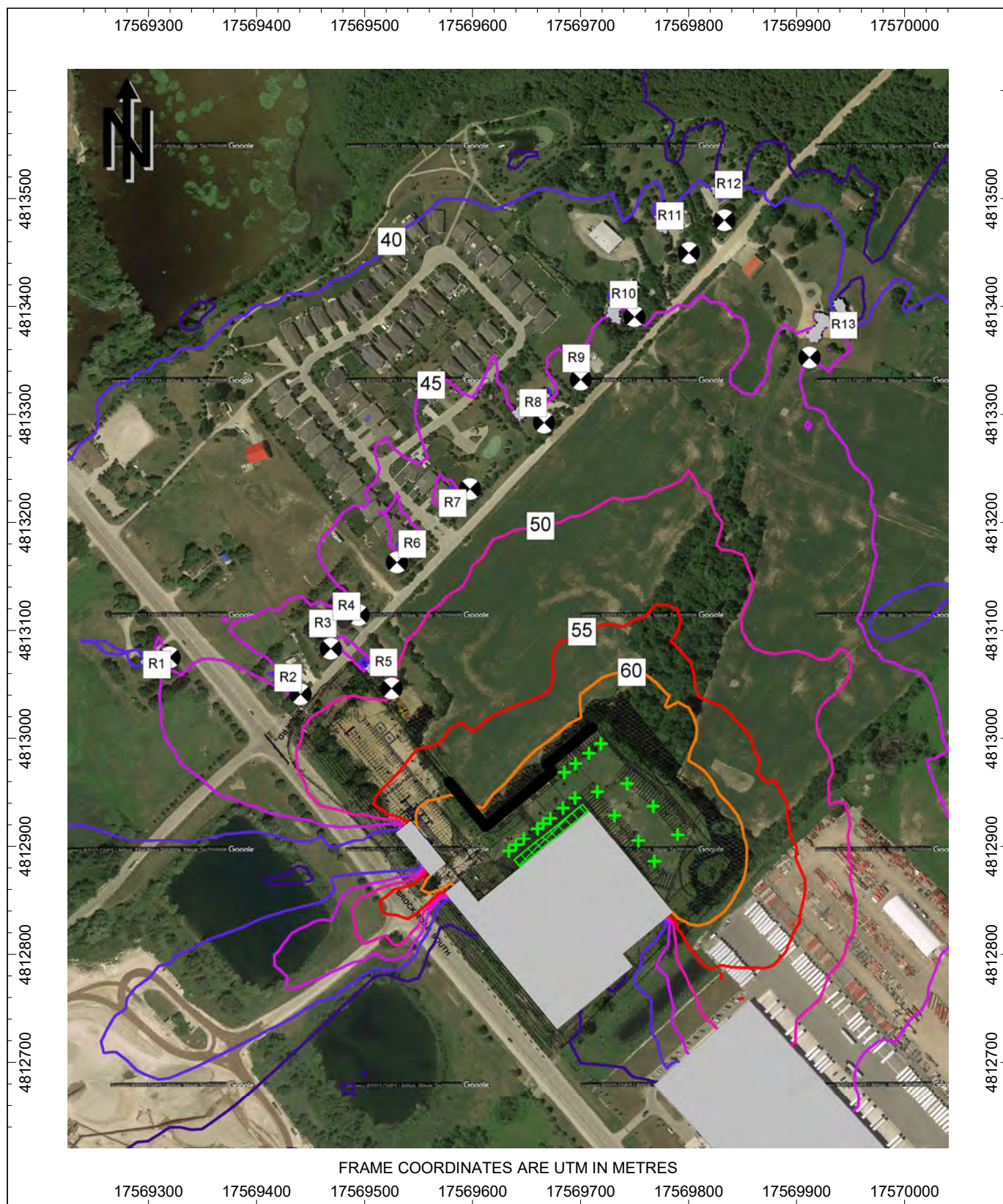


Figure 8: Predicted Impulsive Sound Level Contours with Mitigation (at a height of 4.5 m)



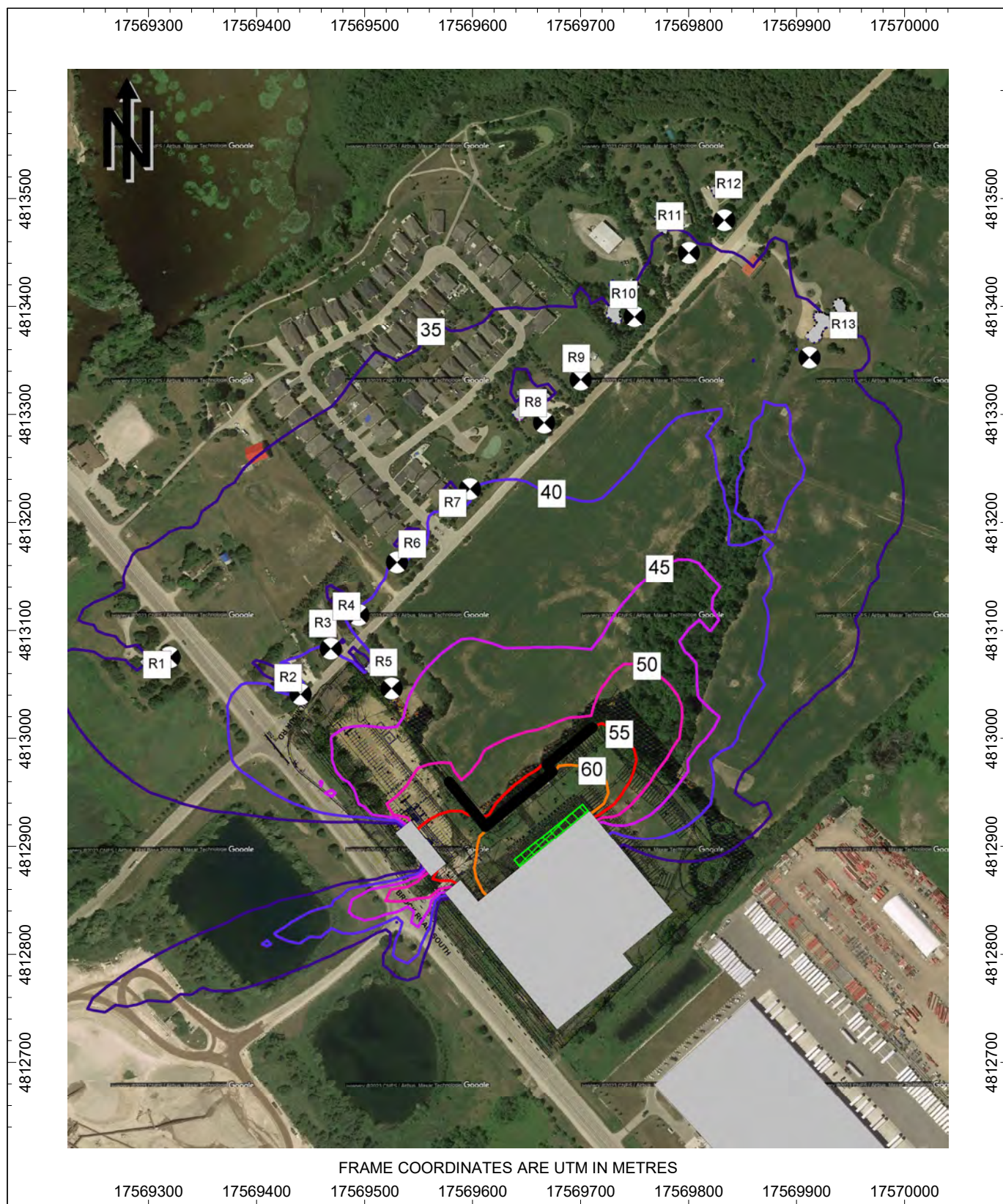


Figure 9: Predicted Loading/Unloading Impulsive Sound Level Contours with Mitigation  
(at a height of 4.5 m)

# **APPENDIX A**

## **Acoustical Assessment Methods**



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The predictive model used for this Assessment (*Cadna-A version 2023 Build 195.5312*) is based on methods from ISO Standard 9613-2.2 “Acoustics - Attenuation of Sound During Propagation Outdoors”, which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as buildings. This modeling technique is acceptable to the MECP.

The subject site and surrounding area were modelled based on observations during the site visit. Foliage was not included in the modelling. Ground attenuation was assumed to be spectral for all sources, with a ground factor (G) of 0.25 in paved areas (site area) and 0.9 for soft-ground areas (surrounding lands). The temperature and relative humidity were assumed to be 10° C and 70%, respectively.

The predictive modelling considered one order of reflection, the sufficiency of which was verified through an iterative convergence analysis, using successively increasing orders of reflection.

All non-impulsive mechanical sources, with the exception of on-site truck/employee vehicle movements, were modeled as point sources of sound, shown as crosses in Figures 3, 4, A1, and A2. On-site truck and employee vehicle movements were modeled as line sources that are shown as green lines in Figures 3, 4, A1, and A2. The impulsive noise sources were modeled as an area source that is shown as a green hatched area for loading/unloading of trailers by forklifts and as point sources that are shown as green crosses for coupling/decoupling of trucks to/from trailers in Figures 5, 6, 8, and 9.





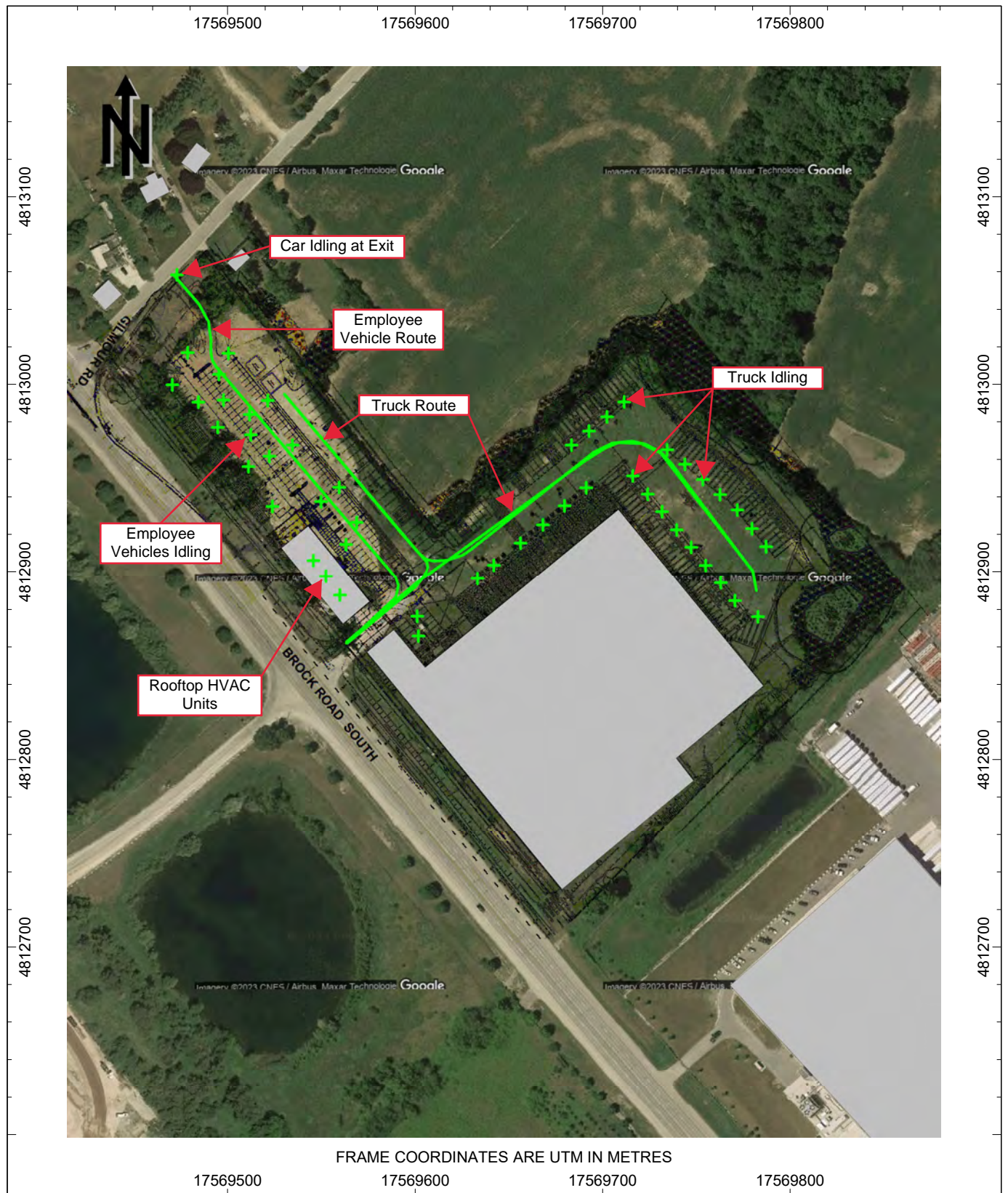


Figure A1: Daytime Non-Impulsive Noise Source Locations



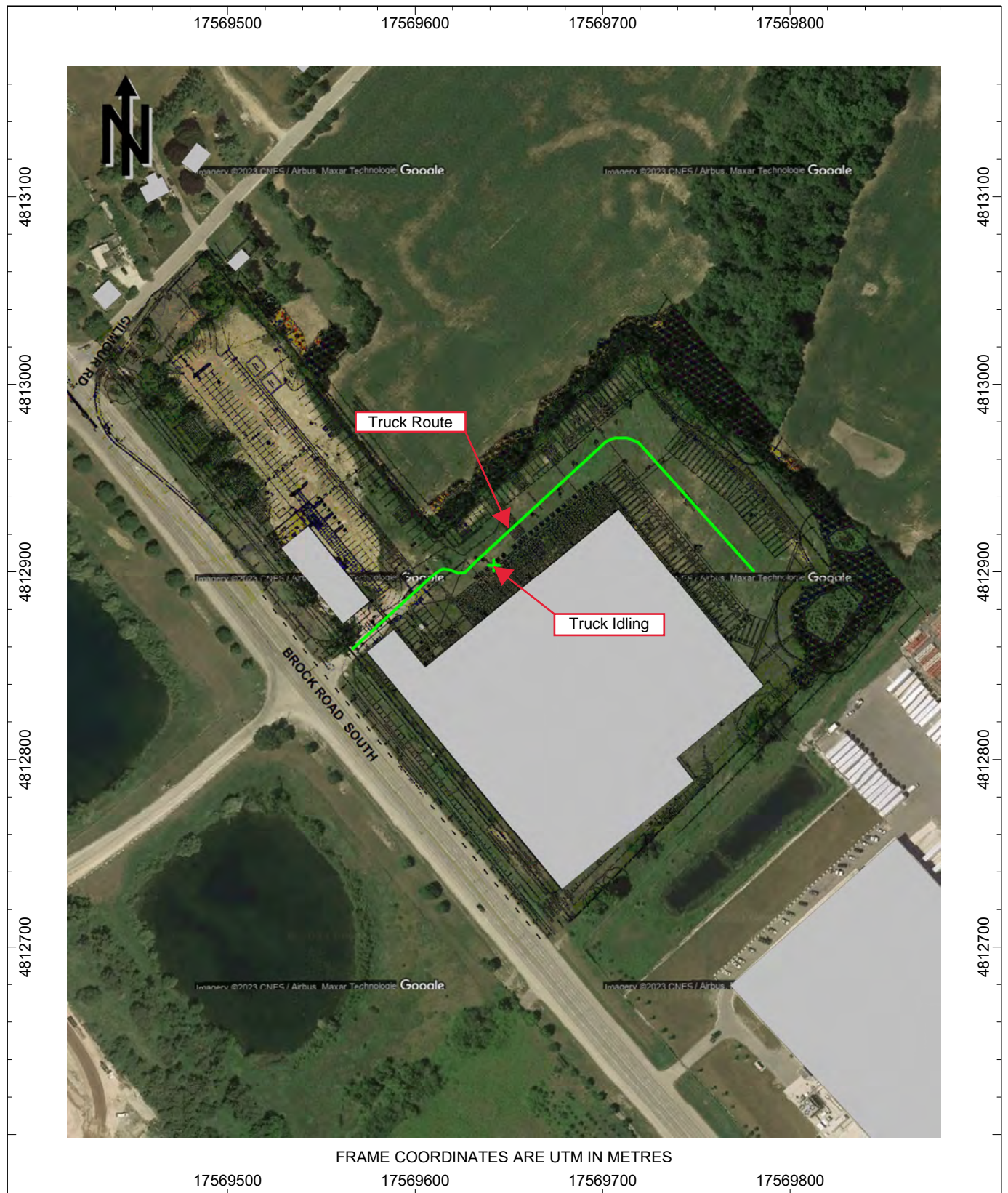


Figure A2: Evening/Nighttime Non-Impulsive Noise Source Locations

## **APPENDIX B**

### **Employee Vehicle Traffic Data**



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### 3.2 Development Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation<sup>4</sup> methods are used to estimate the site trip generation. The following Land Use Codes (LUC) were used to estimate the site generated trips:

- ▶ LUC 150 (Warehouse); and
- ▶ LUC 710 General Office Building.

Regression equation rates were used to calculate the trips generated by the warehouse use. **Table 3.1** summarizes the estimated trip generation and is estimated to be approximately 108 AM peak hour trips and 112 PM peak hour trips. No reductions for alternative modes of transportation were used in the calculation. **Appendix D** contains the ITE trip generation data sheets.

**Table 3.1** summarizes the forecast number of net new trips generated by the proposed development.

**TABLE 3.1: TRIP GENERATION**

ITE Land Use	Units	Vehicle Type	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
LUC 150 - Warehouse (GFA/1,000ft <sup>2</sup> )	207.6	Vehicles	36	9	45	11	34	45
		Trucks	2	2	4	3	3	6
LUC 710 - General Office Building (GFA/1,000ft <sup>2</sup> )	30.0	Vehicles	52	7	59	10	51	61
<b>Total Trip Generation</b>			<b>90</b>	<b>18</b>	<b>108</b>	<b>24</b>	<b>88</b>	<b>112</b>

LUC 150: AM  $T = 0.12(X) + 23.62$  | PM  $T = 0.12(X) + 26.48$

LUC 710: AM  $\ln(T) = 0.87 \ln(X) + 3.05$  | PM  $\ln(T) = 0.83 \ln(X) + 1.29$

### 3.3 Development Trip Distribution and Assignment

The trip distribution used for this study was based on the existing trip distribution for Brock Road (Wellington Road 46) as the site traffic would likely use this route for trips to/from Guelph and/or Highway 401. The trip distribution is shown in **Table 3.2**.

<sup>4</sup> *Trip Generation Tenth Edition*, Institute of Transportation Engineers, Washington D.C., 2017



## **APPENDIX C**

### **Calibration Stamson Output & Cadna/A Calculation Summary**



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R1	17569320	4813075	316.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	60.3	0	0.0	2.3	2.4	1.5	0.0	0.0	0.0	1.7	23
Idling TT	17569666	4812954	322.8	87	62.4	0	0.0	0.2	2.6	1.9	0.0	0.0	0.0	1.6	22
Idling TT	17569674	4812962	322.9	87	62.5	0	0.0	0.4	2.6	1.9	0.0	0.0	0.0	1.7	21
Idling TT	17569694	4812974	322.9	87	62.7	0	0.0	0.8	3.1	2.2	0.0	0.0	0.0	2.1	21
Idling TT	17569696	4812982	323.0	87	62.8	0	0.0	0.9	3.2	2.3	0.0	0.0	0.0	2.2	20
Idling TT	17569704	4812991	323.5	87	62.9	0	0.0	0.8	3.0	2.4	0.0	0.0	0.0	0.0	18
Idling TT	17569720	4813000	324.3	87	63.1	0	0.0	0.6	2.3	2.4	0.0	0.0	0.0	0.0	19
Idling TT	17569758	4812950	326.4	87	64.2	0	0.0	-0.3	2.6	2.3	0.0	0.0	0.0	0.0	18
Idling TT	17569762	4812938	326.5	87	64.4	0	0.0	-0.5	1.7	2.5	0.0	0.0	0.0	0.0	19
Idling TT	17569782	4812929	325.7	87	64.6	0	0.0	-0.8	1.4	2.8	0.0	0.0	0.0	0.0	19
Idling TT	17569790	4812919	325.7	87	64.8	0	0.0	-0.9	1.4	2.8	0.0	0.0	0.0	0.0	19
Idling TT	17569630	4812896	323.5	87	62.1	0	0.0	-1.2	2.3	2.1	0.0	0.0	0.0	1.6	23
Idling TT	17569640	4812904	323.5	87	62.2	0	0.0	-1.2	2.3	2.1	0.0	0.0	0.0	1.6	23
Idling TT	17569662	4812914	323.5	87	62.4	0	0.0	-0.7	2.4	2.1	0.0	0.0	0.0	1.8	23
Idling TT	17569666	4812926	323.5	87	62.6	0	0.0	-0.7	1.3	2.3	0.0	0.0	0.0	1.5	23
Idling TT	17569674	4812936	323.5	87	62.7	0	0.0	-0.6	1.3	2.3	0.0	0.0	0.0	1.5	23
Idling TT	17569694	4812945	323.4	87	62.9	0	0.0	-0.2	2.5	2.1	0.0	0.0	0.0	2.0	22
Idling TT	17569720	4812952	324.6	87	63.4	0	0.0	-0.4	1.3	2.4	0.0	0.0	0.0	0.0	21
Idling TT	17569726	4812943	324.9	87	63.6	0	0.0	-0.7	1.3	2.5	0.0	0.0	0.0	0.0	21
Idling TT	17569730	4812934	324.7	87	63.8	0	0.0	-0.8	1.4	2.6	0.0	0.0	0.0	0.0	20
Idling TT	17569736	4812922	324.6	87	64.0	0	0.0	-1.0	1.4	2.6	0.0	0.0	0.0	0.0	20
Idling TT	17569752	4812913	324.6	87	64.2	0	0.0	-0.3	12.7	2.1	0.0	0.0	0.0	0.0	9
Idling TT	17569758	4812904	324.6	87	64.4	0	0.0	-0.3	16.4	2.0	0.0	0.0	0.0	0.0	5
Idling TT	17569762	4812896	324.6	87	64.6	0	0.0	-0.2	17.8	2.0	0.0	0.0	0.0	0.0	3
Idling TT	17569768	4812886	324.6	87	64.8	0	0.0	-0.2	18.6	2.0	0.0	0.0	0.0	0.0	2
CarIdling	17569502	4813017	319.9	66	56.6	0	0.0	1.3	1.0	1.2	0.0	0.0	0.0	0.0	6
CarIdling	17569474	4813017	319.9	66	55.6	0	0.0	1.5	0.8	1.1	0.0	0.0	0.0	0.0	7
CarIdling	17569480	4812992	319.2	66	56.4	0	0.0	1.2	1.5	1.2	0.0	0.0	0.0	0.0	6
CarIdling	17569502	4813006	319.6	66	56.5	0	0.0	1.2	1.0	1.2	0.0	0.0	0.0	0.0	6
CarIdling	17569496	4812977	319.0	66	57.1	0	0.0	1.2	2.2	1.1	0.0	0.0	0.0	0.0	4
CarIdling	17569506	4812958	319.4	66	58.1	0	0.0	1.2	2.4	1.1	0.0	0.0	0.0	0.0	3
CarIdling	17569528	4812936	321.5	66	58.9	0	0.0	1.0	1.5	1.5	0.0	0.0	0.0	1.3	4
CarIdling	17569566	4812945	321.8	66	59.7	0	0.0	0.1	1.3	1.7	0.0	0.0	0.0	0.0	3
CarIdling	17569534	4812968	321.2	66	58.6	0	0.0	0.3	1.1	1.5	0.0	0.0	0.0	0.0	4
CarIdling	17569528	4812992	319.6	66	57.8	0	0.0	0.9	1.9	1.3	0.0	0.0	0.0	0.0	4
CarIdling	17569502	4812992	319.4	66	56.9	0	0.0	1.1	1.5	1.2	0.0	0.0	0.0	0.0	5
CarIdling	17569506	4812984	319.3	66	57.6	0	0.0	0.9	2.1	1.3	0.0	0.0	0.0	0.0	4
CarIdling	17569528	4812961	320.3	66	58.3	0	0.0	0.5	1.9	1.4	0.0	0.0	0.0	0.0	4
CarIdling	17569570	4812928	322.4	66	60.3	0	0.0	0.1	1.3	1.8	0.0	0.0	0.0	0.0	2
CarIdling	17569566	4812914	322.7	66	60.3	0	0.0	0.3	1.5	1.7	0.0	0.0	0.0	0.0	2
RTU 10T	17569544	4812905	330.9	88	60.0	0	0.0	1.9	0.9	2.0	0.0	0.0	0.0	0.0	23
RTU 10T	17569566	4812888	330.9	88	60.7	0	0.0	1.2	1.9	1.5	0.0	0.0	0.0	2.5	25
CarIdling	17569602	4812878	323.7	66	61.7	0	0.0	-0.1	6.3	0.4	0.0	0.0	0.0	0.8	--
CarIdling	17569602	4812865	323.9	66	61.9	0	0.0	-0.3	9.2	0.3	0.0	0.0	0.0	0.8	--
CarIdling	17569470	4813000	319.4	66	55.5	0	0.0	1.3	1.0	1.1	0.0	0.0	0.0	0.0	7
CarIdling	17569506	4812974	319.1	66	57.8	0	0.0	0.8	2.4	1.2	0.0	0.0	0.0	0.0	4
CarIdling	17569544	4812937	322.4	66	59.6	0	0.0	0.2	0.9	1.6	0.0	0.0	0.0	0.0	4
CarIdling	17569474	4813058	319.6	71	54.8	0	0.0	1.6	0.8	1.0	0.0	0.0	0.0	1.8	14
Truck Passby	17569752	4812917	323.5	102	63.3	0	0.0	-2.1	18.4	48.3	0.0	0.0	0.0	0.0	37
EmployeeVeh	17569660	4812967	320.1	92	58.1	0	0.0	2.1	1.7	1.7	0.0	0.0	0.0	0.0	28

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

STAMSON 5.0                      NORMAL REPORT                      Date: 09-03-2023 10:28:57  
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: vehcal.te                      Time Period: 1 hours  
 Description: **Employee vehicle movement calibration.**

Road data, segment # 1:

-----  
 Car traffic volume : 106 veh/TimePeriod  
 Medium truck volume : 0 veh/TimePeriod  
 Heavy truck volume : 0 veh/TimePeriod  
 Posted speed limit : 40 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1:

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 2 (Reflective ground surface)  
 Receiver source distance : 30.00 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1:

-----  
 Source height = 0.50 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.63	0.00	-3.01	0.00	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Total Leq All Segments: 46.62 dBA

TOTAL Leq FROM ALL SOURCES: 49.62 (+ 3 dB to account for slower speeds)



ACOUSTICS



NOISE



VIBRATION

R2	17569442	4813041	318.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	56.2	0	0.0	0.7	3.4	1.0	0.0	0.0	0.0	3.0	29
Idling TT	17569666	4812954	322.8	87	58.8	0	0.0	-0.2	0.0	1.6	0.0	0.0	0.0	3.0	30
Idling TT	17569674	4812962	322.9	87	59.0	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.1	30
Idling TT	17569694	4812974	322.9	87	59.2	0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	3.1	30
Idling TT	17569696	4812982	323.0	87	59.4	0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	3.1	29
Idling TT	17569704	4812991	323.5	87	59.6	0	0.0	0.1	0.0	1.7	0.0	0.0	0.0	2.4	28
Idling TT	17569720	4813000	324.3	87	59.8	0	0.0	0.1	0.0	1.8	0.0	0.0	0.0	2.5	28
Idling TT	17569758	4812950	326.4	87	61.4	0	0.0	-0.8	0.0	2.1	0.0	0.0	0.0	2.5	27
Idling TT	17569762	4812938	326.5	87	61.7	0	0.0	-0.9	0.0	2.1	0.0	0.0	0.0	2.5	27
Idling TT	17569782	4812929	325.7	87	62.0	0	0.0	-1.0	0.0	2.2	0.0	0.0	0.0	2.5	27
Idling TT	17569790	4812919	325.7	87	62.2	0	0.0	-1.1	0.0	2.2	0.0	0.0	0.0	2.5	26
Idling TT	17569630	4812896	323.5	87	58.6	0	0.0	-2.0	1.4	1.7	0.0	0.0	0.0	3.2	31
Idling TT	17569640	4812904	323.5	87	58.7	0	0.0	-1.8	1.4	1.7	0.0	0.0	0.0	3.8	31
Idling TT	17569662	4812914	323.5	87	58.9	0	0.0	-1.2	0.0	1.6	0.0	0.0	0.0	3.1	31
Idling TT	17569666	4812926	323.5	87	59.1	0	0.0	-1.0	0.0	1.6	0.0	0.0	0.0	3.2	31
Idling TT	17569674	4812936	323.5	87	59.3	0	0.0	-0.7	0.0	1.7	0.0	0.0	0.0	3.4	30
Idling TT	17569694	4812945	323.4	87	59.6	0	0.0	-0.5	0.0	1.7	0.0	0.0	0.0	3.9	30
Idling TT	17569720	4812952	324.6	87	60.2	0	0.0	-0.6	0.0	1.8	0.0	0.0	0.0	2.4	28
Idling TT	17569726	4812943	324.9	87	60.5	0	0.0	-0.8	0.0	1.9	0.0	0.0	0.0	2.4	28
Idling TT	17569730	4812934	324.7	87	60.8	0	0.0	-0.9	0.0	1.9	0.0	0.0	0.0	2.4	28
Idling TT	17569736	4812922	324.6	87	61.1	0	0.0	-1.1	0.0	2.0	0.0	0.0	0.0	2.4	28
Idling TT	17569752	4812913	324.6	87	61.4	0	0.0	-0.6	11.0	1.7	0.0	0.0	0.0	0.0	14
Idling TT	17569758	4812904	324.6	87	61.7	0	0.0	-0.6	15.6	1.6	0.0	0.0	0.0	0.7	10
Idling TT	17569762	4812896	324.6	87	62.0	0	0.0	-0.6	17.5	1.6	0.0	0.0	0.0	1.0	8
Idling TT	17569768	4812886	324.6	87	62.2	0	0.0	-0.7	18.6	1.6	0.0	0.0	0.0	1.3	7
CarIdling	17569502	4813017	319.9	66	47.2	0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	2.2	20
CarIdling	17569474	4813017	319.9	66	44.1	0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	2.2	24
CarIdling	17569480	4812992	319.2	66	47.5	0	0.0	0.2	0.7	0.5	0.0	0.0	0.0	2.1	19
CarIdling	17569502	4813006	319.6	66	47.3	0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	2.1	20
CarIdling	17569496	4812977	319.0	66	49.5	0	0.0	0.1	0.7	0.6	0.0	0.0	0.0	2.2	17
CarIdling	17569506	4812958	319.4	66	51.8	0	0.0	-0.2	0.7	0.7	0.0	0.0	0.0	2.3	15
CarIdling	17569528	4812936	321.5	66	53.6	0	0.0	-0.6	0.0	0.6	0.0	0.0	0.0	3.1	15
CarIdling	17569566	4812945	321.8	66	54.7	0	0.0	-0.5	0.6	0.9	0.0	0.0	0.0	2.3	13
CarIdling	17569534	4812968	321.2	66	52.5	0	0.0	-0.3	0.0	0.5	0.0	0.0	0.0	2.3	15
CarIdling	17569528	4812992	319.6	66	50.5	0	0.0	0.2	0.7	0.6	0.0	0.0	0.0	2.2	16
CarIdling	17569502	4812992	319.4	66	48.6	0	0.0	0.2	0.7	0.5	0.0	0.0	0.0	2.6	19
CarIdling	17569506	4812984	319.3	66	50.2	0	0.0	0.1	0.7	0.6	0.0	0.0	0.0	2.2	17
CarIdling	17569528	4812961	320.3	66	52.1	0	0.0	-0.4	0.0	0.5	0.0	0.0	0.0	2.3	16
CarIdling	17569570	4812928	322.4	66	55.7	0	0.0	-0.9	0.0	0.7	0.0	0.0	0.0	2.3	13
CarIdling	17569566	4812914	322.7	66	55.9	0	0.0	-1.0	0.0	0.7	0.0	0.0	0.0	2.5	13
RTU 10T	17569544	4812905	330.9	88	55.7	0	0.0	0.6	2.9	1.1	0.0	0.0	0.0	2.9	30
RTU 10T	17569566	4812888	330.9	88	56.8	0	0.0	0.7	3.4	1.1	0.0	0.0	0.0	3.2	29
CarIdling	17569602	4812878	323.7	66	58.2	0	0.0	-1.2	0.0	0.9	0.0	0.0	0.0	2.8	11
CarIdling	17569602	4812865	323.9	66	58.5	0	0.0	-1.3	0.0	0.9	0.0	0.0	0.0	3.0	11
CarIdling	17569470	4813000	319.4	66	45.2	0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	2.1	23
CarIdling	17569506	4812974	319.1	66	50.9	0	0.0	-0.1	0.8	0.7	0.0	0.0	0.0	2.3	16
CarIdling	17569544	4812937	322.4	66	54.5	0	0.0	-0.7	0.0	0.6	0.0	0.0	0.0	2.3	14
CarIdling	17569474	4813058	319.6	71	42.3	0	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0	28
Truck Passby	17569752	4812919	323.4	102	60.5	0	0.0	-2.8	2.3	34.7	0.0	0.0	0.0	2.6	46
EmployeeVeh	17569656	4812974	320.2	92	48.4	0	0.0	1.2	0.3	0.6	0.0	0.0	0.0	2.2	44

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R3	17569468	4813083	318.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	57.2	0	0.0	1.6	2.7	1.1	0.0	0.0	0.0	1.7	27
Idling TT	17569666	4812954	322.8	87	58.6	0	0.0	0.6	3.1	1.6	0.0	0.0	0.0	3.4	27
Idling TT	17569674	4812962	322.9	87	58.7	0	0.0	1.2	6.7	1.3	0.0	0.0	0.0	3.8	23
Idling TT	17569694	4812974	322.9	87	58.8	0	0.0	1.6	8.3	1.1	0.0	0.0	0.0	4.7	22
Idling TT	17569696	4812982	323.0	87	59.0	0	0.0	1.8	8.7	1.1	0.0	0.0	0.0	0.0	17
Idling TT	17569704	4812991	323.5	87	59.1	0	0.0	1.6	8.2	1.2	0.0	0.0	0.0	0.0	17
Idling TT	17569720	4813000	324.3	87	59.3	0	0.0	1.1	5.7	1.4	0.0	0.0	0.0	0.0	20
Idling TT	17569758	4812950	326.4	87	61.1	0	0.0	0.4	6.6	1.6	0.0	0.0	0.0	0.0	18
Idling TT	17569762	4812938	326.5	87	61.4	0	0.0	0.3	6.5	1.7	0.0	0.0	0.0	0.0	17
Idling TT	17569782	4812929	325.7	87	61.7	0	0.0	0.2	6.4	1.7	0.0	0.0	0.0	0.0	17
Idling TT	17569790	4812919	325.7	87	62.0	0	0.0	0.1	6.1	1.8	0.0	0.0	0.0	0.0	17
Idling TT	17569630	4812896	323.5	87	58.9	0	0.0	-1.1	0.0	1.6	0.0	0.0	0.0	2.7	31
Idling TT	17569640	4812904	323.5	87	58.9	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.8	30
Idling TT	17569662	4812914	323.5	87	59.0	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.2	29
Idling TT	17569666	4812926	323.5	87	59.1	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.2	29
Idling TT	17569674	4812936	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.2	29
Idling TT	17569694	4812945	323.4	87	59.4	0	0.0	0.3	3.9	1.6	0.0	0.0	0.0	3.2	25
Idling TT	17569720	4812952	324.6	87	59.9	0	0.0	0.7	6.4	1.4	0.0	0.0	0.0	0.0	19
Idling TT	17569726	4812943	324.9	87	60.3	0	0.0	0.4	6.0	1.5	0.0	0.0	0.0	0.0	19
Idling TT	17569730	4812934	324.7	87	60.6	0	0.0	0.1	5.4	1.6	0.0	0.0	0.0	0.0	19
Idling TT	17569736	4812922	324.6	87	61.0	0	0.0	-0.1	4.6	1.8	0.0	0.0	0.0	0.0	20
Idling TT	17569752	4812913	324.6	87	61.3	0	0.0	-0.3	3.8	1.9	0.0	0.0	0.0	0.0	21
Idling TT	17569758	4812904	324.6	87	61.6	0	0.0	0.1	17.9	1.5	0.0	0.0	0.0	0.0	6
Idling TT	17569762	4812896	324.6	87	61.9	0	0.0	0.3	20.0	1.6	0.0	0.0	0.0	0.0	4
Idling TT	17569768	4812886	324.6	87	62.2	0	0.0	0.4	18.7	1.4	0.0	0.0	0.0	0.0	5
CarIdling	17569502	4813017	319.9	66	48.4	0	0.0	0.7	0.0	0.4	0.0	0.0	0.0	0.0	16
CarIdling	17569474	4813017	319.9	66	47.6	0	0.0	0.7	0.0	0.4	0.0	0.0	0.0	0.0	17
CarIdling	17569480	4812992	319.2	66	50.5	0	0.0	0.7	0.6	0.6	0.0	0.0	0.0	0.0	13
CarIdling	17569502	4813006	319.6	66	49.3	0	0.0	0.5	0.0	0.4	0.0	0.0	0.0	0.0	16
CarIdling	17569496	4812977	319.0	66	51.8	0	0.0	0.7	1.2	0.8	0.0	0.0	0.0	0.6	12
CarIdling	17569506	4812958	319.4	66	53.5	0	0.0	0.3	1.3	0.9	0.0	0.0	0.0	0.6	10
CarIdling	17569528	4812936	321.5	66	55.0	0	0.0	-0.4	0.0	0.6	0.0	0.0	0.0	1.5	12
CarIdling	17569566	4812945	321.8	66	55.4	0	0.0	0.1	0.0	0.7	0.0	0.0	0.0	0.0	10
CarIdling	17569534	4812968	321.2	66	53.5	0	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0	12
CarIdling	17569528	4812992	319.6	66	51.5	0	0.0	1.0	0.7	0.7	0.0	0.0	0.0	0.5	13
CarIdling	17569502	4812992	319.4	66	50.7	0	0.0	0.7	0.6	0.6	0.0	0.0	0.0	0.0	13
CarIdling	17569506	4812984	319.3	66	51.7	0	0.0	0.7	1.0	0.8	0.0	0.0	0.0	0.6	12
CarIdling	17569528	4812961	320.3	66	53.5	0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	12
CarIdling	17569570	4812928	322.4	66	56.4	0	0.0	-0.2	0.0	0.7	0.0	0.0	0.0	0.0	9
CarIdling	17569566	4812914	322.7	66	56.7	0	0.0	-0.4	0.0	0.8	0.0	0.0	0.0	0.6	9
RTU 10T	17569544	4812905	330.9	88	56.7	0	0.0	1.4	2.1	1.4	0.0	0.0	0.0	0.7	27
RTU 10T	17569566	4812888	330.9	88	57.7	0	0.0	1.6	2.4	1.1	0.0	0.0	0.0	3.0	28
CarIdling	17569602	4812878	323.7	66	58.8	0	0.0	-0.6	0.0	0.9	0.0	0.0	0.0	2.5	9
CarIdling	17569602	4812865	323.9	66	59.1	0	0.0	-0.7	0.0	0.9	0.0	0.0	0.0	2.7	9
CarIdling	17569470	4813000	319.4	66	49.4	0	0.0	0.6	0.0	0.5	0.0	0.0	0.0	0.0	15
CarIdling	17569506	4812974	319.1	66	52.5	0	0.0	0.6	1.4	0.9	0.0	0.0	0.0	0.6	11
CarIdling	17569544	4812937	322.4	66	55.4	0	0.0	-0.2	0.0	0.7	0.0	0.0	0.0	0.0	10
CarIdling	17569474	4813058	319.6	71	39.0	0	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	31
Truck Passby	17569752	4812935	323.3	102	60.8	0	0.0	-2.3	0.0	36.2	0.0	0.0	0.0	1.3	44
EmployeeVeh	17569658	4812974	320.2	92	48.1	0	0.0	1.9	0.3	0.5	0.0	0.0	0.0	0.7	42

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R4	17569494	4813114	319.1												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	58.0	0	0.0	2.0	2.8	1.0	0.0	0.0	0.0	2.8	27
Idling TT	17569666	4812954	322.8	87	58.5	0	0.0	0.1	0.0	1.5	0.0	0.0	0.0	2.9	30
Idling TT	17569674	4812962	322.9	87	58.6	0	0.0	0.1	0.0	1.5	0.0	0.0	0.0	2.9	30
Idling TT	17569694	4812974	322.9	87	58.6	0	0.0	0.1	0.1	1.5	0.0	0.0	0.0	2.3	29
Idling TT	17569696	4812982	323.0	87	58.7	0	0.0	0.1	0.1	1.5	0.0	0.0	0.0	2.3	29
Idling TT	17569704	4812991	323.5	87	58.8	0	0.0	0.1	0.1	1.6	0.0	0.0	0.0	2.3	29
Idling TT	17569720	4813000	324.3	87	58.9	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	2.3	29
Idling TT	17569758	4812950	326.4	87	60.9	0	0.0	-0.7	0.0	1.9	0.0	0.0	0.0	2.3	27
Idling TT	17569762	4812938	326.5	87	61.2	0	0.0	-0.8	0.0	2.0	0.0	0.0	0.0	2.3	27
Idling TT	17569782	4812929	325.7	87	61.6	0	0.0	-0.8	0.1	2.1	0.0	0.0	0.0	2.3	27
Idling TT	17569790	4812919	325.7	87	61.9	0	0.0	-0.9	0.1	2.1	0.0	0.0	0.0	2.3	26
Idling TT	17569630	4812896	323.5	87	59.3	0	0.0	-0.1	0.0	1.7	0.0	0.0	0.0	3.7	30
Idling TT	17569640	4812904	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
Idling TT	17569662	4812914	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
Idling TT	17569666	4812926	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
Idling TT	17569674	4812936	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
Idling TT	17569694	4812945	323.4	87	59.3	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
Idling TT	17569720	4812952	324.6	87	59.8	0	0.0	-0.3	0.0	1.7	0.0	0.0	0.0	2.3	28
Idling TT	17569726	4812943	324.9	87	60.2	0	0.0	-0.5	0.0	1.8	0.0	0.0	0.0	2.3	28
Idling TT	17569730	4812934	324.7	87	60.5	0	0.0	-0.6	0.1	1.9	0.0	0.0	0.0	2.3	28
Idling TT	17569736	4812922	324.6	87	60.9	0	0.0	-0.7	0.1	1.9	0.0	0.0	0.0	2.3	27
Idling TT	17569752	4812913	324.6	87	61.2	0	0.0	-0.8	0.1	2.0	0.0	0.0	0.0	2.3	27
Idling TT	17569758	4812904	324.6	87	61.5	0	0.0	-0.8	0.1	2.1	0.0	0.0	0.0	2.3	27
Idling TT	17569762	4812896	324.6	87	61.8	0	0.0	-0.9	0.1	2.1	0.0	0.0	0.0	2.3	26
Idling TT	17569768	4812886	324.6	87	62.1	0	0.0	-0.9	0.1	2.2	0.0	0.0	0.0	2.3	26
CarIdling	17569502	4813017	319.9	66	50.8	0	0.0	0.9	0.0	0.5	0.0	0.0	0.0	1.4	15
CarIdling	17569474	4813017	319.9	66	50.9	0	0.0	0.8	0.0	0.5	0.0	0.0	0.0	0.0	14
CarIdling	17569480	4812992	319.2	66	52.9	0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	12
CarIdling	17569502	4813006	319.6	66	51.7	0	0.0	0.7	0.0	0.6	0.0	0.0	0.0	1.5	14
CarIdling	17569496	4812977	319.0	66	53.7	0	0.0	0.8	1.0	0.9	0.0	0.0	0.0	0.0	9
CarIdling	17569506	4812958	319.4	66	55.0	0	0.0	0.6	1.0	1.0	0.0	0.0	0.0	1.8	10
CarIdling	17569528	4812936	321.5	66	56.2	0	0.0	0.5	3.8	0.3	0.0	0.0	0.0	3.0	8
CarIdling	17569566	4812945	321.8	66	56.2	0	0.0	0.1	0.0	0.7	0.0	0.0	0.0	0.0	9
CarIdling	17569534	4812968	321.2	66	54.6	0	0.0	1.4	4.5	0.2	0.0	0.0	0.0	0.0	5
CarIdling	17569528	4812992	319.6	66	53.0	0	0.0	1.9	4.9	0.1	0.0	0.0	0.0	3.8	10
CarIdling	17569502	4812992	319.4	66	52.8	0	0.0	0.6	0.0	0.5	0.0	0.0	0.0	1.5	13
CarIdling	17569506	4812984	319.3	66	53.4	0	0.0	1.3	3.2	0.3	0.0	0.0	0.0	2.6	10
CarIdling	17569528	4812961	320.3	66	54.8	0	0.0	1.1	4.4	0.2	0.0	0.0	0.0	3.4	9
CarIdling	17569570	4812928	322.4	66	57.1	0	0.0	-0.2	0.0	0.8	0.0	0.0	0.0	0.0	8
CarIdling	17569566	4812914	322.7	66	57.5	0	0.0	0.3	3.1	0.5	0.0	0.0	0.0	1.1	6
RTU 10T	17569544	4812905	330.9	88	57.6	0	0.0	2.0	2.7	0.9	0.0	0.0	0.0	3.1	27
RTU 10T	17569566	4812888	330.9	88	58.5	0	0.0	1.9	2.7	1.0	0.0	0.0	0.0	2.0	25
CarIdling	17569602	4812878	323.7	66	59.3	0	0.0	-0.5	0.0	1.0	0.0	0.0	0.0	2.0	8
CarIdling	17569602	4812865	323.9	66	59.6	0	0.0	-0.5	0.0	1.0	0.0	0.0	0.0	2.5	8
CarIdling	17569470	4813000	319.4	66	52.4	0	0.0	0.7	0.0	0.6	0.0	0.0	0.0	0.0	12
CarIdling	17569506	4812974	319.1	66	54.1	0	0.0	1.0	2.9	0.4	0.0	0.0	0.0	2.3	10
CarIdling	17569544	4812937	322.4	66	56.3	0	0.0	0.6	3.9	0.3	0.0	0.0	0.0	0.9	6
CarIdling	17569474	4813058	319.6	71	46.5	0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	23
Truck Passby	17569750	4812927	323.2	102	61.1	0	0.0	-1.6	0.0	37.4	0.0	0.0	0.0	1.9	44
EmployeeVeh	17569668	4812956	320.2	92	51.9	0	0.0	2.0	1.2	0.9	0.0	0.0	0.0	0.7	37

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$



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VIBRATION



R5	17569526	4813047	319.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	54.6	0	0.0	1.5	2.9	0.9	0.0	0.0	0.0	0.8	29
Idling TT	17569666	4812954	322.8	87	55.7	0	0.0	0.1	0.4	1.1	0.0	0.0	0.0	2.5	32
Idling TT	17569674	4812962	322.9	87	55.9	0	0.0	0.2	0.9	1.1	0.0	0.0	0.0	1.1	30
Idling TT	17569694	4812974	322.9	87	56.1	0	0.0	0.2	1.0	1.1	0.0	0.0	0.0	1.0	30
Idling TT	17569696	4812982	323.0	87	56.3	0	0.0	0.1	1.0	1.2	0.0	0.0	0.0	0.0	29
Idling TT	17569704	4812991	323.5	87	56.5	0	0.0	0.1	0.8	1.2	0.0	0.0	0.0	0.0	29
Idling TT	17569720	4813000	324.3	87	56.8	0	0.0	0.1	0.3	1.3	0.0	0.0	0.0	0.0	29
Idling TT	17569758	4812950	326.4	87	59.1	0	0.0	-0.7	0.3	1.6	0.0	0.0	0.0	0.0	27
Idling TT	17569762	4812938	326.5	87	59.5	0	0.0	-0.8	0.5	1.7	0.0	0.0	0.0	0.0	26
Idling TT	17569782	4812929	325.7	87	59.9	0	0.0	-0.9	0.9	1.8	0.0	0.0	0.0	0.0	26
Idling TT	17569790	4812919	325.7	87	60.2	0	0.0	-1.0	1.0	1.8	0.0	0.0	0.0	0.0	25
Idling TT	17569630	4812896	323.5	87	56.4	0	0.0	-0.1	0.0	1.2	0.0	0.0	0.0	3.2	33
Idling TT	17569640	4812904	323.5	87	56.3	0	0.0	-0.1	0.0	1.2	0.0	0.0	0.0	3.1	33
Idling TT	17569662	4812914	323.5	87	56.4	0	0.0	-0.1	0.0	1.2	0.0	0.0	0.0	3.1	33
Idling TT	17569666	4812926	323.5	87	56.5	0	0.0	-0.1	0.1	1.2	0.0	0.0	0.0	3.1	33
Idling TT	17569674	4812936	323.5	87	56.6	0	0.0	-0.1	0.1	1.3	0.0	0.0	0.0	3.1	33
Idling TT	17569694	4812945	323.4	87	56.8	0	0.0	-0.2	0.5	1.3	0.0	0.0	0.0	3.3	32
Idling TT	17569720	4812952	324.6	87	57.6	0	0.0	-0.3	0.7	1.4	0.0	0.0	0.0	0.0	28
Idling TT	17569726	4812943	324.9	87	58.0	0	0.0	-0.5	0.6	1.4	0.0	0.0	0.0	0.0	28
Idling TT	17569730	4812934	324.7	87	58.5	0	0.0	-0.7	0.7	1.5	0.0	0.0	0.0	0.0	27
Idling TT	17569736	4812922	324.6	87	58.9	0	0.0	-0.8	0.7	1.6	0.0	0.0	0.0	0.0	27
Idling TT	17569752	4812913	324.6	87	59.3	0	0.0	-0.8	0.7	1.6	0.0	0.0	0.0	2.1	28
Idling TT	17569758	4812904	324.6	87	59.6	0	0.0	-0.8	5.0	1.8	0.0	0.0	0.0	4.4	26
Idling TT	17569762	4812896	324.6	87	60.0	0	0.0	-0.4	9.9	1.5	0.0	0.0	0.0	0.0	16
Idling TT	17569768	4812886	324.6	87	60.4	0	0.0	-0.3	13.0	1.4	0.0	0.0	0.0	0.0	13
CarIdling	17569502	4813017	319.9	66	42.8	0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	23
CarIdling	17569474	4813017	319.9	66	45.8	0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	20
CarIdling	17569480	4812992	319.2	66	47.8	0	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.0	17
CarIdling	17569502	4813006	319.6	66	45.1	0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	20
CarIdling	17569496	4812977	319.0	66	48.6	0	0.0	0.3	0.6	0.5	0.0	0.0	0.0	0.0	16
CarIdling	17569506	4812958	319.4	66	50.2	0	0.0	0.5	0.6	0.6	0.0	0.0	0.0	0.0	14
CarIdling	17569528	4812936	321.5	66	52.0	0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0	13
CarIdling	17569566	4812945	321.8	66	51.6	0	0.0	0.2	0.0	0.5	0.0	0.0	0.0	0.0	14
CarIdling	17569534	4812968	321.2	66	49.0	0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	16
CarIdling	17569528	4812992	319.6	66	45.9	0	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0	19
CarIdling	17569502	4812992	319.4	66	46.8	0	0.0	0.3	0.6	0.4	0.0	0.0	0.0	0.0	18
CarIdling	17569506	4812984	319.3	66	47.1	0	0.0	0.6	0.6	0.4	0.0	0.0	0.0	0.0	17
CarIdling	17569528	4812961	320.3	66	49.6	0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	15
CarIdling	17569570	4812928	322.4	66	53.1	0	0.0	-0.1	0.0	0.5	0.0	0.0	0.0	0.0	12
CarIdling	17569566	4812914	322.7	66	53.8	0	0.0	-0.3	0.0	0.6	0.0	0.0	0.0	1.7	14
RTU 10T	17569544	4812905	330.9	88	54.1	0	0.0	1.5	2.9	0.8	0.0	0.0	0.0	0.6	29
RTU 10T	17569566	4812888	330.9	88	55.3	0	0.0	1.1	1.1	1.0	0.0	0.0	0.0	0.0	29
CarIdling	17569602	4812878	323.7	66	56.4	0	0.0	-0.7	0.0	0.7	0.0	0.0	0.0	2.5	12
CarIdling	17569602	4812865	323.9	66	56.9	0	0.0	-0.7	0.0	0.8	0.0	0.0	0.0	2.1	11
CarIdling	17569470	4813000	319.4	66	48.1	0	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.0	16
CarIdling	17569506	4812974	319.1	66	48.5	0	0.0	0.6	0.6	0.5	0.0	0.0	0.0	0.0	16
CarIdling	17569544	4812937	322.4	66	52.0	0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0	13
CarIdling	17569474	4813058	319.6	71	45.6	0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	24
Truck Passby	17569748	4812931	323.2	102	58.8	0	0.0	-1.9	0.0	28.8	0.0	0.0	0.0	0.8	48
EmployeeVeh	17569656	4812974	320.2	92	47.4	0	0.0	1.0	0.2	0.5	0.0	0.0	0.0	0.0	43

Where:  $L_r = L_x + A_{div} + K_0 + D_c - A_{gnd} - A_{bar} - A_{atm} - A_{fol} - A_{hous} + C_{met} + Refl$ 

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VIBRATION



R6	17569530	4813164	320.8												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	59.5	0	0.0	1.4	1.2	1.0	0.0	0.0	0.0	1.1	26
Idling TT	17569666	4812954	322.8	87	59.0	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	1.4	28
Idling TT	17569674	4812962	322.9	87	59.0	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	1.3	28
Idling TT	17569694	4812974	322.9	87	58.9	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
Idling TT	17569696	4812982	323.0	87	58.9	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
Idling TT	17569704	4812991	323.5	87	58.8	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
Idling TT	17569720	4813000	324.3	87	58.8	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
Idling TT	17569758	4812950	326.4	87	60.9	0	0.0	-0.7	0.0	2.0	0.0	0.0	0.0	0.0	25
Idling TT	17569762	4812938	326.5	87	61.3	0	0.0	-0.7	0.0	2.0	0.0	0.0	0.0	0.0	25
Idling TT	17569782	4812929	325.7	87	61.6	0	0.0	-0.8	0.6	2.1	0.0	0.0	0.0	0.0	24
Idling TT	17569790	4812919	325.7	87	62.0	0	0.0	-0.9	1.3	2.2	0.0	0.0	0.0	0.0	23
Idling TT	17569630	4812896	323.5	87	60.2	0	0.0	-0.1	0.0	1.8	0.0	0.0	0.0	3.7	29
Idling TT	17569640	4812904	323.5	87	60.0	0	0.0	-0.1	0.0	1.8	0.0	0.0	0.0	2.2	28
Idling TT	17569662	4812914	323.5	87	59.9	0	0.0	-0.1	0.0	1.8	0.0	0.0	0.0	2.2	28
Idling TT	17569666	4812926	323.5	87	59.8	0	0.0	-0.1	0.0	1.7	0.0	0.0	0.0	2.2	28
Idling TT	17569674	4812936	323.5	87	59.7	0	0.0	-0.2	0.0	1.7	0.0	0.0	0.0	2.2	28
Idling TT	17569694	4812945	323.4	87	59.7	0	0.0	-0.2	0.0	1.7	0.0	0.0	0.0	2.2	28
Idling TT	17569720	4812952	324.6	87	60.0	0	0.0	-0.3	0.0	1.8	0.0	0.0	0.0	0.0	26
Idling TT	17569726	4812943	324.9	87	60.4	0	0.0	-0.5	0.0	1.9	0.0	0.0	0.0	0.0	26
Idling TT	17569730	4812934	324.7	87	60.7	0	0.0	-0.6	0.0	1.9	0.0	0.0	0.0	0.0	25
Idling TT	17569736	4812922	324.6	87	61.1	0	0.0	-0.7	0.0	2.0	0.0	0.0	0.0	0.0	25
Idling TT	17569752	4812913	324.6	87	61.4	0	0.0	-0.8	0.0	2.1	0.0	0.0	0.0	0.0	25
Idling TT	17569758	4812904	324.6	87	61.7	0	0.0	-0.8	0.0	2.1	0.0	0.0	0.0	0.0	24
Idling TT	17569762	4812896	324.6	87	62.0	0	0.0	-0.9	0.0	2.2	0.0	0.0	0.0	0.0	24
Idling TT	17569768	4812886	324.6	87	62.3	0	0.0	-0.9	0.0	2.3	0.0	0.0	0.0	0.0	24
CarIdling	17569502	4813017	319.9	66	54.5	0	0.0	1.7	2.5	0.4	0.0	0.0	0.0	2.4	9
CarIdling	17569474	4813017	319.9	66	54.8	0	0.0	0.8	0.0	0.8	0.0	0.0	0.0	1.4	11
CarIdling	17569480	4812992	319.2	66	56.1	0	0.0	1.1	3.6	0.3	0.0	0.0	0.0	0.5	5
CarIdling	17569502	4813006	319.6	66	55.2	0	0.0	1.5	3.3	0.3	0.0	0.0	0.0	2.8	8
CarIdling	17569496	4812977	319.0	66	56.6	0	0.0	0.8	1.5	0.7	0.0	0.0	0.0	2.1	8
CarIdling	17569506	4812958	319.4	66	57.4	0	0.0	0.3	0.0	0.8	0.0	0.0	0.0	0.0	7
CarIdling	17569528	4812936	321.5	66	58.2	0	0.0	0.1	0.0	0.9	0.0	0.0	0.0	0.0	7
CarIdling	17569566	4812945	321.8	66	57.9	0	0.0	0.3	0.0	0.8	0.0	0.0	0.0	0.0	7
CarIdling	17569534	4812968	321.2	66	56.8	0	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	8
CarIdling	17569528	4812992	319.6	66	55.7	0	0.0	0.8	0.0	0.8	0.0	0.0	0.0	0.0	9
CarIdling	17569502	4812992	319.4	66	55.9	0	0.0	0.6	0.0	0.7	0.0	0.0	0.0	1.4	10
CarIdling	17569506	4812984	319.3	66	56.1	0	0.0	0.7	0.0	0.7	0.0	0.0	0.0	0.0	8
CarIdling	17569528	4812961	320.3	66	57.1	0	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	8
CarIdling	17569570	4812928	322.4	66	58.6	0	0.0	0.1	0.0	0.9	0.0	0.0	0.0	0.0	6
CarIdling	17569566	4812914	322.7	66	59.0	0	0.0	-0.1	0.0	0.9	0.0	0.0	0.0	1.8	8
RTU 10T	17569544	4812905	330.9	88	59.2	0	0.0	1.4	1.1	1.0	0.0	0.0	0.0	0.9	26
RTU 10T	17569566	4812888	330.9	88	59.9	0	0.0	1.5	1.5	0.9	0.0	0.0	0.0	1.8	26
CarIdling	17569602	4812878	323.7	66	60.4	0	0.0	-0.1	0.0	1.1	0.0	0.0	0.0	2.8	7
CarIdling	17569602	4812865	323.9	66	60.7	0	0.0	-0.2	0.0	1.1	0.0	0.0	0.0	2.2	6
CarIdling	17569470	4813000	319.4	66	55.8	0	0.0	0.6	0.0	0.7	0.0	0.0	0.0	1.4	10
CarIdling	17569506	4812974	319.1	66	56.6	0	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	8
CarIdling	17569544	4812937	322.4	66	58.1	0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	7
CarIdling	17569474	4813058	319.6	71	52.5	0	0.0	1.0	0.0	0.6	0.0	0.0	0.0	2.4	19
Truck Passby	17569752	4812927	323.4	102	61.8	0	0.0	-1.6	0.0	40.8	0.0	0.0	0.0	1.1	42
EmployeeVeh	17569660	4812967	320.1	92	56.7	0	0.0	0.6	1.0	1.5	0.0	0.0	0.0	1.3	33

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R7	17569598	4813231	323.3												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	61.5	0	0.0	1.3	0.1	1.5	0.0	0.0	0.0	1.5	25
Idling TT	17569666	4812954	322.8	87	60.1	0	0.0	0.1	0.1	1.8	0.0	0.0	0.0	1.6	27
Idling TT	17569674	4812962	322.9	87	60.0	0	0.0	0.1	0.1	1.8	0.0	0.0	0.0	0.0	25
Idling TT	17569694	4812974	322.9	87	59.8	0	0.0	0.1	0.1	1.7	0.0	0.0	0.0	0.0	26
Idling TT	17569696	4812982	323.0	87	59.6	0	0.0	0.1	0.1	1.7	0.0	0.0	0.0	0.0	26
Idling TT	17569704	4812991	323.5	87	59.4	0	0.0	0.1	0.1	1.7	0.0	0.0	0.0	0.0	26
Idling TT	17569720	4813000	324.3	87	59.3	0	0.0	0.1	0.1	1.6	0.0	0.0	0.0	0.0	26
Idling TT	17569758	4812950	326.4	87	61.2	0	0.0	-0.7	0.1	2.0	0.0	0.0	0.0	0.0	25
Idling TT	17569762	4812938	326.5	87	61.6	0	0.0	-0.7	0.1	2.1	0.0	0.0	0.0	0.0	24
Idling TT	17569782	4812929	325.7	87	61.9	0	0.0	-0.7	2.2	2.0	0.0	0.0	0.0	0.0	22
Idling TT	17569790	4812919	325.7	87	62.2	0	0.0	-0.6	2.2	2.8	0.0	0.0	0.0	0.0	21
Idling TT	17569630	4812896	323.5	87	61.6	0	0.0	-0.2	0.1	2.1	0.0	0.0	0.0	3.7	27
Idling TT	17569640	4812904	323.5	87	61.4	0	0.0	-0.2	0.1	2.0	0.0	0.0	0.0	3.5	27
Idling TT	17569662	4812914	323.5	87	61.1	0	0.0	-0.2	0.1	2.0	0.0	0.0	0.0	3.3	28
Idling TT	17569666	4812926	323.5	87	60.9	0	0.0	-0.2	0.1	1.9	0.0	0.0	0.0	2.3	27
Idling TT	17569674	4812936	323.5	87	60.7	0	0.0	-0.2	0.1	1.9	0.0	0.0	0.0	2.2	27
Idling TT	17569694	4812945	323.4	87	60.6	0	0.0	-0.2	0.1	1.9	0.0	0.0	0.0	0.0	25
Idling TT	17569720	4812952	324.6	87	60.7	0	0.0	-0.4	0.1	1.9	0.0	0.0	0.0	0.0	25
Idling TT	17569726	4812943	324.9	87	61.0	0	0.0	-0.6	0.1	2.0	0.0	0.0	0.0	0.0	25
Idling TT	17569730	4812934	324.7	87	61.3	0	0.0	-0.6	0.1	2.0	0.0	0.0	0.0	0.0	24
Idling TT	17569736	4812922	324.6	87	61.6	0	0.0	-0.7	0.1	2.1	0.0	0.0	0.0	0.0	24
Idling TT	17569752	4812913	324.6	87	61.9	0	0.0	-0.8	0.1	2.2	0.0	0.0	0.0	0.0	24
Idling TT	17569758	4812904	324.6	87	62.2	0	0.0	-0.8	0.9	2.2	0.0	0.0	0.0	2.8	26
Idling TT	17569762	4812896	324.6	87	62.5	0	0.0	-0.8	2.2	2.2	0.0	0.0	0.0	3.5	25
Idling TT	17569768	4812886	324.6	87	62.8	0	0.0	-0.7	3.0	2.1	0.0	0.0	0.0	3.9	24
CarIdling	17569502	4813017	319.9	66	58.4	0	0.0	0.6	0.9	1.3	0.0	0.0	0.0	0.0	5
CarIdling	17569474	4813017	319.9	66	58.8	0	0.0	1.5	7.9	0.2	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	59.5	0	0.0	1.0	2.5	0.9	0.0	0.0	0.0	0.0	2
CarIdling	17569502	4813006	319.6	66	58.9	0	0.0	1.2	1.0	0.5	0.0	0.0	0.0	0.0	4
CarIdling	17569496	4812977	319.0	66	59.8	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	0.0	4
CarIdling	17569506	4812958	319.4	66	60.2	0	0.0	0.8	1.1	0.6	0.0	0.0	0.0	0.0	3
CarIdling	17569528	4812936	321.5	66	60.7	0	0.0	0.4	1.2	0.7	0.0	0.0	0.0	0.0	3
CarIdling	17569566	4812945	321.8	66	60.2	0	0.0	1.0	1.1	0.6	0.0	0.0	0.0	0.6	4
CarIdling	17569534	4812968	321.2	66	59.7	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	0.0	4
CarIdling	17569528	4812992	319.6	66	59.0	0	0.0	0.5	1.0	1.3	0.0	0.0	0.0	0.0	4
CarIdling	17569502	4812992	319.4	66	59.3	0	0.0	1.1	1.0	0.5	0.0	0.0	0.0	0.0	4
CarIdling	17569506	4812984	319.3	66	59.4	0	0.0	1.2	1.0	0.5	0.0	0.0	0.0	0.0	4
CarIdling	17569528	4812961	320.3	66	59.9	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	0.0	3
CarIdling	17569570	4812928	322.4	66	60.7	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	1.1	4
CarIdling	17569566	4812914	322.7	66	61.1	0	0.0	0.6	1.1	0.7	0.0	0.0	0.0	3.0	5
RTU 10T	17569544	4812905	330.9	88	61.3	0	0.0	1.3	0.1	1.5	0.0	0.0	0.0	1.4	25
RTU 10T	17569566	4812888	330.9	88	61.8	0	0.0	1.3	0.1	1.5	0.0	0.0	0.0	1.7	24
CarIdling	17569602	4812878	323.7	66	62.0	0	0.0	0.7	1.2	0.8	0.0	0.0	0.0	2.0	3
CarIdling	17569602	4812865	323.9	66	62.3	0	0.0	0.5	1.2	0.8	0.0	0.0	0.0	3.9	5
CarIdling	17569470	4813000	319.4	66	59.4	0	0.0	0.9	7.5	0.3	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	59.7	0	0.0	1.1	1.0	0.5	0.0	0.0	0.0	0.0	4
CarIdling	17569544	4812937	322.4	66	60.5	0	0.0	0.7	1.1	0.6	0.0	0.0	0.0	0.9	4
CarIdling	17569474	4813058	319.6	71	57.6	0	0.0	1.9	5.6	0.2	0.0	0.0	0.0	0.0	5
Truck Passby	17569752	4812929	323.4	102	63.0	0	0.0	-1.7	0.0	46.3	0.0	0.0	0.0	1.4	41
EmployeeVeh	17569664	4812971	320.1	92	60.3	0	0.0	1.6	1.7	0.8	0.0	0.0	0.0	1.1	29

Where:  $L_r = L_x + A_{div} + K_0 + D_c - A_{gnd} - A_{bar} - A_{atm} - A_{fol} - A_{hous} + C_{met} + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R8	17569666	4813293	326.9												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	63.3	0	0.0	1.7	1.2	1.5	0.0	0.0	0.0	1.7	22
Idling TT	17569666	4812954	322.8	87	61.6	0	0.0	0.7	3.0	2.3	0.0	0.0	0.0	1.8	21
Idling TT	17569674	4812962	322.9	87	61.4	0	0.0	0.7	3.0	2.3	0.0	0.0	0.0	1.8	22
Idling TT	17569694	4812974	322.9	87	61.1	0	0.0	0.7	3.1	2.2	0.0	0.0	0.0	1.8	22
Idling TT	17569696	4812982	323.0	87	60.9	0	0.0	0.7	3.1	2.2	0.0	0.0	0.0	1.8	22
Idling TT	17569704	4812991	323.5	87	60.7	0	0.0	0.7	3.0	2.2	0.0	0.0	0.0	1.7	22
Idling TT	17569720	4813000	324.3	87	60.5	0	0.0	0.6	2.7	2.2	0.0	0.0	0.0	1.7	23
Idling TT	17569758	4812950	326.4	87	62.0	0	0.0	0.1	2.6	1.9	0.0	0.0	0.0	2.0	23
Idling TT	17569762	4812938	326.5	87	62.3	0	0.0	0.1	2.5	1.9	0.0	0.0	0.0	2.0	22
Idling TT	17569782	4812929	325.7	87	62.6	0	0.0	0.2	2.4	2.8	0.0	0.0	0.0	2.2	21
Idling TT	17569790	4812919	325.7	87	62.9	0	0.0	0.4	3.6	2.5	0.0	0.0	0.0	2.4	20
Idling TT	17569630	4812896	323.5	87	63.0	0	0.0	0.3	2.8	2.8	0.0	0.0	0.0	4.5	23
Idling TT	17569640	4812904	323.5	87	62.8	0	0.0	0.2	2.8	2.7	0.0	0.0	0.0	4.3	23
Idling TT	17569662	4812914	323.5	87	62.5	0	0.0	0.2	2.9	2.7	0.0	0.0	0.0	4.2	23
Idling TT	17569666	4812926	323.5	87	62.3	0	0.0	0.2	2.9	2.6	0.0	0.0	0.0	3.5	23
Idling TT	17569674	4812936	323.5	87	62.1	0	0.0	0.2	2.9	2.5	0.0	0.0	0.0	3.5	23
Idling TT	17569694	4812945	323.4	87	61.8	0	0.0	0.2	3.0	2.5	0.0	0.0	0.0	1.8	22
Idling TT	17569720	4812952	324.6	87	61.8	0	0.0	-0.1	2.6	2.6	0.0	0.0	0.0	1.7	22
Idling TT	17569726	4812943	324.9	87	62.0	0	0.0	-0.3	2.5	2.7	0.0	0.0	0.0	1.7	22
Idling TT	17569730	4812934	324.7	87	62.3	0	0.0	-0.3	2.5	2.8	0.0	0.0	0.0	1.7	22
Idling TT	17569736	4812922	324.6	87	62.5	0	0.0	-0.4	2.5	2.8	0.0	0.0	0.0	3.4	23
Idling TT	17569752	4812913	324.6	87	62.8	0	0.0	-0.4	2.5	2.9	0.0	0.0	0.0	3.5	23
Idling TT	17569758	4812904	324.6	87	63.0	0	0.0	-0.4	2.5	3.0	0.0	0.0	0.0	3.5	23
Idling TT	17569762	4812896	324.6	87	63.3	0	0.0	-0.4	2.4	3.1	0.0	0.0	0.0	2.8	22
Idling TT	17569768	4812886	324.6	87	63.5	0	0.0	-0.2	3.6	2.7	0.0	0.0	0.0	4.5	22
CarIdling	17569502	4813017	319.9	66	61.2	0	0.0	2.4	2.1	1.1	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813017	319.9	66	61.5	0	0.0	2.2	2.2	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	61.9	0	0.0	1.9	2.4	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4813006	319.6	66	61.5	0	0.0	2.2	2.2	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569496	4812977	319.0	66	62.1	0	0.0	1.8	2.4	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812958	319.4	66	62.4	0	0.0	1.6	2.5	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812936	321.5	66	62.7	0	0.0	1.2	2.6	1.4	0.0	0.0	0.0	0.8	--
CarIdling	17569566	4812945	321.8	66	62.2	0	0.0	1.9	2.2	1.3	0.0	0.0	0.0	0.9	--
CarIdling	17569534	4812968	321.2	66	61.9	0	0.0	1.8	2.3	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812992	319.6	66	61.5	0	0.0	2.4	2.1	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4812992	319.4	66	61.8	0	0.0	2.1	2.3	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812984	319.3	66	61.8	0	0.0	2.2	2.2	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812961	320.3	66	62.1	0	0.0	1.6	2.4	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569570	4812928	322.4	66	62.6	0	0.0	1.8	2.1	1.4	0.0	0.0	0.0	2.3	0
CarIdling	17569566	4812914	322.7	66	62.9	0	0.0	1.5	2.2	1.5	0.0	0.0	0.0	2.9	1
RTU 10T	17569544	4812905	330.9	88	63.1	0	0.0	1.7	1.2	1.4	0.0	0.0	0.0	1.5	22
RTU 10T	17569566	4812888	330.9	88	63.4	0	0.0	1.7	1.2	1.5	0.0	0.0	0.0	1.8	22
CarIdling	17569602	4812878	323.7	66	63.5	0	0.0	1.6	1.9	1.7	0.0	0.0	0.0	2.0	--
CarIdling	17569602	4812865	323.9	66	63.7	0	0.0	1.4	2.0	1.8	0.0	0.0	0.0	4.0	1
CarIdling	17569470	4813000	319.4	66	61.9	0	0.0	1.8	2.4	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	62.0	0	0.0	2.0	2.3	1.2	0.0	0.0	0.0	0.0	--
CarIdling	17569544	4812937	322.4	66	62.4	0	0.0	1.6	2.2	1.4	0.0	0.0	0.0	0.9	--
CarIdling	17569474	4813058	319.6	71	60.6	0	0.0	2.5	2.1	1.1	0.0	0.0	0.0	0.0	4
Truck Passby	17569752	4812929	323.4	102	64.1	0	0.0	-1.8	0.0	53.0	0.0	0.0	0.0	2.5	36
EmployeeVeh	17569664	4812967	320.1	92	62.1	0	0.0	3.2	1.5	2.2	0.0	0.0	0.0	1.4	24

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R9	17569700	4813332	328.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	64.2	0	0.0	1.4	0.1	1.9	0.0	0.0	0.0	1.9	22
Idling TT	17569666	4812954	322.8	87	62.6	0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	22
Idling TT	17569674	4812962	322.9	87	62.4	0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	23
Idling TT	17569694	4812974	322.9	87	62.1	0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	23
Idling TT	17569696	4812982	323.0	87	61.9	0	0.0	0.1	0.0	2.1	0.0	0.0	0.0	0.0	23
Idling TT	17569704	4812991	323.5	87	61.7	0	0.0	0.1	0.0	2.1	0.0	0.0	0.0	0.0	23
Idling TT	17569720	4813000	324.3	87	61.5	0	0.0	0.1	0.0	2.0	0.0	0.0	0.0	0.0	24
Idling TT	17569758	4812950	326.4	87	62.8	0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	22
Idling TT	17569762	4812938	326.5	87	63.0	0	0.0	0.1	1.1	2.3	0.0	0.0	0.0	0.0	21
Idling TT	17569782	4812929	325.7	87	63.3	0	0.0	0.7	3.5	2.6	0.0	0.0	0.0	0.0	17
Idling TT	17569790	4812919	325.7	87	63.5	0	0.0	0.6	3.5	2.7	0.0	0.0	0.0	0.0	17
Idling TT	17569630	4812896	323.5	87	63.9	0	0.0	-0.3	0.0	2.6	0.0	0.0	0.0	3.6	25
Idling TT	17569640	4812904	323.5	87	63.7	0	0.0	-0.3	0.0	2.6	0.0	0.0	0.0	3.4	25
Idling TT	17569662	4812914	323.5	87	63.4	0	0.0	-0.3	0.0	2.5	0.0	0.0	0.0	3.3	25
Idling TT	17569666	4812926	323.5	87	63.2	0	0.0	-0.3	0.0	2.4	0.0	0.0	0.0	2.4	24
Idling TT	17569674	4812936	323.5	87	63.0	0	0.0	-0.4	0.0	2.4	0.0	0.0	0.0	2.3	25
Idling TT	17569694	4812945	323.4	87	62.8	0	0.0	-0.4	0.0	2.3	0.0	0.0	0.0	0.0	22
Idling TT	17569720	4812952	324.6	87	62.6	0	0.0	-0.6	0.0	2.3	0.0	0.0	0.0	0.0	23
Idling TT	17569726	4812943	324.9	87	62.8	0	0.0	-0.6	0.0	2.4	0.0	0.0	0.0	0.0	23
Idling TT	17569730	4812934	324.7	87	63.1	0	0.0	-0.6	0.0	2.4	0.0	0.0	0.0	0.0	22
Idling TT	17569736	4812922	324.6	87	63.3	0	0.0	-0.6	0.0	2.5	0.0	0.0	0.0	2.4	24
Idling TT	17569752	4812913	324.6	87	63.5	0	0.0	-0.3	3.0	2.2	0.0	0.0	0.0	3.9	23
Idling TT	17569758	4812904	324.6	87	63.7	0	0.0	-0.1	3.3	2.8	0.0	0.0	0.0	4.6	22
Idling TT	17569762	4812896	324.6	87	63.9	0	0.0	-0.3	2.9	2.3	0.0	0.0	0.0	3.9	22
Idling TT	17569768	4812886	324.6	87	64.1	0	0.0	-0.2	2.7	3.2	0.0	0.0	0.0	4.3	22
CarIdling	17569502	4813017	319.9	66	62.4	0	0.0	2.6	1.8	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813017	319.9	66	62.7	0	0.0	2.3	1.9	1.4	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	63.1	0	0.0	2.0	2.1	1.4	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4813006	319.6	66	62.7	0	0.0	2.3	1.9	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569496	4812977	319.0	66	63.3	0	0.0	1.9	2.2	1.4	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812958	319.4	66	63.5	0	0.0	1.6	2.2	1.5	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812936	321.5	66	63.8	0	0.0	1.1	1.6	2.1	0.0	0.0	0.0	1.7	--
CarIdling	17569566	4812945	321.8	66	63.3	0	0.0	1.9	1.1	2.0	0.0	0.0	0.0	1.7	--
CarIdling	17569534	4812968	321.2	66	63.0	0	0.0	1.8	1.6	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812992	319.6	66	62.7	0	0.0	2.5	1.9	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4812992	319.4	66	63.0	0	0.0	2.2	2.0	1.4	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812984	319.3	66	62.9	0	0.0	2.3	2.0	1.3	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812961	320.3	66	63.3	0	0.0	1.7	2.0	1.6	0.0	0.0	0.0	0.0	--
CarIdling	17569570	4812928	322.4	66	63.6	0	0.0	1.6	0.7	2.1	0.0	0.0	0.0	3.0	1
CarIdling	17569566	4812914	322.7	66	63.9	0	0.0	1.3	0.6	2.3	0.0	0.0	0.0	3.3	1
RTU 10T	17569544	4812905	330.9	88	64.1	0	0.0	1.4	0.1	1.9	0.0	0.0	0.0	1.7	22
RTU 10T	17569566	4812888	330.9	88	64.4	0	0.0	1.4	0.1	1.9	0.0	0.0	0.0	2.0	22
CarIdling	17569602	4812878	323.7	66	64.4	0	0.0	1.0	0.6	1.0	0.0	0.0	0.0	2.2	1
CarIdling	17569602	4812865	323.9	66	64.6	0	0.0	0.7	0.6	1.1	0.0	0.0	0.0	3.9	3
CarIdling	17569470	4813000	319.4	66	63.1	0	0.0	1.9	2.2	1.4	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	63.2	0	0.0	2.1	2.1	1.4	0.0	0.0	0.0	0.0	--
CarIdling	17569544	4812937	322.4	66	63.5	0	0.0	1.5	1.0	2.1	0.0	0.0	0.0	1.6	--
CarIdling	17569474	4813058	319.6	71	62.0	0	0.0	2.6	1.9	1.2	0.0	0.0	0.0	0.0	3
Truck Passby	17569752	4812929	323.4	102	64.9	0	0.0	-1.8	0.0	57.8	0.0	0.0	0.0	2.0	38
EmployeeVeh	17569664	4812967	320.1	92	63.5	0	0.0	2.7	2.5	0.7	0.0	0.0	0.0	2.0	25

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R10	17569750	4813391	331.9												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	65.5	0	0.0	1.5	0.1	2.1	0.0	0.0	0.0	1.9	20
Idling TT	17569666	4812954	322.8	87	63.9	0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	21
Idling TT	17569674	4812962	322.9	87	63.7	0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	21
Idling TT	17569694	4812974	322.9	87	63.5	0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	21
Idling TT	17569696	4812982	323.0	87	63.3	0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	21
Idling TT	17569704	4812991	323.5	87	63.1	0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	22
Idling TT	17569720	4813000	324.3	87	62.9	0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	22
Idling TT	17569758	4812950	326.4	87	63.9	0	0.0	0.1	0.0	2.6	0.0	0.0	0.0	0.0	21
Idling TT	17569762	4812938	326.5	87	64.1	0	0.0	0.8	3.1	2.9	0.0	0.0	0.0	0.0	16
Idling TT	17569782	4812929	325.7	87	64.3	0	0.0	0.8	3.4	2.9	0.0	0.0	0.0	0.0	16
Idling TT	17569790	4812919	325.7	87	64.5	0	0.0	0.7	2.8	3.1	0.0	0.0	0.0	4.3	20
Idling TT	17569630	4812896	323.5	87	65.2	0	0.0	-0.4	0.0	3.0	0.0	0.0	0.0	3.6	23
Idling TT	17569640	4812904	323.5	87	65.0	0	0.0	-0.4	0.0	2.9	0.0	0.0	0.0	3.4	23
Idling TT	17569662	4812914	323.5	87	64.7	0	0.0	-0.4	0.0	2.8	0.0	0.0	0.0	3.3	23
Idling TT	17569666	4812926	323.5	87	64.5	0	0.0	-0.5	0.0	2.8	0.0	0.0	0.0	2.4	23
Idling TT	17569674	4812936	323.5	87	64.3	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	2.4	23
Idling TT	17569694	4812945	323.4	87	64.1	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	0.0	21
Idling TT	17569720	4812952	324.6	87	63.9	0	0.0	-0.5	0.0	2.6	0.0	0.0	0.0	0.0	21
Idling TT	17569726	4812943	324.9	87	64.1	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	0.0	21
Idling TT	17569730	4812934	324.7	87	64.2	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	0.0	21
Idling TT	17569736	4812922	324.6	87	64.4	0	0.0	-0.1	2.7	3.2	0.0	0.0	0.0	4.3	21
Idling TT	17569752	4812913	324.6	87	64.6	0	0.0	-0.5	0.0	2.8	0.0	0.0	0.0	2.4	23
Idling TT	17569758	4812904	324.6	87	64.8	0	0.0	-0.3	2.2	2.7	0.0	0.0	0.0	3.5	21
Idling TT	17569762	4812896	324.6	87	64.9	0	0.0	0.1	3.6	3.1	0.0	0.0	0.0	4.8	20
Idling TT	17569768	4812886	324.6	87	65.1	0	0.0	0.1	3.6	3.1	0.0	0.0	0.0	4.8	20
CarIdling	17569502	4813017	319.9	66	64.1	0	0.0	2.6	0.7	2.0	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813017	319.9	66	64.3	0	0.0	1.7	1.0	0.7	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	64.6	0	0.0	2.0	1.0	2.1	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4813006	319.6	66	64.3	0	0.0	2.4	0.8	2.0	0.0	0.0	0.0	0.0	--
CarIdling	17569496	4812977	319.0	66	64.7	0	0.0	1.4	1.0	0.8	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812958	319.4	66	64.9	0	0.0	1.1	1.0	0.9	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812936	321.5	66	65.1	0	0.0	0.8	1.0	1.0	0.0	0.0	0.0	1.2	--
CarIdling	17569566	4812945	321.8	66	64.7	0	0.0	1.5	1.0	0.8	0.0	0.0	0.0	1.2	--
CarIdling	17569534	4812968	321.2	66	64.5	0	0.0	1.4	0.9	0.8	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812992	319.6	66	64.3	0	0.0	1.9	1.0	0.7	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4812992	319.4	66	64.5	0	0.0	1.6	1.0	0.7	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812984	319.3	66	64.5	0	0.0	1.7	1.0	0.7	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812961	320.3	66	64.7	0	0.0	1.2	1.0	0.9	0.0	0.0	0.0	0.0	--
CarIdling	17569570	4812928	322.4	66	64.9	0	0.0	1.5	1.0	0.8	0.0	0.0	0.0	2.8	0
CarIdling	17569566	4812914	322.7	66	65.2	0	0.0	0.6	0.0	1.6	0.0	0.0	0.0	2.7	1
RTU 10T	17569544	4812905	330.9	88	65.4	0	0.0	1.5	0.1	2.1	0.0	0.0	0.0	1.9	20
RTU 10T	17569566	4812888	330.9	88	65.6	0	0.0	1.5	0.1	2.2	0.0	0.0	0.0	2.1	20
CarIdling	17569602	4812878	323.7	66	65.6	0	0.0	0.5	0.0	1.6	0.0	0.0	0.0	1.9	0
CarIdling	17569602	4812865	323.9	66	65.7	0	0.0	0.3	0.0	1.6	0.0	0.0	0.0	3.6	2
CarIdling	17569470	4813000	319.4	66	64.6	0	0.0	1.4	1.0	0.8	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	64.6	0	0.0	1.5	1.0	0.8	0.0	0.0	0.0	0.0	--
CarIdling	17569544	4812937	322.4	66	64.9	0	0.0	1.3	0.9	0.8	0.0	0.0	0.0	1.2	--
CarIdling	17569474	4813058	319.6	71	63.7	0	0.0	2.8	1.5	1.4	0.0	0.0	0.0	0.0	1
Truck Passby	17569752	4812929	323.4	102	65.9	0	0.0	-1.8	0.0	65.3	0.0	0.0	0.0	2.0	36
EmployeeVeh	17569664	4812967	320.1	92	64.8	0	0.0	2.1	1.0	1.8	0.0	0.0	0.0	1.8	24

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION

R11	17569800	4813450	334.4												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	66.6	0	0.0	2.0	1.6	1.9	0.0	0.0	0.0	1.5	17
Idling TT	17569666	4812954	322.8	87	65.2	0	0.0	0.7	3.2	3.2	0.0	0.0	0.0	0.0	15
Idling TT	17569674	4812962	322.9	87	65.0	0	0.0	0.7	3.3	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569694	4812974	322.9	87	64.8	0	0.0	0.7	3.4	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569696	4812982	323.0	87	64.6	0	0.0	0.7	3.4	3.0	0.0	0.0	0.0	0.0	15
Idling TT	17569704	4812991	323.5	87	64.4	0	0.0	0.7	3.4	2.9	0.0	0.0	0.0	0.0	16
Idling TT	17569720	4813000	324.3	87	64.3	0	0.0	0.9	3.4	2.9	0.0	0.0	0.0	0.0	16
Idling TT	17569758	4812950	326.4	87	65.0	0	0.0	1.0	3.3	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569762	4812938	326.5	87	65.2	0	0.0	1.0	3.3	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569782	4812929	325.7	87	65.4	0	0.0	1.0	3.3	3.2	0.0	0.0	0.0	2.2	17
Idling TT	17569790	4812919	325.7	87	65.5	0	0.0	1.0	3.2	3.3	0.0	0.0	0.0	2.2	16
Idling TT	17569630	4812896	323.5	87	66.3	0	0.0	0.1	2.9	3.7	0.0	0.0	0.0	3.6	18
Idling TT	17569640	4812904	323.5	87	66.1	0	0.0	0.1	2.9	3.7	0.0	0.0	0.0	3.4	18
Idling TT	17569662	4812914	323.5	87	65.9	0	0.0	0.1	3.0	3.6	0.0	0.0	0.0	3.2	18
Idling TT	17569666	4812926	323.5	87	65.7	0	0.0	0.1	3.2	3.4	0.0	0.0	0.0	2.3	17
Idling TT	17569674	4812936	323.5	87	65.5	0	0.0	0.1	3.4	3.3	0.0	0.0	0.0	0.0	15
Idling TT	17569694	4812945	323.4	87	65.3	0	0.0	0.1	3.5	3.2	0.0	0.0	0.0	0.0	15
Idling TT	17569720	4812952	324.6	87	65.1	0	0.0	0.3	3.5	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569726	4812943	324.9	87	65.2	0	0.0	0.2	3.5	3.2	0.0	0.0	0.0	0.0	15
Idling TT	17569730	4812934	324.7	87	65.4	0	0.0	0.2	3.5	3.2	0.0	0.0	0.0	2.4	17
Idling TT	17569736	4812922	324.6	87	65.5	0	0.0	0.2	3.5	3.3	0.0	0.0	0.0	2.4	17
Idling TT	17569752	4812913	324.6	87	65.6	0	0.0	0.2	3.5	3.3	0.0	0.0	0.0	2.4	17
Idling TT	17569758	4812904	324.6	87	65.8	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	2.4	17
Idling TT	17569762	4812896	324.6	87	65.9	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	2.4	17
Idling TT	17569768	4812886	324.6	87	66.1	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	2.4	16
CarIdling	17569502	4813017	319.9	66	65.4	0	0.0	2.5	2.0	0.3	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813017	319.9	66	65.6	0	0.0	2.2	1.9	0.5	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	65.9	0	0.0	1.9	2.0	0.6	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4813006	319.6	66	65.6	0	0.0	2.3	2.0	0.4	0.0	0.0	0.0	0.0	--
CarIdling	17569496	4812977	319.0	66	66.0	0	0.0	1.9	2.0	0.6	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812958	319.4	66	66.2	0	0.0	1.8	0.9	2.4	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812936	321.5	66	66.3	0	0.0	1.6	1.7	2.1	0.0	0.0	0.0	0.9	--
CarIdling	17569566	4812945	321.8	66	66.0	0	0.0	2.5	1.2	1.9	0.0	0.0	0.0	0.0	--
CarIdling	17569534	4812968	321.2	66	65.8	0	0.0	2.3	1.2	2.0	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812992	319.6	66	65.6	0	0.0	0.4	2.4	2.4	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4812992	319.4	66	65.8	0	0.0	2.2	2.0	0.5	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812984	319.3	66	65.8	0	0.0	2.3	2.2	0.3	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812961	320.3	66	66.0	0	0.0	1.9	1.1	2.3	0.0	0.0	0.0	0.0	--
CarIdling	17569570	4812928	322.4	66	66.2	0	0.0	2.4	1.2	2.0	0.0	0.0	0.0	2.3	--
CarIdling	17569566	4812914	322.7	66	66.3	0	0.0	2.1	1.4	2.1	0.0	0.0	0.0	2.7	--
RTU 10T	17569544	4812905	330.9	88	66.6	0	0.0	2.0	1.5	1.9	0.0	0.0	0.0	1.4	17
RTU 10T	17569566	4812888	330.9	88	66.7	0	0.0	2.0	1.6	1.9	0.0	0.0	0.0	1.7	17
CarIdling	17569602	4812878	323.7	66	66.7	0	0.0	1.8	1.6	2.2	0.0	0.0	0.0	2.0	--
CarIdling	17569602	4812865	323.9	66	66.8	0	0.0	1.4	1.7	2.2	0.0	0.0	0.0	3.7	--
CarIdling	17569470	4813000	319.4	66	65.9	0	0.0	1.8	1.9	0.6	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	65.9	0	0.0	2.2	0.4	2.4	0.0	0.0	0.0	0.0	--
CarIdling	17569544	4812937	322.4	66	66.1	0	0.0	2.2	1.3	2.0	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813058	319.6	71	65.2	0	0.0	3.1	1.2	1.6	0.0	0.0	0.0	0.0	--
Truck Passby	17569752	4812928	323.4	102	66.9	0	0.0	-1.8	2.6	73.2	0.0	0.0	0.0	1.8	31
EmployeeVeh	17569664	4812967	320.1	92	66.0	0	0.0	3.2	2.7	1.3	0.0	0.0	0.0	1.4	20

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

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NOISE



VIBRATION

R12	17569834	4813480	333.9												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	67.2	0	0.0	2.6	2.1	2.7	0.0	0.0	0.0	1.8	15
Idling TT	17569666	4812954	322.8	87	65.8	0	0.0	0.7	3.3	3.3	0.0	0.0	0.0	0.0	14
Idling TT	17569674	4812962	322.9	87	65.6	0	0.0	0.7	3.4	3.3	0.0	0.0	0.0	0.0	14
Idling TT	17569694	4812974	322.9	87	65.5	0	0.0	0.7	3.4	3.2	0.0	0.0	0.0	0.0	14
Idling TT	17569696	4812982	323.0	87	65.3	0	0.0	0.7	3.4	3.2	0.0	0.0	0.0	0.0	15
Idling TT	17569704	4812991	323.5	87	65.1	0	0.0	0.7	3.4	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569720	4813000	324.3	87	64.9	0	0.0	1.0	3.3	3.1	0.0	0.0	0.0	0.0	15
Idling TT	17569758	4812950	326.4	87	65.6	0	0.0	1.1	3.2	3.3	0.0	0.0	0.0	0.0	14
Idling TT	17569762	4812938	326.5	87	65.7	0	0.0	1.1	3.2	3.3	0.0	0.0	0.0	0.0	14
Idling TT	17569782	4812929	325.7	87	65.9	0	0.0	1.1	3.2	3.4	0.0	0.0	0.0	2.2	16
Idling TT	17569790	4812919	325.7	87	66.0	0	0.0	1.2	3.9	3.2	0.0	0.0	0.0	2.5	15
Idling TT	17569630	4812896	323.5	87	66.8	0	0.0	0.2	3.4	3.7	0.0	0.0	0.0	2.4	15
Idling TT	17569640	4812904	323.5	87	66.7	0	0.0	0.2	3.4	3.6	0.0	0.0	0.0	3.3	17
Idling TT	17569662	4812914	323.5	87	66.4	0	0.0	0.2	3.5	3.6	0.0	0.0	0.0	3.2	17
Idling TT	17569666	4812926	323.5	87	66.3	0	0.0	0.2	3.5	3.5	0.0	0.0	0.0	2.4	16
Idling TT	17569674	4812936	323.5	87	66.1	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	0.0	14
Idling TT	17569694	4812945	323.4	87	65.9	0	0.0	0.1	3.5	3.4	0.0	0.0	0.0	0.0	14
Idling TT	17569720	4812952	324.6	87	65.7	0	0.0	0.3	3.5	3.3	0.0	0.0	0.0	0.0	14
Idling TT	17569726	4812943	324.9	87	65.8	0	0.0	0.3	3.5	3.4	0.0	0.0	0.0	0.0	14
Idling TT	17569730	4812934	324.7	87	65.9	0	0.0	0.3	3.4	3.4	0.0	0.0	0.0	2.4	17
Idling TT	17569736	4812922	324.6	87	66.0	0	0.0	0.3	3.4	3.4	0.0	0.0	0.0	2.4	16
Idling TT	17569752	4812913	324.6	87	66.2	0	0.0	0.3	3.4	3.5	0.0	0.0	0.0	2.4	16
Idling TT	17569758	4812904	324.6	87	66.3	0	0.0	0.3	3.5	3.5	0.0	0.0	0.0	2.4	16
Idling TT	17569762	4812896	324.6	87	66.4	0	0.0	0.3	3.4	3.6	0.0	0.0	0.0	2.4	16
Idling TT	17569768	4812886	324.6	87	66.5	0	0.0	0.3	3.5	3.6	0.0	0.0	0.0	2.4	16
CarIdling	17569502	4813017	319.9	66	66.1	0	0.0	3.2	1.3	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813017	319.9	66	66.3	0	0.0	2.9	1.4	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	66.6	0	0.0	2.6	1.6	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4813006	319.6	66	66.3	0	0.0	3.0	1.4	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569496	4812977	319.0	66	66.7	0	0.0	2.5	1.6	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812958	319.4	66	66.8	0	0.0	2.0	2.0	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812936	321.5	66	66.9	0	0.0	1.8	2.1	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569566	4812945	321.8	66	66.6	0	0.0	2.7	1.5	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569534	4812968	321.2	66	66.5	0	0.0	2.6	1.6	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812992	319.6	66	66.3	0	0.0	3.1	1.4	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4812992	319.4	66	66.5	0	0.0	2.8	1.4	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812984	319.3	66	66.4	0	0.0	2.9	1.4	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812961	320.3	66	66.6	0	0.0	2.2	1.9	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569570	4812928	322.4	66	66.8	0	0.0	2.6	1.6	1.8	0.0	0.0	0.0	2.2	--
CarIdling	17569566	4812914	322.7	66	66.9	0	0.0	2.3	1.8	1.8	0.0	0.0	0.0	2.7	--
RTU 10T	17569544	4812905	330.9	88	67.1	0	0.0	2.6	2.1	2.7	0.0	0.0	0.0	1.8	15
RTU 10T	17569566	4812888	330.9	88	67.3	0	0.0	2.6	2.1	2.7	0.0	0.0	0.0	1.9	15
CarIdling	17569602	4812878	323.7	66	67.2	0	0.0	1.8	2.1	1.9	0.0	0.0	0.0	2.0	--
CarIdling	17569602	4812865	323.9	66	67.3	0	0.0	1.5	2.2	1.9	0.0	0.0	0.0	3.7	--
CarIdling	17569470	4813000	319.4	66	66.6	0	0.0	2.5	1.7	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	66.6	0	0.0	2.6	1.6	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569544	4812937	322.4	66	66.7	0	0.0	2.4	1.7	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813058	319.6	71	65.9	0	0.0	3.2	1.3	1.7	0.0	0.0	0.0	0.0	--
Truck Passby	17569752	4812928	323.4	102	67.4	0	0.0	-1.9	4.8	77.6	0.0	0.0	0.0	1.7	30
EmployeeVeh	17569664	4812971	320.1	92	66.6	0	0.0	1.4	3.4	3.3	0.0	0.0	0.0	1.5	19

Where:  $L_r = L_x + Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl$ 

ACOUSTICS



NOISE



VIBRATION



R13	17569912	4813353	335.3												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	66.3	0	0.0	1.8	1.0	2.0	0.0	0.0	0.0	0.0	16
Idling TT	17569666	4812954	322.8	87	64.4	0	0.0	0.0	3.4	3.0	0.0	0.0	0.0	0.0	16
Idling TT	17569674	4812962	322.9	87	64.1	0	0.0	0.0	3.5	2.9	0.0	0.0	0.0	0.0	17
Idling TT	17569694	4812974	322.9	87	63.9	0	0.0	0.2	3.5	2.8	0.0	0.0	0.0	0.0	17
Idling TT	17569696	4812982	323.0	87	63.7	0	0.0	0.5	3.5	2.7	0.0	0.0	0.0	0.0	17
Idling TT	17569704	4812991	323.5	87	63.4	0	0.0	0.7	3.4	2.7	0.0	0.0	0.0	0.0	17
Idling TT	17569720	4813000	324.3	87	63.2	0	0.0	0.9	3.3	2.6	0.0	0.0	0.0	0.0	17
Idling TT	17569758	4812950	326.4	87	63.7	0	0.0	1.0	3.3	2.7	0.0	0.0	0.0	0.0	17
Idling TT	17569762	4812938	326.5	87	63.8	0	0.0	1.0	3.3	2.8	0.0	0.0	0.0	3.3	20
Idling TT	17569782	4812929	325.7	87	64.0	0	0.0	1.0	3.3	2.8	0.0	0.0	0.0	2.7	19
Idling TT	17569790	4812919	325.7	87	64.1	0	0.0	0.8	3.3	2.1	0.0	0.0	0.0	2.2	19
Idling TT	17569630	4812896	323.5	87	65.6	0	0.0	-0.3	2.9	3.6	0.0	0.0	0.0	2.5	18
Idling TT	17569640	4812904	323.5	87	65.4	0	0.0	-0.3	2.9	3.5	0.0	0.0	0.0	2.4	18
Idling TT	17569662	4812914	323.5	87	65.1	0	0.0	-0.2	3.0	3.3	0.0	0.0	0.0	2.4	18
Idling TT	17569666	4812926	323.5	87	64.8	0	0.0	-0.1	3.2	3.2	0.0	0.0	0.0	0.0	16
Idling TT	17569674	4812936	323.5	87	64.6	0	0.0	-0.1	3.2	3.1	0.0	0.0	0.0	0.0	16
Idling TT	17569694	4812945	323.4	87	64.3	0	0.0	0.0	3.3	3.0	0.0	0.0	0.0	0.0	17
Idling TT	17569720	4812952	324.6	87	64.0	0	0.0	0.3	3.0	3.0	0.0	0.0	0.0	0.0	17
Idling TT	17569726	4812943	324.9	87	64.1	0	0.0	0.3	2.9	3.0	0.0	0.0	0.0	0.0	17
Idling TT	17569730	4812934	324.7	87	64.2	0	0.0	0.4	3.4	2.9	0.0	0.0	0.0	2.6	19
Idling TT	17569736	4812922	324.6	87	64.3	0	0.0	0.4	3.5	2.9	0.0	0.0	0.0	2.7	19
Idling TT	17569752	4812913	324.6	87	64.4	0	0.0	0.4	3.5	2.9	0.0	0.0	0.0	2.4	18
Idling TT	17569758	4812904	324.6	87	64.5	0	0.0	0.4	3.5	3.0	0.0	0.0	0.0	2.4	18
Idling TT	17569762	4812896	324.6	87	64.7	0	0.0	0.4	3.5	3.0	0.0	0.0	0.0	2.4	18
Idling TT	17569768	4812886	324.6	87	64.8	0	0.0	0.3	3.1	3.2	0.0	0.0	0.0	2.2	18
CarIdling	17569502	4813017	319.9	66	65.5	0	0.0	3.1	1.4	1.6	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813017	319.9	66	65.8	0	0.0	2.8	1.5	1.6	0.0	0.0	0.0	0.0	--
CarIdling	17569480	4812992	319.2	66	66.0	0	0.0	2.4	1.7	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4813006	319.6	66	65.7	0	0.0	2.9	1.4	1.6	0.0	0.0	0.0	0.0	--
CarIdling	17569496	4812977	319.0	66	66.0	0	0.0	2.4	1.7	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812958	319.4	66	66.0	0	0.0	1.8	2.0	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812936	321.5	66	66.1	0	0.0	1.7	1.8	2.0	0.0	0.0	0.0	0.0	--
CarIdling	17569566	4812945	321.8	66	65.6	0	0.0	2.5	1.3	1.9	0.0	0.0	0.0	0.0	--
CarIdling	17569534	4812968	321.2	66	65.6	0	0.0	2.4	1.6	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812992	319.6	66	65.5	0	0.0	2.9	1.4	1.6	0.0	0.0	0.0	0.0	--
CarIdling	17569502	4812992	319.4	66	65.8	0	0.0	2.7	1.5	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812984	319.3	66	65.7	0	0.0	2.6	1.6	1.6	0.0	0.0	0.0	0.0	--
CarIdling	17569528	4812961	320.3	66	65.8	0	0.0	2.1	1.8	1.8	0.0	0.0	0.0	0.0	--
CarIdling	17569570	4812928	322.4	66	65.8	0	0.0	2.4	1.5	1.8	0.0	0.0	0.0	1.6	--
CarIdling	17569566	4812914	322.7	66	66.0	0	0.0	2.1	1.7	1.8	0.0	0.0	0.0	2.1	--
RTU 10T	17569544	4812905	330.9	88	66.2	0	0.0	1.8	1.2	2.0	0.0	0.0	0.0	0.0	16
RTU 10T	17569566	4812888	330.9	88	66.3	0	0.0	1.7	0.9	2.1	0.0	0.0	0.0	2.7	19
CarIdling	17569602	4812878	323.7	66	66.1	0	0.0	1.1	1.9	2.2	0.0	0.0	0.0	1.7	--
CarIdling	17569602	4812865	323.9	66	66.2	0	0.0	1.0	1.8	2.3	0.0	0.0	0.0	3.8	--
CarIdling	17569470	4813000	319.4	66	66.0	0	0.0	2.4	1.7	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569506	4812974	319.1	66	65.8	0	0.0	2.1	1.9	1.7	0.0	0.0	0.0	0.0	--
CarIdling	17569544	4812937	322.4	66	65.8	0	0.0	2.2	1.3	2.0	0.0	0.0	0.0	0.0	--
CarIdling	17569474	4813058	319.6	71	65.5	0	0.0	3.1	1.3	1.6	0.0	0.0	0.0	0.0	--
Truck Passby	17569748	4812934	323.5	102	66.1	0	0.0	-1.9	0.0	66.9	0.0	0.0	0.0	1.5	32
EmployeeVeh	17569652	4812978	320.1	92	65.8	0	0.0	1.3	3.2	3.2	0.0	0.0	0.0	1.4	20

Where:  $L_r = L_x + A_{div} + K_0 + D_c - A_{gnd} - A_{bar} - A_{atm} - A_{fol} - A_{hous} + C_{met} + Refl$ 

ACOUSTICS



NOISE



VIBRATION



## **APPENDIX D**

### **Supporting Drawings**



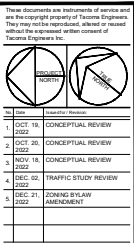
ACOUSTICS



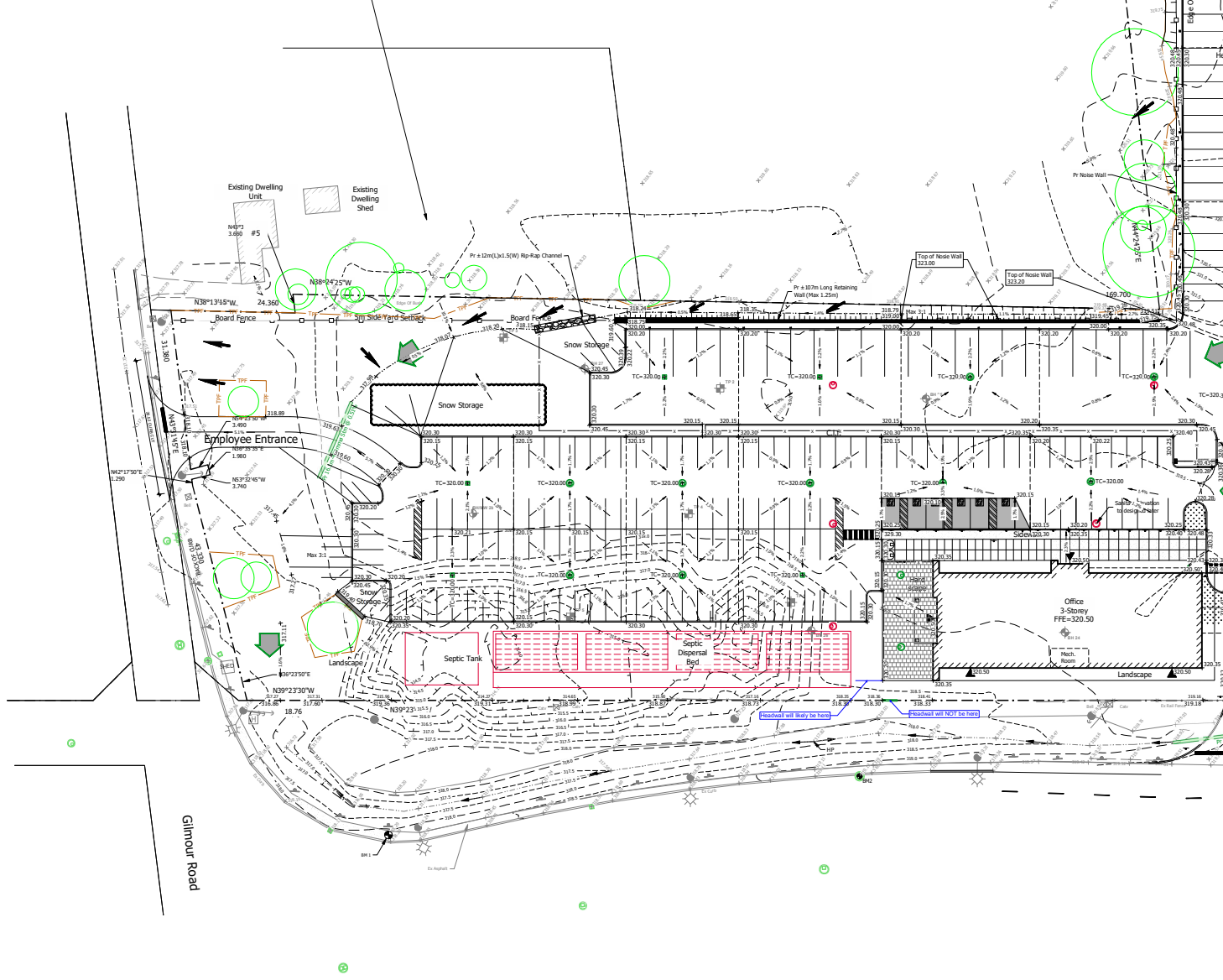
NOISE

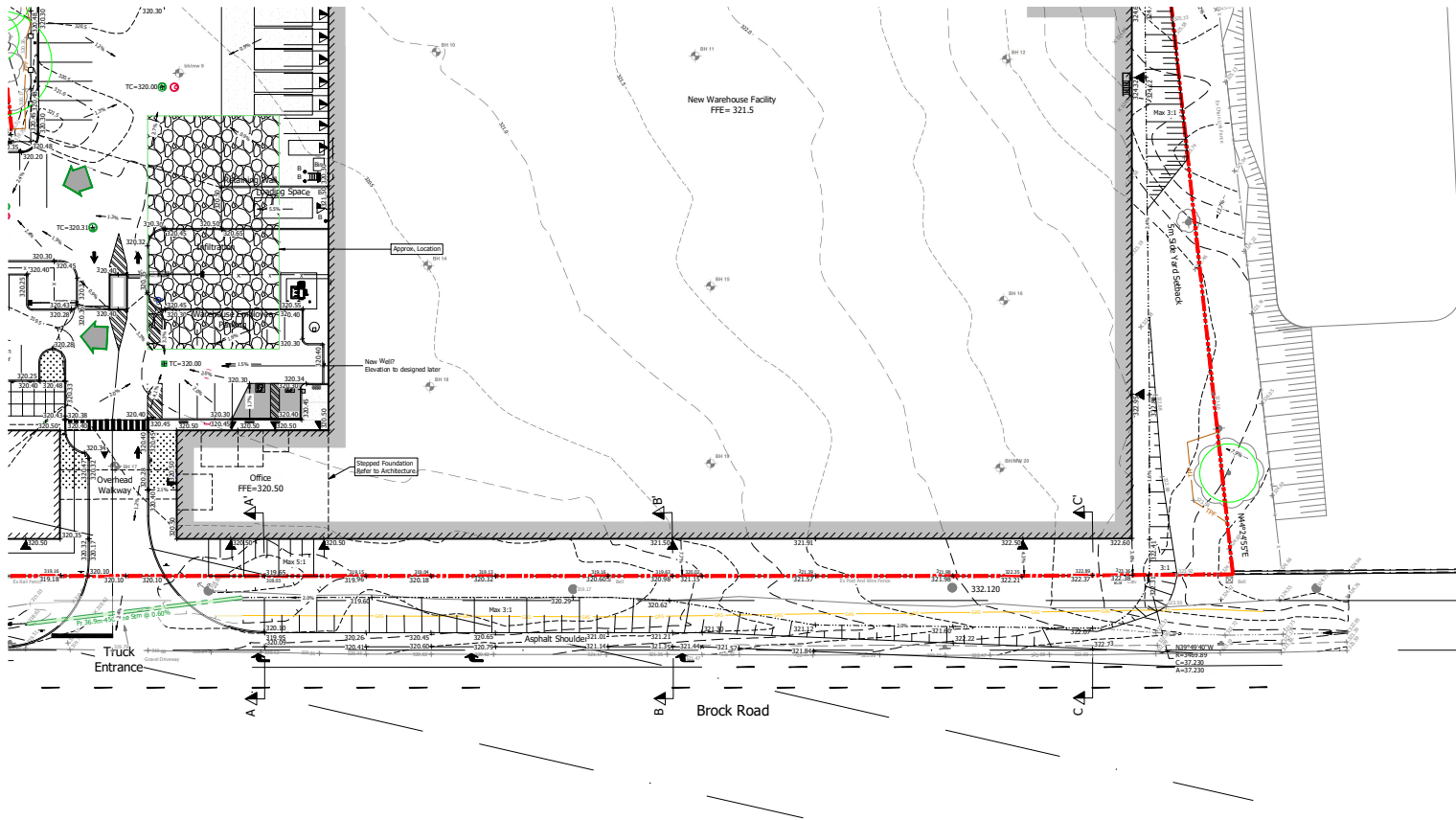


VIBRATION

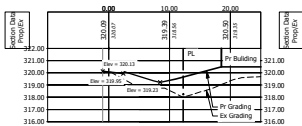




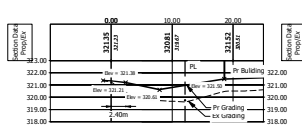




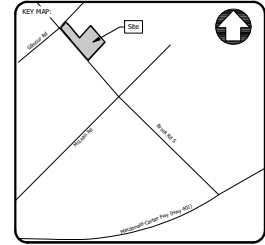
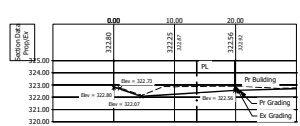
Cross Section A-A'



Cross Section B-B'



Cross Section C-C'

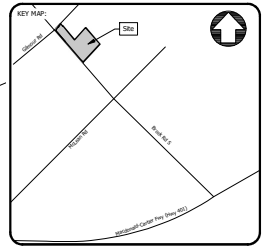
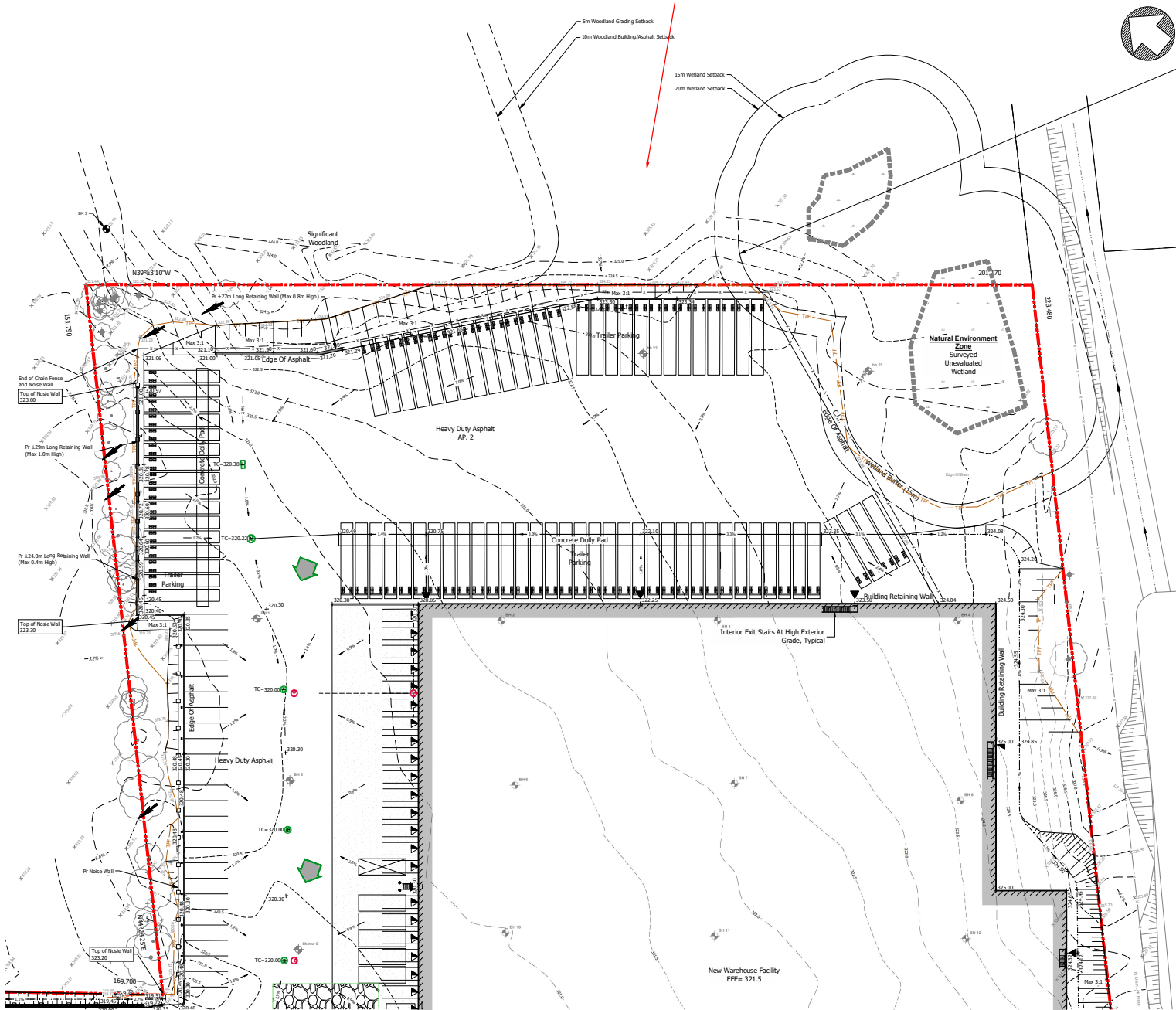


- Project Notes**
- This drawing is to be read in conjunction with the standard notes, specifications and details shown on Meritech drawing 5228-1 and the following additional information:
    - Site Plan by TACOMA Engineers, dated Feb 2023.
    - Architectural Plans by << >>, dated <<Month>> <<Year>>.
    - Tree Management Plan by Natural Resource Solutions Inc., dated Apr 2023.
    - Geotechnical Report by Chung & Vander Doelen Engineering Ltd., dated Dec 2022.
    - Stormwater Management Report by Meritech Engineering, dated <<Month>> <<Year>>.
  - Survey and elevations:
    - Topographic survey completed by Van Herten Surveying Inc., dated Oct 2022, Feb and Apr 2023.
    - Geometric reference elevation (Elevations) based on GPS observations from permanent reference stations in the NAD83 (CSRS-2011) coordinate system, with heights converted to orthometric elevations on the CGVD2011 datum (1979 adjustment) with geoid model HTv2.2, as supplied by Natural Resources Canada.
    - Local reference elevation:
      - BMS Cut cross in the municipal sidewalk, located approximately 38m south of the west corner of this subject property. Elevation = 318.28m
      - BMS Catch basin along northbound lane curb-line of Brock Road South, north of existing side driveway Elev: 319.46m
      - BMS Nail in dump approx. 33.5m south from north east corner of the subject property, having an elevation of 322.46m.

**MERITECH**  
ENGINEERING

12120 Bellingham Street, Suite 201, Cambridge  
ON N3H 2K1  
Tel: 519-833-1212  
Fax: 519-833-1213  
Email: info@meritech.ca  
Website: www.meritech.ca

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- Project Notes**
- This drawing is to be read in conjunction with the standard notes, specifications and details shown on Meritech dwg 5228-1 and the following additional information:
    - Site Plan by TACOMA Engineers, dated Feb 2023.
    - Architectural Plans by << >>, dated <<Month yyyy>>.
    - Tree Management Plan by Natural Resource Solutions Inc., dated Apr 2023.
    - Geotechnical Report by Chung & Vander Doelen Engineering Ltd., dated Dec 2022.
    - Stormwater Management Report by Meritech Engineering, dated <<Month yyyy>>.
  - Survey and elevations:
    - Topographic survey completed by Van Herten Surveying Inc., dated Oct 2022, Feb and Apr 2023.
    - Geometric reference elevations (Elevations) based on GPS observations from permanent reference stations in the NAD83 (CHRS-2005) coordinate system, with heights converted to orthometric elevations on the CGVD2011 datum (1979 adjustment) with geoid model HTV2.0, as supplied by Natural Resource Canada.
    - Local reference elevation:  
BM1 Cut cross in the municipal sidewalk, located approximately 38m south of the west corner of this subject property. Elevation = 318.28m  
BM2 Catch basin along northbound lane curb-line of Brock Road South, north of existing side driveway Elev: 319.54m  
BM3 Nail in dump approx. 33.5m south from north east corner of the subject property, having an elevation of 322.46m.

**MERITECH ENGINEERING**  
13120 Belling Street, Suite 201, Cambridge  
ON N3H 6K3  
Tel: 519-833-1200  
Fax: 519-833-1201  
www.meritech-engineering.com

DATE	BY	CHK	APP
Apr 4, 2023			
Issued for construction	REVISED/VALUE		
1.			

**Client:** Wellington Motor Freight  
**Location:** Township of Puslinch  
**Project:** 128 Brock Road South

DESIGNED BY:	KCC	CHECKED BY:	CHT	CONTRACT:	
DRAWN BY:	KCC	DATE:	Apr 4, 2023	FILE NAME:	5228-1
DRAWING:	5228-03	SCALE:	1:400		
SHEET:	03 of 1				

Revised: 5228-03 - Winter, Apr 12, 2023 4:30 PM, MACHEN



## **APPENDIX E**

### **Response to Peer Review Comments**



ACOUSTICS



NOISE



VIBRATION

[www.hgcengineering.com](http://www.hgcengineering.com)

Updated peer review comments were received from Valcoustics Canada Ltd. on behalf of the Town of Puslinch concerning our revised Report entitled “Noise Feasibility Study, Proposed Industrial Development, 128 Brock Street South, Puslinch, Ontario”, dated March 20, 2023. Our responses are provided below which include the comments.

### Valcoustics Comments V2.0

- a) The response to d) b. regarding the Stamson calibration output provided as Appendix C indicates that the CadnaA output summary is provided as the reference for the calibration. However, the CadnaA summaries in the report do not include a reference sound level (LxD). Also, the LxD is a sound power level, so details on how the Leq from Stamson (which is a sound pressure level) has been converted to a sound power level should also be provided.

*The CadnaA summaries have been updated to include the LxD reference sound level for the employee vehicle passbys. A traffic source sound power level and spectrum (obtained from the USA FHWA TNM) was modelled in CadnaA as a line source and then calibrated such that the resultant sound power of the line source produced a sound pressure level at a reference distance (30 m) equivalent to those predicted by STAMSON 5.04. That resulting sound power level was used in the CadnaA model to represent the employee vehicle movement noise source.*

- b) The response to d) b. 3) does not address the concern raised in the original peer review. Impulses in the trailer parking area would not include loading/unloading impulses. Thus, the 117 dBAI reference level for trailer coupling should be used for the impulses in this area. Also, the ratio of impulses in this area to those in the loading areas needs to reflect a predictable worst-case scenario.

*The acoustical model has been updated to reflect the latest site plan dated April 14, 2023 and also incorporates the grading plan dated April 2023. The west end of the docking area is intended for small courier truck deliveries and as such impulsive sources were not included for this area. Impulsive sources were included for areas indicated on the site plan for tractors and trailers. Truck coupling locations are shown as green crosses (point sources) with a referenced level of 117 dBAI (eight at the loading docks and eleven in the trailer parking area) and the green hatched area represents the impulses associated with forklifts entering and exiting docked trailers in Figures 5, 6, 8, and 9. The results indicate that a noise barrier 3.6 m in height is required along the east-west length, near the loading docks and trailer parking area as shown on Figure 7. The top of this noise barrier is approximately 7 to 8 m high relative to the grade of the receptors.*

- c) The updated report includes for evening and nighttime operations at the proposed facility. However, the assessment does not account for impulses during these time periods. If impulses are not expected because loading/unloading and coupling/uncoupling are not permitted during these time periods, then this needs to be a noise mitigation recommendation.

*A review of the resultant impulsive sound levels with the mitigation described above indicate the daytime and evening sound levels limits would be met at all receptors. On the rare occasion that loading/unloading may take place during the evening/nighttime hours, a review of loading/unloading impulses was conducted separately. The results indicate with the inclusion of the noise barrier, loading/unloading impulses would meet the nighttime sound level of 45 dBAI at all receptors. As such, we will include wording in the revised report to indicate shunting of trailers (coupling/decoupling) should not occur during the nighttime.*





May 1, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, Ontario  
N0B 2J0

Attention: Lynne Banks  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**VIA E-MAIL**

**Re: Peer Review of Noise Feasibility Study  
Proposed Wellington Motor Freight Facility  
Puslinch, Ontario  
VCL File: 123-0058**

Dear Ms. Banks:

We have completed our review of the "*Noise Feasibility Study, Proposed Industrial Development, 128 Brock Street South, Puslinch, Ontario*", dated April 18, 2023, prepared by Howe Gastmeier Chapnik Limited (HGC) and an email dated April 24, 2023 from HGC clarifying the sample STAMSON output included in the report.

The Noise Feasibility Study was prepared to respond to the comments in our peer review letter dated April 4, 2023. Specific responses to the peer review comments are provided as Appendix D. The responses and updated report address the questions/issues raised in our peer review letters.

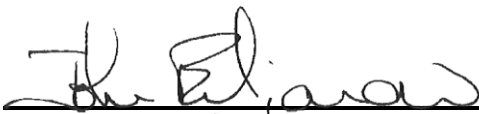
Based on our review of the noise feasibility study prepared in support of the motor freight facility along with the responses to our peer review comments, we concur with its findings and conclusions that the MECP noise guideline limits can be met with the recommended noise mitigation measures.

If there are any questions, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:

  
\_\_\_\_\_  
**John Emeljanow, P.Eng.**

JE\  
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May 11, 2023

**Pierre Chauvin**  
**MHBC Planning, Urban Design & Landscape Architecture**  
540 Bingemans Centre Drive, Suite 200  
Kitchener, ON N2B 3X9

VIA E-MAIL TO: <pchauvin@mhbcplan.com>

**Re: Addendum #1 – Assessment of Truck Back-up Alarms,  
Noise Feasibility Study, Proposed Industrial Development,  
128 Brock Road South, Puslinch, Ontario**

---

Dear Pierre,

As requested, HGC Engineering has prepared this letter as an addendum to our noise study titled “*Noise Feasibility Study, Proposed Industrial Development, 128 Brock Road South, Puslinch, Ontario*” dated April 18, 2023 (Noise Study) in response to concerns about the noise created from truck back-up alarms. Further analysis was conducted to investigate the sound levels created from the back-up alarms, and if additional mitigation would be required. A summary of that analysis and the outcomes are provided below.

#### *Criteria Governing Stationary Noise Sources*

Typically, noise from back-up alarms is excluded from assessment as it is a safety feature per MECP NCP-300. However, the Town of Puslinch has requested an assessment of the back-up alarms. Since noise from back-up alarms is typically not included in assessments, the associated criteria from the MECP does not take into account these sounds. Nevertheless, we have assessed the back-up alarms using the same criteria as other stationary noise sources as a conservative assessment. Those criteria can be found in the Noise Study.

#### *Assessment Methodology*

Predictive noise modelling was used to assess the potential noise impact of the noise sources in the Noise Study as well as truck back-up alarms. Assumed operational information outlined in the Noise Study and below, and surrounding building locations obtained from aerial photography were used as input to a predictive computer model (Cadna/A build: 195.5312), in order to estimate the sound levels from the proposed buildings at the existing receptors.

In this impact assessment, we have considered the worst-case (busiest hour) scenarios for the daytime, evening, and nighttime hours as outlined in the Noise Study, with the addition of the back-up alarms noise source. Wellington Motor Freight representatives have indicated that their hours of operation will be 07:00 to 19:00. As a worst-case scenario, we have also assessed limited operations outside of those business hours during the evening and nighttime hours to ensure a conservative assessment.

It is assumed that the back-up alarms will sound for a combined total of 9.5 minutes out of the hour during the daytime and 1.5 minutes out of the hour during the evening and nighttime based on the volume of truck movements outlined in the Noise Study. Wellington Motor Freight has agreed to equip their trucks with broadband frequency back-up alarms which are less sound intrusive compared to the standard tonal alarms. As a conservative assessment, the sound power level of the back-up alarm noise source is 116 dBA (non-tonal)

based on a typical backup alarm with a sound level of 107 dBA at 1.2 m as per SAE J1994. The back-up alarms noise source has been included in the model as an area source shown as a green hatched area in Figures 2 and 3 attached, which also shows the locations of the noise sources included in the Noise Study.

#### *Assessment Results and Recommendations*

The predicted sound levels due non-impulsive sources including trucking and employee vehicle activities and rooftop mechanical equipment, as well as truck back-up alarms, at the representative receptors (R1 to R13) during a worst-case busiest hour operating scenario, are summarized in the following table.

**Table 1: Predicted Non-Impulsive Source Sound Levels at Receptors during a Worst-case Operating Scenario hour (Without Mitigation), Leq (dBA)**

Receptor	Description	Daytime OLA	Daytime Facade	Evening OLA	Evening/Nighttime Facade
R1	95 Brock Road South	44	46	35	37
R2	2 Gilmour Road	49	53	39	44
R3	4 Gilmour Road	49	49	38	40
R4	6 Gilmour Road	51	51	42	42
R5	5 Gilmour Road	54	54	44	45
R6	10 Aberfoyle Mill Crescent	50	51	41	42
R7	9 Aberfoyle Mill Crescent	49	51	40	42
R8	20 Gilmour Road	44	47	35	38
R9	24 Gilmour Road	46	47	37	38
R10	30 Gilmour Road	45	45	36	37
R11	34 Gilmour Road	40	42	<35	<35
R12	38 Gilmour Road	<40	<40	<35	<35
R13	37 Gilmour Road	41	44	<35	35

The results of this analysis indicate that the predicted non-impulsive sound levels due to activities at the proposed facility, with the inclusion of back-up alarms, are expected to exceed the applicable limits at the closest noise sensitive receptors to the facility during an assumed worst-case operational scenario. Noise control measures are required and provided below.

#### *Recommendations*

Calculations indicate that the previously proposed noise barriers 3.6 m in height (approximately 145 m in length), relative to proposed grade, northwest of the loading bays, and 2.9 m in height (approximately 55 m in length), relative to proposed grade, northeast of the office building, as well as an additional 2.5 m high noise barrier (approximately 100 m in length), relative to proposed grade, around the northwest portion of the tractor parking area, as shown in Figure 1, will to provide sufficient noise mitigation.

The predicted non-impulsive sound levels with the inclusion of the noise barriers mentioned above are summarized in the table below and shown graphically on Figures 2 and 3.

**Table 2: Predicted Non-Impulsive Source Sound Levels at Receptors during a Worst-case Operating Scenario hour (With Mitigation), Leq (dBA)**

Receptor	Description	Daytime OLA	Daytime Facade	Evening OLA	Evening/ Nighttime Facade
R1	95 Brock Road South	43	45	<35	36
R2	2 Gilmour Road	48	50	38	41
R3	4 Gilmour Road	47	46	36	37
R4	6 Gilmour Road	48	46	38	37
R5	5 Gilmour Road	50	50	40	40
R6	10 Aberfoyle Mill Crescent	46	47	36	37
R7	9 Aberfoyle Mill Crescent	45	47	36	37
R8	20 Gilmour Road	44	45	<35	36
R9	24 Gilmour Road	43	44	<35	<35
R10	30 Gilmour Road	42	44	<35	<35
R11	34 Gilmour Road	<40	41	<35	<35
R12	38 Gilmour Road	<40	<40	<35	<35
R13	37 Gilmour Road	41	43	<35	<35

### Conclusions

The acoustical analysis indicates that sound levels predicted under worst-case operating scenarios, which includes noise from back-up alarms, and incorporating the noise control measures recommended herein, are expected to comply with the applicable MECF limits at neighbouring receptors.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly, operating scenarios are significantly different to those assumed in the assessment or there is a significant increase in background sound levels.

May 11, 2023

### *Limitations*

This document was prepared solely for the addressed party and titled project or named part thereof, and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Engineering. HGC Engineering accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify HGC Engineering for all loss or damage resulting therefrom. HGC Engineering accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

We trust that this is sufficient information for your present needs. Please do not hesitate to call if you have any further questions or require additional information.

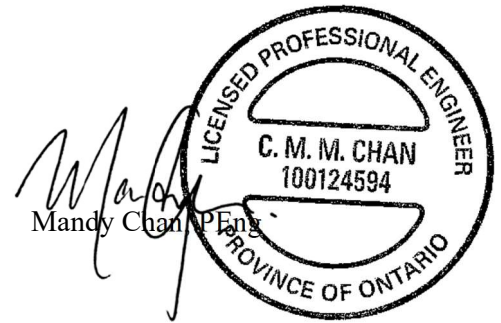
Yours truly,

**Howe Gastmeier Chapnik Limited**



Andrew Rogers, BASc

Attached: Figures 1 to 3



ACOUSTICS



NOISE



VIBRATION



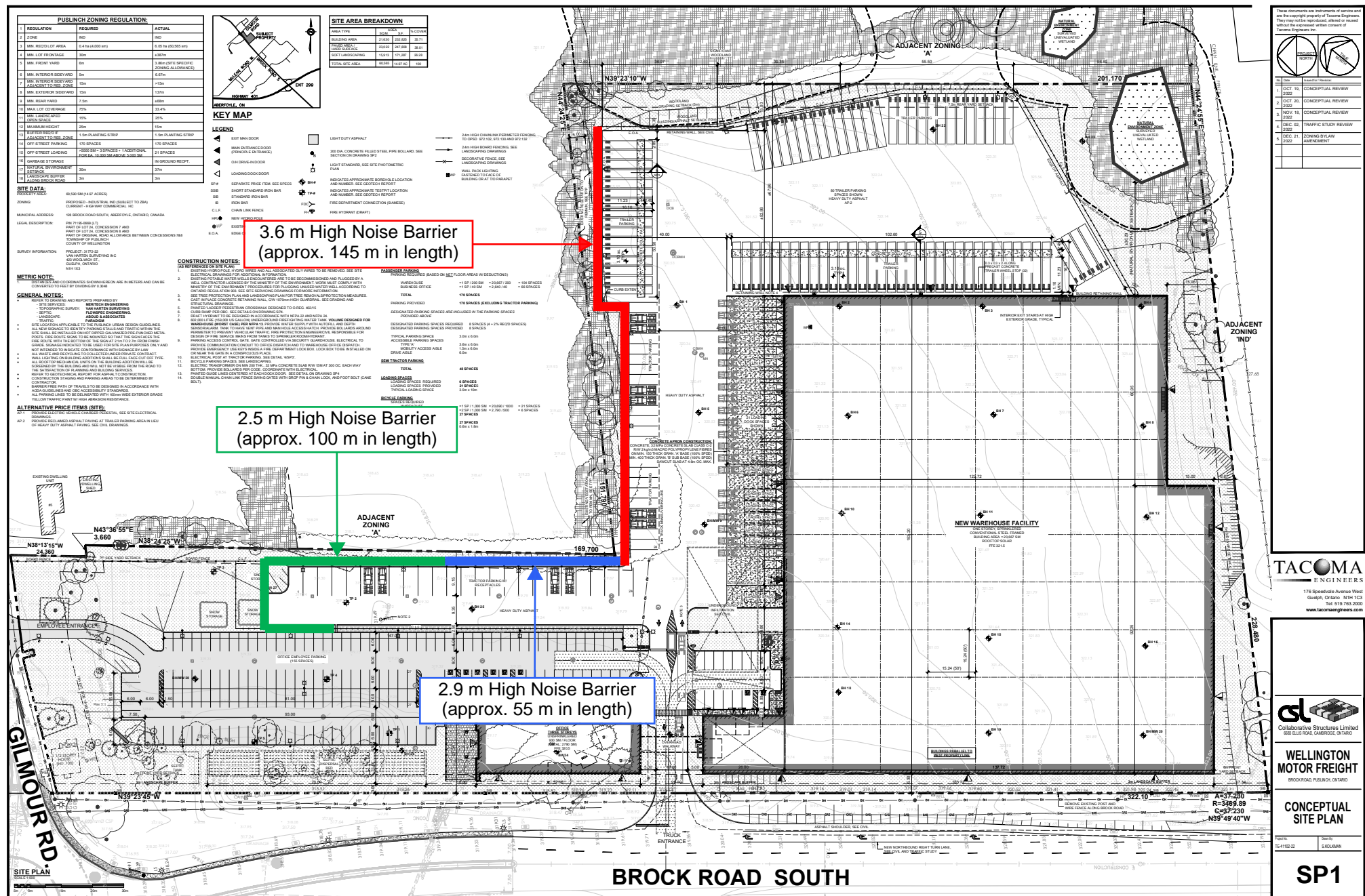


Figure 1 - Proposed Site Plan Showing Noise Barrier Location



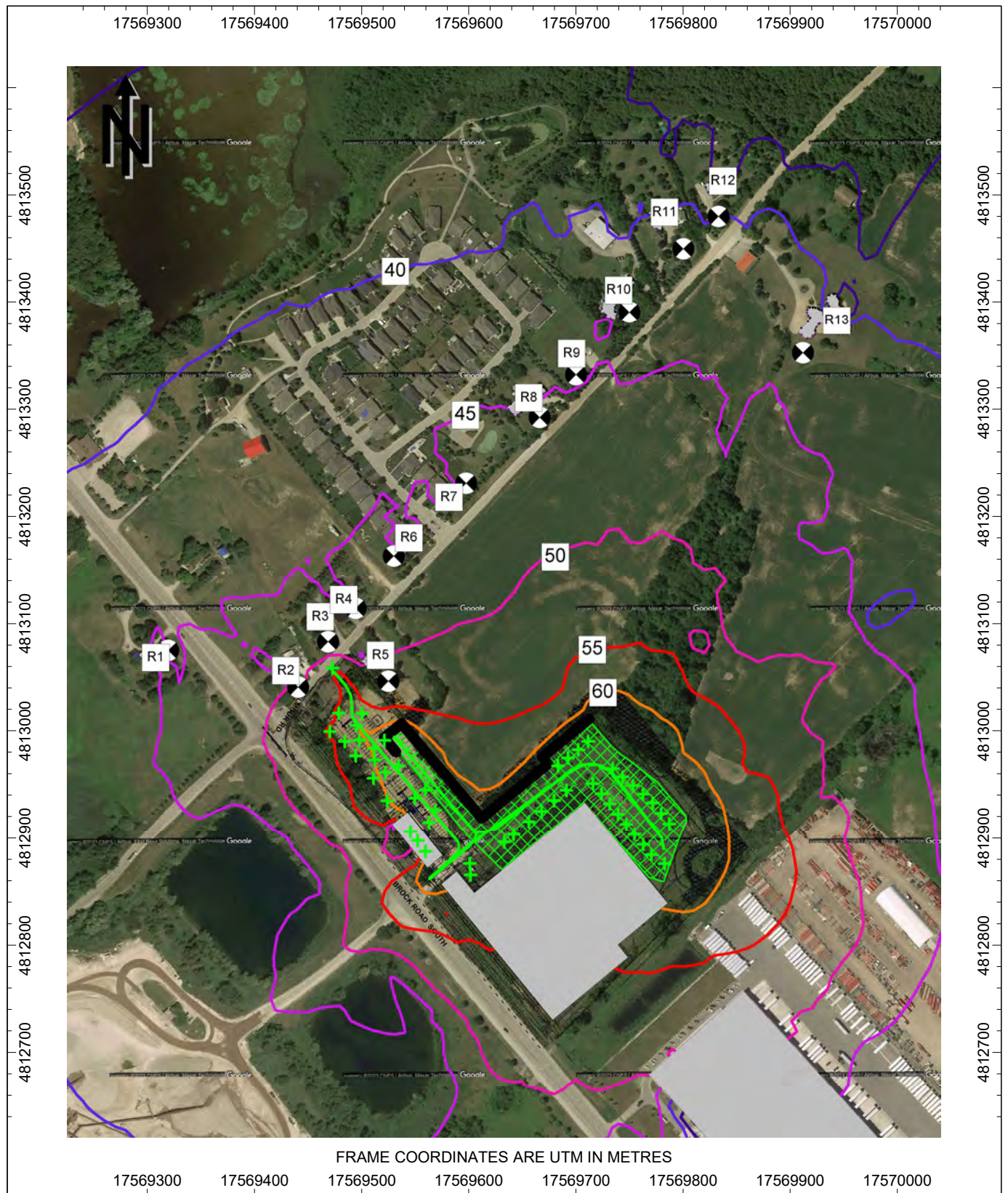


Figure 2: Predicted Daytime Hour Non-Impulsive Sound Level Contours with Mitigation  
(at a height of 4.5 m)



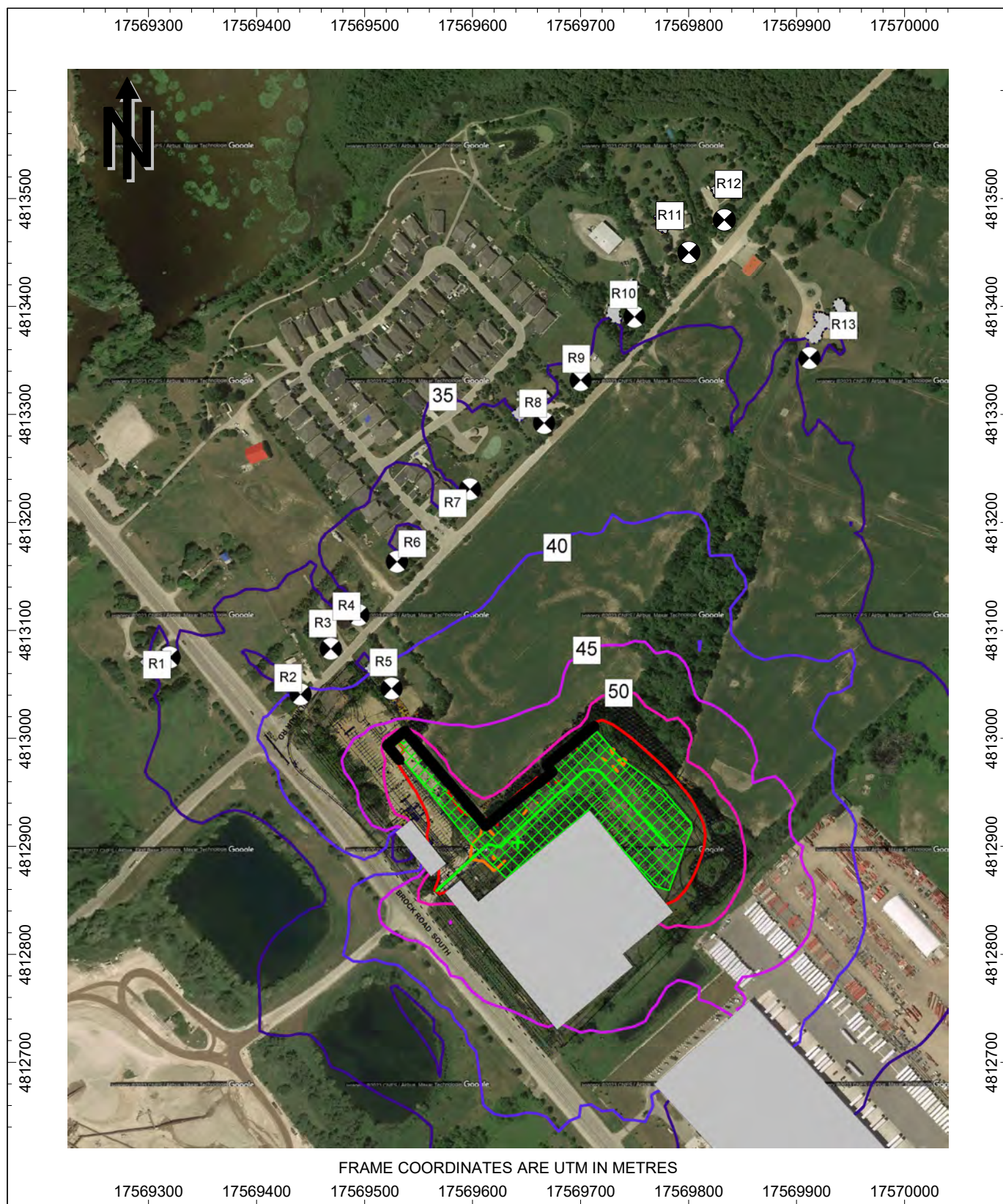


Figure 3: Predicted Evening/Nighttime Hour Non-Impulsive Sound Level Contours with Mitigation  
(at a height of 4.5 m)



May 15, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, Ontario  
N0B 2J0

Attention: Lynne Banks  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**VIA E-MAIL**

**Re: Peer Review of Addendum #1  
Noise Feasibility Study  
Proposed Wellington Motor Freight Facility  
Puslinch, Ontario  
VCL File: 123-0058**

Dear Ms. Banks:

We have completed our review of "Addendum #1 – Assessment of Truck Back-up Alarms, *Noise Feasibility Study, Proposed Industrial Development, 128 Brock Street South, Puslinch, Ontario*", dated May 11, 2023, prepared by Howe Gastmeier Chapnik Limited (HGC).

Addendum #1 was prepared to respond to a request from the Town of Puslinch to assess the potential noise impacts from the back-up alarms. We agree with the commentary provided by HGC in Addendum #1 that back-up alarms are typically not included as part of the stationary noise source. However, our experience is that they are often a source of noise concern and/or complaint.

HGC has added the back-up alarm noise to their stationary noise source assessment. This is an appropriate way of assessing their noise impact. However, I have these comments/questions about their assessment:

- The latest version of the Noise Feasibility Study indicated there could be up to 23 truck movements during the day and up to 3 during the evening and at night. The HGC assessment accounts for 9.5 minutes of back-up alarm noise during the daytime and 1.5 minutes during the evening and at night. At evening/night, the alarm duration is 30 seconds per truck. However, during the daytime, the duration is approximately 25 seconds per truck. It is not clear why a shorter duration was assumed during the daytime.
- The HGC assessment assumes that all trucks using the facility will have broad band back up alarms and not the typical tonal alarms. Tonal alarms have a similar overall sound power level as broad band alarms but, in accordance with MECP requirements, attract a 5 dBA adjustment (increase to their sound level) to account for their increased audibility. If tonal alarms are used at the facility, the off-site noise impacts would likely increase. It is not possible to determine the increase in this case since the HGC results are for the entire stationary source combined and not for the individual sources.

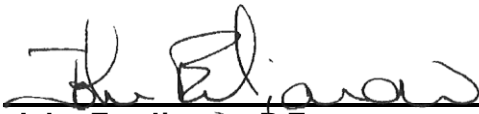
Based on our review of Addendum #1 to the noise feasibility study prepared in support of the motor freight facility, there are a few items that require further clarification.

If there are any questions, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:

  
**John Emeljanow, P.Eng.**

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May 16, 2023

**Pierre Chauvin**  
**MHBC Planning, Urban Design & Landscape Architecture**  
540 Bingemans Centre Drive, Suite 200  
Kitchener, ON N2B 3X9

VIA E-MAIL TO: <pchauvin@mhbcpplan.com>

**Re: Response to Peer Review Comments V4.0,  
Noise Feasibility Study, Proposed Industrial Development,  
128 Brock Road South, Puslinch, Ontario**

---

Dear Pierre,

Updated peer review comments were received from Valcoustics Canada Ltd. on behalf of the Town of Puslinch concerning our addendum letter titled “*Addendum #1 – Assessment of Truck Back-up Alarms, Noise Feasibility Study, Proposed Industrial Development, 128 Brock Road South, Puslinch, Ontario*” dated May 11, 2023. Our responses are provided below which include the comments.

#### **Valcoustics Comments V4.0**

- The latest version of the Noise Feasibility Study indicated there could be up to 23 truck movements during the day and up to 3 during the evening and at night. The HGC assessment accounts for 9.5 minutes of back-up alarm noise during the daytime and 1.5 minutes during the evening and at night. At evening/night, the alarm duration is 30 seconds per truck. However, during the daytime, the duration is approximately 25 seconds per truck. It is not clear why a shorter duration was assumed during the daytime.

*In our assessment of the daytime back-up alarms, we assumed there would be 8 tractors reversing (without trailers) and 15 trucks (with trailers). The tractors would be able to reverse more quickly without trailers, so we assumed 15 seconds of back-up alarm sound per tractor. For trucks with trailers, we assumed 30 seconds of back-up alarm sound per truck. Combining the two, this accounts for the 9.5 minutes during the daytime. For the evening/nighttime assessment, as a worse-case scenario we assumed all 3 of the trucks would have trailers, thus 30 seconds each, equating to 1.5 minutes.*

- The HGC assessment assumes that all trucks using the facility will have broad band back up alarms and not the typical tonal alarms. Tonal alarms have a similar overall sound power level as broad band alarms but, in accordance with MECP requirements, attract a 5 dBA adjustment (increase to their sound level) to account for their increased audibility. If tonal alarms are used at the facility, the off-site noise impacts would likely increase. It is not possible to determine the increase in this case since the HGC results are for the entire stationary source combined and not for the individual sources.

*Wellington Motor Freight has agreed to use broadband alarms for all of their trucks at this facility.*

May 16, 2023

### Limitations

This document was prepared solely for the addressed party and titled project or named part thereof, and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Engineering. HGC Engineering accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify HGC Engineering for all loss or damage resulting therefrom. HGC Engineering accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.



Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

We trust that this is sufficient information for your present needs. Please do not hesitate to call if you have any further questions or require additional information.

Yours truly,  
**Howe Gastmeier Chapnik Limited**



Andrew Rogers, BASc



Mandy Chan, P.Eng.



ACOUSTICS



NOISE



VIBRATION

May 17, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, Ontario  
N0B 2J0

Attention: Lynne Banks  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**VIA E-MAIL**

**Re: Review of Response to Peer Review Comments V4.0  
Assessment of Truck Back-Up Alarms  
Noise Feasibility Study  
Proposed Wellington Motor Freight Facility  
Puslinch, Ontario  
VCL File: 123-0058**

Dear Ms. Banks:

We have completed our review of a May 16, 2023 letter, responding to our May 15, 2023 peer review comments, prepared by Howe Gastmeier Chapnik Limited (HGC).

The responses address the comments in the peer review letter and I agree with the findings of their noise assessment as outlined in their Addendum #1.

If there are any questions, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:

  
**John Emeljanow, P.Eng.**

JE\

J:\2023\1230058\000\Letters\2023-05-17 Peer Review V5.0.docx

April 11, 2023

## Memorandum

To: Lynne Banks – Development and Legislative Coordinator, Township of Puslinch

Cc: Meagan Ferris – Manager of Planning and Environment, Wellington County  
Zach Prince – Senior Planner, Wellington County  
Courtenay Hoytfox – Municipal Clerk, Township of Puslinch

From: Danielle Walker, Source Protection Coordinator, Wellington Source Water Protection

Reviewed by: Kyle Davis, Risk Management Official, Township of Puslinch

### RE: 128 Brock Road South, Township of Puslinch – Zoning By-law amendment

#### 1. Clean Water Act Part IV Requirements

Due to the site's location outside any water quality WHPA or ICA, and because the draft WHPA-Q is not yet in legal effect, a Section 59 Notice under the *Clean Water Act* is not required for any applications under the *Planning Act* or *Ontario Building Code*.

#### 2. Conditions

If Council approves this application, Wellington Source Water Protection recommends that the following conditions be fulfilled to the satisfaction of the Township's Risk Management Official, **prior** to the Holding Zone being lifted. The below conditions and recommendations are suggested based on a review of the Preconsultation and Zoning By-Law Amendment documents submitted by the applicant and could be included either as Holding Zone conditions or as conditions in a Site Plan Agreement, that is required to be approved prior to the removal of a Holding Zone.

- a. That the Drinking Water Threats Screening Form be completed and submitted.
- b. That the applicant complete and submit a Drinking Water Threats Disclosure Report and associated Management Plan(s) to the satisfaction of the Township Risk Management Official including, but not limited to, winter maintenance activities and liquid fuel, chemical and waste handling / storage activities.

- c. That the applicant provide a liquid fuel handling / storage and spill response procedure for construction and facility operation, to the satisfaction of the Risk Management Official.
- d. That the applicant provide the Environmental Compliance Approval (ECA) application and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.
- e. That the applicant submit a Water Balance Assessment report for the property to the satisfaction of the Township Hydrogeologist including addressing Township comments related filling in of depressions and meeting recharge conditions post development.
- f. That the applicant install a flow meter that records water usage at the site and retains records of water usage to provide upon request by the Township.
- g. That the applicant confirm and address mitigation of any transport pathways proposed for this development including addressing the Township Hydrogeologist's recommendation to either retrofit or decommission the existing on-site well to prevent groundwater flow from the Guelph Formation to the lower geological formations.

The following sections are provided for rationale and further information to the reader pertaining to the *Clean Water Act* requirements and recommended *Planning Act* approval conditions listed above. The following sections do provide any additional requirements.

### **3. Rationale**

#### *Drinking Water Threats Screening Form*

- This form is an important tool that the Risk Management office uses to determine how Source Protection Plan policies may affect the property.
  - The applicant has noted that MHBC is to complete and submit the Source Water Protection screening form, however, it was not submitted with the application.

### *Threats Disclosure Report and associated Management Plan(s)*

- For management of drinking water threat activities and other chemicals, waste, or fuels, a Drinking Water Threats Disclosure Report (TDR) and management plan (MP) are required under County of Wellington Official Plan 4.9.5.4. This report must address all Prescribed Drinking Water Threats and any other chemical, fuel (including generators), or waste storage listed in section 4.9.5 of the Official Plan. Please see Appendix A for the TDR guidance document and contact the undersigned if you have any questions.
- For any chemicals, waste, or fuel identified in the TDR as being stored or handled on site, a management plan must be submitted with the TDR. A management plan outlines the storage requirements, handling requirements, spill response plan and staff training for the site. Based on the application documents, it is anticipated that, at a minimum, the report and management plans will address liquid fuel, chemical and waste handling and storage and winter maintenance activities.

### *Liquid Fuel Handling*

- During future submissions, please address whether there will be fuel storage on site temporarily during construction. If liquid fuel storage over 250 litres will occur during construction, it is requested that the applicant provide details on temporary fuel usage (quantity anticipated on site and a liquid fuel handling / storage and spill response procedure) during the application approval process.
- Given the nature of the proposal and that liquid fuel will be present on site during facility operation, a spills response procedure for fuel is requested. This can be incorporated into the fuel Management Plan referenced above.

### *Water usage*

- The threshold for a Permit to Take Water is 50,000 L/day, however, draft water quantity policies which will be in legal effect in the future, recommend that the Township also monitor water usage below 50,000 L/day in the WHPA-Q.
- Given the size of the proposed development within the draft WHPA-Q, we request that the Township require the applicant to install a flow meter to monitor water takings.

### *Sewage Works*

- The submitted documents indicate that an Environmental Compliance Approval for sewage works will be necessary. The Township will wish to review and make comment on that application.



### *Transport Pathways*

- The response matrix indicates that there are transport pathways proposed for this site and that the existing well is also functioning as a transport pathway.

## **4. Further Information**

The subject property is located in:

- a) a draft Wellhead Protection Area Q (WHPA-Q);
- b) a Significant Groundwater Recharge Area (SGRA); and
- c) a high- medium Aquifer Vulnerability Index (AVI) zone.

Attachments show the relevant mapping. Please note the subject property is not located in a Wellhead Protection Area for Quality, a Highly Vulnerable Aquifer (HVA), or Issue Contributing Area (ICA).

The vulnerable areas listed above are identified and mapped pursuant to the *Clean Water Act* and the Grand River Source Protection Plan, as amended. The Grand River Source Protection Plan – Wellington County chapter can be accessed [here](#). For ease of reference, some of the vulnerable areas are available either through online mapping tools such as the County of Wellington Explore Wellington [here](#) or the Provincial Source Protection Information Atlas [here](#).

Water quantity vulnerability is determined through the completion of water budgets. All Source Protection Areas initially completed either a Tier 1 (watershed) or a Tier 2 (subwatershed) water budget study for the entire watershed. Out of the Tier 2 studies, each Source Protection Area identified subwatersheds that had a 'moderate' or 'significant' potential for experiencing stresses related to water takings. In these areas, a Tier 3 Water Budget Study is conducted to further determine the risk to drinking water quantity. In Wellington County, there are Tier 3 water budget studies that are in various process stages in the Townships of Centre Wellington, Guelph Eramosa, Puslinch and the Town of Erin. Find more information [here](#).

The *Clean Water Act's* stated purpose is the protection of all drinking water sources, however, the Province of Ontario has currently scoped the implementation of this Act primarily to municipal drinking water systems through language in both the Act and associated regulations. Other drinking water systems, including non-municipal systems and private well clusters, can only be included in the implementation of this Act through Council resolution, acceptance by the Lake Erie Source Protection Committee and approval by the Provincial Minister of the Environment, Conservation and Parks. To date, other drinking water systems such as non-municipal drinking water systems and

private well clusters have not been included in the implementation of the Act within the County of Wellington and have only been sporadically included elsewhere in Ontario.

Therefore, although there is a cluster of private wells and a non-municipal drinking water system (Meadows of Aberfoyle) in close proximity to the subject property, the *Clean Water Act* and the Grand River Source Protection Plan do not legally apply to the protection of these private wells or non-municipal drinking water systems. It is important to note, however, that any protection measures that are legally required to protect the much more distant City of Guelph municipal wells, will also, by default, provide protection to the much closer private wells even if the measures are not legally required for the protection of the private wells. It is also noted that the Township Hydrogeologist has provided hydrogeological comments related to the hydrogeological characterization of the site and measures to reduce potential off-site impacts. We defer to and support the Township Hydrogeologist comments related to the subject property and support the inclusion of measures to ensure protection of private wells through *Planning Act* and *Ontario Water Resource Act* approvals.

In response to public concerns that the *Clean Water Act* does not provide default legal protection to private wells or non-municipal drinking water systems, the Ministry of the Environment, Conservation, and Parks released a 'Best Management Practice' guide that outlines steps to manage risks and identify actions that can be taken to protect private wells and non-municipal drinking water sources. The practices discussed in the guide are a proactive approach to protecting sources of drinking water And can be accessed here : <https://www.ontario.ca/document/best-practices-source-water-protection>.

The identification of vulnerable areas pursuant to the *Clean Water Act* is a tool used to assess potential risk to municipal drinking water sources. The vulnerability scoring is a ten point scale from 2 and 4 (low vulnerability) to 6, 8 (moderate vulnerability) to 10 (high vulnerability). The shading on the mapping reflects the vulnerability scoring, the highest vulnerability being shaded red (score 10). The scoring takes into account geological or hydrogeological features such as bedrock close to the ground surface, human influenced features (transport pathways) such as improperly decommissioned wells or aggregate pits and proximity to the municipal well(s). This mapping is only provided in proximity to municipal well(s) where the *Clean Water Act* specifies the establishment of wellhead protection areas for quality based on the estimated time of travel for water to travel to the municipal well(s). The highest vulnerability of 10 can only be present in the wellhead protection areas that are closest to the municipal wells either the WHPA – A (100 metre radius around the municipal well) or the WHPA – B (2 year time of travel).

To develop the vulnerable areas and scoring, aquifer vulnerability mapping, often at a watershed scale, is available for reference from the Conservation Authorities and referenced in the applicable Assessment Report. As noted above, the site is not located within a municipal wellhead protection area for quality and therefore only aquifer vulnerability mapping is available. This site is located in a high to medium Aquifer Vulnerability Index zone which indicates that geological, hydrogeological or transport pathway features indicate a potential for medium to high vulnerability to surface contamination. This was considered and is part of the rationale for the recommended conditions above.

Further comments will be provided during future planning applications and the requested conditions and recommendations may be updated at that time.

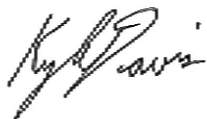
For more information, please contact the undersigned.

Sincerely,



Apr 11, 2023

Danielle Walker, Source Protection Coordinator  
519-846-9691 ext 236  
[dwalker@centrewellington.ca](mailto:dwalker@centrewellington.ca)



Apr 11, 2023

Kyle Davis, Risk Management Official  
519-846-9691 ext 362  
[kdavis@centrewellington.ca](mailto:kdavis@centrewellington.ca)

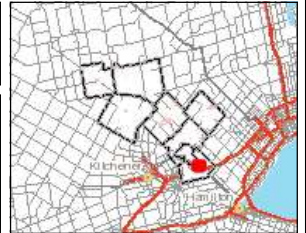
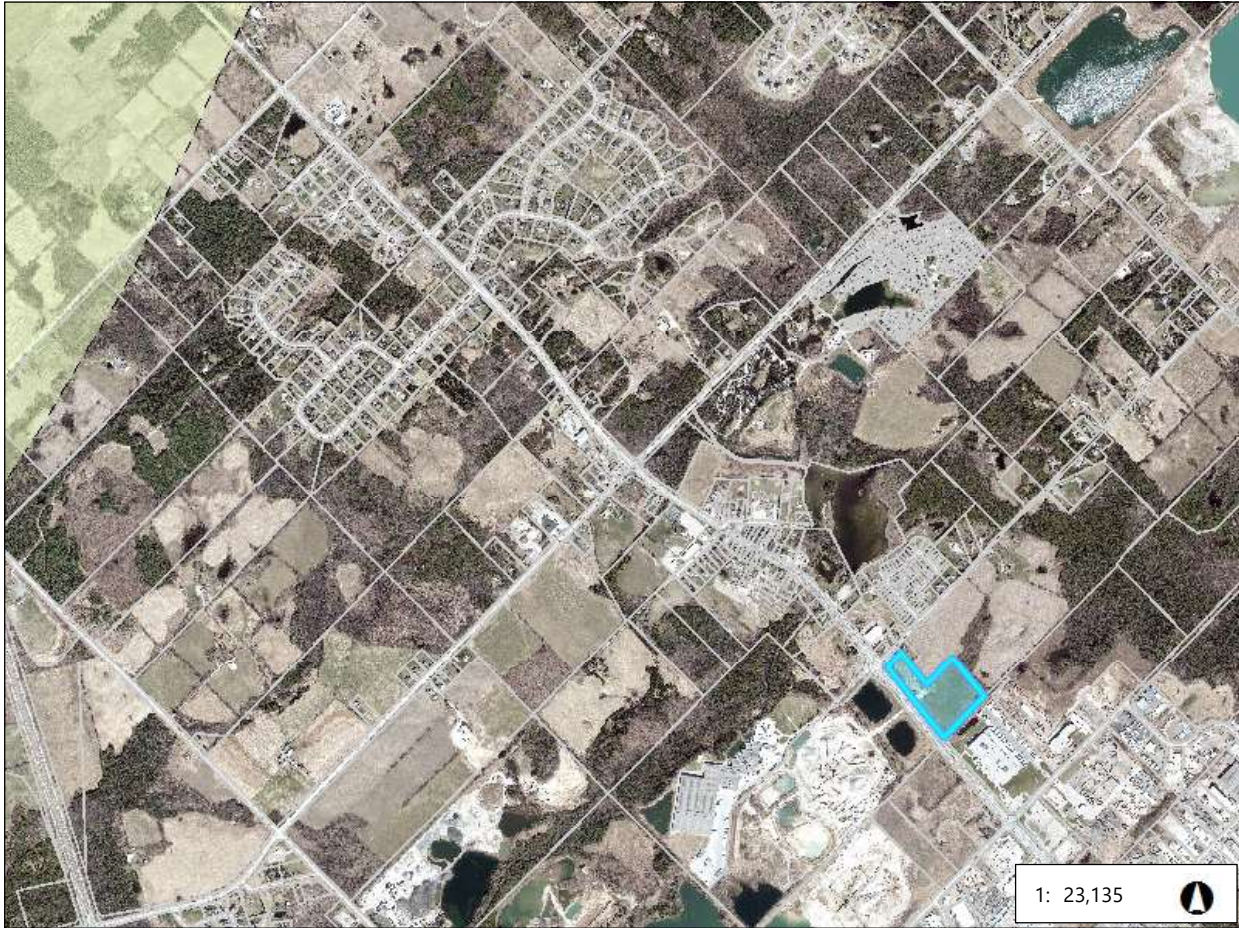
Attachments: DWT Screening Form  
WHPA Maps  
TDR Guidance





Explore  
Wellington

128 Brock Road South, Puslinch



#### Legend

- Parcels
- Well Locations
  - Existing
  - Proposed
- Issue Contributing Area
  - Chloride
  - Nitrate
  - Sodium
  - TCE
- Wellhead Protection Area
  - A
  - B
  - C
  - D
- Vulnerability Score
  - 10
  - 8, D; 8; C
  - 2, 4, 6 (A, B or C)
  - 2, 4, 6, D; 2, 4, D; 2, 4, 6 (D); 4, D; 6,
- HVA
- RoadsLookup

1.2 0 0.59 1.2 Kilometers

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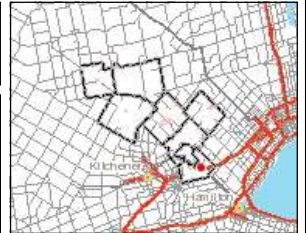
THIS IS NOT SURVEY DATA. Parcels - Teranet 2002, Wellington County 2022

#### Notes



Explore  
Wellington

128 Brock Road South, Puslinch - AVI



#### Legend

- Parcels
- Roads
  - Local Road
  - County Road
  - Highway
- Waterbodies
- Well Locations
  - Existing
  - Proposed
- Intrinsic Vulnerability
  - H
  - M
  - L
- RoadsLookup

1: 2,892



0.1 0 0.07 0.1 Kilometers

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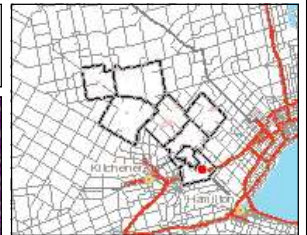
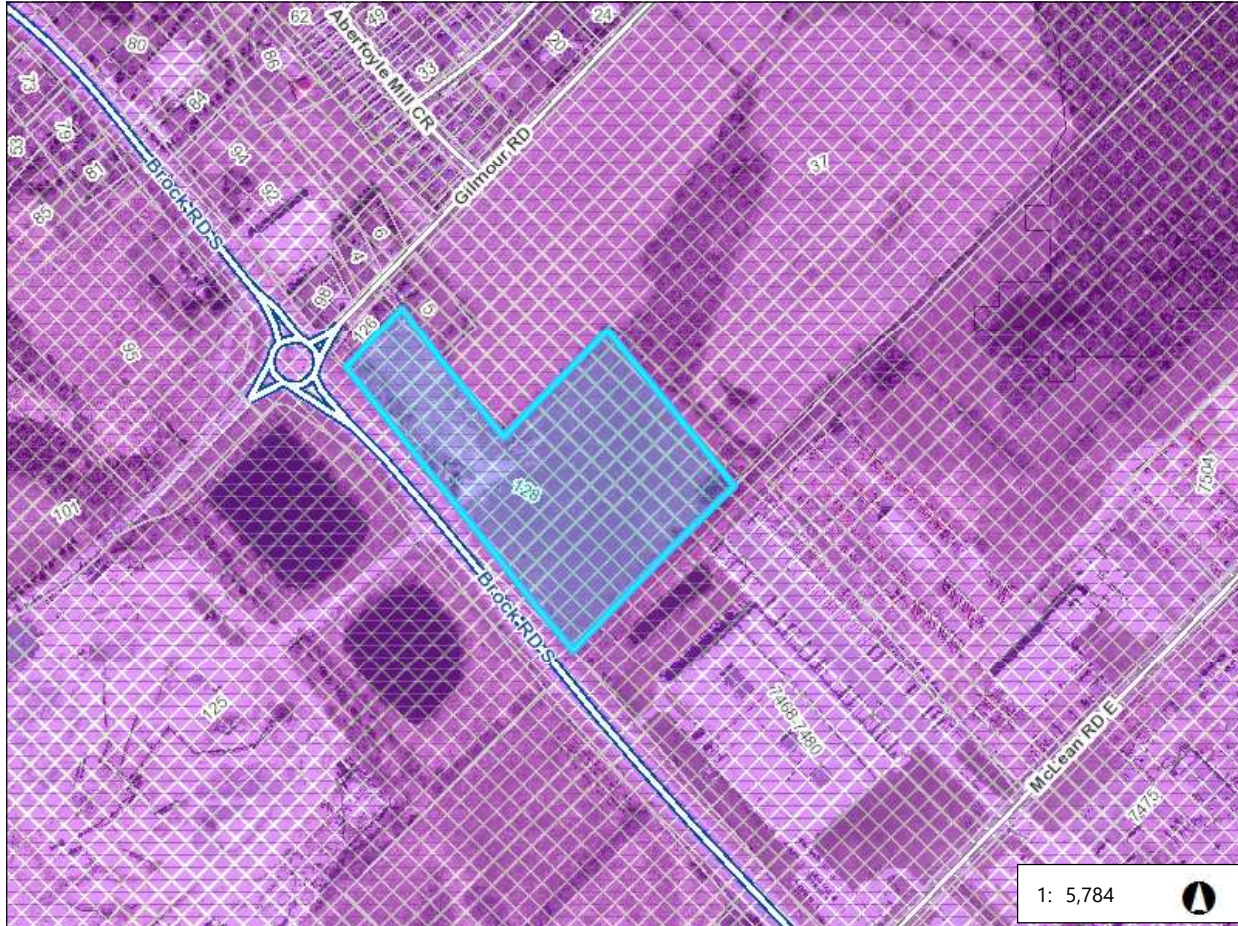
#### Notes





Explore  
Wellington

## 128 Brock Road South, Puslinch - Quantity



### Legend

- Parcels
- Roads
  - Local Road
  - County Road
  - Highway
- Well Locations
  - Existing
  - Proposed
- WHPA Q1\_Q2\_Boundary
- WHPA Q1\_Q2
  - Approved
  - Draft
- SGRA
- RoadsLookup

1: 5,784



0.3 0 0.15 0.3 Kilometers

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### Notes

# Source Water\_Comments\_BrockS\_128\_full\_final April 11 23

Final Audit Report

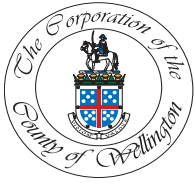
2023-04-11

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By:	Danielle Walker (dwalker@centrewellington.ca)
Status:	Signed
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## "Source Water\_Comments\_BrockS\_128\_full\_final April 11 23" History

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ADMINISTRATION CENTRE  
T 519.837.2601  
F 519.837.8138

74 WOOLWICH STREET  
GUELPH, ONTARIO  
N1H 3T9

## MEMORANDUM

**TO:** Lynne Banks Development and Legislative Coordinator – Township of Puslinch

**FROM:** Pasquale Costanzo, Technical Services Supervisor – County of Wellington

**RE:** Zoning Bylaw Amendment, Wellington Motor Freight  
128 Brock Road South (Wellington Road 46), Aberfoyle, Township of Puslinch

**DATE:** April 6, 2023

The Wellington Roads have completed a preliminary reviewed of the provided supporting reports for the zoning bylaw amendment request and further comments will be provided during the site plan application process.

### Traffic Impact Study

The report was peer review by Dilion Consulting with their memo attached and comments provided. The County will require the installation of the dedicated right turn lane into the site as described in the TIS. An agreement with the proponent and the County will be required with the detail design including all related costs for its installation to be borne by the applicant.

### Storm Water Management

No comments to provide at this time and further comments may be provided during the site plan application.

### Landscaping Plan

There are plantings proposed within the right-of-way along property line and the County does not have a concern with the preliminary landscaping plan as shown. However, we will request that within the site plan agreement ownership of any planting or landscaping requirements by the Township (County approval required) in the ROW will be the proponent responsibility to maintain along with any associated cost as required.

Sincerely

A handwritten signature in black ink, appearing to be "P. Costanzo", written over a horizontal line.

Pasquale Costanzo C.E.T.  
Technical Services Supervisor

Cc. Zach Prince, Senior Planner – County of Wellington



# Memo



**To:** Pasquale Costanzo, C.E.T., County of Wellington  
**From:** Tim Kooistra, C.E.T., Dillon Consulting Limited  
**Date:** March 13, 2023  
**Subject:** 128 Brock Road South Industrial Development, Puslinch, Traffic Impact Study – Peer Review  
**Our File:** 21-2592

Dillon Consulting Limited has been retained by the County of Wellington to undertake a peer review of a Traffic Impact Study (TIS) that was developed to support the proposed industrial development by Wellington Motor Freight located at 128 Brock Road South (Wellington Road 46) in the Township of Puslinch. The study was prepared by Paradigm Transportation Solutions Limited in December 2022.

This memo documents the findings from the peer review of the above-noted study. This peer review and associated comments are structured to align with the same section headings as found in the submitted TIS.

## 1.0 Paradigm's Traffic Impact Study

### 1.1 Introduction

The site (128 Brock Road South) is located on vacant lands on east side of Wellington Road 46, north of McLean Road and south of Gilmour Road in the Township of Puslinch. The site is proposed to be developed as a warehouse with offices. The warehouse operation is proposed to feature a GFA of 207,550 sq. ft. (19,282 m<sup>2</sup>) while the office component is approximately 30,000 sq. ft. (2,787 m<sup>2</sup>). Based on the limited clarity of the concept plan within the TIS, it was not possible to check that these GFA amounts are correct.

The industrial development is anticipated to be completed no later than 2025, and the traffic forecasts considered a five-year (2030) horizon following build-out.

The study assessed conditions during the Weekday AM and Weekday PM peak hour periods. Given the nature of the proposed land use and the surrounding context, this is fully appropriate. The analysis periods were confirmed during the scoping of the study in October 2022 (as noted within Appendix A of the submitted TIS).

Operational analysis was completed at two nearby intersections along Wellington Road 46 (at Gilmour Road (roundabout) and at McLean Road (signalized)). These two intersections as identified in the Study Area are appropriate for the nature and scale of the development.

## Existing Conditions

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Turning movement volumes at the two existing Study Area intersections along Wellington Road 46 were collected on Thursday, October 13, 2022.

When comparing the turning movement data to the figures and the Synchro files, it has been found that several volumes in the northbound and southbound directions on Wellington Road 46 do not match fully. However, as the volume adjustments were minimal, they were assumed to be done in order to fully balance the northbound and southbound traffic volumes on Wellington Road 46 between McLean Road and Gilmour Road.

The existing conditions analysis indicates that all movements operate acceptably (at LOS D or better) during both the AM and PM peak hours. The traffic signal timings (as provided by the County of Wellington) were entered correctly into Synchro, although no movements were set up with a recall arrangement (minimum recall, pedestrian recall, maximum recall, etc.). The existing roundabout was assessed using Arcady 8 and found that all movements at this intersection operate at LOS A during both the AM and PM peak hours. The existing conditions analysis have been found to be completed accurately and is acceptable.

## Development Concept

---

The study noted that site trip generation was estimated using rates published of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> edition. This is an acceptable approach to estimating trips, and it has been found that the correct trip generation rates and calculations were made.

Given the nature of the development, no trip reductions (pass-by rates, internal capture rates or other travel modes such as transit) were applied. This is generally acceptable given the context and location of the development.

The site trip distribution identified in Table 3.2 of the report matches the AM and PM peak hour distribution percentages. This is acceptable given the land use, context, and location of the development in proximity to Highway 401.

The site trip assignment notes that the trips generated by office staff and warehouse employees would be assigned to the Gilmour Road access while the truck trips would be assigned to the driveway access to Wellington Road 46, noting all trucks would be making the northbound right-turn movement into the site and the westbound left-turn movement out of the site.

When looking at the development concept plan, it does appear that there are staff parking areas located closer to the Wellington Road 46 driveway and that no barriers would be introduced to force staff enter and exit the site via Gilmour Road. As a result, it is expected that some staff trips may be entering and exiting the site via the Wellington Road 46 unless the physical arrangement of the site driveway and staff parking lot is modified.

## Evaluation of Future Traffic Conditions

---

Additional traffic volumes of five background developments in the Study Area were also explicitly considered in the future analysis. These five background developments were identified by Paradigm when scoping out the study, although it is not clear whether or not Paradigm reached out to the Township of Puslinch to see if any further developments (beyond these five) needed to be explicitly included, as there was no conversation included within the study's Appendix A.

A compounded growth rate of 2.0% per annum was also applied to the existing traffic volumes. This approach to deriving the future traffic volumes is acceptable and was scoped out prior to the study being developed.

Within the two existing intersections, it was found that no changes to the signal timing or geometry was included, and future operations at the two existing intersections show that all movements will continue to operate in an acceptable manner (at LOS D or better).

At the proposed driveway to Wellington Road 46, the westbound left-turn movement exiting the site is projected to operate at LOS E and LOS F during the morning and afternoon peak hours. However, this movement is projected to operate well beneath capacity and should only impact site-generated trucks rather than any vehicles that would be travelling along the Wellington Road 46 corridor. This is because staff vehicles will need to access the site off Gilmour Road. During peak traffic periods, trucks exiting the site can turn right and go around the Gilmour Road roundabout to head south.

## Remedial Measures

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One measure was considered, which was to introduce a northbound right-turn lane on Wellington Road 46 at the direct site access for trucks entering the site. Based on the projected volumes and nature of vehicles (all trucks) entering at this site at this location, it is recommended that a northbound right-turn lane is introduced to allow trucks to safely slow down before entering the site (while not impeding any through traffic). An 80 metre right-turn lane parallel length has been recommended.

Given all trucks are projected to travel to/from the south and as all staff trips are anticipated to enter the site off Gilmour Road, a southbound left-turn lane into the site has not been recommended.

## Paradigm's Conclusions and Recommendations

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Within the Study Area, it has been noted that under the 2030 Total Traffic Conditions, most of the Study Area will operate within acceptable levels of service. However, the new driveway to Wellington Road 46 is projected to operate at LOS F during the PM peak hour. This is acceptable as this movement will operate well under capacity and will only be used by trucks exiting the site. Trucks could also turn right and go around the Gilmour Road roundabout if experiencing difficulties exiting the site during peak periods.

It is also recommended that a northbound right-turn lane into the site be constructed from a safety perspective rather than a capacity perspective. This would allow trucks to safely slow down before entering the site.

## 2.0

# Peer Review Summary

The following represents a summary of the findings of this peer review exercise and two additional recommendations:

- Overall, the associated analysis, findings, and recommendations have been found to be completed correctly and are appropriate, noting that:
  - The northbound right-turn lane with 80 metres of parallel storage into the site should be constructed as recommended;
  - Signage prohibiting any left-turn movements into the site at the Wellington Road 46 driveway should be introduced to ensure no vehicles make this southbound left-turn movements and that all staff trips to/from the north access the site off Gilmour Road; and,
  - Internal signage within the truck areas and auto parking areas that would instruct motorists that they are not to travel between these parking areas in order to connect to/from Wellington Road 46.
- Clarification should be made to the site plan (parking lots and access arrangements) to ensure that only trucks are entering and exiting the site to/from Wellington Road 46 direction and that all passenger vehicles can only access the site via Gilmour Road.

Yours sincerely,

**DILLON CONSULTING LIMITED**



Tim Kooistra, C.E.T.  
Traffic and Transportation Technologist

# DOUGAN & ASSOCIATES

## ECOLOGICAL CONSULTING & DESIGN

3-7 EDINBURGH ROAD SOUTH GUELPH ON N1H 5N8 T 519.822.1609 F 519.822.5389 www.dougan.ca

April 6, 2023

Lynne Banks  
Development and Legislative Coordinator  
Township of Puslinch  
7404 Wellington Rd. 34, Puslinch, Ontario N0B 2J0  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**RE: P11/6678 Ecology Peer Review of: 128 Brock Road South, Puslinch (Wellington Motor Freight) Scoped Environmental Impact Study (NRSI, Revised March 2023)**

Dear Lynne,

Dougan & Associates (D&A) has completed a review of the revised EIS for 128 Brock Road South (NRSI, March 2023). This resubmission has addressed all of our outstanding comments, as detailed in the table below.


Please note that, as noted in the EIS, a detailed Landscape Plan and Tree Preservation Plan should be reviewed as part of the Site Plan submission and approved prior to pre-grading.

Please do not hesitate to contact the undersigned with any questions or concerns regarding this review.

Regards,



Christina Olar, HBsc, Eco. Mgmt. Tech., ISA  
Ecology Manager, Ecologist, Arborist



Todd Fell, OALA, CSLA, CERP  
Director, Landscape Arch., Rest. Ecologist



January 27, 2023  
Our File: 122006-018

Township of Puslinch  
7404 Wellington Road 34  
Guelph, ON N0B 2J0

Attention: Ms. Lynne Banks

Re: Zoning Bylaw Amendment Application  
128 Brock Road South, Township of Puslinch

Dear Ms. Banks,

An email was received on January 17, 2023, requesting comments regarding a first submission for zoning bylaw amendment related to a proposed future industrial development, on the subject lands located at 128 Brock Road South, in the Township of Puslinch. The proposed development consists of a one-storey warehouse facility, a two-storey office facility and trailer parking and loading spaces, with one access to Brock Road South for heavy vehicles and one access to Gilmour Road for employees.

The Township requested that GM BluePlan Engineering (GMBP) review the submission from an engineering perspective. As such, the following documents and drawings were received and reviewed by GMBP as part of the first submission for zoning bylaw amendment:

- Zoning Bylaw Amendment Application Form, dated December 16, 2022.
- Zoning Bylaw Amendment Application Cover Letter, prepared by MHBC Planning, dated January 9, 2023.
- Conceptual Site Plan and Conceptual Enlarged Site Plan, prepared by Tacoma Engineers, dated December 21, 2022.
- Elevations, prepared by Edge Architects Ltd., dated December 15, 2022.
- Preliminary Servicing and Stormwater Management Report, prepared by Meritech Engineering, dated December 21, 2022.
- Base Plan, prepared by Meritech Engineering, dated November 22, 2022.
- Preliminary Serving and Grading Pla, prepared by Meritech Engineering, dated December 20, 2022.
- Geotechnical Investigation, prepared by Chung and Vander Doelen Engineering, dated December 20, 2022.
- Parcel Register, dated January 12, 2023.

We defer review of the following documents to the Township Hydrogeologist and Township Ecologist:

- Scoped Environmental Impact Study, prepared by Natural Resource Solutions Incorporated, dated January 2023.
- Scoped Hydrogeological Assessment, prepared by Chung and Vander Doelen Engineering, dated December 22, 2022.

We defer review of the following to the County of Wellington Planning and Development Department:

- Planning Justification Report, prepared by MHBC Planning, dated January 2023.

We defer review of the following document to the County of Wellington Roads Department:

- Transportation Impact Study, prepared by Paradigm Transportation Solutions, dated December 2022.

Based on our review of the site and associated documents, we have the following comments. We have no concerns with the zoning bylaw amendment from an engineering perspective. Further detailed review will be provided at the time of detailed design and site plan application.

#### **Deficiencies/Outstanding Matters**

<b>Item No.</b>	<b>Matter / Requirement</b>	<b>Drawing / Document Reference</b>	<b>Date Issue Identified</b>	<b>Comment</b>
1.	Stormwater Management Quantity Control	Preliminary Servicing and Stormwater Management Report	January 27, 2023	<p>The County of Wellington prescribed matching post-development flows to pre-development flows for the 2-year through 100-year design storm events. At the time of detailed design and site plan application, please provide analysis for the 25 and 50-year design storms, as well as the historical storm.</p> <p>Further review of quantity control of minor and major events will be completed at the time of detailed design and site plan application.</p>
2.	Stormwater Management Quality Control	Preliminary Servicing and Stormwater Management Report	January 27, 2023	Sizing of the oil-grit separator and other water quality mitigation will be reviewed at the time of detailed design and site plan application.
3.	Water Balance and Infiltration	Preliminary Servicing and Stormwater Management Report	January 27, 2023	The water balance for the subject lands and details of the proposed infiltration galleries will be reviewed further at the time of detailed design and site plan application. All concerns expressed by the Township Hydrogeologist and GRCA with regards to water balance will need to be satisfactorily addressed.
4.	Wastewater Treatment System	Preliminary Servicing and Stormwater Management Report and Preliminary Servicing Plan	January 27, 2023	Further refinement of the wastewater treatment system will be required at the time of detailed design and site plan application. Of concern at this time are the proximity to property line, as raised by the Township Hydrogeologist, and the major overland flow route directly across the



Item No.	Matter / Requirement	Drawing / Document Reference	Date Issue Identified	Comment
				septic dispersal bed per the Preliminary Grading Plan.

#### Additional Commentary

Item No.	Additional Commentary
1.	It has been noted that an MECP ECA will be required for the wastewater treatment system as the estimated wastewater flows will exceed 10000 L/day. The Township and MECP will need to review and approve the detailed design of the wastewater treatment system when available.
2.	At the time of detailed design and site plan application, the Township Fire Department should comment on fire access route, fire water supply tank sizing and hydrant location.
3.	The County Roads Department should comment on the proposed right turn lane on Brock Road South and the reconfiguration of the existing ditch.

#### Completed/Approved

Item No.	Matter / Requirement	Drawing / Document Reference	Date Issue Identified	Date Issue Cleared	Comment

If you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,

GM BLUEPLAN ENGINEERING

Per:



Andrea Reed, P. Eng.  
Project Engineer

# Memo

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**Date:** April 28, 2023

**To:** Pierre Chauvin, MHBC  
Mark Lunshof, WMF

**cc:** Sandy Anderson, CVD

**From:** Chris H. Togeretz, P.Eng.  
Manager, Design Services

**Re:** **Response to Blue Triton Comments**  
**Proposed WMF Facility at 128 Brock Road South**  
**Aberfoyle, Puslinch Township**

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This memo provides our response to comment #4 provided by BlueTriton in their letter dated March 10, 2023.

I have read Chung & Vander Doelen's Technical Memorandum dated April 27, 2023 prepared in response to the first three comments and have nothing to add to their responses; they are in keeping with my understanding of the project and how the future approvals will be obtained (e.g. Site Plan Approval; MECP ECA).

## Comment 4. Stormwater management

*The proposed design indicates that parking surface water runoff will be directed through an oil-water separator to remove oils from trucks, before being sent via ditch to Mill Creek. It is not known whether additional truck washing/maintenance is planned, which would result in the need for additional hydrocarbon management.*

*At a minimum, we believe WMF facility should have an extensive monitoring program to ensure that its operations do not compromise surface water and groundwater quality in the Puslinch area. The monitoring program should include specific aspects of how the oil-water separator will be managed and maintained and should also require prompt notification of any releases from the facility.*

## Response

The client has confirmed that there will be no semi-trailer truck washing/maintenance or fueling on site. Thus, the oil/grit separator (OGS) unit proposed to treat runoff from the parking lots will provide more than adequate oil capture and retention in the event of a gas/oil spill (e.g. vehicular collision).

A standard semi-truck contains two fuel tanks of around 450 to 600 L – a total volume of up to 1,200 L. In comparison, a typical OGS unit sized to provide the required TSS removal efficiency (Total Suspended Solids, a measure of the sediment contained in effluent) for the site has approximately 1,500 L - 3,000 L of gas/oil storage capacity, depending on the manufacturer/model that is ultimately selected.

As part of both Site Plan Approval and ECA approval, a Final Servicing and Stormwater Management Report will be prepared for agency approval. This report will provide detailed sizing of the preferred OGS unit, to demonstrate that both sediment and oil capture capacity is adequate. One of the OGS units that will be considered is the “EFO” model designed and provided by Imbrium Systems. The “Stormceptor EF Technical Manual” available online states that:

*The technology platform of Stormceptor EFO is the same as Stormceptor EF, however the maximum surface loading rate into the lower chamber is restricted to a lower value with Stormceptor EFO, thereby ensuring excellent oil retention. Third-party testing in accordance with the Light Liquid Re-entrainment testing provisions within the Canadian ETV protocol Procedure for Laboratory Testing of Oil-Grit Separators demonstrated greater than 99% oil retention. Stormceptor EFO is engineered to capture and retain free floating oil/chemical/fuel spills, not emulsified hydrocarbons.*

*Stormceptor EF/EFO can be easily modified to increase sediment storage capacity by extending the depth of the lower chamber. Stormceptor EFO can be modified to increase hydrocarbon storage capacity by extending the outlet riser, thereby providing the storage volumes depicted in the table below.*

STORMCEPTOR EFO STORAGE VOLUME		
Stormceptor EFO Model	Standard Hydrocarbon Storage Capacity <sup>1</sup>	Extended Hydrocarbon Storage Capacity <sup>1,2</sup>
	(L / gal)	(L / gal)
EFO4	265 / 70	395 / 105
EFO6	610 / 160	1615 / 425
EFO8	1070 / 280	4340 / 1145
EFO10	1670 / 440	NA
EFO12	2475 / 655	NA

1. Hydrocarbon Storage Capacity is measured from the bottom of the outlet riser to the underside of the insert.
2. Distance from bottom of the extended outlet riser to top of the sediment maintenance depth is 914 mm (36 in).  
NA –Not available in these model sizes

Additionally, the Final report will provide all necessary monitoring and maintenance requirements so that the Owner is able to meet the conditions of the ECA approval that will be set out by the MECP. Typically, this is accomplished by summarizing the inspection requirements in the body of the report, and attaching the manufacturer’s information (operation and maintenance manual or similar) to the report in an appendix.

If a fuel spill would occur, the Owner will be required to report the spill immediately to the MECP using their 24-hour hotline. This will be described in the Final report, and is likely to be a condition imposed by the MECP in their approval. It is also common that a sign is placed at the location of fuel spill kit(s) on the site with this phone number.



## Technical Memorandum

To: Pierre Chauvin, MHBC  
Mark Lunshof, WMF

Date: April 27, 2023  
CVD File No.: G22518

From: Sandy Anderson, CVD

Re: Response to Blue Triton Comments of March 10, 2023  
Proposed WMF Facility at 128 Brock Road, Puslinch Township

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This memo provides my response to the Comments 1 to 3 received by Blue Triton in their letter dated March 10, 2023. My responses are numbered to correlate with the number comments in the letter.

*Comment 1. Existing supply well at the location of the proposed facility*

*In the Township's hydrogeology review, Harden Environmental has noted that there is an existing 12-inch diameter water well at the location of the proposed development. Harden Environmental has noted that the well is open across multiple bedrock aquifers. The existing well has a casing that terminates at the top of rock and penetrates the Guelph, Eramosa and Goat Island/Gasport aquifers. In previous comments to the Township of Puslinch, Harden Environmental has noted that wells open across multiple aquifers pose a direct threat to groundwater quality. The existing supply well and other private wells on the property should be properly decommissioned. The proposed facility is located in an area without municipal water supply. Therefore, a new well will be required to service the 100+ staff for the proposed facility. The new well should be constructed so that it obtains its supply from only the Guelph Formation or Goat Island/Gasport Formation, but not both. A permit to take water (PTTW) must be required for the new well to ensure that it is properly operated with strict monitoring and reporting requirements.*

*Response:* We acknowledge the concern raised. We recommend that the old 12-inch well be properly decommissioned in accordance with Ontario Reg. 903 and that a new well for the proposed facility be drilled into either: a) the shallow Guelph Formation or b) the deeper Goat Island / Gasport Formation. In the latter case, the well would be cased and sealed through the shallow Guelph and into the intermediate-depth Eramosa Formations. The new well for the WMF facility would only be required to produce about 15,000 L/day (i.e., peak demand of 25,000 L/day), which is far below the MECP requirement of 50,000 L/day for a Permit To Take Water (PTTW). While no permit is required, we note that a flow meter and daily measurements are required for the MECP wastewater system ECA (Environmental Compliance Approval). We recommend this meter be placed at the beginning of the water distribution system so that it measures all water usage.

*Comment 2. Infiltration from the proposed infiltration gallery septic field*

*The proposed development includes an infiltration gallery and a 777 m<sup>2</sup> septic field with a planned infiltration capacity of greater than 10,000 litres per day. A capacity of 10,000 litres per day distributed over an area of 777 m<sup>2</sup> corresponds to an infiltration rate of 0.013 m/day. This is about 15 times larger than the estimated recharge to the bedrock over this area (300 mm/year). The elevated infiltration rate may overwhelm natural dilution of contaminants in the leachate. In addition, although the proposed treatment system has been sized and designed to prevent surface ponding of septic waste, locating the system at the topographically-low point of on the property may result in runoff from the parking areas entering this leach field, particularly during large storm events. If the project moves forward, we request that the septic field is moved from its current proposed location to the furthest northeast*

*corner. The developer should additionally be required through the MECP permit to monitor treatment effectiveness and to demonstrate that degradation of water quality does not occur as leached water moves south and west across the property.*

Response: We acknowledge there is a large variation between recharge and infiltration rates. This is always the case with wastewater tile fields, including small residential and large commercial systems, where infiltration at the bed far exceeds 'natural' recharge.

Annual recharge, being the remainder of precipitation after runoff and evapotranspiration 'losses', is dependent on many different factors including climate (sunlight hours, temperature), annual precipitation quantities, soil type, vegetative cover, and topography. We agree that the annual recharge reaching the bedrock aquifer in some local areas may be 300 mm/year or even higher where there are granular outwash deposits and dead-end drainage areas. On the other hand, the rates are considerably lower (on the order of 50 to 150 mm/yr) in many other local areas underlain by thick low-permeability till deposits. Nevertheless, regardless of the recharge rate in any given area, all recharge is greatly limited by the finite amount of precipitation. If precipitation were greater, recharge would be far greater than 300 mm/yr in the favourable granular recharge areas.

The soil conditions at the proposed leaching bed area have been characterized in detail by Flowspec Engineering and their bed design appropriately reflects the sandy soils encountered (i.e., a percolation time of 12 min/cm), the large 4-m depth to the water table, and the anticipated flow volumes (i.e., a peak demand of 25,000 L/day based on OBC standards). As a result, the designed 775 m<sup>2</sup> bed area will facilitate the infiltration of the treated wastewater without concern for excessive mounding.

In respect to the parking lot runoff, the site design dictates that runoff will be directed away from the leaching bed and so not interference is expected.

The wastewater system for the facility would adhere to the very strict MECP standards for systems with greater than 10,000 L/day. In particular, the MECP 'Reasonable Use Criteria (RUC)' must be met at the downgradient property boundary, and this will require not only tertiary-level removal of BOD (biological oxygen demand) and TSS (total suspended solids), but also a very high level of nitrate removal treatment unit to achieve the RUC of 2.5 mg/L at the boundary. By placing the leaching bed near the downgradient boundary (where the soil conditions are most favourable), the MECP approval will not allow that any on-site dilution from recharge to be assumed, in turn requiring that the treatment unit remove nitrate to 2.5 mg/L. If the bed had been placed further away from the boundary, then a modestly lower nitrate removal criteria would be allowed in order to meet the RUC at the boundary. It is worth noting as well that conventional septic systems, of which there are many in Aberfoyle a similar distance to the Blue Triton well, provide no removal of nitrate, thus allow on the order of 40-mg/L nitrate to be loaded to the groundwater.

In respect to the MECP ECA (Environmental Compliance Approval), it is noted that conditions will be included to routinely monitor the treated effluent to ensure that the ECA treatment criteria are met. The Township hydrogeologist and Blue Triton will be kept abreast of the MECP approval process.

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*The proposed development includes a 5.7-acre parking lot. The parking area is large, suggesting that substantial amounts of road salt and/or de-icing compounds will be required. The impact of road salt and de-icing compounds on groundwater quality in the area of the proposed WMF facility is an important concern for BTB and the surrounding community. Recognizing the potential impacts of road salt on water quality, BTB now applies primarily sand at its operations. If the project moves forward, we request that rock salt alternatives be used for de-icing.*

Response: WMF plans to prepare a salt management plan for the facility and is committed to using alternative de-icing products.



May 1, 2023

Dr. Andreanne Simard  
Natural Resources Manager  
Blue Tritons Canada  
101 Brock Road South,  
Puslinch, ON N0B 2J0

Dear Dr. Simard:

**RE: Wellington Motor Freight Zone Change Application D14/WEL, 128 Broad Road South,  
Aberfoyle, Township of Puslinch  
OUR FILE: 2230A**

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I am writing as a follow-up to your correspondence dated March 10, 2023 and your public comments at the public meeting held on April 18, 2023 regarding Wellington Motor Freight's (WMF) zone change application for the above referenced property. We have reviewed your comments with our consulting team including Chung & Vander Doelen Engineering Ltd., FlowSpec Engineering Ltd., and Meritech Engineering, who represent WMF's hydrogeologist, septic engineer and civil engineer, respectively. I have attached for your review two technical memos from our consulting team, in response to your comments.

We would appreciate the opportunity to meet with you at your earliest convenience to discuss your comments and our responses. I confirm my understanding that Mark Lunshof has reached out to you already to coordinate a time to meet.

Thanks for your comments, and I look forward to meeting with you to discuss same.

Yours truly,

**MHBC**

Pierre J Chauvin, MA, MCIP, RPP  
Partner  
Attach.

c. *Mark Lunshof, WMF*  
*Sandy Anderson, Chung & Vander Doelen Engineering Ltd.*  
*Chris Togeretz, Meritech Engineering*  
*David Morlock, FlowSpec Engineering Ltd.*  
*Lynne Banks, Courtenay Hoytfox, Township of Puslinch*  
*Zachary Prince, County of Wellington*

# Memo

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**Date:** April 28, 2023

**To:** Pierre Chauvin, MHBC  
Mark Lunshof, WMF

**cc:** Sandy Anderson, CVD

**From:** Chris H. Togeretz, P.Eng.  
Manager, Design Services

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## Technical Memorandum

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**Response:** WMF plans to prepare a salt management plan for the facility and is committed to using alternative de-icing products.



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**From:** [REDACTED]  
**Sent:** Monday, April 24, 2023 6:22 PM  
**To:** James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; Planning  
**Cc:** Lisa Ross; Cam McConnell; Alastair  
**Subject:** 128 Brock Rd. S Rezoning

Over the last couple of months, you have likely received a fair amount of input regarding the proposed rezoning of 128 Brock Rd. S. and the discussion at the March 22<sup>nd</sup> Public Meeting was a good exchange for which we are grateful. At the end of the day, the community position has not changed re our opposition to this proposed development, and I would like to point out a few areas that have added to the feeling that our views are being minimized by the analysis done to date vs. being addressed.

1. Wellington Motor Freight have hired consultants and experts for this process and that is certainly a wise and necessary thing to do. Discussions with them prior to the public meeting on the 22<sup>nd</sup> were both enlightening and disconcerting. Their main consultant's approach was particularly troublesome as he appeared to be a little tone deaf. At one point I questioned the conclusions of some of the studies and was told that if "I didn't agree with them, that we were more than welcome to go out and hire our own consultants." That type of response was dismissive and totally unacceptable.
2. Everything presented by the consultants has been to meet 'minimum' legal requirements vs. trying to negate the impact on the community. It's understandable that they are looking out for their client's interests but as 'experts', they should also be able to give a fair and balanced view.
  - Minimum (legal) distribution of notices of the application and public meetings
  - Aiming to meet the 'legal' requirements for noise levels and not including known irritants (i.e., truck backup beepers) vs. ensuring that all concerns are addressed.
  - Proposing the minimum sound barriers height and distances possible to meet requirements – vs. recommending the industry guidelines of 12-15 ft high and extending the length to ensure visual and noise mitigation are as effective as possible.
  - A clear indication of hours of operation and an impact analysis.
3. The conclusions that the experts are reaching are predicated on the input and parameters provided to them. The number of car / truck trips at a given point in time; the limited scope of the traffic study area; the direction of travel etc. Our position has been that all aspects of the development should be included to get a realistic picture of its impact.
  - Include a fair assessment of growth. Both on the site itself and including the major development at 7475 McLean Rd. E.
  - If Safety is a potential issue, then the consultants should assess it. And have emergency response times been assessed as part of the traffic implications?
  - If water is of concern, then have the conversation with Blue Triton to get their perspective and input.

- Impacts to the 401 access and to Morriston should be assessed.
- And if a Gilmour Rd access is of concern to residents, then at least include it in any studies done.

4. The last area that is causing undue worry is the access on Gilmour Rd. itself. This boils down to “Policy vs Practicality”. We know it is the County’s policy to include an access on Gilmour given the site’s frontage on a town road, but the practicality of doing so is the piece that causes hardship for many. Letters to the county have been redirected with a statement that the rezoning is a township issue to decide. And the county representative stated at the meeting that he knows the county traffic group would have all traffic on Gilmour if they could. That doesn’t sound like it has the community’s best interests at heart. Surely there is a reasonable discussion that can be held on this front.

I would also think that homeowners who are directly opposite the proposed exit, deserve every accommodation to not have a steady stream of lights ‘directly into their bedrooms’.

So, in general, I would suggest that the frustration you hear has been exacerbated by the approach taken by the applicant’s consultants and the county’s ‘policy’. I would hope that at the end of the day, the community can come together to make the best decision for everyone.

Thank you for considering all aspects of this application.

Sincerely

A black rectangular redaction box covering the signature area.

Sent from [Mail](#) for Windows

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**From:** [REDACTED]  
**Sent:** Tuesday, April 18, 2023 3:12 PM  
**To:** James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; matthewb@wellington.ca; Planning  
**Cc:** [REDACTED]  
**Subject:** Letter to Consider for Public Meeting April 18/2023  
**Attachments:** Puslinch Letter for April 18 Meeting.odt

Attached please find a letter which we would like to submit as consideration for tonight's Open House and Public Meeting regarding the re-zoning application put forward by Wellington Motor Freight.

[REDACTED]



April 18, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON  
N0B 2J0

Dear Mayor Seeley and Township Council,

As a follow-up to the Public Meeting that was held on March 22 regarding Wellington Motor Freight's application for re-zoning of lands at the corner of Gilmour and Brock Roads from commercial to industrial, we are writing to highlight that the Township can effectively work within the present zoning framework with three amazing "assets" that our community currently has!

At the March 22 Public Meeting, a resident mentioned an idea that we would like to support and would like Council to stongly consider: let's work together to make Aberfoyle a go-to travel destination! We already are home to CANADA'S OLDEST ANTIQUE MARKET which makes our little town unique. In addition, there is the ABERFOYLE MILL RESTAURANT steeped in the history of this community with it's fine dining amidst a collection of authentic antiques. Additionally there is the ABERFOYLE FARMER'S MARKET which also draws many people to our hamlet and celebrates the rural heritage of our township. Let's encourage artisanal, one-of-a-kind businesses to set up shop on Brock Road at Gilmour which will complement these three well-known and well-loved "drawing cards" as well as enhance the residences that are presently a part of this bucolic community. There is a lot of traffic flowing through Aberfoyle which we could capitalize on. Let's work together as a team to beautify our main street and make Aberfoyle a visitor-welcoming destination spot, enriching the above-mentioned enterprises already gracing our town.

Yours respectfully,





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**From:** [REDACTED]  
**Sent:** Monday, April 10, 2023 8:31 PM  
**To:** James Seeley  
**Cc:** Planning  
**Subject:** Truck Depot Application

Dear Mayor Seeley:

I am a resident of Aberfoyle residing in Aberfoyle Meadows for numerous years now. I am a lifelong nurse with a family and new grandchild who as you can imagine has become a huge part of our hearts and community very quickly. We also are the proud parents of 3 children and 2 rescue dogs who we respectfully walk around our lovely community several times a day. Our family relocated here from south Guelph attracted by the beauty and peacefulness of this lovely area. It's a place we want to be our forever home and I cannot wait till my granddaughter walks along our lovely streets including beautiful

Gilmour Road. We are proud of living in Aberfoyle and have been active in helping our community.

I am writing to you today regarding a heart wrenching issue related to an application of a trucking firm who have applied to rezone a piece of land very near to our home which would permit them to build a trucking depot way too close to our community and just directly south of us. This is very disturbing and would result in a major change to our lovely Aberfoyle Meadows. This will bring major traffic, noise, pollution and waste to our neighbourhood and have a significant impact on the environment. The effects of this will be felt forever into the future. And all of this does not even address the impact it will have on the further displacement of wildlife in our beautiful fields and forested areas.

I am writing to ask for your support to ensure that this does not get approved. It clearly is not going to be good for our lovely town and will be an embarrassment based on its appearance and use. Please know that our residents do not want this to move forward and we are looking for your support to ensure it gets denied.

Kindest regards,

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, April 11, 2023 6:34 PM  
**To:** Russel Hurst  
**Cc:** Planning  
**Subject:** Rezoning of 128 Brock Road

Dear Councillor Hurst,

I am sending this letter to you to extend my opposition to the rezoning of 128 Brock Road. This land is extremely close to my family home and it is certainly no place for an industrial site to be with so many families adjacent to it. There are many small children and seniors in this community who will be negatively affected by the traffic, noise and pollution a truck terminal would bring. Not to mention the obvious safety concerns with the close proximity. This is no place for a Truck Terminal.

I have invested a lot of time and money in making my home here a long term place to live and I am shocked to hear that consideration is being given to rezoning this land and putting our residents in this situation. It is a huge concern for our entire district and a very upsetting situation. For your information I am located in the adjacent community of Aberfoyle Meadows. I am [REDACTED] and I can see that site from my front porch. I would never have imagined that this situation would arise and I am hopeful that by reaching out to you and gaining your support you will not put our families at jeopardy and allow this application to proceed.

We are counting on your support and I am asking that you please vote “no” to this re-zoning application.

Sincerely,

A fellow resident

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my Galaxy

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**From:**

**Sent:**

**To:**

**Subject:**

[REDACTED]  
Thursday, April 27, 2023 12:11 PM

James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; Planning  
Rezoning 128 Brock Road and By-law for Business Hours Limitation +

In several Township meetings a by-law has been mentioned regarding Wellington Motor Freight business hours, principally as a method to mitigate noise, especially in the evening and at night. Proposed hours have been changing from meeting to meeting, document to document, as have noise barrier height and length. Even at 190 m in length in the most recent noise study, strangely, the noise barrier does not extend to the Tractor parking area closest to Gilmour and residential areas. It is actually open ended to Gilmour Road This design is still inadequate. The parked Tractors closest to residential areas basically remain exposed. Please see figure 6 in the most recent noise study. This minimalist approach to site selection, design and specification has not instilled trust in the community.

As you know, one of our greatest concerns regarding noise is back up beepers and night time operation. We hope this will finally be taken into account in the next study as was suggested, though even occasional trucks at night would be terrible at this distance. Wellington Motor Freight operate a industrially zoned facility in Cambridge that closes at 4pm daily , so why is evening or night time even being considered now on this property, so close to residential?

If a hours by-law existed how would it be enforced? How easily could it be ignored or changed? There are by-laws now for waste that clearly are not enforced, so why would business hours be any different. Actually business hours, if it meant truck traffic at night would be more difficult to enforce. Please see attached photo of Black Deer Transport in Puslinch taken last week.

We have enough trucks and trucking facilities in Puslinch now. They are not good neighbors and must not define us. The local infrastructure just doesn't support more trucking or more traffic. We need diversification in our economy and tax base and growth that doesn't destroy our lovely town. It is not a 1 second delay in the traffic study that is the concern. Sadly, the traffic studies did not include safety, had inadequate scope and also completely missed what matters most. It is additional delays in emergency services response times that put lives in jeopardy. More trucks and traffic will only make them worse. Fire fighters need to fight traffic first which doesn't seem to be working well, especially if they live in Morristown. We must support first responders. We must protect the people that call Puslinch home. Anything less would irresponsible. We need responsible and intelligent growth that considers the big picture not just ticking boxes for one lot.

Respectfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent from [Mail](#) for Windows





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**From:** [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:04 AM  
**To:** Planning  
**Subject:** Wellington Trucking Rezoning

We have now attended both meetings regarding the rezoning application of Wellington Trucking Company and after last night's meeting, in our view the trucking company still failed to provide a lot of relevant important information.

There have been too many discrepancies in their presentations and consultant reports. It seemed as if they would say and do anything in order to get the rezoning application passed. There were also too many 'loop holes' that would allow them to be 'flexible' in certain issues that suited them and the business should the rezoning application be granted.

We are not going to go over everything again and again, obviously septic and water is a major concern, but to name a few others:-

- \* No safety reports, which Puslinch Township must take extremely seriously
- \* Vehicle reversing noise is not required to be included in the noise evaluation as it falls under safety.

However, it was reported that this is a healthy and safety issue and does not come under noise regulation. They said a low frequency 'beep' is available to be fitted to trucks, but this is obviously dependent on the operator and independent cartage companies could be delivering - so this argument is not feasible.

- \* With the substantial financial investment there has not been any detail regarding the long term business plan for growth over the next 5-10 years. This obviously reflects on many of the issues that were discussed and raised last night.

- \* Mark providing his cell phone number so local residents can report if any employees do not follow stipulated traffic control measure is totally ridiculous and unacceptable. Again another case of 'grasping at straws'

We believe Wellington Trucking were extremely surprised at the resistance to their rezoning application from local residents and we will keep fighting this.

Please inform us of any further follow up. Thank you

Regards  
[REDACTED]

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**From:** John Sepulis  
**Sent:** Thursday, April 27, 2023 8:48 AM  
**To:** [REDACTED]  
**Cc:** Planning  
**Subject:** RE: New Entry - Email Councillor John Sepulis

Thank you Doug for your thoughts regarding the siting of the Wellington Freight rezoning application.  
As I advised other members of our community I am keeping an open mind until a decision has to be made at a Council meeting.  
I am copying in staff on my response so that this exchange can be part of the public record on this matter.  
Have a great day,  
John

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**From:** [REDACTED]  
**Sent:** Tuesday, April 25, 2023 9:29 PM  
**To:** John Sepulis <jsepulis@puslinch.ca>  
**Subject:** New Entry - Email Councillor John Sepulis

**Your Name**

Doug Auld

---

**Your Email**

[REDACTED]

---

**Your Address**

[REDACTED]



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**Subject**

Wellington Freight

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**Your Message**

Hi John: Please see my further comment on this topic.

Politics, Business and Natural Assets

Across the globe, local governments are slowly realizing the importance of natural assets as part of the infrastructure to support business and consumers not just today but for generations in the future. (see the Natural Assets Initiative, [mnia.ca](http://mnia.ca)). The proposed location of a large trucking depot at the corner of Gilmour St and on Brock Road S in Aberfoyle raises questions about Puslinch Council interest in the preserving our natural assets as a legacy for the future.

The concern expressed by a number of residents is the proximity of the proposed trucking depot to Mill Creek a natural cold-water stream. Mill Creek was at one time a key part of the business infrastructure of Aberfoyle. The Aberfoyle Mill, powered by Mill Creek, was first built in 1859 and functioned as a highly successful grist mill for over sixty years, winning a gold medal in 1867 at the World's Fair in Paris, for its oatmeal. Today, it serves as a bell-weather for water quality in the area surrounding Aberfoyle and provides peaceful recreational and educational services to citizens of all ages. While the proposed truck depot will meet all the guidelines related to septic systems and surface run-off, spills and septic overflows from extreme weather or equipment failure are a possibility. Here is a situation where the application of the precautionary principle should apply: while the likelihood of a damaging event to the environment is small, the damage could be catastrophic.

To avoid damaging this pristine asset in the future, the Township and Wellington Freight Motors should work together to locate an alternative site for the depot far removed from the Mill Creek area.

 April 25 2023

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**From:** [REDACTED]  
**Sent:** Saturday, April 22, 2023 10:12 AM  
**To:** Planning  
**Cc:** iseely@puslinch.ca; isepulis@puslinch.ca; Russel Hurst; Sara Bailey; igoyda@puslinch.ca  
**Subject:** Proposal Trucking Hub  
**Attachments:** trucking hub.doc

Attached is our letter that we have sent to the local newspapers.



Virus-free. [www.avast.com](https://www.avast.com)

## Proposed Trucking Hub - Puslinch

The application to accommodate a major trucking facility at the corner of Brock and Gilmore Roads in Aberfoyle requires rezoning from highway commercial/secondary agriculture to industrial. Currently there are several trucking facilities and industrial businesses between highway 401 and McLean Road. The subject land serves as a buffer between these industries and the residential communities. This is a good thing but having a trucking facility immediately adjacent to residences is not.

With potentially over 120 tractors and trailers and 150 employees the traffic problems will be significant. Trucks leaving the facility on Brock Road will have to either turn left across four lanes on Brock Road or turn right and use the roundabout at Gilmore. A perfect storm in either scenario.

Employees will enter and exit onto Gilmore Road. The traffic studies assumed that all employees would turn left on Gilmore and use the roundabout. There will be only about six car lengths from the exit to the roundabout which undoubtedly will create a back up on Gilmore. Access to the roundabout off Gilmore can be difficult at the best of times but with added truck employee traffic it could be near impossible. Cars coming off the roundabout and going east on Gilmore would be confronted with the backlog of employee traffic trying to get onto the roundabout.

The traffic studies do not take in to account that employees, impatient with the congestion turning left, will turn right towards Victoria Road; another perfect storm. Gilmore is not intended for heavy traffic. It is a gravel road with narrow shoulders and is used by joggers, dog walkers and school children. Access onto to Victoria is difficult because of the limited visibility. In both directions; a real accident potential location.

Please keep the industries and residences separated and say NO to the rezoning

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, April 12, 2023 4:38 PM  
**To:** James Seeley; Planning  
**Cc:** Russel Hurst; John Sepulis; Sara Bailey; Jessica Goyda  
**Subject:** Letter to Council Rezoning Brock Road South  
**Attachments:** Letter To Council Rezoning 128 Brock Road S[5557].docx

Sent from [Mail](#) for Windows

To the Members of Puslinch Township Council,

I am writing to express my opposition to the proposed rezoning of 128 Brock Road South in our township. As a member of the Aberfoyle Mill community, I believe it is important to consider the impact of any zoning changes on the surrounding environment and the quality of life for all residents.

The proposed, rezoning would increase traffic, noise and cause potential water contamination. This change in zoning would not only have a negative impact on the immediate area but will have a ripple out affect on communities like Morriston.

Furthermore, I am concerned that the proposed rezoning does not align with the township's long-term goals for sustainable growth and development. It is important to prioritize thoughtful planning and development that will benefit our township today and in the future.

I urge council to reconsider this proposal and to prioritize the well-being of the community over short-term gains. Please take into account the concerns of the residents who will be most affected by this decision.

Thank you for your consideration.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, April 25, 2023 9:40 AM  
**To:** James Seeley; Russel Hurst; Jessica Goyda; John Sepulis; Sara Bailey  
**Cc:** Planning; Admin  
**Subject:** Re-zoning at Gilmour and Brock Road

To the Mayor, Council and Planning Committee for the Township of Puslinch:

My husband and I were at the April 18th meeting and open house for Wellington Freight. The audience was quite opposed to this re-zoning and the plans for the land at the end of Gilmour Road. All the technical and physical information was well presented by the residents of Meadows of Aberfoyle.

**We were therefore shocked by the owner of the trucking company saying he was surprised people didn't want them there. He thought that it would be a lovely place to enjoy and drive by?? I personally don't want to drive by a trucking company, building and employee car park. From our point of view, this was delusional, and it's obvious they only care about their bottom line.**

**We don't believe for one minute that if this was one of the councillors' homes, or even a county planning committee's home that there would be a chance of this happening. Not a chance. It would have been off the table before it began. It's also naive to think that once the plan is in place, all of the promises will be kept. We've seen this time and time again with gravel pits.**

Only a couple of residents got to the heart of the matter. We do not want them there. The change of zoning and the plans for the land fly in the face of the living habits and the peace of the residents who live adjacent and too close to what will happen. A letter to the Wellington Advertiser spoke about some of these people moving into their "forever homes." Retirement. Peace. Quiet. Country enjoyment after maybe slogging away for years at jobs in big cities. This is true of my husband and I.

I felt the pain of the woman pleading for the council not to allow this. It's heartbreaking and some attention needs to be paid to the quality of life of the people who have spent a lot of money and time moving into their forever homes. They'll never be part of this community. They don't live here and they don't fit the ethics of the community in the same ways that residents do.

\*\*\*\*\*  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, April 13, 2023 10:24 PM  
**To:** Planning; James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; matthewb@wellington.ca  
**Subject:** Letter of Opposition - 128 Brock Rd S  
**Attachments:** Letter to the Editor 2023.04.13.docx

Good day. Please find attached a letter of concern regarding the proposed rezoning of 128 Brock Rd S. Look forward to seeing all of you on Apr 18th. Appreciate the second opportunity for further discussion.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



## “Our Corridor” – Hypocrisy of the Puslinch Community Improvement Plan

The Puslinch Corridor Improvement Plan (CIP) outlines Vision and Goals. This corridor is made up of Aberfoyle and Morriston urban centres, as well as Brock Road, and of the mixed-use industrial areas.

One of its’ objectives is to facilitate and coordinate the transition of neighbourhoods and areas. (CIP pg. 3). When you follow all the links to the Township website, it is heartwarming to see the consistency of this vision:

” Within the next 10 years ‘Our Corridor’ will be integrated and transformed into an attractive, prosperous, and distinctive economic corridor. Residents, families, and visitors will come to ‘Our Corridor’, to shop, eat, socialize, celebrate, play, and explore. They will be able to move around safely through a network of roads, paths, and trails. Our corridor will be connected to its agricultural heritage, rural way of life, and local pride.”

Puslinch Design Guidelines outlines streetscape, quality and character of the corridor and it shows flowers, trees, and historical buildings. And it exhibits community pride and confirms why we moved here.

What it does not show are pictures of trucks!

“It has also been prepared with the view that, over time, small improvements throughout ‘Our Corridor’ will add up. While early implementation may result in a handful of on-the ground improvements, it is anticipated that revitalization, beautification, renewal, and economic activity will gain momentum over time.” *CIP Pg. 2*

We agree – and yet what is being considered? A rezoning from Secondary Agricultural / Highway Commercial to Industrial. Trucks, trucks and more trucks!

And with that comes over 150 employees, a 5.7-acre car parking lot, 21 loading bays and parking lots for 170 employee and 123 tractor and trailers. The consultants’ assessments for Wellington Motor Freight’s propose minimal to no noise, light, traffic or water impacts on the corridor or on surrounding communities. How can up to 170 new cars a day, back and forth, not have an impact on the unpaved road of Gilmour Road?

How can that be? And how can the vision and goal so proudly laid out for “The Corridor” be so easily thrown out, and for reasons we have yet to hear?

As stated on the township plans, these documents are “intended to be a living document(s) which can be revised at councils’ discretion to respond to the changing needs of the township.”

So, what has changed?

On behalf of OneAberfoyle, **SAY NO to the rezoning of 128 Brock Rd S.** and let’s build the community together that we all agree with.

[Jul-2019-Amended-Township-of-Puslinch-Our-Corridor-CIP-March-2016\[4216\].pdf](#)

[Microsoft Word - 1 PDG Cover Feb1-10 FINAL.doc \(puslinch.ca\)](#)

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**From:** [REDACTED]  
**Sent:** Thursday, April 13, 2023 10:25 PM  
**To:** Planning  
**Subject:** NO REZONING  
**Attachments:** Letter to Mayor and Council.pdf

Dear Planning people, your job is to serve the people that's as simple as it gets

Yet the people are NOT happy about this Rezoning on Brock Road S.

Just remember that people must feel safe in their community

Ask yourself this question **"What good will come out of this for our Community"**

**If you jam this through, the chaos that will ensue from accidents, traffic nightmares, insurance increases and more will be the legacy that you will leave behind**

**This is BS and you know it**

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, April 11, 2023 6:38 PM  
**To:** James Seeley; Planning  
**Subject:** Letter of Opposition zoning

Dear Mayor James Seeley

I am writing to you with regards to a very upsetting situation regarding a re-zoning application which I am adamantly opposed to and has been applied for VERY close to my home. This is a home which I have taken great pride in and invested a lot both emotionally as a member of this community and financially as my plan was to settle here forever. The application is for the rezoning of 128 Brock Road to allow for an Industrial site, a Truck terminal, which will shatter the peace and beauty of our lovely community. A truck terminal is a not a welcome proposition for land. Years back I recall it was residential zoning. Allowing the rezoning to Highway commercial was concerning however it would offer services to the community citizens. In no way will a truck terminal which brings in Traffic, pollution and noise to service other communities and for outsiders use help us thrive. My home is literally just a few hundred yards from this site and I ask you if you would choose to live so close to a truck terminal with your family? I am so concerned for my children and new grandchild that would be exposed to Truck pollution and safety hazards brought about by such a facility. It will be a black mark on our lovely community and a huge negative selling point for our community for future residents.

I am a very active member of our community working as a social worker to help families in need and specifically children. I have always been active in supporting the needs of our community and ask for your support of our community now. Please help us to ensure this application is not approved and leave our adjacent land to be used for a commercial use needed by our community. Please vote "NO" to this application to re-zone 128 Brock Road.

Thank you for reading my letter and your thoughtful consideration for the members of your community that need your help on this.

Regards,

[REDACTED]

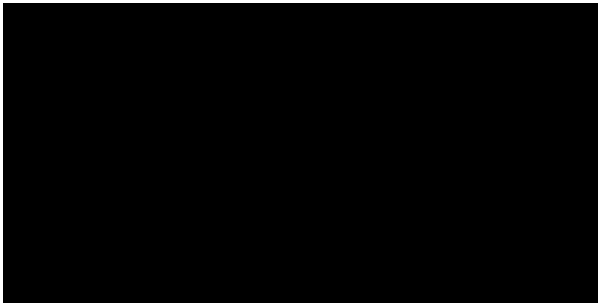
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my Galaxy



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March 21, 2023

**Hand Delivered**

**Township of Puslinch**  
7404 Wellington Rd. 34  
RR#3  
Guelph, ON  
N1H 6H9

Attention: Ms. Courtenay Hoytfox

**Re: Zoning By-law Amendment Application (D14/WEL)**  
**Wellington Motor Freight**  
**Pt. Lt. 24, Concession 7; Pt. Lt 24, Concession 8; Part Road Allowance**  
**between Concessions 7 & 8; Township of Puslinch**  
**128 Brock Road South**

Dear Ms. Hoytfox

As a resident and property owner at [REDACTED] I would like to express the following concerns regarding the above zoning amendment application, which would allow for industrial development at 128 Brock Road South, to accommodate Warehouse/Office facility, trailer parking and loading spaces.

As we all know, Brock Road S. is a very busy road for access to and from Hwy. 401 which already causes delays when attempting to access Brock Road S. Having additional tractor-trailer vehicles accessing Brock Road S. would further increase delays, as well as safety risk.

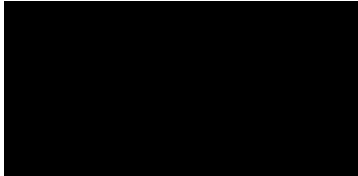
In addition, having vehicular traffic to and from the property onto Gilmour Rd. for appr. 100 employees would dramatically increase traffic on Gilmour Rd., for access to and from Brock Road S. as well as to and from Victoria Rd. Gilmour Rd. is mainly a gravel road and not in a condition to handle such a traffic increase. We have already experienced substantial traffic increase on Gilmour Rd. creating heavy dust accumulation and safety concerns because some vehicles over speeding. Gilmour Rd. would have to be upgraded to Victoria Rd. to eliminate the dust created by vehicles traveling on the current gravel surface.

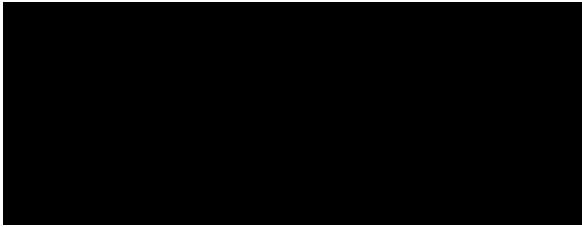
Although I am not against development in principle, before mentioned concerns should be seriously considered.

Thank you in advance for your attention to this matter.

If you have any questions or concerns, please don't hesitate to contact me.

Yours truly,





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March 21, 2023

**Hand Delivered**

***Township of Puslinch***  
7404 Wellington Rd. 34  
Puslinch, ON N0B 2J0

*Attention: Ms. Courtney Hoytfox*

**Re: 128 Brock Road South, Puslinch, ON**  
**Zoning By-Law Amendment Application – D14/WEL**

Dear Ms. Hoytfox,

As the owner and resident of [REDACTED] Puslinch, I would like to express the concerns below regarding the zoning by-law amendment application for 128 Brock Road South, Puslinch, Ontario:

The primary concern is from a traffic perspective. Brock Rd S is a main artery used by many to access Hwy. 401, among other areas. The site plan for the proposed development shows a truck entrance to the site from Brock Rd S. Tractor-trailers attempting to turn left onto Brock Rd S to access Hwy. 401 will create even further congestion and potential safety issues. Tractor-trailers exiting the site by turning north to access Hwy. 401 via the roundabout at Gilmour Rd will also further congest the roundabout. Delays have already been experienced trying to access Brock Rd S from Gilmour Rd.

The site plan also shows an employee entrance to the site from Gilmour Rd. Gilmour Rd is not in a condition to handle increased traffic, as employees would not only access the site from Brock Rd S, but also via Victoria Rd S. For the most part, Gilmour Rd is a gravel road. In recent years, we have already experienced increased traffic along Gilmour Rd (some at ridiculous vehicle speeds), creating safety concerns, as well as significant amounts of dust. In order for Gilmour Rd to handle additional traffic, I believe it would need to be widened and paved. The increased traffic from approximately 100 employees accessing the site via the Gilmour Rd at similar times would increase the congestion at the roundabout and overall traffic volumes on Gilmour Rd to unacceptable levels.

One of the requirements of the Places to Grow legislation is: "The transportation system for the GGH must be planned and managed for the safe and efficient movement of goods and people,...". The proposed development meets neither of the above requirements, and therefore, in my opinion, does conform with the Places to Grow legislation.



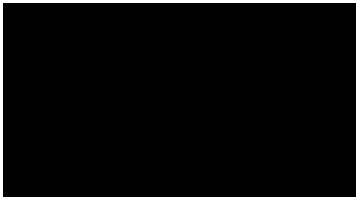
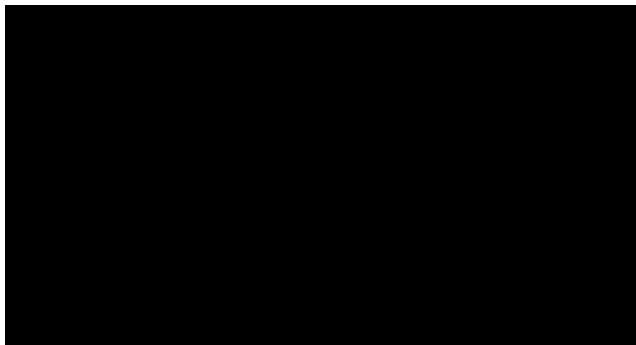
The subject site currently has a specialized Highway Commercial zoning and is designated as Secondary Agricultural and within the Puslinch Economic Development Area Policy Area of Wellington County's Official Plan. It is my understanding that the intent of both the current zoning and the Official Plan is for these lands to contain uses that service the residents of the Township and travelling public. "The land identified as PA7-1 on Schedule "A7" is known as the Puslinch Economic Development Area. This is an area intended to service the Township..." The proposed development serves neither the Township, nor the travelling public. In my opinion, the site would provide a better service to the Township, its residents and visitors by keeping the current zoning in place.

I would like to state that this is not an objection to development on the site in general, or a "Not In My Backyard (NIMBY)" objection, but I believe development in line with what the current zoning already allows on the site would be better suited for the site and the Township as a whole than a trucking facility, and hope that the above concerns are taken into consideration.

Thank you in advance for your attention to this matter.

Please don't hesitate to contact me should you have any questions.

Sincerely,

A black rectangular redaction box covering the signature area.A large black rectangular redaction box covering the contact information area.



## **REPORT PW-2023-001**

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TO: Mayor and Members of Council

PREPARED BY: Mike Fowler, Director of Public Works, Parks and Facilities  
Mary Hasan, Director of Finance/Treasurer

PRESENTED BY: Mike Fowler, Director of Public Works, Parks and Facilities

MEETING DATE: May 24, 2023

SUBJECT: Tender Results for the 2023 Asphalt Program  
File: F18ASP

---

### **RECOMMENDATIONS**

**That Report PW-2023-001 entitled Tender Results for the 2023 Asphalt Program be received; and**

**That the tender for the 2023 Asphalt Program be awarded to Cox Construction Limited at their tendered amount of \$2,079,412 inclusive of the non-refundable portion of HST; and**

**That the remaining portion of funding required of \$214,112 from the 2023 approved budget be funded by the Asset Management Discretionary Reserve, Canada Community Building Fund, and Roads and Related Services Development Charges; and**

**That Council authorizes the Mayor and Clerk to sign the required contract documents.**

### **Purpose**

The purpose of this report is to seek Council's approval to award Contract No. PW23-002 for the 2023 Asphalt Program.

As the total tender amounts exceed the budget and the \$500,000 threshold noted in the Township's Purchasing & Procurement of Goods and Services By-law 60/08, Council authorization is required.

## **Background**

### **2023 Asphalt Program**

A public tender for the 2023 Asphalt Program was advertised on the Bids and Tenders website for three weeks and closed on May, 15, 2023. Local contractors were also made aware that the tenders were available. As a result of a call for tenders, three (3) bids were received.

After a review of the submitted bids, staff are recommending the contract for the 2023 Asphalt Program be awarded to Cox Construction Limited; the lowest compliant bid submitted which aligns with GM BluePlan's recommendation attached as Schedule A to this Report. The successful bid conforms to the specifications as requested in the tender document.

### **Little's Bridge Rehabilitation (for Council's information)**

The Township also issued a separate tender related to Little's Bridge Rehabilitation. Given the different scope of work required for the two tenders, staff agreed with GM BluePlan's recommendation that in order to obtain competitive pricing, that the Township separate the works into two tenders. The financial implications associated with the Little's Bridge Rehabilitation tender are included in this Report for Council's information. The Township directly awarded the Little's Bridge Rehabilitation tender to the lowest compliant bid submitted from Wellington Construction Contractors Inc. at their tendered amount of \$155,015 (net of HST) in accordance with GM BluePlan's recommendation. The total tender amount was under budget and below the \$500,000 threshold noted in the Township's Purchasing & Procurement of Goods and Services By-law 60/08. Therefore, Council authorization was not required.

## **Financial Implications**

### **2023 Approved Capital Budget**

The 2023 Capital Budget includes total combined funding of \$2,198,920 for the total costs associated with the projects outlined below:

<b>Project Description</b>	<b>2023 Budget</b>
Leslie Road West - Watson Road South to Puslinch Flamborough Townline	\$1,093,920
Little's Bridge	\$385,000
Concession 7- Concession 2A to Mason Road	\$160,000
Maltby Road East - Victoria Road South to Watson Road South	\$260,000
Roszell Road - Forestell Road to Townline Road	\$300,000
<b>Total</b>	<b>\$2,198,920</b>

Please note, due to budget limitations, the Concession 7 - Concession 2A to Mason Road project was noted as a provisional item in the tender document. Staff recommend that this project move forward based on the funding strategy outlined below.

### Additional Funds Required

There are additional funds required of \$214,112 when compared to the 2023 budget of \$2,198,920 based on the breakdown of tender result costs as detailed below totaling \$2,413,032:

Description	Leslie Road West	Little's Bridge	Concession 7	Maltby Road East	Roszell Road
Contract Tender Price (excluding taxes)	\$760,014	\$155,015	\$295,610	\$485,776	\$502,040
Add: Non-refundable portion of HST	\$13,379	\$2,729	\$5,204	\$8,552	\$8,838
Add: Engineering Estimate – 8%	\$60,801	\$12,401	\$23,649	\$38,862	\$40,163
<b>Total Cost</b>	<b>\$834,195</b>	<b>\$170,145</b>	<b>\$324,463</b>	<b>\$533,189</b>	<b>\$551,041</b>

The tender results reflect current costs of both construction materials and labour and is in-line with industry pricing standards. The post pandemic has inflated construction costs including rising labour, asphalt cement, and fuel as has been observed throughout the construction industry. Additionally, GM BluePlan had anticipated additional funds required largely due to:

- anticipated traffic control issues on Concession 7 which must remain open for truck traffic; and
- replacement of several culvert structures on all road sections that were determined to require replacement upon inspection.

It is recommended that the additional funds required of \$214,112 be funded by the Asset Management Discretionary Reserve, Canada Community Building Fund, and Roads and Related Services Development Charges. The balances in these reserves as of December 31, 2023 as outlined in Report FIN-2023-004 presented to Council on February 8, 2023 are sufficient to fund these additional funds required. Please note that the projected balances in these restricted and discretionary reserves include projects approved in 2023 and projects approved in previous years that are not yet complete (ie. capital carry forward projects).

Funding Source	Project Description	2023 Approved Budget	2023 Tender Results	Additional Funds Required
Asset Management Disc. Reserve	Leslie Road West	\$304,996	\$0	-\$304,996)
OCIF - Formula Based	Leslie Road West	\$380,951	\$380,951	\$0
Canada Community Building Fund	Leslie Road West	\$259,200	\$339,793	\$80,593
Development Charges	Leslie Road West	\$148,773	\$113,450	-\$35,323)
Development Charges	Little's Bridge	\$52,360	\$23,140	-\$29,220)
Aggregate Levy	Little's Bridge	\$332,640	\$147,005	-\$185,635)
Asset Management Disc. Reserve	Concession 7	\$138,240	\$280,336	\$142,096
Development Charges	Concession 7	\$21,760	\$44,127	\$22,367
Asset Management Disc. Reserve	Maltby Road East	\$224,640	\$460,676	\$236,036
Development Charges	Maltby Road East	\$35,360	\$72,514	\$37,154
Development Charges	Roszell Road	\$40,800	\$74,942	\$34,142
Aggregate Levy	Roszell Road	\$159,360	\$344,995	\$185,635
Asset Management Disc. Reserve	Roszell Road	\$99,840	\$131,104	\$31,264
<b>Total</b>		<b>\$2,198,920</b>	<b>\$2,413,032</b>	<b>\$214,112</b>

### **Applicable Legislation and Requirements**

The works for the above projects have been procured in accordance with the Township's Purchasing and Procurement of Goods and Services By-law 60/08.

### **Engagement Opportunities**

A public tender was advertised on the Bids and Tenders website at [puslinch.bidsandtenders.ca/Module/Tenders/en](https://puslinch.bidsandtenders.ca/Module/Tenders/en) and on the Township website at [puslinch.ca/doing-business/bids-tenders/](https://puslinch.ca/doing-business/bids-tenders/).

### **Attachments**

Schedule A: GMBLuePlan Recommendation Report - PW23-002 – 2023 Asphalt Program

**Respectfully submitted:**

**Mary Hasan**  
**Director of Finance/Treasurer**

**Mike Fowler**  
**Director of Public Works, Parks and Facilities**



PEOPLE | ENGINEERING | ENVIRONMENTS

May 16, 2023  
Our File: 123018

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0

Attn: Mike Fowler  
Director of Public Works, Parks and Facilities

Re: 2023 Asphalt Program  
Contract No. PW23-002  
Bid Evaluation

Dear Mike,

This letter is to confirm the results of the tender closing for the above noted project that occurred on Monday, May 15, 2023. The tender period officially closed at 2:00 p.m., and submissions were received through the Township of Puslinch's (Township's) online bidding system. In total, three electronic tender submissions were received prior to the tender closing date and time. Results of the tender submissions are summarized below, as sorted from lowest to highest bid:

Order	Bidder	Sub-Total	HST	Total Price
1.	Cox Construction Limited	\$2,043,439.39	\$265,647.12	\$2,309,086.51
2.	Capital Paving Inc	\$2,181,000.00	\$283,530.00	\$2,464,530.00
3.	Steed and Evans Limited	\$2,490,000.00	\$323,700.00	\$2,813,700.00

The totals provided above include provisional items and the contingency allowance.

All tender submissions have been checked for errors, omissions, qualifications and obvious imbalances. All submissions included proof of insurance, a Bid Bond and Agreement to Bond / Surety's Consent. Addenda were acknowledged through the online bidding system as part of the tender submission process.

The low bid by Cox Construction Limited. (Cox) of \$2,043,439.39 + HST is approximately 6% lower than the second lowest bid, and approximately 12% lower than the Engineer's Estimate. Cox's tender submission is a quality bid with no apparent anomalies or imbalances. They are a reputable contractor with whom we are familiar with for similar works. As such, no references have been requested. As noted in their bid submission, Cox has suggested a project start date of July 7, 2023.

Based on the above and in accordance with the Township's Purchasing Policy, we recommend that Contract PW23-002 be awarded to the lowest compliant bidder, Cox Construction Limited.

Please advise us of your decision to award this Contract so we can review with the successful bidder and provide a digital Contract for execution by the Contractor and Township. We will also request a pre-construction meeting upon authorization from the Township.

We trust that you will find the above to be in order. Should you have any questions or concerns, please do not hesitate to contact us.



Yours truly,  
**GM BLUEPLAN ENGINEERING LIMITED**

Per:

A handwritten signature in black ink, appearing to read 'Matt Scott', written over the printed name.

Matt Scott, P.Eng.

Cc: Mary Hasan, Township of Puslinch (mhasan@puslinch.ca)

April 14, 2023

Township of Puslinch  
7404 Wellington Rd#34  
Puslinch, ON  
N0B 2J0

Attn: Ms. Courtenay Hoytfox, Municipal Clerk

RE: Township of Puslinch Resolution No. 2023-073

Ms. Hoytfox,

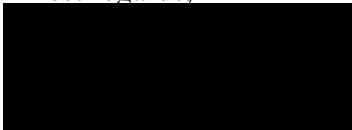
We were surprised to see this resolution and would encourage staff to reach out directly to CBM in the future if there are questions regarding our operations. Much of the licence area (36.76ha) was surrendered in 2010 after final extraction and rehabilitation had taken place. While extraction has not been carried out on the CBM McMillan Pit (ARA#5737) in a number of years, it is still a licenced aggregate site in good standing with its Aggregates Resources Act (ARA) licence. The current CBM McMillan Pit licence occupies a 5.6ha portion of the property where remaining aggregate reserves are located, primarily along the eastern boundary. As such, we cannot confirm that extraction has ceased permanently on this site at this time.

With respect to other statements in the resolution, we do not see it as appropriate for Council to contact MNRF regarding the surrender of our licence. It is up to the owner of the licence in consultation with the MNRF to determine when, and if a licence is to be surrendered.

Lastly, it is our understanding that agricultural activities, including aquaculture, is an ancillary activity permitted on both the ARA licence and via Extractive Industrial zoning. Aquaculture was specifically included as a potential end use on the rehabilitation page of the ARA Site plans for the site.

In terms of MPAC assessment, we will happily complete an updated MPAC questionnaire once it is provided to us by MPAC.

Best regards,



Stephen May  
Lands Manager – West  
CBM Aggregates  
7366 MacLean Road, R.R. #22, Cambridge, ON N3C 2V4

cc. Minister of Natural Resources





Stephen May  
CBM Aggregates  
Lands Manager – Western  
Region  
VIA EMAIL:  
[stephen.may@vcimentos.com](mailto:stephen.may@vcimentos.com)

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0  
[www.puslinch.ca](http://www.puslinch.ca)

March 30, 2023

RE: 10.4 McMillan Pit (5737) 2022 Water Quality Analysis Report and Peer Review

Please be advised that Township of Puslinch Council, at its meeting held on March 1, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

**Resolution No. 2023-073:** Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

That Council receives the correspondence item 10.4 McMillan Pit (5737) 2022 Water Quality Analysis Report and Peer Review for information; and

That Council direct staff to contact the MNR to surrender the licence for this pit given that extraction has ceased since 2004; and

That Council direct staff to retain a consultant to review the property in relation to the Ontario Divisional Court Decision – Municipal Property Assessment Corporation et al v County of Wellington decision in order to classify the property assessment in accordance with the decision and whether the end use of aqua-farming is an approved use under the ARA licence and if it is an approved use in accordance with the Township Zoning By-law; and

That Council direct staff to confirm with the pit operator that the extraction activity has ceased permanently.

**CARRIED**

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Courtenay Hoytfox  
Municipal Clerk

February 21, 2023

Township of Puslinch

7404 Wellington Rd. 34  
Puslinch, ON N0B 2J0

Attn: Justine Brotherston

Re: Request for Review of McMillan Pit Water Quality Analysis Report, Township of Puslinch

File Number: E10/5737

GEMS Project: 21-1227

## 1.0 Introduction & Background

Groundwater Environmental Management Services Inc. (GEMS) was retained by the Township of Puslinch to conduct a review of the McMillan Pit Water Quality Analysis Report.

To better understand the current site background and request, the following document was reviewed:

- McMillan Pit Water Quality Analysis Report 2022 -8Trees

## 2.0 Review Results

As noted in the Pit Water Quality Analysis Report, annual monitoring of benthic macroinvertebrates has been conducted at Tributary T3 since 1997 to calculate its water quality from previous extraction activities. Notably, the water quality index of T3 was on average above 14, indicating no sign of impairment to the tributary. It is GEMS' opinion that the McMillan Pit Water Quality Analysis Report is suitable and contains no significant variance from previous reports. GEMS is in agreement with the conclusion determined by the author.

## 3.0 Limitations

Groundwater Environmental Management Services Inc. (GEMS) has prepared this report for our client and its agents exclusively. GEMS accepts no responsibility for any damages that may be suffered by third parties as a result of decisions or actions based on this report.

The findings and conclusions are site-specific and were developed in a manner consistent with the level of care and skill normally exercised by environmental professionals currently practicing under similar conditions in the area. Changing assessment techniques, regulations, and site conditions mean that environmental investigations and their conclusions can quickly become dated, so this report is for use at this time and should not be used without GEMS review/approval. No warranty, expressed or implied, is made.

## 4.0 Closing

We trust this information meets your current requirements. Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Yours truly,

Groundwater Environmental Management Services Inc.

Prepared by:



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Danny McIsaac, B.Sc, MSc.

Ecologist

Reviewed by:



---

Jose Haig, B.ES., M.Sc.

Ecology Team Lead



Website: [www.8trees.ca](http://www.8trees.ca)

Jan 25, 2023

Natural Resources & Forestry  
1 Stone Rd. West, Guelph,  
Ontario, Canada  
N1G 4Y2  
Phone: 519-826-4927  
Fax: 519-826-4929.

ATTN: Matthew Cummings, Resource Technical Specialist  
C.c: Michael Duvnjak, Resource Technical Specialist

RE: Monitoring Report for McMillan Pit License # 5737  
(formerly submitted under on behalf of CBM – McMillan Pit License # 5737)

Dear Matthew,

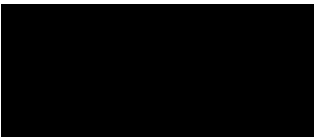
We are pleased to submit the 2022 report as complementary work within the reporting requirements for the McMillan Gravel Pit. The “Monitoring Program – McMillan Property” follows the original protocol (Limnoterra Ltd. January 15, 1998), modified with agreement from James Williams of your office January 27, 2010.

Extraction ceased on the site in 2004 and in 2010 CBM requested and obtained a reduction of monitoring requirements from your office. Monitoring now conducted for the site is benthic macroinvertebrate sampling in tributary T3 and calculation of a water quality index based on BioMAP methods as a long-term volunteer monitoring program.

The analysis for 2022 includes data for the site from 1997 to 2022. Extraction activities ceased on the site in 2004, thus 2005 to 2022 monitoring data represents 18 years of monitoring conditions beyond the extraction period.

Please do not hesitate to contact us if you have questions or require clarification.

Regards,



Anne Yagi MSc., EP, CERP  
President  
8Trees Inc.

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## Introduction:

Tributary 3 of Mill Creek is the nearest discharge point of groundwater crossing the pit site and reflects the quality of groundwater discharging from the McMillan Pit (Figure 1 and 2). Water quality monitoring is based on an assessment of the benthic biota that Tributary 3 supports. The community of benthic biota is subject to the full rigor of the environment through the annual or biannual life cycles of the species. The community therefore represents the integrated temporal effects of all pollutants and environmental conditions through the year and not only those conditions at the time of sampling.

The composition of benthic macroinvertebrate communities reflects water and habitat quality in streams. BioMAP (Biological Monitoring and Assessment Program) is a water quality assessment tool designed for southern Ontario watercourses. It provides a quantitative measure of water quality that can be used to diagnose water quality at a site, monitor water quality over time, and evaluate the impact of point source and diffuse source pollution on water quality. The index calculated for a watercourse is based on sensitivity values assigned to each macroinvertebrate species. The sensitivity values are based on the species tolerance to factors of pollution. (organics, reduced dissolved oxygen, suspended solids, temperature, metals, acidity, nutrients etc). Because this site has monitoring results over decades, a simple index is now used that reflects a full methodology employed through pre-extraction, during extraction and early post extraction periods of the licence.

## Methods:

Benthic macroinvertebrates were collected from Tributary T3 October 12, 2022 (Figure 2 and Appendix A). Two quantitative samples (Q1 and Q2) were collected from the site, downstream of Regional Side Road 20. A qualitative sample was taken from various types of habitats extending along the tributary length downstream of and including the same areas as samples Q1 and Q2 and sampling from the small backwater area/wetland just upstream of Side Road 20. Sampling procedures followed the BioMAP protocols described in the BioMAP Report SWR-1<sup>1</sup> and have been outlined previously (refer to TCG McMillan Report 1996/1997). Aquatic Ecostudies Limited provides benthic identification services for the samples collected by 8Trees Inc. Field notes, sampling maps and photos are provided in Appendix A.

### **Water Quality Analysis:**

The BioMAP analysis methodology was used to analyze the results and obtain a Water Quality Index for the Tributary (WQI). Sensitivity values from *Version 110430 Sensitivity Values for Aquatic Macroinvertebrates* of Ontario were used for the 2022 analysis. Sensitivity Values can range from 4 to 0 which correspond to the longitudinal distribution of macroinvertebrates along the river continuum. A value of 4 designates species that typically inhabit small, groundwater fed, headwater creeks with a predominance of leaf and wood litter as the main energy source. A value of 3 corresponds to larger more open streams with solar radiation driving greater periphyton growth supporting species that feed on attached algae, and so on down to species ranked 0 that feed on fine particulate organic matter most abundant in turbid slow moving warm aquatic systems.

In the Mill Creek tributary T3 we expect to see a population dominated by species with ranks of 4 and 3 and a BioMAP analysis calculation of greater than 14 Water Quality Index (WQI).

Mean Sensitivity refers to the average sensitivity of the top 25% of the species collected. For Mill Creek we expect to see a Mean Sensitivity above 3.

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<sup>1</sup>Griffiths, R.W. 1993. BioMAP: Concepts, Protocols and Sampling Procedures for the Southwestern Region of Ontario. BioMAP Report SWR-1. Ministry of Environment and Energy, Southwestern Region, London, Ontario. The sensitivity values for the 2011 analysis were the updated version 110430.



Photo from google earth

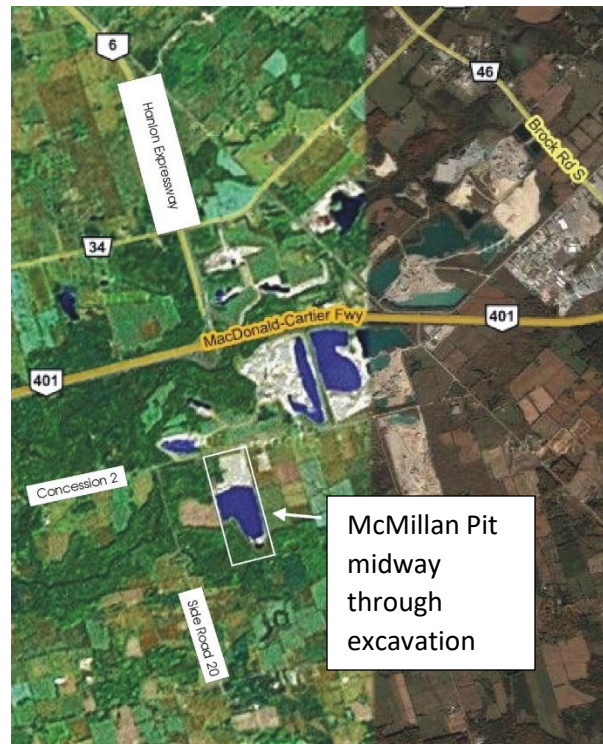
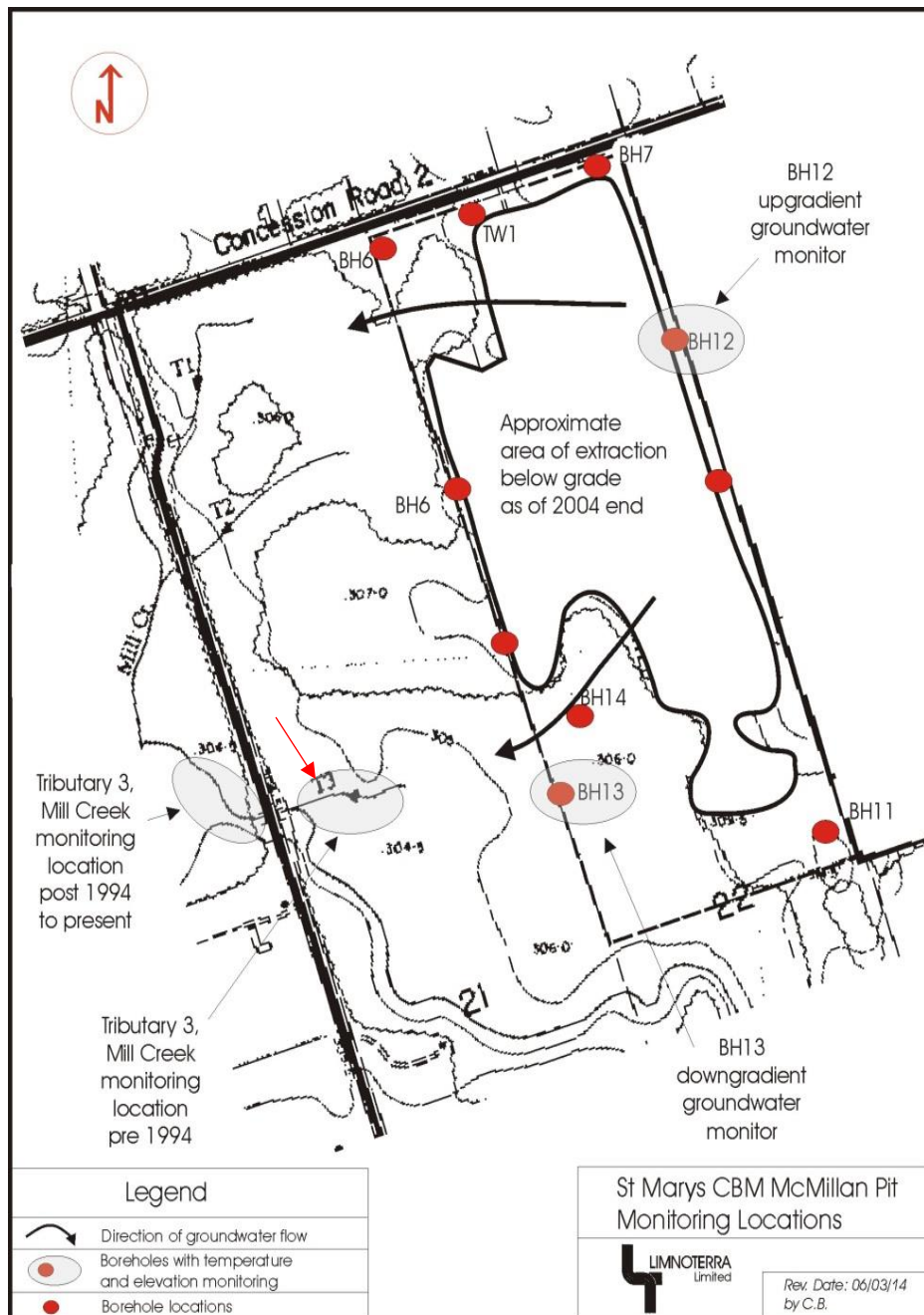


Photo from Limnoterra Ltd Report, early 2000's

**Figure 1: McMillan Pit Setting in 2017 (left) and in the early 2000's (right)**





**Figure 2: Location of Tributary T3 benthic monitoring as originally set up by Limnterra Ltd, showing groundwater monitoring wells and direction of groundwater movement across the landscape toward Mill Creek. Monitoring at Tributary T3 is the closest permanent stream to the pit.**



## Water Quality Proposed Trigger:

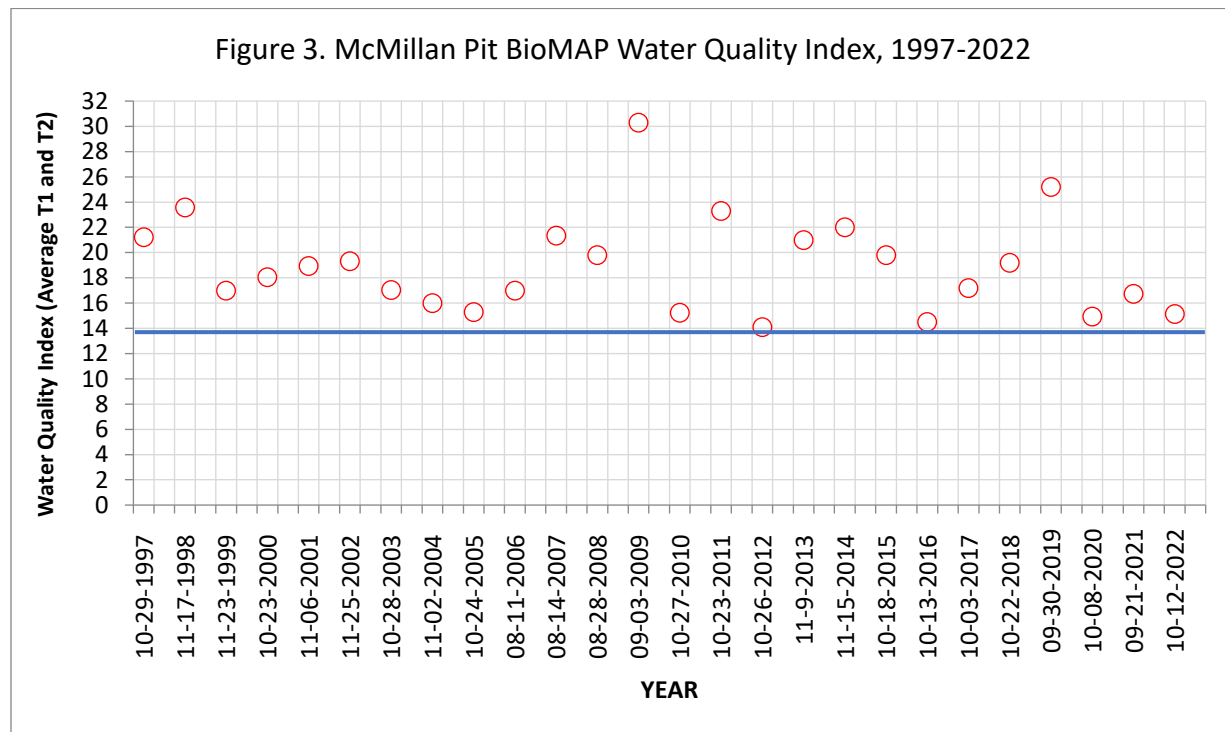
WQI > 14 (i.e. unimpaired condition).

No indication of change to water quality & habitat when WQI > 14 for Tributary T3.

If WQI < 14, follow up investigation (such as review of species change through time to confirm & assess nature of any change).

Results of the BioMAP analysis from 1997 – 2022 are shown graphically in Figure 3 and listed in Table 1. The WQI for 2022 is 15.2 (average of 12.2 at Q1 and 18.1 at Q2). Flow in the tributary at the time of sampling in October was adequate to take a full sample, similar to previous years.

The species composition collected in 2022 is similar to previous years and the organism represents a creek system typical of a closed canopy, cool-to-cold water creek. The habitat quality remains high as indicated by the presence of sensitive species. Figure 3 shows the results oscillate through time.



**Figure 3. Benthic Invertebrate BIOMAP water quality monitoring downstream of the McMillan Pit, 1997-2022 (26yrs).**

Table 1: Benthic Analysis Results 1997 – 2022

Date	Water Quality Index (Q1)	Water Quality Index (Q2)	Ave QI	Qualitative Mean Sensitivity Value
10-29-1997	23.3	19.1	21.2	3.67
11-17-1998	22.6	24.6	23.6	3.20
11-23-1999	18.5	15.5	17.0	3.50
10-23-2000	15.6	20.5	18.1	3.17
11-06-2001	20.6	17.3	19.0	3.20
11-25-2002	20.5	18.2	19.3	3.25
10-28-2003	15.6	18.5	17.1	3.33
11-02-2004	13.1	18.9	16.0	3.25
10-24-2005	14.9	15.7	15.3	3.20
08-11-2006	15.9	18.1	17.0	3.43
08-14-2007	24.6	18.1	21.4	3.16
08-28-2008	21.6	18.0	19.8	4.00
09-03-2009	32.1	28.5	30.3	3.71
10-27-2010	13.6	16.9	15.3	3.29
10-23-2011	21.8	24.8	23.3	4.00
10-26-2012	11.7	16.5	14.1	3.25
11-9-2013	20.4	21.6	21.0	3.33
11-15-2014	19.2	24.8	22.0	3.17
10-18-2015	21.2	18.4	19.8	3.50
10-13-2016	13.8	15.2	14.5	3.17
10-03-2017	14.3	20.1	17.2	3.33
10-22-2018	22.6	15.9	19.2	3.33
09-30-2019	25.1	25.3	25.2	3.17
10-08-2020	13.9	16.0	15.0	3.20
09-21-2021	19.1	14.4	16.8	3.27
10-12-2022	12.2	18.1	15.2	3.29
<b>Overall</b>			<b>19.0</b>	<b>3.36</b>

Table 2: Qualitative Benthic Sampling Results 2022

Qualitative Analysis	
Taxa	SV
Hydatophylax	4
Psychoglypha subborealis	4
Goera	3
Pycnopsyche	3
Rhyacophila minora	3
Cordulegaster	3
Paraleptophlebia	3
BioMAP(q) score:	3.29

Top 25%

### Table 3: Quantitative Benthic Sampling Results 2022

Density of macroinvertebrates (No. per 0.05 sq. m.) collected from Tributary 3 (T3), a tributary of Mill Creek, downstream of the CBM McMillan Pit near Side Rd. 20, Puslinch Township.

Samples collected on Oct 12, 2022, by J. DeVuyt & M. Babin, 8Trees Inc.

Quantitative Sample locations: Q1 ~40 downstream of Side Rd 20, Q2 within 15m downstream of Side Rd 20

Qualitative Sample location: from ~100m below Side Rd 20 up to water cress marsh on east side of Side Rd 20

	SV	Qual	T1	T2
Insects:				
ALDERFLIES:				
Sialidae:				
Sialis	2	P		
BEETLES:				
Elmidae:				
Optioservus fastiditus	2			3
CADDISFLIES:				
Goeridae:				
Goera	3	P		2
Hydropsychidae:				
Parapsyche apicalis	4			2
Limnephilidae:				
Hydatophylax	4	P		1
Limnophilus	1	P		
Psychoglypha subborealis	4	P	1	6
Pycnopsyche	3	P		
Molannidae:				
Molanna	2	P	5	
Rhyacophilidae:				
Rhyacophila minora	3	P		7
DRAGONFLIES:				
Cordulegastridae:				
Cordulegaster	3	P		
MAYFLIES:				
Leptophlebiidae:				
Paraleptophlebia	3	P		18
STONEFLIES:				
Nemouridae:				
Nemoura trispinosa	3	P		57
TRUE FLIES:				
Chironomidae:				
Brillia	2		1	
Conchapelopia	2	P		2
Heterotrissocladius	1	P		
Macropelopia	3	P		1
Parametriochnemus	3	P		2
Polypedilum scalaenum	1	P		4
Prodiamesa	3	P	1	
Thienemanniella	2			2
Tvetenia	2	P		

	SV	Qual	T1	T2
Tabanidae:				
Chrysops	2	P	2	
Tipulidae:				
Antocha	3			1
Dicranota	3	P	2	1
Limnophila	2			1
Pilaria	1	P		
Arachnids:				
WATERMITES:				
Hygrobatidae:				
Hygrobaetes	3	P		
Lebertiidae:				
Lebertia	2			1
Sperchonidae:				
Sperchon	2	P		13
Crustaceans:				
AMPHIPODS:				
Gammaridae:				
Crangonyx	2	P		
Hyalellidae:				
Hyalella	2	P		
Annelids:				
WORMS:				
Tubificidae:				
Aulodrilus pluriseta	2	P		
Limnodrilus hoffmeisteri	0	P		
Limnodrilus udekemianus	1		1	
immature, with hair chaete	0	P	1	50
immature, without hair chaete	0		2	
Number of taxa		28	9	19
Number of organisms			16	174
BioMAP(q) score		3.29		
BioMAP(d) Score			12.2	18.1

## Conclusion:

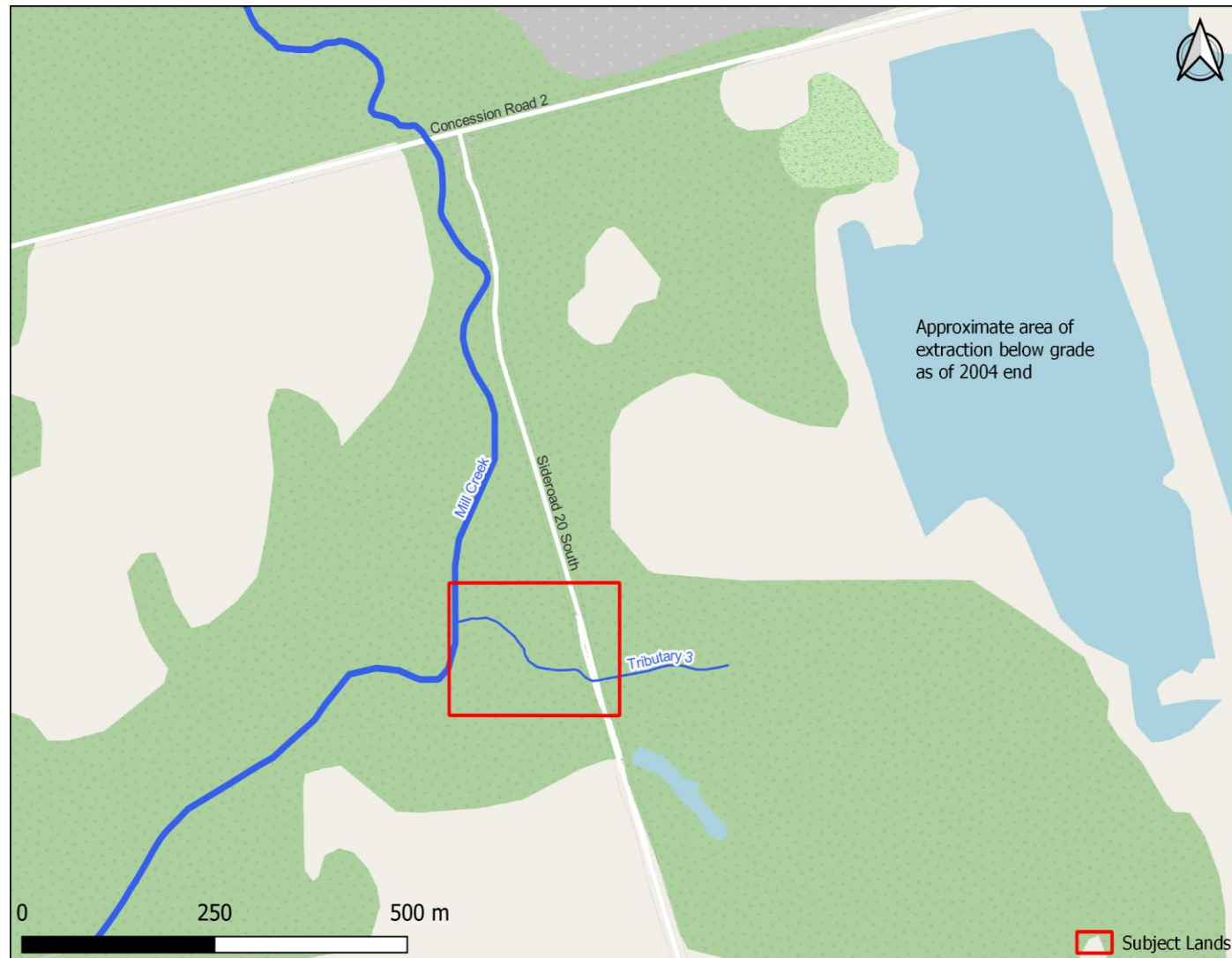
The water quality index remains above the trigger level. The overall species composition continues to reflect the community collections of previous years and the benthic community in Tributary 3 remains representative of a southern Ontario unimpaired creek showing a Qualitative Mean Sensitivity Value over 3. No negative impacts to water quality due to extraction activities have been detected in the 2022 benthic macroinvertebrate sampling.

## References

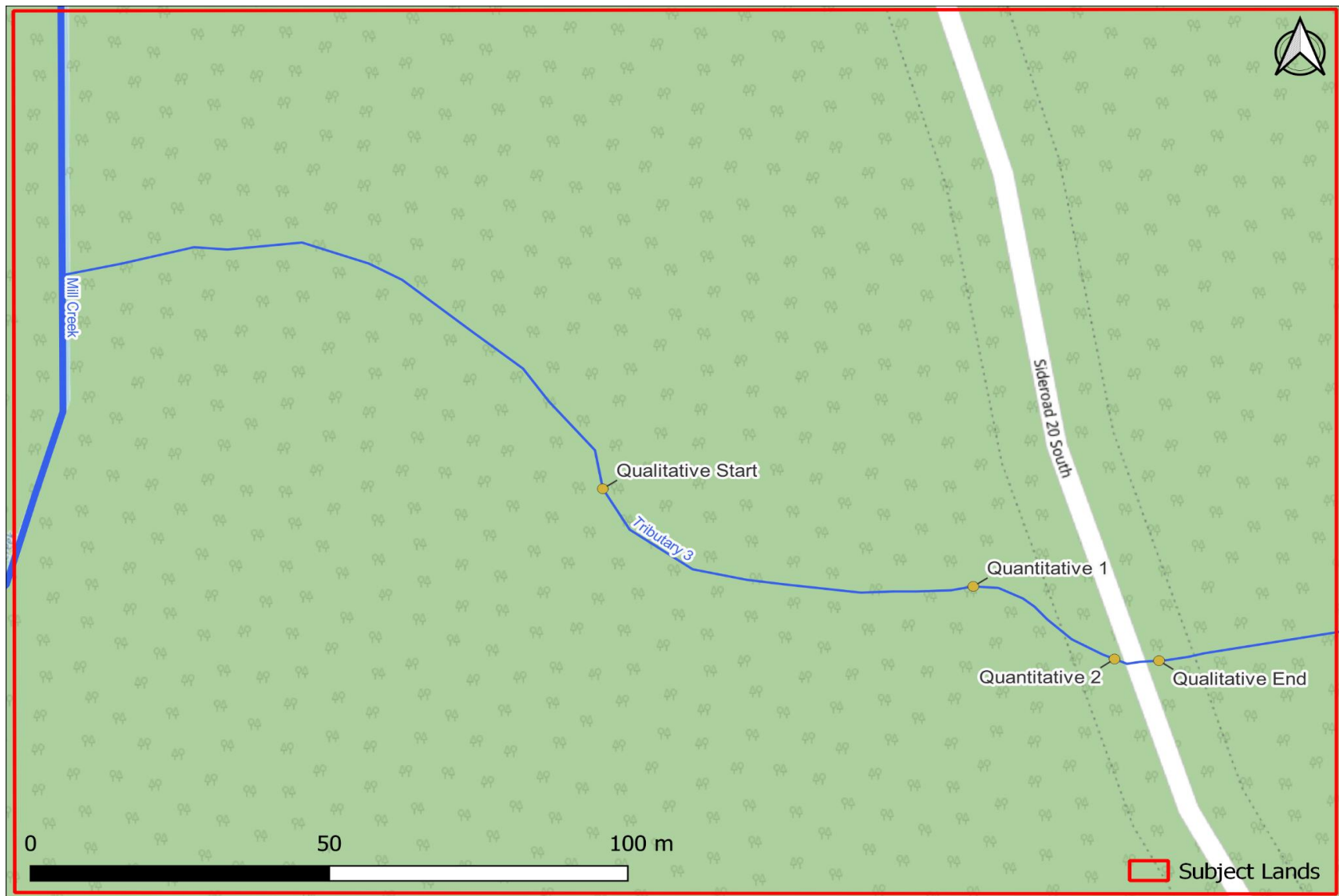
- Griffiths, R.W. 1993. BioMAP: Concepts, protocols and sampling procedures for the southwestern region of Ontario. BioMAP Report SWR-1. Ministry of the Environment and Energy, Southwestern Region, London, Ontario 30 pp.
- Griffiths, R.W. 1996. BioMAP: A Biological Measure of Water Quality for Creeks, Streams and Rivers SWR-4. Ministry of the Environment and Energy, Southwestern Region, London, Ontario. 16 pp. + Appendix 15 pp
- Griffiths, R.W. 1999. BioMAP: Bioassessment of Water Quality. Published by Niagara College, Niagara-on-the-Lake, Ontario. 110pp.
- Griffiths, R.W. 1998. BioMAP: A How to Manual. Ontario Ministry of Municipal Affairs and Housing, Policy Planning Branch, Toronto, Ontario. 77 pp. and appendices.

## APPENDIX A: Field Note 2022 Summary

prepared by J. DeVuyst



Basemap: OpenStreetMap



Basemap: OpenStreetMap

Ronald W. Griffiths, PhD  
DUTTON, Ontario

## BENTHIC SURVEY FIELD NOTES

SURVEY: Benthic Macroinvertebrate survey

DATE: October 12, 2022

BODY OF WATER: Mill Creek - Tributary 3

STATION:

LOCATION: Sidemore 20 S, Barrie, ON

SAMPLING EQUIPMENT: Mohr Field T-sampler, Dip Net

OTHER SAMPLES COLLECTED:

COMMENTS:

Site Characteristics:

Stream width 1-5m Depth 10-20cm Substrate Sand & gravel dominated

Water Clarity Clear Odour: None

Macrophytes Abundant E. of creek, sparse V. of Mill Creek None

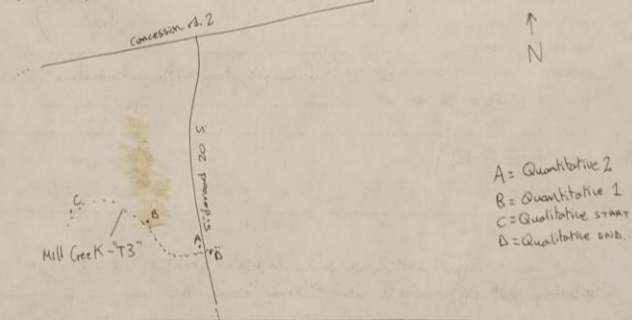
Bank Vegetation Mixed Forest (Hemlock Decid.) Land Use Upstream: Gravel Pit, downstream: Mixed Forest

General Air temp = 14.5°C

Wt. temp = 10.8°C

Map:

(Show North)



Sampling Site	Water Temp.	Diss. Oxygen	pH	Conductivity	Water color	Current

(over)

1) Location: 566240/4809074 (25m W of rd.)  
Depth: 15cm Sampler Fullness: Full Sample Bottles: Quantitative 1  
Sediment Type: Odour: None  
Sediment Characteristics: 40% sand, 30% small gravel, 20% large gravel, 10% mud, 10% large rocks  
Macrophytes: none sparse common abundant  
Algae: none sparse common abundant  
Invertebrates:  
Notes: sample taken on ripple at 11:40

2) Location: 566274/4809061 (3m W of rd. at creek outflow)  
Depth: 15cm Sampler Fullness: Full Sample Bottles: Quantitative 2  
Sediment Type: Odour: None  
Sediment Characteristics: 50% large gravel, 20% small gravel, 20% sand, 10% mud  
Macrophytes: none sparse common abundant  
Algae: none sparse common abundant  
Invertebrates:  
Notes: started at 12:21

3) Location: 566198/4809002 (100m W of rd. at creek entrance (E))  
Depth: Sampler Fullness: Full Sample Bottles: Qualitative  
Sediment Type: Odour: None  
Sediment Characteristics:  
Macrophytes: none sparse common abundant W of rd. = sparse; E of rd. = Phragmites patch  
Algae: none sparse common abundant  
Invertebrates:  
Notes: started at 12:14

Addition Information: Samples were 20min each. Qualitative sample involved walking up tributary with dip net for a total of 20min travel time

Collector: J. de Vries, M. Babin

Notes By: J. de Vries

Field Notes October 12, 2022





Qualitative sample being collected with 60µm dip net.



Quantitative sample #1 being collected using a modified T-sampler.



Culvert outflow on West side of Sideroad 20.



Emergent vegetation on East side of Sideroad 20, at culvert inflow.





## Justine Brotherston

---

**To:** Courtenay Hoytfox  
**Subject:** RE: 2023 Association of Municipalities Ontario (AMO) Delegation Form

**From:** Delegations (MMAH) <[Delegations@ontario.ca](mailto:Delegations@ontario.ca)>  
**Sent:** Thursday, May 11, 2023 3:35 PM  
**Subject:** 2023 Association of Municipalities Ontario (AMO) Delegation Form

Hello/ Bonjour

Please be advised that the Municipal Delegation Request Form for the 2023 Association of Municipalities Ontario (AMO) Annual Conference is available online. Information about delegations and a link to the form are available here: [English](#). The deadline to submit requests is **Friday June 9, 2023**.

Le formulaire pour demander une rencontre avec le ministères pour le Congrès annuel de la AMO (Association of Municipalities Ontario) 2023 est disponible en ligne. Pour plus d'information sur les délégations et le formulaire, veuillez suivre le lien suivant : [français](#). Date limite pour présenter une demande: **vendredi 9 juin 2023**.

Thank you/ Merci

Delegations - Information and Analysis Unit  
Municipal Programs and Analytics Branch  
Ministry of Municipal Affairs and Housing  
[Delegations@ontario.ca](mailto:Delegations@ontario.ca)





COUNTY OF WELLINGTON

KIM COURTS  
DEPUTY CLERK  
T 519.837.2600 x 2930  
F 519.837.1909  
E [kimc@wellington.ca](mailto:kimc@wellington.ca)

74 WOOLWICH STREET  
GUELPH, ONTARIO  
N1H 3T9

May 2, 2023

Wellington County  
Member Municipality Clerks

Amanda Knight, Township of Guelph/Eramosa  
Lisa Campion, Town of Erin  
Kerri O'Kane, Township of Centre Wellington  
Larry Wheeler, Township of Mapleton  
Annileene McRobb, Town of Minto  
Karren Wallace, Township of Wellington  
Courtenay Hoytfox, Township of Puslinch

[aknight@get.on.ca](mailto:aknight@get.on.ca)  
[Lisa.campion@erin.ca](mailto:Lisa.campion@erin.ca)  
[kokane@centrewellington.ca](mailto:kokane@centrewellington.ca)  
[LWheeler@mapleton.ca](mailto:LWheeler@mapleton.ca)  
[annileene@town.minto.on.ca](mailto:annileene@town.minto.on.ca)  
[kwallace@wellington-north.com](mailto:kwallace@wellington-north.com)  
[choytfox@puslinch.ca](mailto:choytfox@puslinch.ca)

Good afternoon,

At its meeting held April 27, 2023 Wellington County Council approved the following recommendation from the Planning Committee:

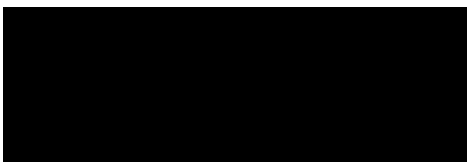
**That the report County Official Plan Review – Urban Expansion Requests be received for information; and**

**That the County Clerk forward the report to the Ministry of Municipal Affairs and Housing and to Member Municipalities.**

Enclosed is the County Official Plan Review – Urban Expansion Requests report.

Should you have any questions, please contact Sarah Wilhelm, Manager of Policy Planning at [sarahw@wellington.ca](mailto:sarahw@wellington.ca).

Sincerely,



Kim Courts  
Deputy Clerk



# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Planning Committee  
**From:** Sarah Wilhelm, Manager of Policy Planning  
**Date:** Thursday, April 13, 2023  
**Subject:** County Official Plan Review – Urban Expansion Requests



PLANWELL

### 1.0 Purpose

This report provides the current inventory of urban expansion requests received through the County's municipal comprehensive review as of March 1, 2023.

### 2.0 Background

The MCR Phase 3A Urban Settlement Area Study and Policy Review is under way. As part of that work, our consultants at WSP will be completing an urban boundary expansion review. The background and process for the review, including evaluation criteria, will be outlined in a future consultant's report.

Expansions to urban area boundaries (also known as settlement area boundary expansions) can only be made by the County at the time of a municipal comprehensive review (MCR) and must be based on need. This need, or amount of expansion area, has been determined through the Phase 2 Land Needs Assessment. The Phase 2 report was approved in principle by County Council in September 2022. Additional urban land is needed in Centre Wellington, Erin, Mapleton and Minto to support forecast growth to 2051. Please refer to Appendix A for details of the Phase 2 urban community area and employment area land needs. It is important to note, however, that Centre Wellington's land need and potential for expansion is under review locally.

While not part of this report, in addition to the urban expansion component, Phase 3A will also address future development lands within current urban boundaries, excess lands, employment area conversions, mixed use designation, policy development and other matters.

### 3.0 Urban Expansion Requests

Throughout the MCR, County planning staff have been actively tracking requests made for property to be considered for a potential settlement area expansion. Staff caution that it should not be assumed that any property included on this list will be used for a future urban boundary expansion nor is inclusion on the list a prerequisite for a property to be considered for new growth. The inventory of properties is strictly for information only to demonstrate the scope and scale of interest received to date. Staff will continue to build upon this inventory if new requests are made.

Planning staff have compiled detailed lists and associated mapping to identify properties with known requests (see Appendix B). As of March 31, 2023, 38 urban settlement area boundary expansion requests have been received totaling an area of about 905 ha (2,240 ac). The overall need for boundary expansions across Wellington is 482 ha (1,200 ac) after accounting for recommended employment area conversions. Figure 1 shows the distribution of the requests and the land needs results by municipality.

**Figure 1 Summary of Urban Expansion Requests and Land Need Results**

Municipality	REQUESTS FOR EXPANSION		LAND NEEDED FOR EXPANSION		
	Total Requests #	Total Area <sup>1</sup> (ha)	Community Area <sup>2</sup> (ha)	Employment Area <sup>3</sup> (ha)	Total Area (ha)
Centre Wellington	21	462	238 <sup>4</sup>	160 <sup>4</sup>	398 <sup>4</sup>
Erin	3	154	0	23	23
Guelph/Eramosa	4	87	0	0	0
Mapleton	4	134	34	9	43
Minto	4	59	18	0	18
Wellington North	2	9	0	0	0
<b>TOTAL</b>	<b>38</b>	<b>905</b>	<b>290</b>	<b>192</b>	<b>482</b>

NOTES to Figure 1

- <sup>1</sup> All areas are approximate and exclude Core Greenlands and Greenlands designated lands
- <sup>2</sup> Community area land is mainly residential, but also commercial, office and institutional
- <sup>3</sup> Employment area refers to industrial designated land
- <sup>4</sup> Land Needs Assessment results for Centre Wellington are currently under review and may be subject to change

## 4.0 Rural Area Requests

Staff will continue tracking requests for hamlet expansions, rural employment area expansions and other inquiries throughout rural Wellington. These and other matters will be addressed as part of the future Phase 3B work plan. Phase 3B will be particularly important for Puslinch as all of the Township's growth is considered rural.

## 5.0 Next Steps


WSP is in the process of preparing a background report as part of Phase 3A of the municipal comprehensive review. The report will set the foundation for identifying appropriate lands for inclusion within the County's urban areas to address the recommendations of the Land Needs Assessment. The County will continue to work closely with Member Municipalities during this phase of the ongoing MCR process.

## 6.0 Recommendations

That the report "County Official Plan Review – Urban Expansion Requests" be received for information.

That the County Clerk forward the report to the Ministry of Municipal Affairs and Housing and to Member Municipalities.

Respectfully submitted,



Sarah Wilhelm, MCIP, RPP  
Manager of Policy Planning

Appendix A    Urban Community Area and Employment Area Land Needs  
Appendix B    Inventory and Mapping of Urban Expansion Requests

# Appendix A

## Urban Community Area and Employment Area Land Needs

NOTES Future Development Lands are located within Settlement Area Boundaries  
S.A.B.E. refers to a Settlement Area Boundary Expansion  
Community area land need in Centre Wellington is currently under review and may be reduced

Figure ES-3  
County of Wellington  
Urban Community Area Land Needs  
Adjusted for Recommended Employment Area Conversions

Area Municipality	Redesignation of Future Development Lands to Community Area	Community Area S.A.B.E., ha	Community Area Excess, ha
Centre Wellington	-	238	-
Mapleton	15	34	-
Minto	61	18	-
Wellington North	81	-	89
Puslinch	-	-	-
Guelph-Eramosa	-	-	-
Erin	38	-	-
County of Wellington	195	290	89

Notes: Adjustment made to the Township of Wellington North (2 ha) and the Township of Centre Wellington (9 ha) to account for recommended Employment Area to Community Area conversions.

Source: Watson & Associates Economists Ltd.

Figure ES-4  
County of Wellington  
Urban Employment Area Land Needs  
Adjusted for Recommended Employment Area Conversions

Area Municipality	Urban Employment Area S.A.B.E., ha	Urban Employment Area Excess, ha
Centre Wellington	160	-
Mapleton	9	-
Minto	-	-
Wellington North	-	40
Puslinch	-	-
Guelph-Eramosa	-	-
Erin	23	-
County of Wellington	192	40

Notes: Adjusted for recommended Employment Area to Community Area conversions in the Township of Wellington North (2 ha) and the Township of Centre Wellington (14 ha).

Source: Watson & Associates Economists Ltd.



## **Appendix B**

### **Inventory and Mapping of Urban Expansion Requests**

CENTRE WELLINGTON

ERIN

GUELPH/ERAMOSA

MAPLETON

MINTO

WELLINGTON NORTH

## Inventory of Urban Expansion Requests

### CENTRE WELLINGTON

ID#	Settlement Area	Location	Approximate Area (ha)
SABR-006	Elora/Salem	178 First Line	2.0
SABR-007	Elora/Salem	220 First Line	7.9
SABR-009	Elora/Salem	264 First Line	6.4
SABR-023	Elora/Salem	7581 Sideroad 15	32.0
SABR-025	Elora/Salem	6574 Gerrie Road	37.1
SABR-040	Elora/Salem	6389 Wellington Road 7	23.7
SABR-051	Elora/Salem	456 Wellington Road 7	17.4
SABR-005	Fergus	795 Anderson Street N	5.9
SABR-019	Fergus	6586 Beatty Line N	35.4
SABR-020	Fergus	6490 First Line	30.5
SABR-022	Fergus	968 David Street N	16.6
SABR-026	Fergus	6470 Beatty Line N	18.9
SABR-029	Fergus	965 Gartshore Street	8.6
SABR-033	Fergus	965 Gartshore Street	12.9
SABR-034	Fergus	965 Gartshore Street	16.3
SABR-035	Fergus	930 Scotland Street	34.1
SABR-036	Fergus	851 Wellington Road 18	12.6
SABR-037	Fergus	6583 Gerrie Road	46.6
SABR-038	Fergus	6260 Jones Baseline	35.8
SABR-039	Fergus	7863 Second Line	35.0
SABR-043	Fergus	6585 Highway 6 N	26.3
<b>Centre Wellington Total</b>			<b>462</b>

### NOTES

The inventory of requests is strictly for information only.

All areas are approximate and exclude Core Greenlands and Greenlands designated lands. Other constraints to development may apply.

Properties included in the inventory will not necessarily be used for a future urban boundary expansion, nor is inclusion on the list a prerequisite for a property to be considered for new growth.

MCR Phase 2 Land Needs Assessment results for Centre Wellington are currently under review and may be subject to change.

## Inventory of Urban Expansion Requests

### ERIN

ID#	Settlement Area	Location	Approximate Area (ha)
SABR-008	Erin Village	9558 Sideroad 10	13.0
SABR-052	Erin Village	5458 Winston Churchill Blvd	100.1
SABR-057	Erin Village	5644 Wellington Road 23	41.3
Erin Total			154

### NOTES

The inventory of requests is strictly for information only.

All areas are approximate and exclude Core Greenlands and Greenlands designated lands. Other constraints to development may apply.

Properties included in the inventory will not necessarily be used for a future urban boundary expansion, nor is inclusion on the list a prerequisite for a property to be considered for new growth.

## Inventory of Urban Expansion Requests

**Table B.3**      **GUELPH/ERAMOSIA**

<b>ID#</b>	<b>Settlement Area</b>	<b>Location</b>	<b>Approximate Area (ha)</b>
SABR-011	Rockwood	4961 Wellington Road 44	39.7
SABR-016	Rockwood	8351 Highway 7	3.9
SABR-028	Rockwood	5149 Wellington Road 27	8.9
SABR-050	Rockwood	Part Lot 3, Concession 4	34.7
<b>Guelph/Eramosa Total</b>			<b>87</b>

### **NOTE**

The Land Needs Assessment has determined that the boundaries of Rockwood are not required to expand to accommodate the projected population and employment growth to 2051.

## Inventory of Urban Expansion Requests

**Table B.4      MAPLETON**

<b>ID#</b>	<b>Settlement Area</b>	<b>Location</b>	<b>Approximate Area (ha)</b>
SABR-013	Drayton	7133 Wellington Road 11	16.1
SABR-032	Drayton	8067 Wellington Road 8	55.0
SABR-045	Drayton	7950 Wellington Road 8	38.2
SABR-018	Moorefield	12 William Street	24.9
<b>Mapleton Total</b>			<b>134</b>

### **NOTES**

The inventory of requests is strictly for information only.

All areas are approximate and exclude Core Greenlands and Greenlands designated lands. Other constraints to development may apply.

Properties included in the inventory will not necessarily be used for a future urban boundary expansion, nor is inclusion on the list a prerequisite for a property to be considered for new growth. We note however, that the Township of Mapleton Growth Management Summary Final Report of January 2022 contains additional details of the Township's preferred approach to growth and land optimization.

## Inventory of Urban Expansion Requests

**Table B.5**      **MINTO**

<b>ID#</b>	<b>Settlement Area</b>	<b>Location</b>	<b>Approximate Area (ha)</b>
SABR-055	Clifford	41 Park Street W	5.7
SABR-017	Harriston	122 Wellington Road 109	21.9
SABR-041	Harriston	6004 Elora Street N	16.0
SABR-042	Palmerston	8779 Wellington Road 5	15.2
<b>Minto Total</b>			<b>59</b>

### **NOTES**

The inventory of requests is strictly for information only.

All areas are approximate and exclude Core Greenlands and Greenlands designated lands. Other constraints to development may apply.

Properties included in the inventory will not necessarily be used for a future urban boundary expansion, nor is inclusion on the list a prerequisite for a property to be considered for new growth.

SABR-055 also proposes an approximately 0.2 ha settlement area removal.

SABR-041 also proposes to offset expansion by removals elsewhere.

## Inventory of Urban Expansion Requests

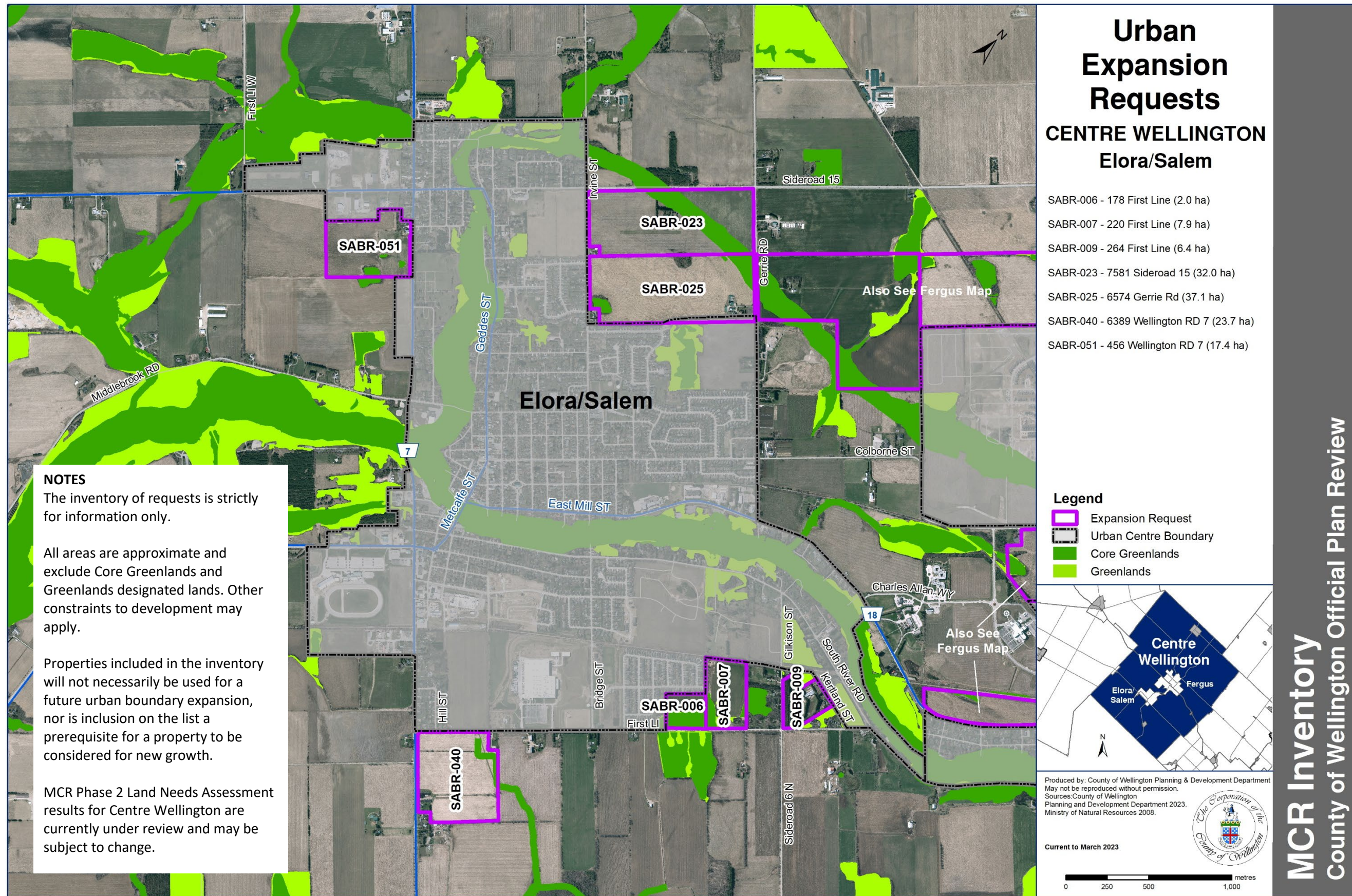
**Table B.6**      **WELLINGTON NORTH**

<b>ID#</b>	<b>Settlement Area</b>	<b>Location</b>	<b>Approximate Area (ha)</b>
SABR-015	Arthur	7985 Wellington Road 109	5.1
SABR-031	Arthur	South along Highway 6	3.8
<b>Wellington North Total</b>			<b>9</b>

### **NOTE**

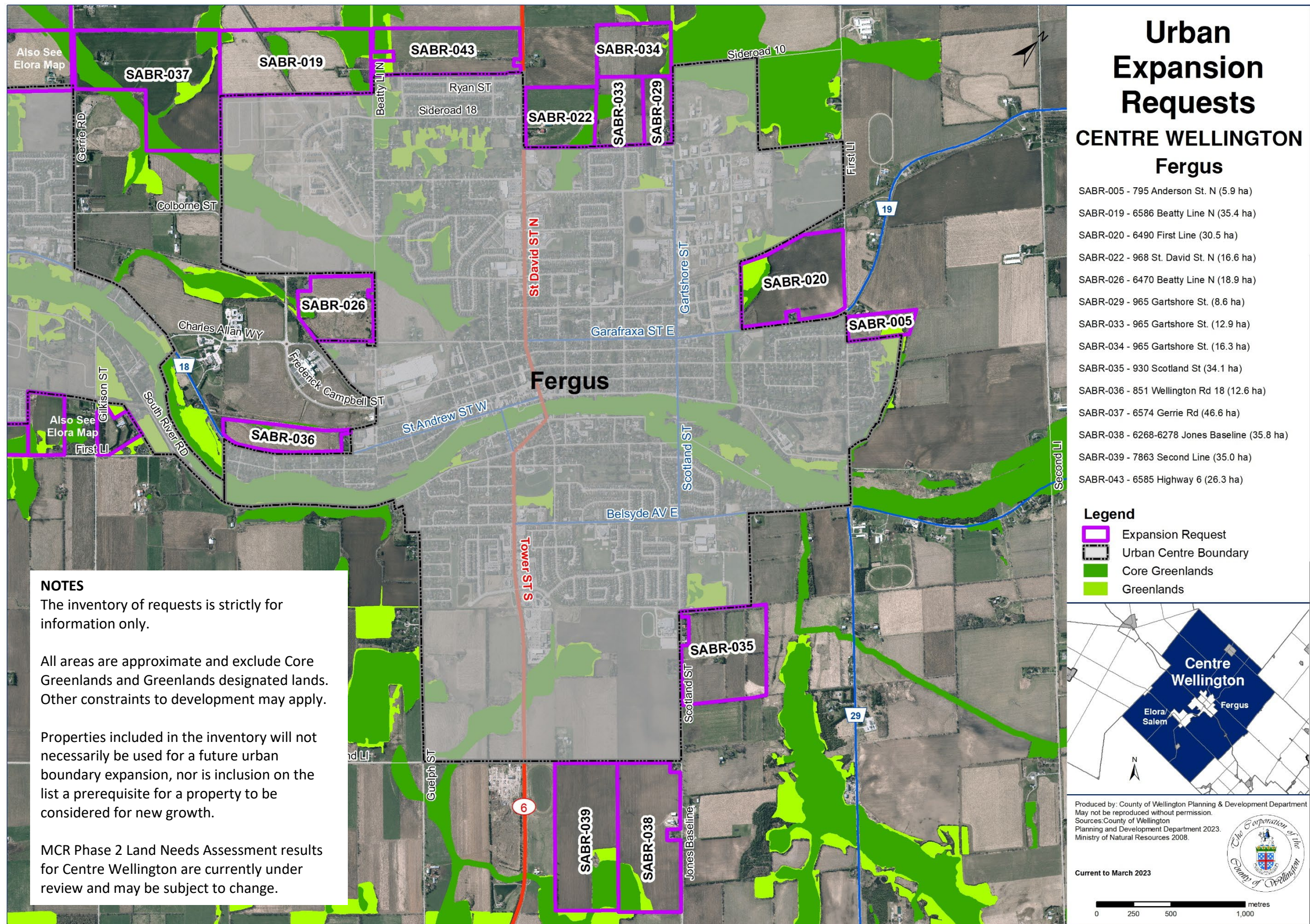
The Land Needs Assessment has determined that the boundaries of Arthur and Mount Forest are not required to expand to accommodate the projected population and employment growth to 2051.



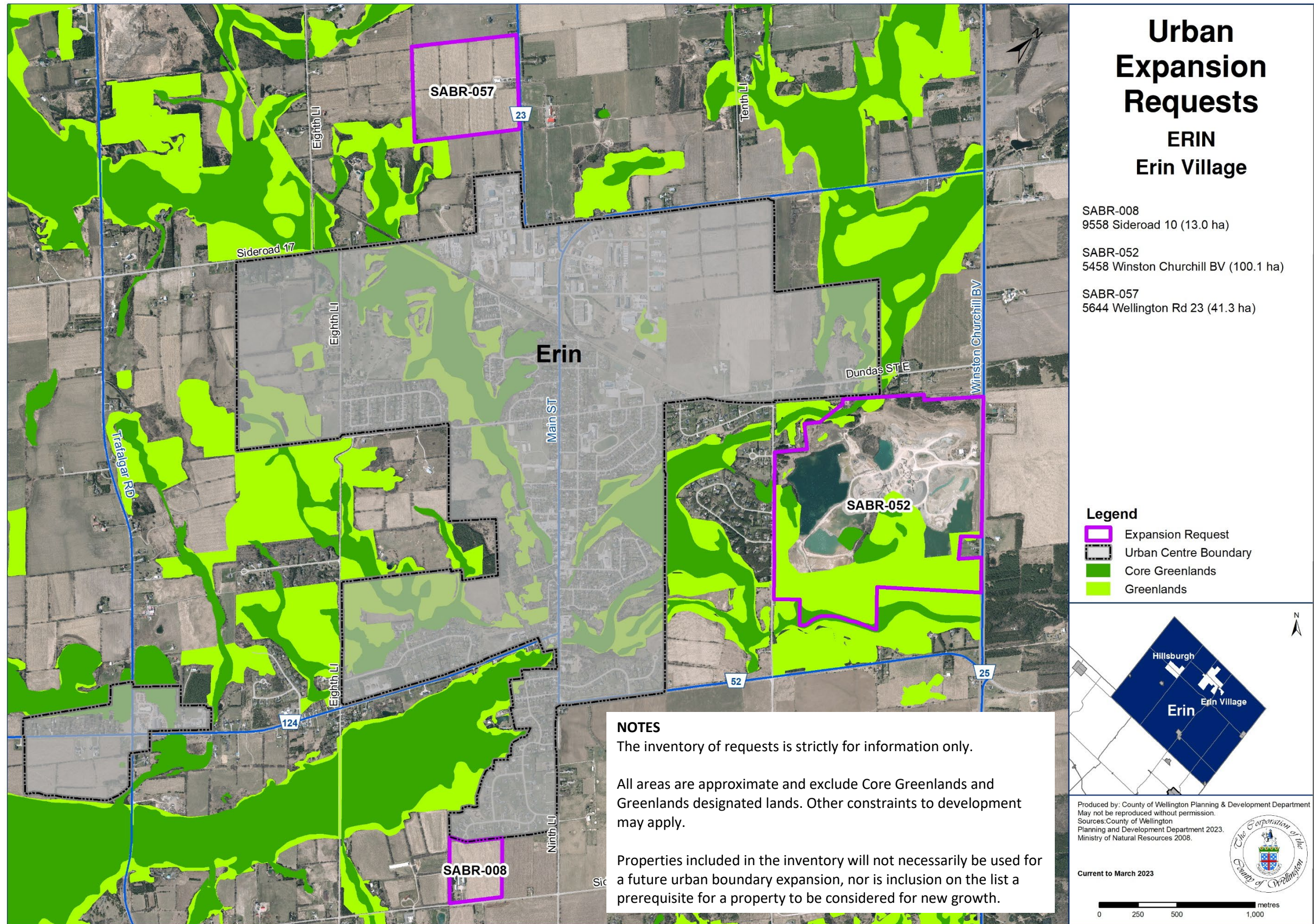


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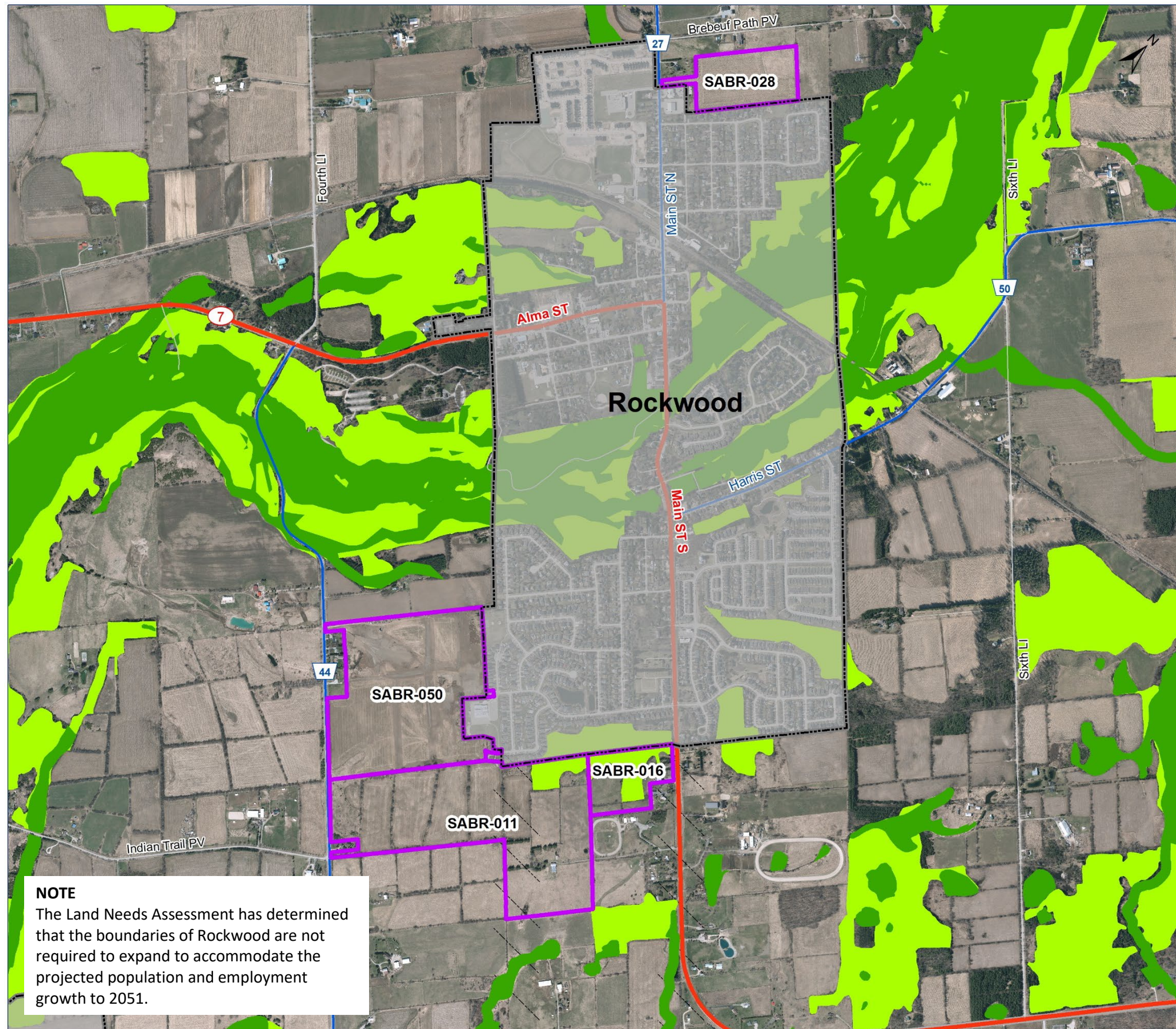






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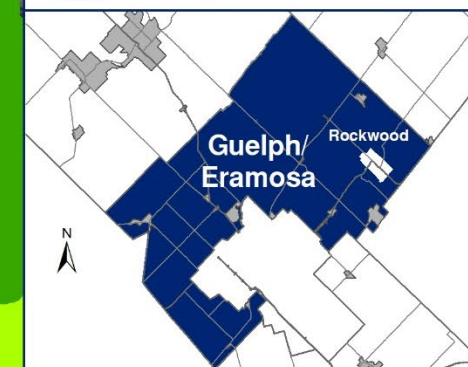
**NOTE**  
The Land Needs Assessment has determined that the boundaries of Rockwood are not required to expand to accommodate the projected population and employment growth to 2051.

# Urban Expansion Requests

## GUELPH-ERAMOSA Rockwood

- SABR-011  
4961 Wellington RD 44 (39.7 ha)
- SABR-016  
8351 Highway 7 (3.9 ha)
- SABR-028  
5149 Wellington 27 (8.9 ha)
- SABR-050  
Wellington RD 44 (34.7 ha)

- Legend**
- Expansion Request
  - Urban Centre Boundary
  - Core Greenlands
  - Greenlands



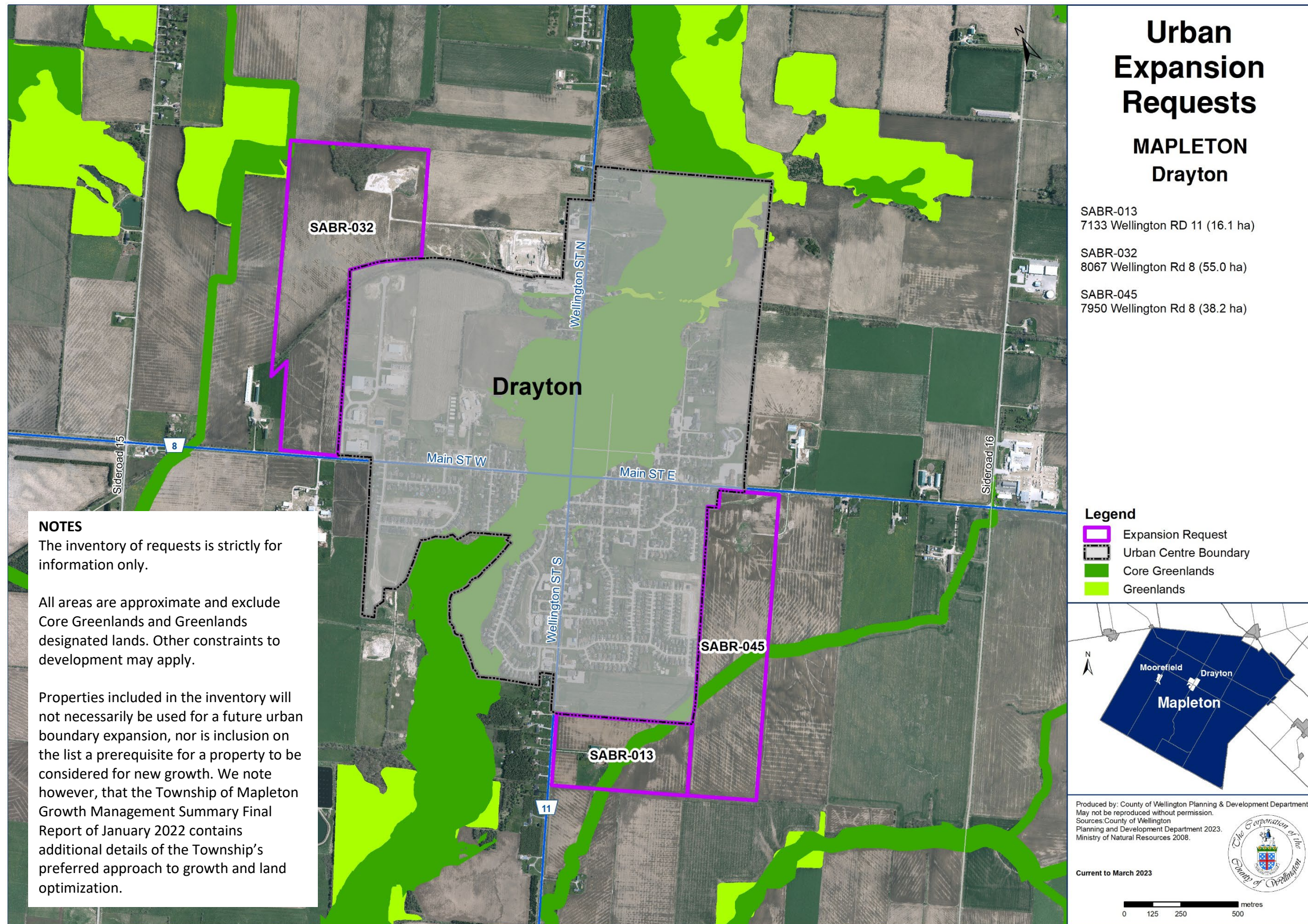
Produced by: County of Wellington Planning & Development Department  
May not be reproduced without permission.  
Sources: County of Wellington Planning and Development Department 2023.  
Ministry of Natural Resources 2008.



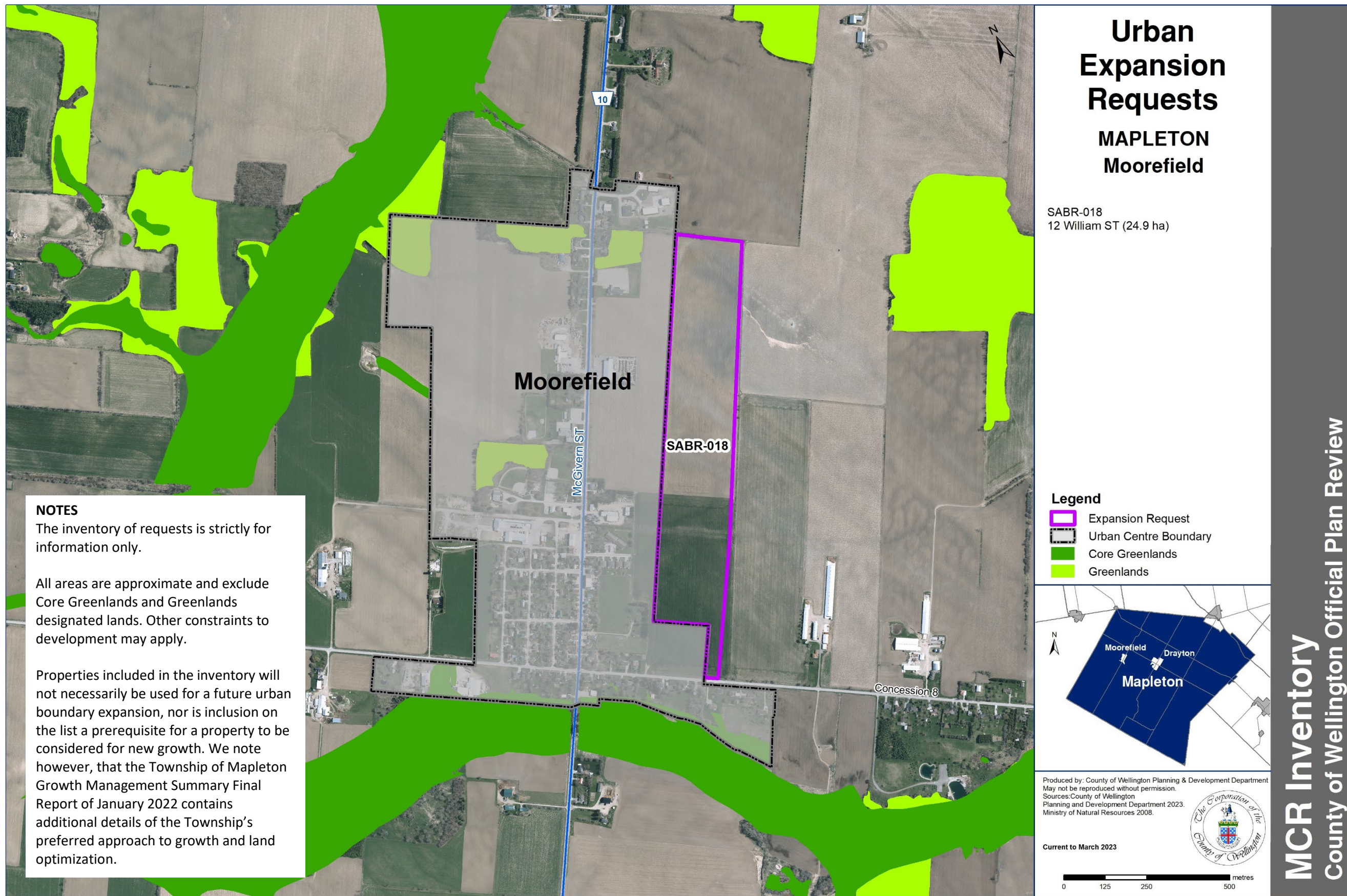
Current to March 2023

0 125 250 500 metres



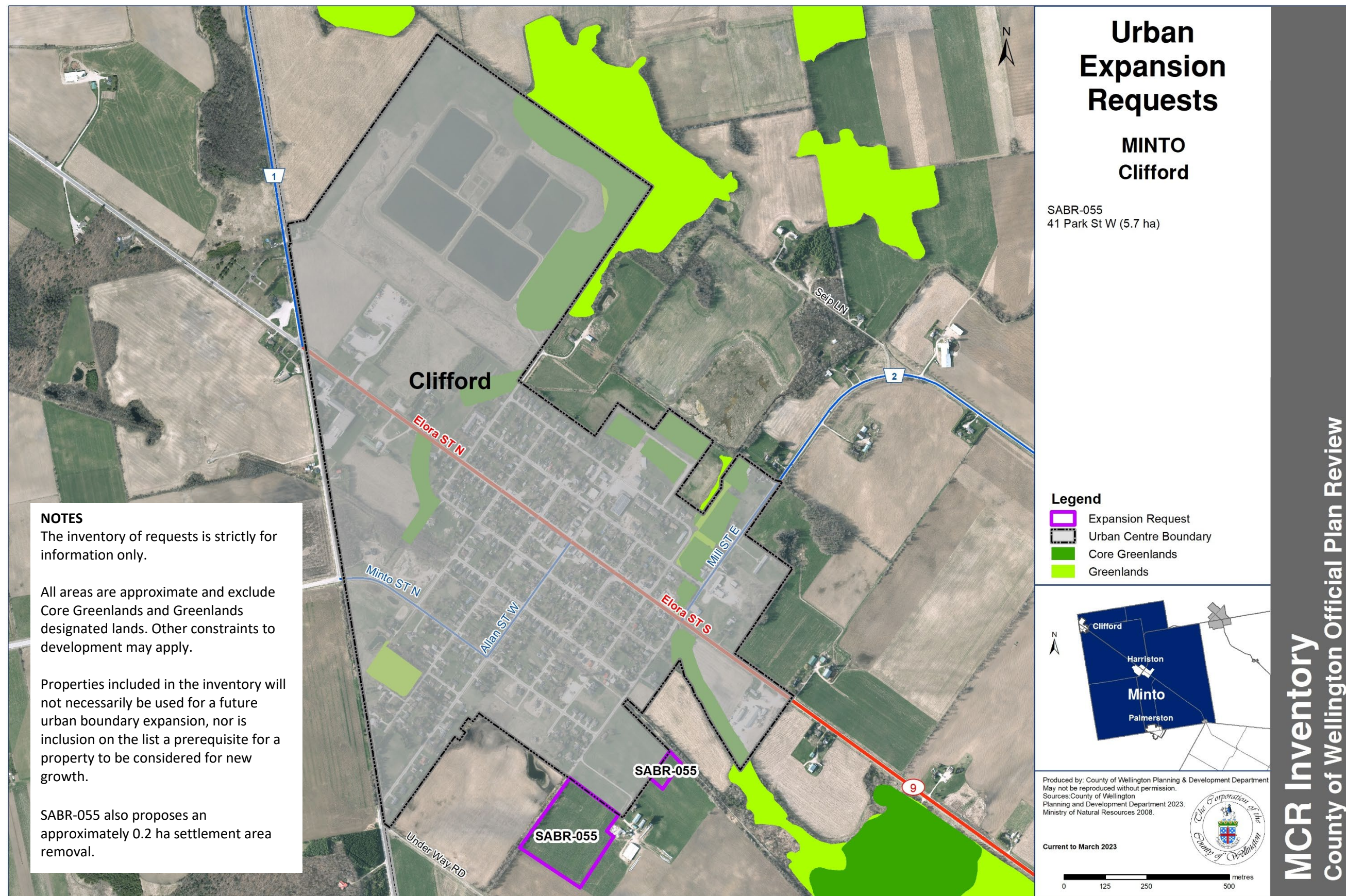




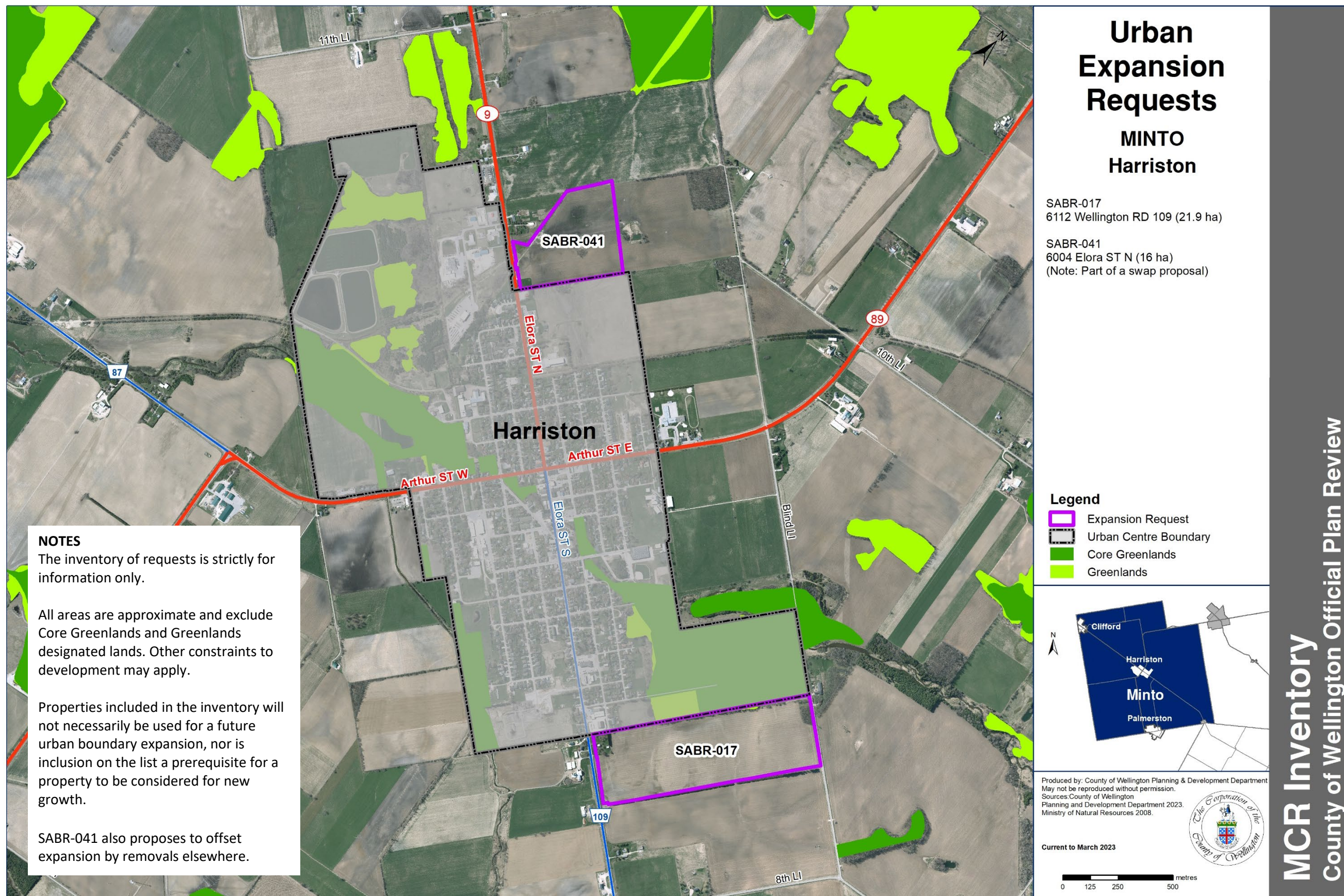


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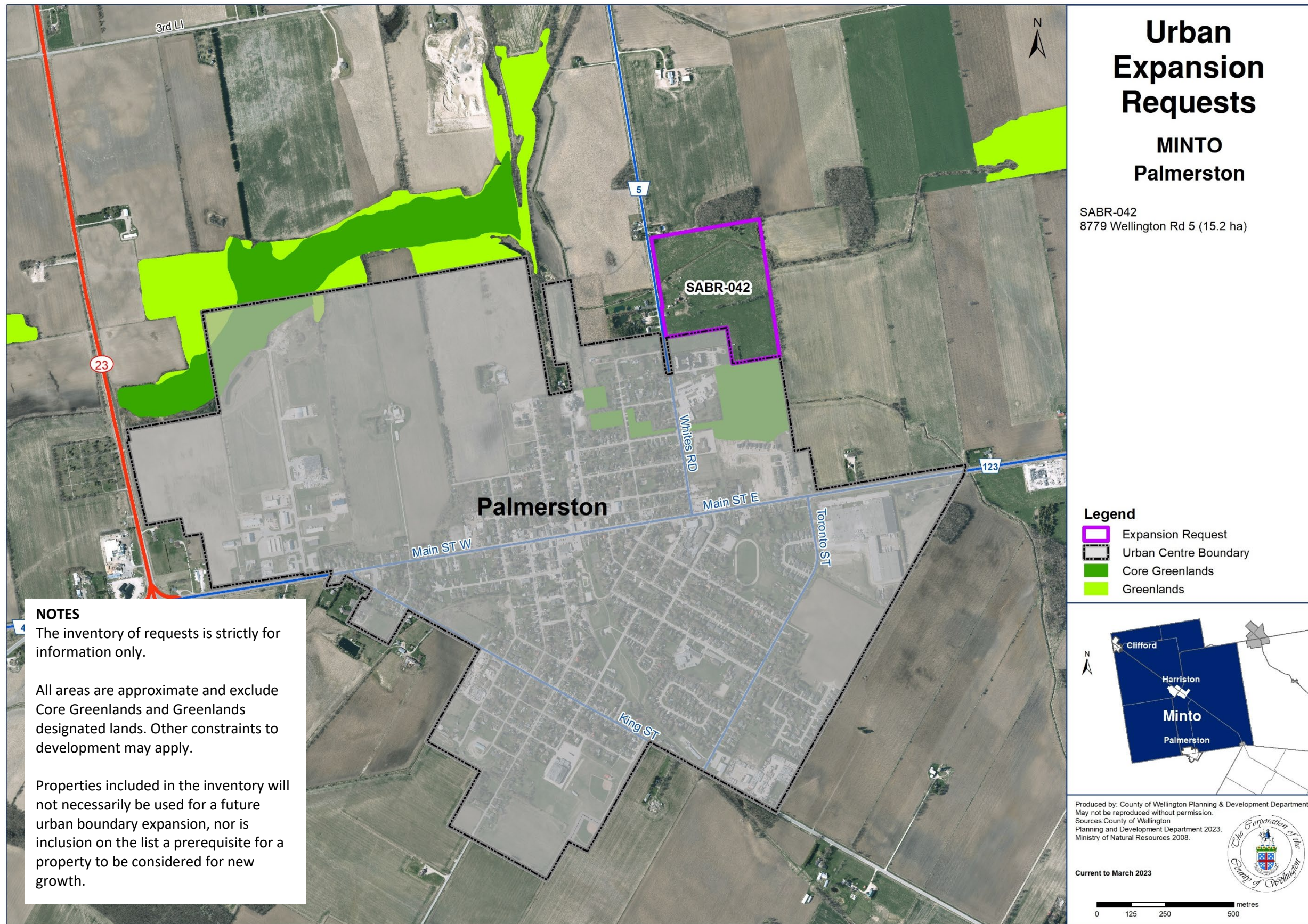






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# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Don Kudo, County Engineer  
**Date:** Tuesday, May 09, 2023  
**Subject:** Highway 6/Hanlon Expressway Midblock Interchange – Proposed Wellington Road 53 and 54

---

### Background:

The Ministry of Transportation (MTO) construction of a new interchange on Highway 6 (Hanlon Expressway) with Dufferin Construction and WSP Canada Inc. is currently underway. As previously reported to the Roads Committee, the main components of the project impacting County roads includes:

- A new interchange on the Hanlon Expressway north of Wellington Road 34, including a new road to connect the new interchange to Concession Road 7 and to Wellington Road 34;
- Removal of the signalized intersection on the Hanlon Expressway at Wellington Road 34 and the addition of a new bridge over the Hanlon Expressway for Wellington Road 34 traffic;
- Reconstruction of Concession Road 7 between Wellington Road 34 and Maltby Road;
- A new roundabout at the Wellington Road 34 and Concession Road 7 intersection

The completion of a new road to connect the new interchange to Concession Road 7 and to Wellington Road 34 will result in approximately 1.35 kilometres of new road to be assumed by the County. At this time, MTO is seeking a road name for the new connector road. Staff recommend this road be named Wellington Road 53.

The reconstruction of Concession Road 7 between Wellington Road 34 and Maltby Road to provide a connection to the new interchange will result in higher traffic volumes on this township road that will require a higher level of maintenance as a result of a road classification change. Due to this future change, County and Township of Puslinch staff have discussed the County taking over Concession Road 7 from Wellington Road 34 to Maltby Road that is approximately 2 kilometres in length. Staff recommend that upon finalizing matters with the township pertaining to Concession Road 7 between WR 34 and Maltby Road that this road be renamed Wellington Road 54.

Based on the new road infrastructure including roundabout, traffic signals, and changes to Concession 7, County staff will be working directly with MTO and Puslinch staff with respect to appropriate agreements and bylaws for the County to assume the road infrastructure in the future.

### Recommendation:

That the report "Highway 6 / Hanlon Expressway Midblock Interchange – Proposed Wellington Road 53 and 54" be received for information;

That staff work directly with Ministry of Transportation and Township of Puslinch for the assumption and transfer of road infrastructure associated with the future completion of the Highway 6 / Hanlon Expressway Midblock Interchange, as outlined in the report;

That the new connector road, as outlined in the report, be named Wellington Road 53 upon completion of appropriate agreements and bylaws;

And that Concession 7 between Wellington Road 34 and Maltby Road, as outlined in the report, be renamed Wellington Road 54, upon completion of appropriate agreements and bylaws.

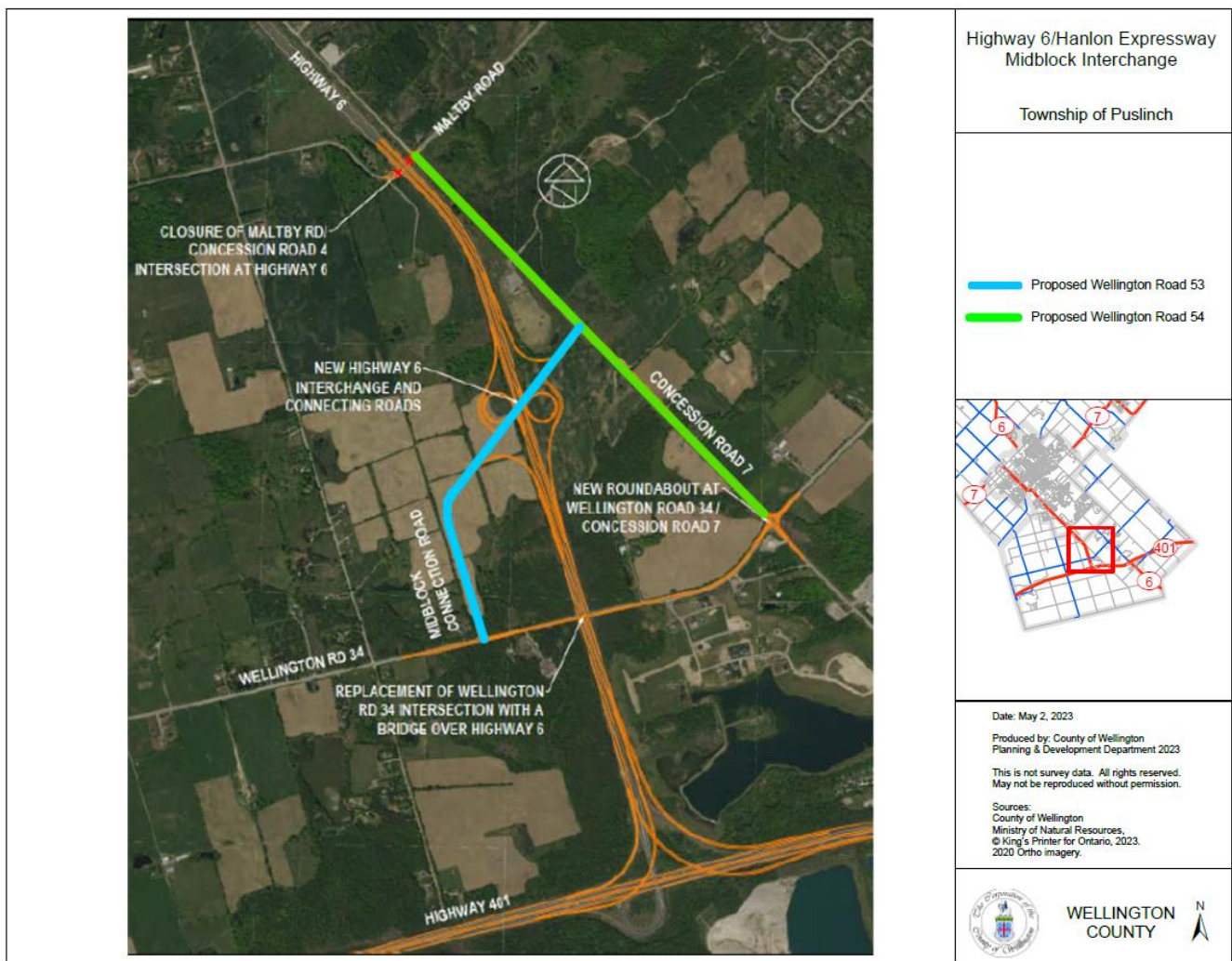
Respectfully submitted



Don Kudo, P. Eng.  
County Engineer

Attachment: Map - Highway 6 / Hanlon Expressway Midblock Interchange – Proposed Wellington Road 53 and 54

## Map - Highway 6 / Hanlon Expressway Midblock Interchange – Proposed Wellington Road 53 and 54







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## 1 PURPOSE OF REPORT

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The purpose of this report is to provide an independent third party overview, summary and preliminary consideration of the possible implications to the Township of Puslinch, stemming from the proposed Bill 97 – Helping Homebuyers, Protecting Tenants Act 2023. These changes include the release of a new Provincial Planning Statement (PPS) that combines and replaces the current 2020 Provincial Policy Statement (2020 PPS) and the 2019 - A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan).

As the changes are not yet approved, this report provides a review of the proposed changes focusing on issues that the Township of Puslinch may want to consider. It is acknowledged that the County of Wellington (the County) provides the planning services for the Township so this report will inform the Township for future discussions with the County. The report is intended as a resource for the Township to use internally for discussion and with the County as well as for the purposes of making comment on the proposed changes to the Province.

## 2 REPORT BACKGROUND

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The changes to the 2020 PPS and Bill 97 were released for comment on April 6, 2023. These changes follow the recent other substantive legislative changes to the Planning Act as noted below.

- [Bill 108](#) – More Homes, More Choice Act, 2019;
- [Bill 109](#) – More Homes For Everyone Act, 2022; and
- [Bill 23](#) – More Homes Built Faster, 2022.

The following resources were used to compile this report:

- Staff reports from the Township of Muskoka Lakes, the County of Huron and the County of Wellington;
- Legislative Assembly of Ontario (OLA) website for the summary provided and copies of the new legislation;
- Summaries by OSLER and Aird Berlis (legal firms providing summary documentation); and
- Legislative documents including the Planning Act, the 2020 PPS and the Growth Plan.

### 3 PROVINCIAL POLICY STATEMENT TO PROVINCIAL PLANNING STATEMENT SUMMARY OF CHANGES

The integration of the 2020 PPS and The Growth Plan to create a single, province-wide, housing-focused land use planning document, is intended to speed up government approval processes.

Some of the policies and definitions contained in the proposed document are entirely new, while many have been carried forward from the 2020 PPS. Others have been modified to further the province's goal of increasing residential development. The Statement also incorporates several Growth Plan policies and definitions, some of which have also been modified to align with the government's current mandate.

The Statement is considered a policy statement for the purpose of subsections 3(5) and 3(6) of the *Planning Act*; therefore, the requirement for consistency with its policies continue to apply.

#### 3.1 GROWTH MANAGEMENT

There are suggested changes to the Growth Management policies in the PPS listed below for information, but it is noted that implementation of these policy changes is the responsibility of the County of Wellington. However, implementation of these policies by the County, and the Cities of Guelph and Hamilton, will have implications for the Township. Table 2 below provides a summary of the growth management changes.

**Table 1: Growth Management Changes and Implications**

Change	Description	Possible Implications
<b>Forecasts and Allocations</b>	Draft policy 2.1.1 provides that, at the time of each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 25 years, informed by provincial guidance. The draft policy would also provide that planning for <i>infrastructure, public service facilities, strategic growth areas and employment areas</i> may extend beyond this time horizon.	The County will be responsible for the allocation of population growth and unit targets and that allocation does not need to reflect provincial plans where they exist.  Any MZOs applied to the County will form part of the growth planning and

Change	Description	Possible Implications
	<p>Draft policy 2.1.1 further provides that where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential is to be incorporated into the Official Plan.</p> <p>Draft policy 2.1.3 removes the requirement that the allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans where they exist.</p> <p>Draft policy 2.1.4 removes the concept of “healthy, liveable and safe communities” and instead provides that <i>planning authorities</i> should support the development of <i>complete communities</i>. Certain considerations for planning authorities, such as “avoiding development and land use patterns which may cause environmental or public health and safety concerns” and “promoting development patterns that conserve biodiversity,” among others, are not proposed to be included in the Statement.</p>	<p>allocation projections.</p> <p>The removal of “healthy, livable and safe communities” and the considerations of that may lead to unplanned clusters of rural development that cannot offer things like walkability, transit, public services. This will have both municipal funding and agricultural implications.</p>
<b>Intensification and Density</b>	<p>The proposed PPS has removed the requirement that municipalities meet specific intensification and density targets to accommodate forecasted growth, with the exception of specific density targets for major transit station areas in large and fast-growing municipalities. Instead of this requirement, municipalities are encouraged to establish their own density targets that are appropriate for the municipality’s needs.</p> <p>All types of residential intensification, including the conversion of existing commercial and institutional buildings for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase</p>	<p>Rural settlement areas / downtowns may see a shift to housing priority rather than the historical protection of commercial and institutional uses in the downtowns.</p> <p>This could intensify the development of commuter settlements rather than complete communities where people can live, work and have access to local</p>

Change	Description	Possible Implications
	<p>in residential units to support complete communities.</p> <p>The County is required to:</p> <ul style="list-style-type: none"> <li>• identify and allocate population, housing and employment projections for lower-tier municipalities;</li> <li>• identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets;</li> <li>• identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and</li> <li>• provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.</li> </ul>	<p>services.</p> <p>The implications of being bounded to the north by Guelph, west by Cambridge and south Hamilton should be discussed in detail with the County.</p>
<b>Strategic Growth Areas</b>	<p>The concept of strategic growth areas has been carried over from the Growth Plan.</p> <p>These areas may be identified by municipalities to be the focus for intensification and higher-density mixed uses.</p> <p>Minimum density targets for these areas may be established.</p>	<p>Allows the opportunity to discuss where growth is most appropriate in the Township.</p>
<b>New and Expanding Settlement Areas</b>	<p>The new PPS does not carry over the prohibition of establishing new settlement areas from Growth Plan.</p> <p>Removal of the requirement for settlement area expansions (and now new settlement areas) to only be created or amended through a Municipal Comprehensive Review (MCR) process (like Plan Well).</p> <p>Removes the requirement to demonstrate that no other alternative exists which makes it</p>	<p>Potential expansions of the City of Guelph, Aberfoyle and Morrison and the impact of that on the Township should be discussed.</p> <p>There is the possibility of the establishment of new settlement areas in the rural areas should</p>

Change	Description	Possible Implications
	"easier" to expand boundaries.	require a discussion/review of the impacts on these areas, including loss of Prime Agricultural Lands. Long term certainty is a key requirement to support agriculture.
<b>Complete Communities</b>	The concept of complete communities, one of the guiding principles of the Growth Plan, has been carried over to proposed PPS	Allows municipalities to plan for areas that have more than just a residential unit focus.

### 3.2 AFFORDABLE AND HOUSING OPTIONS

A key change to the policies relating to housing options is the removal of "affordable housing" specifically and the move to focusing on all housing options. The definition of housing options becomes important in the variety of built forms that could be included as an approved housing options. An example is the inclusion of tiny homes and options like life lease housing that have not been specifically included in previous definitions.

**Table 2: Affordable and Housing Options Changes and Implications**



Change	Description	Possible Implications
<b>Affordable Housing</b>	<p>Proposed Policy 2.2.1(a) removes the former requirement that planning authorities establish and implement minimum targets for the provision of housing which is affordable to <i>low- and moderate-income households</i>, (proposed to be removed as a defined term) and which aligns with applicable housing and homelessness plans.</p> <p>Planning Authorities would be required to co-ordinate land use planning and planning for housing with Service Managers to address the full range of <i>housing options</i>, including “housing affordability needs.”</p>	<p>May impact the creation of “affordable housing” by the previous definition.</p> <p>Removes creating housing for lower-income residents as a separate priority.</p> <p><i>Note:</i> There is much debate about the way affordable housing was defined in previous policies.</p>
<b>Housing Options</b>	<p>The definition of housing options is: a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses, multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, additional needs housing, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or institutional uses, such as long-term care homes.</p>	<p>May add flexibility when approving non-standard housing forms. The impacts of non-standard housing forms will require discussion to address resident concerns, ensuring a “complete community” and any zoning provisions that require updating.</p>

### 3.3 LAND USE COMPATIBILITY

Land Use Compatibility is defined by the province as **a recognized factor and principle of good land use planning**, whereby land uses which are known or expected to cause environmental problems for one another, when in proximity, are deemed incompatible and are protected from one another by separation and/or other means.

Policies 1.2.6.1 and 1.2.6.2 of the 2020 PPS, currently read:

- 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
- a) there is an identified need for the proposed use;
  - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
  - c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
  - d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

The 2020 PPS policies clearly protect the major facilities uses versus the adjacent sensitive land uses and provide tests to permit the sensitive uses. Residential uses are considered sensitive. The proposed changes reverse the priority to more easily allow sensitive land uses in proximity to “industrial” uses.

#### **Table 3: Land Use Compatibility Changes and Implications**

Change	Description	Possible Implications
<b>Establishing Sensitive Land Uses</b>	Proposed changes to the land use compatibility policies as set out in draft section 3.5.2 would make it easier to establish <i>sensitive land uses</i> in the vicinity of existing or planned industrial, manufacturing or other “major facilities” that are vulnerable to encroachment.	Reduces the “buffer” around major facilities allowing more development.  May increase land use conflicts.
<b>Test Elimination</b>	Draft section 3.5.2 would eliminate current requirements to demonstrate an identified need for the proposed use, that alternative locations have been evaluated and there are no reasonable alternative locations, and that adverse effects to the proposed sensitive land use are minimized and mitigated.  Instead, where it is not possible for major facilities and sensitive land uses to avoid potential adverse effects, the proposed adjacent sensitive land use would only be required to demonstrate that potential impacts to the facility are minimized and mitigated through provincial guidelines, standards and procedures.	May create additional resident complaints due adverse effects such as odour, noise and contaminants.  May increase flexibility to create more multi-use areas.

### 3.4 EMPLOYMENT AREAS AND CONVERSIONS

Employment areas are designated to preserve the long-term viability of blocks of land to support employment uses. These lands are identified to ensure that the employment uses have enough land to prevent encroachment from sensitive land uses that may impact their operation or expansion within the employment land designation. Creating specific employment areas also allows for land use compatibility issues to be addressed. Table 4 reviews the proposed changes and potential implications of those changes for the Township.

**Table 4: Employment Areas and Conversions Changes and Implications**

Change	Description	Possible Implications
<b>Definition</b>	<ul style="list-style-type: none"> <li>The definition of Employment Area has been scoped to exclude institutional and commercial uses, including those retail and office uses not associated with primary employment use.</li> </ul> <p><i>2020 Definition: means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.</i></p> <p><i>2023 Definition: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.</i></p>	<ul style="list-style-type: none"> <li>Only uses that are, or directly support, manufacturing, warehousing and goods movement are protected in employment lands.</li> </ul>
<b>Employment Area Conversions</b>	<p>Allows removal of land no longer required for employment area uses (formerly employment conversions), subject to the following:</p> <ol style="list-style-type: none"> <li>there is an identified need for the removal and the land is not required for employment area uses over the long term;</li> <li>the proposed uses would not negatively impact the overall viability of the employment area by: <ol style="list-style-type: none"> <li><b>avoiding, or where avoidance is</b></li> </ol> </li> </ol>	<p>Employment land removals can be considered at any time.</p> <p>Site specific removals may limit the ability to plan for the long-term when not considered in a comprehensive process like an MCR.</p> <p>In the absence of land budgets and targets to be met with the proposed repeal of the Growth Plan,</p>

Change	Description	Possible Implications
	<p><b>not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5; and</b></p> <p><b>2. maintaining access to major goods movement facilities and corridors;</b></p> <p><i><b>Note: Bold represents addition to 2020 policy</b></i></p> <p>c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses</p> <p>Removals are no longer required to be part of a municipal comprehensive review as per the Growth Plan, or an official plan review or update (2020 PPS).</p>	<p>the application of these tests will rely on targets contained in official plans.</p> <p>The <i>Planning Act</i> continues to limit the ability to appeal refusals or non-decisions of such applications, but (as noted below) Bill 97 proposes to change the definition of areas of employment.</p>
<b>Rural Employment Areas</b>	Does not carry over the Growth Plan restrictions (2.2.9(5)) which limit employment areas on rural lands to those designated as of 2006 and further limit expansion of such areas.	May allow new rural employment areas that need to be considered in the context of the rural and/or agricultural systems.
<b>Provincially Significant Employment Zones</b>	These zones (introduced in 2019) will be removed.	There are no provincially significant employment zones within the Township.

### 3.5 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

There have been changes to the infrastructure and public service facilities policies that reduce focus on “green” technologies and impacts from climate change. Table 5 reviews the key proposed changes and potential implications for the Township.

**Table 5: Infrastructure and Public Service Facilities Changes and Implications**

Change	Description	Possible Implications
<b>Climate Change</b>	<p>The 2023 PPS infrastructure policies remove the reference to Climate Change and “green” infrastructure.</p> <p>The 2020 PPS Policy 1.8 Energy Conservation, Air Quality and Climate change that identified land use and development patterns to support energy conservation and efficiency, improved air quality, a reduction in greenhouse gas emissions and the preparation for impacts of a changing climate has been removed.</p>	<p>Removal of the consideration of “green” elements or principles for future infrastructure planning.</p> <p>Less provincial focus on climate change impacts specifically related to infrastructure.</p>
<b>Extension of Partial Services</b>	Removal of the ability to extend partial services into rural areas only to address a failed system.	Allows extension of partial services, where it is logical and feasible. It should be noted that the policy was in place to protect small municipalities (and taxpayers) from the burden of inefficiently expanding partial services for rural development.
<b>Lot Creation</b>	Removal of requirement to include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services when allowing lot creation (policy 1.6.6.6 of 2020 PPS).	Treatment capacity for hauled private sewage on new lots needs to be accounted for in a different way.
<b>Coordination between Upper and Lower Tiers for</b>	Removal of the requirement for upper-tier municipalities to work with their lower-tiers at the time of an OP review or update to assess the long-term impacts of individual on-site	Local area environmental / servicing concerns may need to be addressed outside of an Official Plan



Change	Description	Possible Implications
<b>Servicing</b>	sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of private servicing.	review or update process.  This change is likely to increase the burden on small municipalities and has the potential for unintended consequences in development form and cumulative impacts.
<b>Planning for Infrastructure and Public Service Facilities</b>	<p>There is a new direction in policy 3.1.1.b. to leverage the capacity of development proponents when planning for infrastructure and public service facilities.</p> <p>There is a new direction in policy 3.1.2 prioritizing infrastructure and public service facility planning and investment in strategic growth areas.</p> <p>There is a new direction in policy 3.1.6 requiring municipalities, school boards and childcare service providers to work closely together in planning for schools and child care facilities.</p>	New investment opportunities and coordination direction may allow creative and flexible infrastructure solutions.

### 3.6 NATURAL HERITAGE

At this time the draft Provincial Planning Statement does not include any policies or related definitions pertaining to natural heritage. The Government notes that the natural heritage section is still under consideration and once proposed policies and definitions are ready for review and input, they will be made available through a separate posting on the ERO.

This is problematic as the reader must review the entire document when considering the proposed changes. Without these policies it is difficult to fully understand the implication of any policy changes on the natural heritage features and functions.

### 3.7 AGRICULTURE AND RURAL AREAS

A significant change under the new PPS 2023 is new policies for residential lot creation in prime agricultural areas. The current PPS discourages residential lot creation in prime agricultural areas, with the exception of surplus farm residence severances. The changes would allow additional permanent residences, the severance of the additional residences, and the creation of new residential lots in the agricultural area subject to specific criteria. Table 6: summarizes the proposed changes and potential implications.

**Table 6: Agricultural and Rural Area Changes and Implications**

Change	Description	Possible Implications
<b>Agricultural System Mapping</b>	<p>The new policy framework speaks to encouraging a geographically continuous agricultural land base through an <i>agricultural system</i> approach, <u>but</u> it will no longer require municipalities to use the provincially mapped Agricultural System.</p> <p>Municipalities will still be required to designate and protect prime agricultural areas for long-term use. However, it will be easier to establish more housing within prime agricultural lands. Currently the 2020 PPS, discourages residential lot creation in <i>prime agricultural areas</i> and it has been very difficult for some time to create new lots outside of a residence surplus created by farm consolidation.</p>	<p>The County of Wellington's recent Agricultural System work through "Plan Well" may require changes.</p> <p><i>Note:</i> The systems approach is more than a land based approach. It is meant to create complete agricultural communities where the conditions exist to allow agricultural production to flourish. These conditions include large, contiguous, connected land areas, rural employment lands focused on services for agriculture and housing for farm workers.</p>
<b>Residential Units and Lot Creation</b>	<p>Draft policy 4.3.2.4 would permit a principal dwelling associated with an agricultural operation to be located in <i>prime agricultural areas</i> as an agricultural use.</p> <p>Draft policy 4.3.2.5 would permit, <u>subordinate</u> to the principal dwelling, up to two additional</p>	<p>Increase in residential dwellings on agricultural lands that may compromise the livestock and crop production.</p>

Change	Description	Possible Implications
	<p>residential units in <i>prime agricultural areas</i>, provided certain conditions are met, including compliance with the <i>minimum distance separation formulae</i> and the appropriate provision of <i>sewage and water services</i> (among other requirements). <u>At the same time</u>, the additional residential units established through this policy can be severed in accordance with policy 4.3.3.1, meaning up to three lots may be created, potentially conflicting with the concept that they are subordinate to the principal dwelling.</p> <p>Draft policy 4.3.3.1(a) would permit residential lot creation in such areas in accordance with provincial guidance for “new residential lots created from a lot or parcel of land that existed on January 1, 2023,” subject to conditions set out in the draft policy.</p> <p>Up to three residential lots may be permitted on any property located in an existing <i>prime agricultural area</i>, provided that certain conditions can be met, including a requirement that any new lot be located outside of a <i>specialty crop area</i>; has existing access on a public road, with appropriate frontage for ingress and egress and is adjacent to existing non-agricultural land uses; or consists primarily of lower-priority agricultural lands (among other requirements).</p> <p>Draft policy 4.3.5.2 would require an <i>agricultural impact assessment</i> where it is not possible to avoid impacts from any new or expanding non-agricultural uses on surrounding agricultural lands and operations.</p>	<p><i>Scenario: a resident can build up to three dwelling units on one parcel of land if those units meet the MDS formulae and there is sufficient size for a septic and well. They can then also sever one of those dwelling units to create a new lot, theoretically allowing the construction of two more additional units on the newly severed lot.</i></p> <p><i>Scenario: a resident may sever two additional lots (there is some debate if the change is actually 3 additional severed lots) as long as it meets the conditions for doing so. If there are impacts to agricultural lands, a resident may be required to have an Agricultural Impact Assessment completed to obtain approvals.</i></p>

Change	Description	Possible Implications
<b>New Non-agricultural Uses in Prime Agricultural Area</b>	<p>Removes the alternative location tests for new non-agricultural uses in the prime agricultural area, mineral aggregate operations in the prime agricultural area and settlement area boundary expansions.</p> <p>New requirement for an agricultural impact assessment in these instances to identify potential impacts and recommend avoidance and mitigation approaches</p>	<p>Makes it easier to have non-agricultural and aggregate uses on prime lands.</p> <p>Removes a key test for expanding settlement area boundaries.</p>
<b>Servicing</b>	<p>Appears to increase the priority or use of communal servicing to accommodate growth.</p>	<p>Long-term risk for multiple communal systems that are the ultimate responsibility of the County.</p>
<b>Restrictive Policies</b>	<p>The new PPS also states that Official Plans and Zoning By-laws shall not contain provisions that are more restrictive than the above policies except to address public health or safety.</p>	<p>Previously, municipalities could have more restrictive policies than the PPS. This typically applied to things like environmental protection policies. Municipalities not in support of the residential use allowances of the new PPS and Planning Act cannot implement more restrictive OP or Zoning By-law policies to prevent the currently proposed policies.</p>

### 3.8 PROPOSED APPROACH TO IMPLEMENTATION OF THE PROPOSED PROVINCIAL PLANNING STATEMENT

The changes propose a number of implementation policies as listed and described below.

## **Effective Date and Transition**

The effective date would be the date specified through an order in council approved by the Lieutenant Governor in Council pursuant to section 3 of the Planning Act. To provide municipalities and other planning authorities an opportunity to understand and adapt to the policy changes, the Ministry is proposing to release the final policies for a short period of time before they take effect (targeting fall 2023).

Any decision on a planning matter made on or after the effective date of the new policy document would be subject to the new policies. The only exception would be if a transition regulation were made under a new authority proposed in the Helping Homebuyers, Protecting Tenants Act, 2023 (if passed). The government is seeking feedback on any specific transition issues anticipated to be associated with these proposed new policies that could be mitigated through the use of this proposed new regulation-making authority (including any potential issues associated with the repeal of the existing Growth Plan transition regulation O. Reg. 311/06).

## **Timing for Official Plan Updates**

The Planning Act requires official plans to be revised every five years (or every ten years after a new official plan). The intention is that official plans would be updated as necessary to implement these new policies at the time of their ordinary review cycle.

## **Official Plan Updates related to Change to the Definition of “Area of Employment”**

The Helping Homebuyers, Protecting Tenants Act, 2023 will, if passed, change the definition in the Planning Act of “area of employment” to scope them to only those uses that cannot locate in mixed-use areas and require protection against conversion (e.g., heavy industry, manufacturing, large-scale warehousing, etc.). This change is proposed to take effect on proclamation, to facilitate alignment with the new policy document.

As many municipalities’ existing employment areas currently allow a range of uses, including a mix of office, retail, industrial, warehousing, and other uses, time-sensitive official plan updates will be needed to align with the new definition. Once the proposed legislative and policy changes (if approved) take effect, areas that do not meet the definition would no longer be subject to policy requirements for “conversions” to non-employment uses.

To maintain the integrity of employment areas that are intended to remain protected over the long-term, municipalities should update their official plans to explicitly authorize the site-specific permission of any existing uses that do not align with the new definition.

## **Continued Implementation of 2051 Forecasts (at minimum)**

A Place to Grow currently requires municipalities in the Greater Golden Horseshoe to plan for specific population and employment forecasts to 2051. These have been implemented in many, but not all, municipal official plans throughout the region.

Where an upper- or single-tier municipality's official plan is still in progress, it is expected that the municipality would continue to use the 2051 forecasts provided by the province (at a minimum) or a higher forecast as determined by the municipality. Lower-tier municipalities would be expected to meet or exceed the growth forecasts allocated to them by the upper-tier.

As time passes and it becomes necessary to update the forecasts and extend their horizon beyond 2051, it is expected that municipalities in the Greater Golden Horseshoe would move towards doing their own forecasting of population and employment growth (as is the approach for all other municipalities in the province).

### **Timing for Changes to Upper-tier Planning Responsibilities**

Bill 23, the More Homes Built Faster Act, 2022 made changes to the Planning Act that, upon proclamation, will remove statutory approval authorities under the Planning Act from 7 upper-tier municipalities. The timing for proclamation of these changes is a government decision. It is anticipated that the changes would not take effect until winter 2024 at the earliest.

### **Approach to maintain existing Greenbelt policies**

Should the proposed Provincial Planning Statement come into effect, there is the potential for the revocation of A Place to Grow and the changes made to the Provincial Policy Statement policies to affect the implementation of the policies in the Greenbelt Plan. To address this issue, an amendment is being proposed to the Greenbelt Plan that would indicate that the previous policies in A Place to Grow and the Provincial Policy Statement would continue to apply in those cases where the Greenbelt Plan refers to them. This would ensure that there would be no change to how the Greenbelt Plan policies are implemented if the proposed Provincial Planning Statement comes into effect.

## **4 BILL 97 SUMMARY OF CHANGES**

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Through Bill 97 the Government proposes changes to seven different pieces of legislation including the Planning Act. The proposed Planning Act changes are to help facilitate proposed changes identified in the Housing Supply Action Plan and include:



- modifying the definition of “area of employment” to only include heavy industry and other employment uses that cannot be located near sensitive uses, (i.e., not suitable for mixed use); and
- creating regulation-making authority to modify the application of provincial policy statements to decisions on particular matters to support the implementation of provincial policies on a case-by- case basis.

In addition, further changes are proposed to previous Planning Act changes made through Bill 23, More Home Built Faster Act, 2022 including:

- Delaying the requirement for municipalities to refund zoning by-law and site plan application fees so that it only applies to applications submitted on or after July 1, 2023.
- Creating a Minister’s regulation-making authority to be able to exempt municipalities from the fee refund provisions in the future if needed (no exemptions are being proposed at this time).
- Clarifying that the existing provisions regarding parking spaces for additional residential units apply only to the second and third units on a property.
- Providing exceptions to when site plan control can apply to a proposal with 10 or fewer units when any parcel of land is within 120 m of a shoreline or 300 m of a railway line.

A summary of the changes proposed by Bill 97 is provided for in Table 7 below.

**Table 7: Summary of Proposed Bill 97 Changes and Possible Implications**

Subject	Proposal	Possible Implications
<b>Planning Act</b> - New effective date for Bill 109 planning fee refunds	Subsection 34 (10.12) currently provides for circumstances in which a municipality is required to refund fees for processing an application to amend its by-laws that is received on or after January 1, 2023. This subsection is amended to apply with respect to applications that are received by the municipality on or after July 1, 2023, and a new subsection 34 (10.13)	No refunds are required between January 1, 2023 and July 1, 2023.

	<p>provides for the cancellation of any refunds for applications received by the municipality before July 1, 2023.</p> <p>In addition, a new subsection 34 (10.14) provides that a municipality is not required to refund fees if the municipality is prescribed by regulation when it receives the application.</p>	<p>Municipalities may request to be exempt from the refund fees by regulation by the Minister.</p>
<p><b>Planning Act</b> - Parking for additional units</p>	<p>Bill 23 put in place restrictions on the ability to require more than one parking space where additional residential units are permitted as of right. Bill 97 proposes to clarify that official plans and zoning by-laws can still require more than one parking space for the primary residential unit.</p>	<p>A clarification for future applications.</p>
<p><b>Planning Act</b> - Employment area definition changes</p>	<p>The definition of an employment area is proposed to be limited to areas where manufacturing, research and development related to manufacturing, warehousing and ancillary uses occur.</p> <p>“Area of employment” means an area of land designated in an official plan for clusters of business and economic uses, those being uses that meet the following criteria:</p> <ol style="list-style-type: none"> <li>1. The uses consist of business and economic uses, other than uses referred to in paragraph 2, including any of the following: <ol style="list-style-type: none"> <li>i. Manufacturing uses.</li> <li>ii. Uses related to research and development in connection with manufacturing anything.</li> </ol> </li> </ol>	<p>Official Plan and Zoning By-law definitions will need to be updated to remove commercial uses and only allow uses directly related to manufacturing and warehousing.</p> <p>Work with the County will be required to remove existing commercial uses from employment area designations and all associated growth planning for employment that previously included those lands.</p>

	<ul style="list-style-type: none"> <li>iii. Warehousing uses, including uses related to the movement of goods.</li> <li>iv. Retail uses and office uses that are associated with uses mentioned in subparagraphs i to iii.</li> <li>v. Facilities that are ancillary to the uses mentioned in subparagraphs i to iv.</li> <li>vi. Any other prescribed business and economic uses.</li> </ul> <p>2. The uses are not any of the following uses:</p> <ul style="list-style-type: none"> <li>i. Institutional uses.</li> <li>ii. Commercial uses, including retail and office uses not referred to in subparagraph 1 iv;</li> </ul>	
<p><b>Planning Act</b> – Clerk Requirements for Notice and Appeals</p>	<p>Currently, a municipality can pass an Interim Control By-law that has no appeal mechanism for the first year. Should a municipality decide to extend the Interim Control By-law, that extension is subject to appeal.</p> <p>Amendments are made to section 38 of the Act to shorten the Notice of Passing of the by-law timing from 30 days to 20 days and now allows an appeal of the initial by-law (subsection 1) as well as the extension (subsection 2) within 50 days (it was previously 60 days) from the passing of the by-law.</p> <p>Subsection 41 (12.0.2) is amended to provide that any information or material that an applicant must provide to a municipality under subsections 41 (3.3) and (3.4) must also be forwarded by the clerk to the Ontario Land Tribunal in the</p>	<p>Municipalities must now be prepared to have an Interim Control By-law appealed. An Interim Control By-law is a blunt and extraordinary tool that municipalities use to immediately stop a type of land use that requires further study to establish the best type of control. An appeal to this tool will mean that it may not be immediate and it may need to be defended at the OLT.</p>

	case of an appeal to the Tribunal under subsection 41 (12) or (12.0.1).	
<b>Planning Act</b> – Site Plan for Residential Development	Currently, subsection 41 (1.2) provides that the construction, erection or placing of a building or structure for residential purposes on a parcel of land does not constitute “development” for the purposes of section 41 if the parcel of land will contain no more than 10 residential units. This subsection is amended to provide that such activities do in fact constitute “development” if the parcel of land includes land in a prescribed area.	Bill 23 removed a municipality’s ability to require a Site Plan Approval process for any development less than 10 residential units. This amendment now allows municipalities to require a Site Plan Approval process (and Agreement) for applications within 120m of a body of water or 300 m of a railway line should they want to.
<b>Development Charges Act</b> – Replacement of “parcel of urban residential land”	The Schedule amends subsections 2 (3.2) and (3.3) of the Development Charges Act, 1997 by striking out “parcel of urban residential land” in paragraph 3 of each subsection and substituting “parcel of land”.	Bill 23 exempted additional residential units from Development Charges. These units were only permitted on parcels of urban residential land (i.e. within a settlement boundary with full services). This change means that the rural additional residential units are also not subject to Development Charges.
<b>Ministry of Municipal Affairs and Housing Act</b> – Powers of the Minister	Currently, subsection 12 (2) of the Ministry of Municipal Affairs and Housing Act authorizes the Minister of Municipal Affairs and Housing to appoint and fix the terms of reference for the Provincial Land and Development Facilitator.	Presumably a change that will increase responsiveness and accessibility to Facilitators at the MMAH level and that these Facilitators will help achieve Ministerial roles and goals.  The change to subsection 47 allows that Minister’s Orders

	<p>Subsection 12 (3) of the Act requires the Facilitator to perform specified functions at the direction of the Minister.</p> <p>Subsections 12 (2) and (3) of the Act are re-enacted to authorize the Minister to appoint the Facilitator and up to four Deputy Facilitators and fix their terms of reference and to require the Facilitator and Deputy Facilitators to perform specified functions at the direction of the Minister.</p> <p>A new subsection 47 (4.0.1) is added to provide that the Minister may, in an order made under clause 47 (1) (a), provide that policy statements, provincial plans and official plans do not apply in respect of a licence, permit, approval, permission or other matter required before a use permitted by the order may be established.</p> <p>A new section 49.2 is added to give the Minister the power to make an order requiring an owner of land to enter into an agreement with the Minister or a municipality in matters where the Provincial Land and Development Facilitator or the Deputy Facilitator has been directed by the Minister to advise, make recommendations or perform any other functions with respect to the land.</p>	<p>allows a use to be established without a license, permit or approval that would normally be required.</p> <p>This gives the Minister the ability to address circumstances where an MZO permits residential uses in an area where the official plan does not.</p>
<b>Municipal Act -</b>	<p>The Schedule amends section 99.1 of the Municipal Act, 2001 by providing the Minister with authority to make regulations with respect to a variety of matters including governing the powers of</p>	

	<p>local municipalities under section 99.1 and authorizing certain local municipalities to require certain owners of land to make payments and provide compensation.</p> <p>New subsection 99.1 (8) provides that in the event of a conflict, the provisions of the regulations made under section 99.1 prevail over the provisions of the Act or any other Act or regulation.</p>	
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Note: Changes to the City of Toronto Act, The Building Code Act and the Residential Tenancies Act have not been included in the table.

## 5 ISSUES TO MONITOR

This report provides a summary of the key changes in the proposed Provincial Planning Statement and applicable changes associated with Bill 97, 2023. The proposed changes to the planning framework are significant for both a legislative and foundational principles perspective. It will take time to fully understand the implications and interpretations of all the changes and a cooperative effort with the County of Wellington and the other lower tier municipalities, will be required.

The below list of key issues has been provided for the Township to monitor and discuss with the County of Wellington.

### 5.1 HOUSING OPTIONS ISSUES

#### 5.1.1 Flexibility

Flexibility in the ways in which people can live has been provided. The new definition coupled with the policy that zoning by-laws cannot be more restrictive than the PPS policy means that these additional forms and types of housing are permitted as of right. This provides a level of housing option flexibility not previously identified at the provincial policy level.

#### 5.1.2 Affordable Housing

The definition of affordable housing has been changing and evolving over the last several years. There is an identified need for housing that is affordable but there is also debate on how that is



defined. In a Regional Market system, it has been argued that defining “affordable” for a smaller rural municipality using the average income and housing cost averaged across an area that includes an urban centre is not representative of that area’s affordability needs. It is unclear what (if any) impact this removal of the specific term will have.

## 5.2 LAND USE COMPATIBILITY ISSUES

The recommended PPS policies make it easier for sensitive and industrial land uses to be located in proximity to each other. It can be assumed that increased conflicts may arise as a result.

## 5.3 EMPLOYMENT LANDS ISSUES

The long-term protection and planning for employment uses need to be considered in light of the more permissive policies for locating sensitive land uses as well as requests for removal from the employment lands designation outside of a comprehensive review process.

## 5.4 INFRASTRUCTURE AND PUBLIC FACILITIES ISSUES

### 5.4.1 Green Infrastructure

The proposed new policies remove the focus on green infrastructure and the recognition of infrastructure’s role in reducing impacts from climate change. Where valuable, the existing policies encouraging “green” infrastructure and infrastructure that considers the impact of climate change (such as more intense storm events etc.) will need to be encouraged and protected at the County and/or local policy level.

### 5.4.2 Coordinated School and Childcare Planning

There is an opportunity to better represent the needs of growing communities by coordinating growth and land use planning with school board and childcare provider planning. In the context of potential rural residential growth due to more permissive lot creation policies, this coordinated approach will be necessary to ensure the new population growth outside of settlement areas is properly planned for. The Township will need to coordinate information sharing with the County where needed.

### 5.4.3 Partial Services Extensions

Where desirable for growth and financially and technically feasible (capacity), opportunities for partial service expansions should be discussed with the County.

## 5.5 AGRICULTURAL LANDS ISSUES

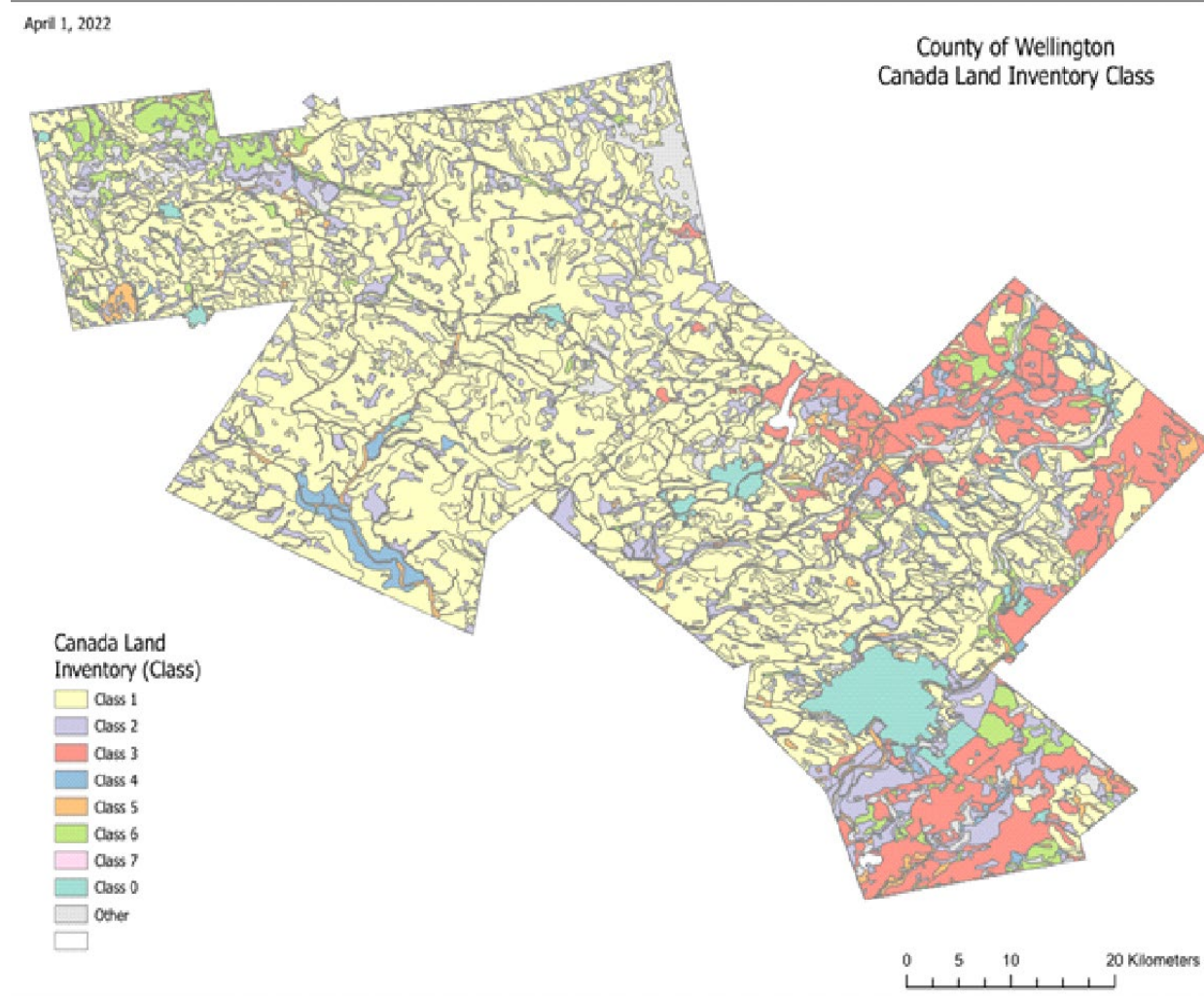
### 5.5.1 Removal of the Agricultural Systems Approach

Removing the requirement to identify Prime agricultural lands through the systems approach no longer protects “connecting” and contributing lands that have shown value in enhancing the agricultural viability of lands, and the agricultural food system, over the last decades.

Additionally, it removes the creation of complete agricultural communities where the conditions exist to allow agricultural production to flourish. These conditions include large, contiguous, connected land areas, rural employment lands focused on services for agriculture and housing for farm workers. Currently, the province’s definition of prime agricultural lands are lands Classed 1, 2 and 3. **Figure 1** below illustrates the soil class distribution in the County of Wellington. As you can see, the majority of lands in the Township would still be identified as prime using the current Class definition but would not include the consideration of ideal conditions for complete agricultural communities.

The implications and consequences of removing the agricultural systems approach that protected prime agricultural systems in addition to the proposed severance permissions will require a thorough analysis of potential impacts.

**Figure 1: Soil class distribution in the County of Wellington**



### 5.5.2 Severance Clarifications and Impacts

Clarification is needed from the Province on allowing severances from a “subordinate” dwelling built on a parcel to identify the permissions as well as the number of times this could be done. As it is written, it would theoretically be possible for a resident to build three dwelling units on one parcel, sever one of those subordinate units and then build two more and continue to sever. The reality is that each unit requires appropriate water and sewer area to accommodate while being “in close proximity” to the primary dwelling. This requirement may effectively limit the number of severances possible given the area requirements for a well and septic to service the residential units.

Analysis of the potential and likely impacts of the additional rural lot severances is required. It should include the creation of agricultural clusters and discussion of potential servicing impacts.

The proliferation of new residential uses in the agricultural community will hamper any expansions to existing animal operations (e.g. MDS will prevent new or expanded barns), and additional residential uses will most likely increase conflicts within the rural and agricultural community. The impact to local food sources and the ability for livestock operations to locate or expand in the Township requires investigation.

### 5.5.3 Communal Servicing Priority

There has been a shift in the policies to rely on the use of private communal water and sewage treatment systems to service rural residential development. While this servicing option has always been included in the servicing hierarchy of the PPS 2020, there appears to now be a stronger emphasis placed on permitting the use of these systems.

Through the Safe Drinking Water Act and Ministry of the Environment Guideline D- 5-2, the Province stipulates that municipalities are ultimately responsible for ensuring that these systems remain operable and safe. Due to the environmental, financial, engineering and legal risks associated with private communal servicing, and in order to minimize liability, this type of servicing is often very limited or not permitted. Communal servicing options will need to be reviewed to ensure compliance with this direction.

## 5.6 IMPLEMENTATION OPTIONS

The Township is encouraged to monitor the specific implementation mechanisms, timing and policies surrounding the changes. Specifically, how the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan policies will be applied may have significant impact on the Township.

## 6 RECOMMENDATION FOR THE TOWNSHIP OF PUSLINCH

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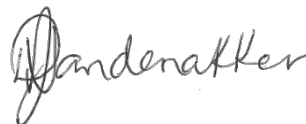
As stated above, the planning authority for the Township is the County of Wellington. It is advised that the Township actively discuss the changes with the County and the other lower tier municipalities and provide your specific comments to the Province through the appropriate Environmental Registry Posting by the June 5, 2023 deadline. It is highly recommended that you consult with the agricultural community and formulate a few key points that are specific to Puslinch to ensure representation of local agricultural concerns.

The priorities of the Township for agricultural preservation, economic development and residential development need to be applied to the proposed changes to ensure that the Township's specific needs, priorities and plans are adequately considered within the County context and in relation to the other lower tier municipalities.

Respectfully submitted,  
**PLANSCAPE INC.**



STEFAN SZCZERBAK, MCIP, RPP  
Managing Partner



DEBBIE VANDENAKKER, PMP  
Senior Planner



# COUNTY OF WELLINGTON

## COMMITTEE REPORT

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**To:** Chair and Members of the Planning Committee  
**From:** Sarah Wilhelm, Manager of Policy Planning  
Jameson Pickard, Senior Policy Planner  
**Date:** Thursday, May 11, 2023  
**Subject:** **Proposed Provincial Planning Statement, 2023**

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### 1.0 Purpose

This report highlights key changes proposed by the Province to planning policies and legislation aimed at increasing housing supply in Ontario.

### 2.0 Background

On April 6<sup>th</sup>, 2023 the Provincial government tabled *Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023* together with releasing its latest 2023 Housing Supply Action Plan. The Government has released twelve separate Environmental Registry of Ontario (ERO) proposals for consultation related to changes being proposed through the legislation and action plan.

One of the consultations includes a draft Provincial Planning Statement, which proposes to combine and replace the Provincial Policy Statement, 2020 (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 as amended (Growth Plan). This new policy document follows through on a previous consultation by the government, which sought input on the creation of a streamlined province-wide land use planning policy framework with a housing policy focus. The draft Provincial Planning Statement is open for a 60-day consultation period closing June 5, 2023 (see [ERO# 019-6813](#)).

While this report focuses primarily on the proposed Provincial Planning Statement and relevant Planning Act changes, other changes proposed to the Residential Tenancies Act, Building Code Act, City of Toronto Act and Ministry of Municipal Affairs and Housing Act have been proposed and can be viewed online here: [ERO# 019-6827](#).

### 3.0 Overview of the Provincial Planning Statement

The draft Provincial Planning Statement, if approved, makes significant changes to the land use planning policy framework in the County of Wellington with the clear goal of creating more housing in both urban and rural areas. The following sections will provide a summary of the key changes in the proposed Provincial Planning Statement (2023 PPS).

#### 3.1 Growth Management

The proposed 2023 PPS does not incorporate many of the policies from the Growth Plan. As the Growth Plan has been the planning framework for Wellington since 2006, there will be many changes to how the County will manage growth in the future. The following table provides an overview of the proposed changes, which shift the responsibility back to the County for future growth forecasts and allocations.



There is also a much more flexible approach to intensification targets, density targets, and consideration of new and expanding settlement areas.

<b>Forecasts and Allocations</b>	<ul style="list-style-type: none"> <li>• expectation for County to continue to use 2051 forecasts at a minimum, but move toward doing our own forecasting of population and employment growth in the future</li> <li>• continues to require County to allocate population and housing units to Member Municipalities</li> <li>• land to be made available for a minimum (rather than a maximum) of 25 years</li> </ul>
<b>Intensification</b>	<ul style="list-style-type: none"> <li>• intensification “generally” encouraged (but without required 20% minimum intensification target as in the Growth Plan)</li> <li>• eliminates concept of built-up areas (where intensification is currently measured)</li> </ul>
<b>Density</b>	<ul style="list-style-type: none"> <li>• density targets encouraged for new settlement areas or expansion lands, but without required minimum target of 40 residents and jobs per hectare in the Growth Plan</li> </ul>
<b>Strategic Growth Areas</b>	<ul style="list-style-type: none"> <li>• concept of strategic growth areas carried over from the Growth Plan</li> <li>• such areas may be identified by municipalities to be the focus for intensification and higher-density mixed uses</li> <li>• minimum density targets for these areas may be established</li> </ul>
<b>New and Expanding Settlement Areas</b>	<ul style="list-style-type: none"> <li>• does not carry over prohibition on establishing new settlement areas from Growth Plan</li> <li>• removes requirement for settlement area expansions (and now new settlement areas) to be identified as part of a municipal comprehensive review (Growth Plan) or a comprehensive review (2020 PPS)</li> <li>• provides for more flexible approach to considering such requests, including consideration of servicing and facility capacity, agricultural impact assessment, compliance with MDS, a phased progression of urban development</li> <li>• continues to require settlement areas (including rural settlement areas) to be the focus of growth and development</li> </ul>
<b>Complete Communities</b>	<ul style="list-style-type: none"> <li>• concept of complete communities, one of the guiding principles of the Growth Plan, has been carried over to proposed PPS</li> </ul>

### 3.2 Housing

The Province provides more housing options in general, but removes the requirements and tools to measure affordability.

<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>• still requires planning for housing affordability needs, but removes requirement for targets for affordable market based ownership and rental housing</li> </ul>
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	<ul style="list-style-type: none"> <li>also removes definition of “affordable” for the purpose of measuring such targets</li> </ul>
<b>Housing Options</b>	<ul style="list-style-type: none"> <li>definition of housing options expanded to include additional types of housing (e.g. farm worker housing, multi-generational housing, low- and mid-rise apartments, etc.) but removes affordable housing</li> </ul>

### 3.3 Employment

More flexibility is provided to allow for conversion of employment areas to other uses.

<b>Employment Area Definition</b>	<ul style="list-style-type: none"> <li>employment area definition scoped to exclude institutional and commercial uses, including those retail and office uses not associated with a primary employment use</li> </ul>
<b>Employment Area Conversions</b>	<ul style="list-style-type: none"> <li>allows removal of land no longer required for employment area uses (formerly employment conversions), subject to criteria including need</li> <li>such removals are no longer required to be considered as part of a municipal comprehensive review (Growth Plan) or an official plan review or update (2020 PPS)</li> </ul>
<b>Rural Employment Areas</b>	<ul style="list-style-type: none"> <li>does not carry over Growth Plan restrictions which limit employment areas on rural lands to those designated as of 2006 and further limit expansion of such areas</li> </ul>

### 3.4 Agriculture and Rural Areas

Overall there has been a weakening of agricultural protection in favour of housing development and non-agricultural uses in the prime agricultural and rural areas of Ontario.

<b>Agricultural System Mapping</b>	<ul style="list-style-type: none"> <li>removal of the requirement to use a Provincially mapped Agricultural System</li> </ul>
<b>Lot Creation in Prime Agricultural Area</b>	<ul style="list-style-type: none"> <li>allows creation of up to 3 residential severances from a parcel of land in the prime agricultural area subject to criteria being met</li> <li>permission to create up to two additional residential units associated with a dwelling in the prime agricultural area</li> </ul>
<b>New Non-agricultural Uses in Prime Agricultural Area</b>	<ul style="list-style-type: none"> <li>removal of the alternative location tests for new non-agricultural uses in the prime agricultural area, mineral aggregate operations in the prime agricultural area and settlement area boundary expansions</li> <li>new requirement for an agricultural impact assessment in these instances to identify potential impacts and recommend avoidance and mitigation approaches</li> </ul>
<b>Lot Creation in Secondary Agricultural Area</b>	<ul style="list-style-type: none"> <li>new permissions for new multi-lot development on rural lands where site conditions are suitable for the provision of appropriate sewage and water services</li> </ul>

**3.5 Infrastructure and Public Service Facilities**

The draft Provincial Planning Statement proposes to consolidate policy duplication that exists between the Growth Plan and the PPS, 2020 related to Infrastructure and Public Service Facilities.

<b>Planning for Infrastructure and Public Service Facilities</b>	<ul style="list-style-type: none"><li>• new direction to leverage the capacity of development proponents when planning for infrastructure and public service facilities</li><li>• new direction prioritizing infrastructure and public service facility planning and investment in strategic growth areas</li><li>• new direction requiring municipalities, school boards and childcare service providers to work closely together in planning for schools and child care facilities</li></ul>
<b>Source Water Protection</b>	<ul style="list-style-type: none"><li>• new direction which requires the integration of sewage, water and stormwater services with Source Water protection</li></ul>

**3.6 Natural Heritage**

At this time the draft Provincial Planning Statement does not include any policies or related definitions pertaining to natural heritage. The Government notes that the natural heritage section is still under consideration and once proposed policies and definitions are ready for review and input, they will be made available through a separate posting on the ERO.

**3.7 Climate Change**

The draft Provincial Planning Statement still requires municipalities to plan for the impacts of climate change, however proposed changes outline a more generalized policy approach. Policy direction about specific land uses locating in certain areas or in certain ways has been removed.

**3.8 Implementation**

The policies of the proposed 2023 PPS continue to represent minimum standards and allow planning authorities and decision-makers to go beyond them, unless doing so would conflict with the PPS policies. However, a new implementation policy (6.1.5) has been added to require official plans to “...provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas”.

For the Greenbelt Area, the Government is proposing to require that previous policies in the Growth Plan and 2020 PPS would continue to apply. It is their intent to “ensure that there would be no change to how the Greenbelt Plan policies are implemented if the proposed Provincial Planning Statement comes into effect”.<sup>1</sup>

The Province has also outlined its proposed approach to implementation of the new 2023 PPS in a separate document as part of ERO posting #019-6813. The Province has targeted fall 2023 for the final PPS policies to take effect, but will provide a short transition period for municipalities to understand and adapt to them. The intention is that official plans would be updated to implement the new policies at the time of their ordinary review cycle.

<sup>1</sup> See “Proposed Approach to Implementation of the proposed Provincial Planning Statement”, ERO #019-6813

As the current County Official Plan Review includes a 5-year review component together with the municipal comprehensive review (MCR), the County is well positioned to implement the new policies in the Official Plan. While the potential elimination of the Growth Plan (including the requirement to conduct an MCR) has implications for our work plan, the MCR Phase 1 and 2 technical work provide a solid foundation for planning for future growth in Wellington.

#### **4.0 Overview of Planning Act Changes**

Through Bill 97 the Government proposes changes to seven different pieces of legislation including the Planning Act. The proposed Planning Act changes are to help facilitate proposed changes identified in the Housing Supply Action Plan and include:

- modifying the definition of “area of employment” to only include heavy industry and other employment uses that cannot be located near sensitive uses, (i.e., not suitable for mixed use); and
- creating regulation-making authority to modify the application of provincial policy statements to decisions on particular matters to support the implementation of provincial policies on a case-by-case basis.

In addition, further changes are proposed to previous Planning Act changes made through Bill 23, More Home Built Faster Act, 2022 including:

- Delaying the requirement for municipalities to refund zoning by-law and site plan application fees so that it only applies to applications submitted on or after July 1, 2023.
- Creating a Minister’s regulation-making authority to be able to exempt municipalities from the fee refund provisions in the future if needed (no exemptions are being proposed at this time).
- Clarifying that the existing provisions regarding parking spaces for additional residential units apply only to the second and third units on a property.
- Providing exceptions to when site plan control can apply to proposal with 10 or fewer units when any parcel of land is within 120 m of a shoreline or 300 m of a railway line.

#### **5.0 Conclusion**

This report provides a summary of the key changes in the proposed Provincial Planning Statement and Planning Act changes associated with Bill 97, 2023. The proposed changes to the planning framework are significant. It will take time to fully understand the implications of all of the changes. While there are proposed changes that we welcome and support, there are some directions in the 2023 PPS that are of concern. They include:

- A reversal on the protection of agricultural land and farming in Ontario. Policies which promote multiple severances and introduce more non-farm development (with associated increases in potential land use conflicts, increased fragmentation of land, etc.) are not viewed as promoting the interest of farming or ensuring the sustainability of agricultural for future generations.
- The lack of policy direction related to the creation of affordable and attainable housing. The proposed 2023 PPS looks to weaken Provincial direction on these forms of housing through the removal of affordable housing definitions and affordable housing targets. The Government should

be using this opportunity to strengthen these policies to ensure the effective and continuous delivery of these housing units across the Province.

- The uncertainty related to the protection of our natural resources and natural heritage systems. These resources are essential for a sustainable and prosperous Province. Accordingly, the existing natural heritage policies and definitions should remain within a modified 2023 PPS and be revised only after new policy directions are formulated, reviewed and supported.
- The softening of policies related to climate change in the 2023 PPS. Now is the time that municipalities are looking to initiate climate change actions and introduce ways to adapt to significant impacts from extreme weather events. The Province needs to lead this challenge and support municipal efforts on climate change.

Staff will continue to monitor available information about the new Provincial Planning Statement and other changes that impact our communities and the Official Plan Review. Staff will also engage with Ministry of Municipal Affairs and Housing staff about our work plan and make necessary adjustments to our approach.

Prior to County Council's consideration of this report, staff would suggest that we circulate it to our Member Municipalities for their reference if they wish to respond to the ERO posting prior to the June 5, 2023 deadline.

## **Recommendations**

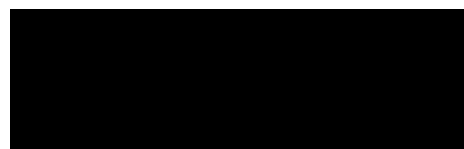
That the report "Proposed Provincial Planning Statement, 2023 " be received for information.

That staff be directed to file this report in response to ERO# 019-6813 by the Ministry of Municipal Affairs and Housing which seeks input on a proposed Provincial Planning Statement.

Respectfully submitted,



Sarah Wilhelm, MCIP, RPP  
Manager of Policy Planning



Jameson Pickard, B. URPL, MCIP, RPP  
Senior Policy Planner

Appendix A    Response to Provincial Consultation Questions

# Appendix A

## Response to Provincial Consultation Questions

Proposed Provincial Planning Statement, 2023

Question	County of Wellington Comment
<p><b>1.</b> What are your thoughts on the policies that have been included from the PPS and A Place to Grow in the proposed policy document, including the proposed approach to implementation?</p>	<p>a) We do not support the proposed implementation approach for the Greenbelt Plan which would continue to apply existing connections in the Greenbelt Plan to the 2020 PPS and Growth Plan. This is more confusing and less streamlined than the current situation.</p> <p>We suggest instead that the Province make the necessary changes to the proposed Provincial Planning Statement to ensure that there would be no change to how the Greenbelt Plan policies will be implemented moving forward.</p> <p>b) We support the new policy direction that encourages municipalities to work more closely with school boards and childcare service providers to help deliver more complete communities.</p>
<p><b>2.</b> What are your thoughts on the proposed policy direction for large and fast-growing municipalities and other municipalities?</p>	<p>No comments</p>
<p><b>3.</b> What are your thoughts regarding the proposed policies to generate housing supply, including an appropriate range and mix of housing options?</p>	<p>a) It is clear that the proposed policies will generate housing supply, but not in the affordable or attainable range. In fact, removal of the targets and the definitions of affordable and low and moderate income households for ownership and rental housing will make it even harder to generate such housing.</p> <p>We urge the Province to allow the targets and definitions to remain. The Province should broaden the application of inclusionary zoning to make it easier to generate affordable housing in more areas of the Province, not just those with higher order transit. The Province should also develop a policy framework to define and deliver attainable housing.</p>



<p><b>4.</b> What are your thoughts on the proposed policies regarding the conservation of agriculture, aggregates, natural and cultural heritage resources?</p>	<p><b>Agriculture</b></p> <p>a) The policies related to the protection of agriculture are undermined by the permissive policies for lot creation in the prime agricultural area and on rural lands. We do not support proposed lot creation policy 4.3.3.1 a) which could permit up to 3 lots off a farm in the prime agricultural area.</p> <p>As an alternative, with housing creation in mind, the Province should maintain policy 1.1.4.2 of the PPS, 2020 which identifies rural settlement areas as the focus of growth in the Rural Area and consider new policies directing municipalities to review hamlet areas to provide more opportunities for rural growth. Hamlet areas should serve as the focus for growth as opposed to the more sporadic severance/ multi-lot development approach currently proposed. This is a better approach to growth in the rural area and one that better strengthens existing rural communities in a focused controlled way and limits the impacts to agriculture.</p> <p>b) If the proposed lot creation policies under 4.3.3.1 a) are maintained, certain terms, such as “low-priority agricultural lands” and “non-agricultural land use” should be provided to aid in a more efficient and consistent implementation of this policy.</p> <p>c) There has been an overall reduction of protection of agricultural land in the new Provincial Planning Statement in favour of housing and non-agricultural development. The following key changes will negatively impact agricultural land:</p> <ul style="list-style-type: none"> <li>• multi-lot development permissions on rural lands outside of rural settlement areas (hamlets);</li> <li>• the removal of requirement for intensification targets and the softening of direction related to urban intensification and redevelopment;</li> <li>• allowing the establishment of new settlement areas;</li> <li>• a less stringent process for settlement area boundary expansions; and</li> <li>• the removal of the alternative locations test for settlement area boundary expansions, mineral aggregate operations and non-agricultural uses.</li> </ul> <p>d) We support the change which clearly articulates that an Agricultural Impact Assessment (AIA) is to be completed when contemplating the establishment of a non-agricultural use in the prime agricultural area.</p>
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	<p>e) We support the removal of the requirement to use a Provincially mapped agricultural system, while retaining the agricultural system concept. The work completed to date on the refinement of the Provincial mapping showed a strong alignment in prime agricultural areas. The County's position is that our previous agricultural land reviews are more appropriate to serve as the foundation for agricultural designations in the County as they were locally created, publicly consulted on, and involved extensive ground-truthing to validate the results.</p> <p>f) We support the proposed policy changes related to ARUs in prime agricultural areas. These changes closely align with our current ARU policies in the County Official Plan and support opportunities for more rural housing.</p> <p>However, we do not support severances involving ARUs. These units are established in a way to avoid the pressure of future severance (i.e. shared facilities, close proximity to current dwellings, shared driveways). The opportunity for severance of these units will create pressure to make them bigger and further away from the primary dwelling, promoting farm fragmentation and impacts to agricultural areas.</p> <p><b>Mineral Aggregates</b></p> <p>a) The permissive lot creation policies in rural areas raise concerns about the protection of mineral aggregate resources and the impacts on existing and new mineral aggregate operations. The introduction of hundreds of new sensitive land uses will impact access to mineral aggregate resources over the long term.</p> <p>b) We support the requirement of an AIA to be submitted when considering new or expanded mineral aggregate operations in the prime agricultural area.</p> <p>c) The minor changes to the existing term "agricultural condition" raise a concern about what the added term "enhanced" means as it relates to the rehabilitation of agricultural soil. The direction of "maintained" or "restored" seem to indicate that the pre-extraction soil conditions will be brought back once rehabilitated, but "enhanced" is an added term which could have a much broader meaning. Clarification on the meaning of this term is necessary.</p>
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	<p>d) We note that there is no added direction in the new policy statement related to the timely rehabilitation of mineral aggregate operations.</p> <p>To ensure that aggregate extraction uses are truly interim, stronger policy direction from the Province needs to be provided. The control of these uses are almost completely within Provincial jurisdiction and little action has been taken to ensure dormant sites or lightly used sites are rehabilitated and closed. Instead what we see are these uses morph into aggregate associated uses (i.e. concrete batching plants, soil dumps etc.) or simply remain dormant. Sunset clauses on mineral aggregate licenses is a possible solution.</p>
<p>5. What are your thoughts on the proposed policies regarding planning for employment?</p>	<p>a) We are supportive of changes which scope the definition of “employment areas” to uses such as heavy industry, manufacturing and large scale warehousing and not uses that can locate in mixed use areas.</p> <p>b) We are supportive of the Provincial direction to allow for a diverse mix of land uses on lands for employment outside of employment areas subject to appropriate transition of uses.</p>
<p>6. Are there any other barriers to, or opportunities for, accelerating development and construction (e.g., federal regulations, infrastructure planning and approvals, private/public partnerships for servicing, provincial permitting, urban design guidelines, technical standards, zoning, etc.)?</p>	<p>The Province and the development industry also have important roles to play in reducing barriers to bringing housing to market.</p> <p>a) We encourage the Government give municipalities sufficient time to understand and implement the final Provincial Planning Statement before introducing more planning policy and regulatory changes.</p> <p>b) The Province should consider changes to ensure that the development industry follows through on development approvals more quickly. Some suggestions would include:</p> <ul style="list-style-type: none"> <li>• Reducing the lapsing date provisions under the Planning Act for draft approval of plans of subdivision and condominium; and</li> <li>• Limiting the duration and opportunity of draft plan approval extensions.</li> </ul>

# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

## BY-LAW 2023-025

A by-law to provide for the levy and collection of property taxes for the 2023 taxation year.

**WHEREAS** Section 312 of the Municipal Act, S.O. 2001, as amended (Municipal Act) provides that for the purposes of raising the general local municipality levy, a local municipality shall, each year, pass a by-law levying a separate tax rate, as specified in the by-law, on the assessment in each property class in the local municipality rateable for local municipality purposes; and

**WHEREAS** Section 3 of the Assessment Act, R.S.O. 1990, as amended (Assessment Act), provides that all real property, with specific exceptions, is subject to assessment and taxation; and

**WHEREAS** the property classes have been prescribed by the Minister of Finance under the Assessment Act and the Regulations thereto; and

**WHEREAS** Ontario Regulation 400/98, as amended under the Education Act prescribes the tax rates for school purposes for all property classes; and

**WHEREAS** the Council of the Corporation of the Township of Puslinch (Township) adopted By-law Number 2023-009 which established the Budget for the Township for the year 2023; and

**WHEREAS** pursuant to the County of Wellington (County) By-law No. 5817-23, the County has established upper and lower-tier property tax ratios and tax reductions for prescribed subclasses for the year 2023 and By-law No. 5818-23, being a by-law to establish and levy tax rates for upper tier purposes; and

**WHEREAS** pursuant to the County By-law Number 5799-23, the County has adopted estimates of all sums required by the County during the year 2023 for all purposes of the County and has provided a general levy on area municipalities; and

**WHEREAS** it is required that the Council of the Township, pursuant to the Municipal Act, to levy upon the whole of the assessment for real property for the property classes according to the last revised assessment roll for the Township the sums set forth for various purposes in Schedule "A" attached hereto for the current year; and

**WHEREAS** the County's Tax Ratio by-law established the relative amount of taxation to be borne by each property class; and

**WHEREAS** the Municipal Act authorizes a Council to pass by-laws for the payment of taxes by installments and the date or dates in the year for which the taxes are imposed on which the taxes or installments are due; and

**WHEREAS** the Municipal Act authorizes a local municipality to pass by-laws to impose late payment charges for the non-payment of taxes or any installment by the due date; and

**WHEREAS** an interim tax levy was made by the Township before the adoption of the estimates for the current year as per By-law Number 002-2023.

NOW THEREFORE the Council of the Corporation of the Township of Puslinch HEREBY ENACTS AS FOLLOWS:

1. For the raising of the sum of \$29,140,604 as shown in Schedule "A" attached to this by-law, for the current year lawful purposes of the Township, the County, and the School Boards, the tax rates as shown on Schedule "B" and Schedule "C"

attached to this by-law, shall be levied and collected upon the whole rateable property of the public and separate school supporters.

2. The levy provided for in Schedule "A", Schedule "B" and Schedule "C" attached to this by-law shall be reduced by the amount raised by the 2023 interim tax levy imposed pursuant to By-law Number 002-2023, where billed.
3. For the year 2023, pursuant to Section 312 (4) of the Municipal Act, the Township shall levy a special tax rate against rateable property in the Barber's Beach Street Lights and Cambridge Fire areas as set out in Schedule "C" attached to this by-law.
4. For payments-in-lieu of taxes, the actual amount due to the Township shall be based on the assessment roll and the tax rates for the applicable classes for the year 2023.
5. That all taxes levied according to the provisions of this by-law shall be collected and paid over to the Treasurer of the Township.
6. The final levy shall be due and payable in two installments as follows:
  - (1) The 31<sup>st</sup> day of August, 2023; and
  - (2) The 31<sup>st</sup> day of October, 2023.
7. The final levy for those properties subject to the Township's Pre-Authorized Tax Payment Plan shall be due and payable to the Township in 11 monthly installments, February through to December.
8. That realty taxes to be levied as a result of additions to the tax roll pursuant to the Assessment Act shall be due and payable in one installment not earlier than 21 days from the date of the mailing of the tax notice.
9.
  - (1) The Treasurer shall add a percentage as a penalty for default of payment of the installments in accordance with By-law No. 001/14, as amended;
  - (2) The Treasurer shall also add a percentage charge as interest for default of payment of the installments in accordance with By-law No. 001/14, as amended.
10. The Treasurer is hereby authorized to accept part payment from time to time on account of any taxes due and to give a receipt for such part payment, provided that acceptance of any such part payment does not affect the collection of any percentage charge imposed and collectable under the provision of By-law No. 001/14, as amended, in respect of non-payment of any taxes or any classes of taxes or of any installment thereof.
11. That the Treasurer is hereby authorized to mail every tax notice or cause the same to be mailed to the address of the residence or place of business of each person taxed unless the taxpayer directs the Treasurer in writing to send the bill to another address, in which case it shall be sent to that address, as provided by the Municipal Act.
12. That the Treasurer may send a tax bill to the taxpayer electronically in the manner specified by the Township, if the taxpayer has chosen to receive the tax bill in that manner.
13. There may be added to the tax roll all or any arrears of charges, fees, costs or other expenses as may be permitted by Provincial legislation and such arrears of charges, fees, costs or other expenses shall be deemed to be taxes, collected as

taxes, or collected in the same manner as municipal taxes, or dealt with in such fashion as may be specifically authorized by the applicable statute.

- 14.Nothing in this by-law shall prevent the Treasurer from proceeding at any time with the collection of any tax, or any part thereof, in accordance with the provisions of the applicable statutes and by-laws governing the collection of taxes.
- 15.If any section or portion of this by-law is found by a court of competent jurisdiction to be invalid, it is the intent of the Council for the Township that all remaining sections and portions of this by-law continue in force and effect.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 24<sup>th</sup> DAY OF MAY, 2023.**

\_\_\_\_\_  
James Seeley, Mayor

\_\_\_\_\_  
Courtenay Hoytfox, Clerk



**Schedule A**  
**Summary of Tax Levies - 2023 Final**

	<b>TAX LEVY</b>	<b>TOTAL TAX LEVY</b>	<b>SHARE %</b>
<b>TOWNSHIP PURPOSES</b>			
General Purposes	\$4,998,530		
Barber's Beach Streetlights	\$275		
Cambridge Fire	\$82,984		
Total Township Purposes		\$5,081,789	17%
<b>COUNTY PURPOSES</b>			
County of Wellington	\$17,928,603		
Total County Purposes		\$17,928,603	62%
<b>EDUCATION PURPOSES</b>			
Total Education Purposes	\$6,130,212	\$6,130,212	21%
<b>TOTAL LEVY</b>		<b>\$29,140,604</b>	<b>100%</b>

Schedule B  
2023 Property Tax Rates

						Tax Rate				Levy			
Description	2023 Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Township	County	Education	Total	Township	County	Education	Total
res/farm (RT)	2,044,288,380	1.000000	0.00%	1.000000	2,044,288,380	0.00183714	0.00658940	0.00153000	0.00995654	3,755,640	13,470,634	3,127,761	20,354,035
multi-res (MT)	2,076,100	1.900000	0.00%	1.900000	3,944,590	0.00349056	0.01251986	0.00153000	0.01754042	7,247	25,992	3,176	36,416
new multi-residential (NT)	0	1.100000	0.00%	1.100000	0	0.00202085	0.00724834	0.00153000	0.01079919	0	0	0	0
farmlands (FT)	196,639,100	0.250000	0.00%	0.250000	49,159,775	0.00045928	0.00164735	0.00038250	0.00248913	90,313	323,933	75,214	489,461
commercial (CT)	183,965,413	1.491000	0.00%	1.491000	274,292,431	0.00273917	0.00982480	0.00880000	0.02136397	503,913	1,807,423	1,618,896	3,930,232
industrial (IT)	81,842,625	2.400000	0.00%	2.400000	196,422,300	0.00440913	0.01581456	0.00880000	0.02902369	360,855	1,294,305	720,215	2,375,375
large industrial (LT)	23,265,500	2.400000	0.00%	2.400000	55,837,200	0.00440913	0.01581456	0.00880000	0.02902369	102,581	367,934	204,736	675,251
pipeline (PT)	6,364,000	2.250000	0.00%	2.250000	14,319,000	0.00413356	0.01482615	0.00880000	0.02775971	26,306	94,354	56,003	176,663
shopping centre (ST)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
managed forests (TT)	16,966,100	0.250000	0.00%	0.250000	4,241,525	0.00045928	0.00164735	0.00038250	0.00248913	7,792	27,949	6,490	42,231
res/farm farmland class 1 (R1)	789,000	1.000000	25.00%	0.750000	591,750	0.00137785	0.00494205	0.00114750	0.00746740	1,087	3,899	905	5,892
residential taxable shared (RH)	0	1.000000	0.00%	1.000000	0	0.00183714	0.00658940	0.00153000	0.00995654	0	0	0	0
commercial excess/vacant unit (CU)	7,058,300	1.491000	0.00%	1.491000	10,523,925	0.00273917	0.00982480	0.00880000	0.02136397	19,334	69,346	62,113	150,793
commercial vacant land (CX)	1,950,400	1.491000	0.00%	1.491000	2,908,046	0.00273917	0.00982480	0.00880000	0.02136397	5,342	19,162	17,164	41,668
commercial farmland class 1 (C1)	0	1.000000	25.00%	0.750000	0	0.00137785	0.00494205	0.00114750	0.00746740	0	0	0	0
commercial taxable shared (CH)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
commercial vacant land taxable shared (CJ)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
commercial small scale on farm (C7)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00220000	0.01476397	0	0	0	0
Office Building Taxable (DT)	536,300	1.491000	0.00%	1.491000	799,623	0.00273917	0.00982480	0.00880000	0.02136397	1,469	5,269	4,719	11,457
parking lot (GT)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
industrial-hydro (IH)	717,000	2.400000	0.00%	2.400000	1,720,800	0.00440913	0.01581456	0.00880000	0.02902369	3,161	11,339	6,310	20,810
industrial vacant land shared (IJ)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00880000	0.02902369	0	0	0	0
industrial excess land shared (IK)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00880000	0.02902369	0	0	0	0
industrial excess land (IU)	2,709,100	2.400000	0.00%	2.400000	6,501,840	0.00440913	0.01581456	0.00880000	0.02902369	11,945	42,843	23,840	78,628
large industrial excess land (LU)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00880000	0.02902369	0	0	0	0
industrial vacant land (IX)	23,030,600	2.400000	0.00%	2.400000	55,273,440	0.00440913	0.01581456	0.00880000	0.02902369	101,545	364,219	202,669	668,433
industrial farmland class 1 (I1)	0	1.000000	25.00%	0.750000	0	0.00137785	0.00494205	0.00114750	0.00746740	0	0	0	0
industrial small scale on farm (I7)	0	2.400000	0.00%	2.400000	0	0.00440913	0.01581456	0.00220000	0.02242369	0	0	0	0
shopping centre excess land (SU)	0	1.491000	0.00%	1.491000	0	0.00273917	0.00982480	0.00880000	0.02136397	0	0	0	0
Total	2,592,197,918				2,720,824,626					4,998,530	17,928,603	6,130,212	29,057,345

# Schedule C

## 2023 Barber's Beach Street Lights Special Area Tax Rates

Description	2023 Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Township Tax Rate	Township Levy
res/farm (RT)	19,467,000	1.000000	0.00%	1.000000	19,467,000	0.00001413	275
multi-res (MT)	0	1.900000	0.00%	1.900000	0	0.00002684	0
new multi-residential (NT)	0	1.100000	0.00%	1.100000	0	0.00001554	0
farmlands (FT)	0	0.250000	0.00%	0.250000	0	0.00000353	0
commercial (CT)	0	1.491000	0.00%	1.491000	0	0.00002106	0
industrial (IT)	0	2.400000	0.00%	2.400000	0	0.00003391	0
large industrial (LT)	0	2.400000	0.00%	2.400000	0	0.00003391	0
pipeline (PT)	0	2.250000	0.00%	2.250000	0	0.00003179	0
shopping centre (ST)	0	1.491000	0.00%	1.491000	0	0.00002106	0
managed forests (TT)	0	0.250000	0.00%	0.250000	0	0.00000353	0
res/farm farmland class I (R1)	0	1.000000	25.00%	0.750000	0	0.00001060	0
residential taxable shared (RH)	0	1.000000	0.00%	1.000000	0	0.00001413	0
commercial excess/vacant unit (CU)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial vacant land (CX)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial farmland class 1 (C1)	0	1.000000	25.00%	0.750000	0	0.00001060	0
commercial taxable shared (CH)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial vacant land taxable shared (CJ)	0	1.491000	0.00%	1.491000	0	0.00002106	0
commercial small scale on farm (C7)	0	1.491000	0.00%	1.491000	0	0.00002106	0
Office Building Taxable (DT)	0	1.491000	0.00%	1.491000	0	0.00002106	0
parking lot (GT)	0	1.491000	0.00%	1.491000	0	0.00002106	0
industrial-hydro (IH)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial excess land shared (IJ)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial excess land shared (IK)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial excess/vacant unit (IU)	0	2.400000	0.00%	2.400000	0	0.00003391	0
large industrial excess land (LU)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial vacant land (IX)	0	2.400000	0.00%	2.400000	0	0.00003391	0
industrial farmland class 1 (I1)	0	1.000000	25.00%	0.750000	0	0.00001060	0
industrial small scale on farm (I7)	0	2.400000	0.00%	2.400000	0	0.00003391	0
shopping centre excess land (SU)	0	1.491000	0.00%	1.491000	0	0.00002106	0
<b>Total</b>	<b>19,467,000</b>				<b>19,467,000</b>		<b>275</b>

**Schedule C**  
**2023 Cambridge Fire Special Area Tax Rates**

<b>Description</b>	<b>2023 Assessment</b>	<b>Transition Ratio</b>	<b>Tax Reduction</b>	<b>Weighted Ratio</b>	<b>Weighted Assessment</b>	<b>Township Tax Rate</b>	<b>Township Levy</b>
res/farm (RT)	220,381,500	1.000000	0.00%	1.000000	220,381,500	0.00037143	81,856
multi-res (MT)	0	1.900000	0.00%	1.900000	0	0.00070572	0
new multi-residential (NT)	0	1.100000	0.00%	1.100000	0	0.00040857	0
farmlands (FT)	4,563,000	0.250000	0.00%	0.250000	1,140,750	0.00009286	424
commercial (CT)	801,700	1.491000	0.00%	1.491000	1,195,335	0.00055380	444
industrial (IT)	0	2.400000	0.00%	2.400000	0	0.00089143	0
large industrial (LT)	0	2.400000	0.00%	2.400000	0	0.00089143	0
pipeline (PT)	0	2.250000	0.00%	2.250000	0	0.00083572	0
shopping centre (ST)	0	1.491000	0.00%	1.491000	0	0.00055380	0
managed forests (TT)	2,799,700	0.250000	0.00%	0.250000	699,925	0.00009286	260
res/farm farmland class I (R1)	0	1.000000	25.00%	0.750000	0	0.00027857	0
residential taxable shared (RH)	0	1.000000	0.00%	1.000000	0	0.00037143	0
commercial excess/vacant unit (CU)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial vacant land (CX)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial farmland class 1 (C1)	0	1.000000	25.00%	0.750000	0	0.00027857	0
commercial taxable shared (CH)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial vacant land taxable shared (CJ)	0	1.491000	0.00%	1.491000	0	0.00055380	0
commercial small scale on farm (C7)	0	1.491000	0.00%	1.491000	0	0.00055380	0
Office Building Taxable (DT)	0	1.491000	0.00%	1.491000	0	0.00055380	
parking lot (GT)	0	1.491000	0.00%	1.491000	0	0.00055380	0
industrial-hydro (IH)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial excess land shared (IJ)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial excess land shared (IK)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial excess/vacant unit (IU)	0	2.400000	0.00%	2.400000	0	0.00089143	0
large industrial excess land (LU)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial vacant land (IX)	0	2.400000	0.00%	2.400000	0	0.00089143	0
industrial farmland class 1 (I1)	0	1.000000	25.00%	0.750000	0	0.00027857	0
industrial small scale on farm (I7)	0	2.400000	0.00%	2.400000	0	0.00089143	0
shopping centre excess land (SU)	0	1.491000	0.00%	1.491000	0	0.00055380	0
<b>Total</b>	<b>228,545,900</b>				<b>223,417,510</b>		<b>82,984</b>

ZONING BY-LAW AMENDMENT to By-law 023/18

for

Wellington Group of Companies  
128 Brock Road S  
Puslinch

Township Rezoning Application D14/WEL

THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

BY-LAW NUMBER 2023-026

A BY-LAW TO AMEND BY-LAW NUMBER 023/18, AS AMENDED,  
BEING THE ZONING BY-LAW OF THE TOWNSHIP OF PUSLINCH

WHEREAS, the Council of the Corporation of the Township of Puslinch deem it appropriate and in the public interest to amend By-Law Number 023/18 pursuant to Sections 34 and 36 of the Planning Act, R.S.O. 1990 as amended;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF PUSLINCH ENACTS AS FOLLOWS:

- 1. That Schedule “A” of By-law 023/18 is hereby amended by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from **HIGHWAY COMMERCIAL SITE SPECIFIC ZONE** (HC(sp89)), and **NATURAL ENVIRONMENT ZONE (NE)** to an **INDUSTRIAL SITE SPECIFIC IND(sp89) ZONE** and **NATURAL ENVIRONMENT (NE) ZONE**, subject to **HOLDING PROVISION (h-11)** use provision, as shown on schedule “A” of this By-law.
- 2. That Schedule “B”, “Map B-4” of By-law 023/18 is hereby amended by including the subject lands, as shown on Schedule “A” to this by-law, within the Industrial Design Overlay.
- 3. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	By-law	Additional Permitted Uses	Prohibited Uses	Site Specific Special Provisions
89	IND		Only Permitted uses:  <b>Transport Terminal</b>  <b>Warehouse</b>  <b>Accessory Business or Professional Office</b>	Truck repair, washing, servicing and fueling	Minimum <b>Lot Area</b> : 5.7 ha (14 ac)  Minimum <b>Buffer</b> : 4m along all lot lines abutting existing Residential and Agricultural Zones, with the exception of lands zoned Natural Environment (NE).  Minimum Setback: 70m from any loading bay to any <b>existing</b> dwelling as of the date of passing of this By-law and may include the minimum <b>Buffer</b> .  Maximum <b>Gross Floor Area</b> for all combined uses: 25,000 m². Any freestanding <b>Business or Professional Office</b> shall not exceed 4,000m².  Minimum <b>Gross Floor Area</b> for <b>Transport Terminal</b> and/or <b>Warehouse</b> uses: 3,000m²  Hours of Operation: Main operating hours 7am to 7pm, Monday to Friday. Does not preclude unexpected activity on the subject property beyond these hours.  Encroachment: Notwithstanding Section 4.30, a non-structural architectural feature may extend 2.2 m into the front yard setback.



3. That the subject land as shown on Schedule “A” to this By-Law shall be subject to all applicable regulations of Zoning By-Law 023/18, as amended.
4. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	Permitted Uses	Conditions for Removal	Date Enacted
11	IND (sp89)	Until the holding symbol ‘h-11’ is removed, no use, new buildings or structures shall be permitted	<div><div>i. Site Plan approval has been approved and the site plan agreement, including provisions for the implementation of the Noise Impact Assessment, has been registered on title.</div><div>ii. That the existing deep well be decommissioned and a new well drilled to the satisfaction of the Township.</div><div>iii. That an agreement be entered in to between the owner and the Risk Management Official or Township to install a flow meter to monitor water quantity use on the site.</div><div>iv. That the owner complete and submit a Drinking Water Threats Disclosure Report and associated Management Plans, including but not limited to winter maintenance activities, liquid fuel, chemical and waste handling/storage activities, to the satisfaction of the Risk Management Official</div><div>v. That the owner provides a liquid fuel handling/storage and spill response procedure for the construction and operation of the facility to the satisfaction of the Risk Management Official.</div><div>vi. That a water balance assessment report be submitted to the satisfaction of the Township’s Hydrogeologist and the Risk Management Official.</div><div>vii. That the applicant provide the Environmental Compliance Approval (ECA) application and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.</div></div>	

4. This By-law shall become effective from the date of passage by Council and come into force in accordance with the requirements of the Planning Act, R.S.O. 1990, as amended.

READ A FIRST AND SECOND TIME THIS 24 DAY OF MAY, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

READ A THIRD TIME AND PASSED THIS 24 DAY OF MAY, 2023.

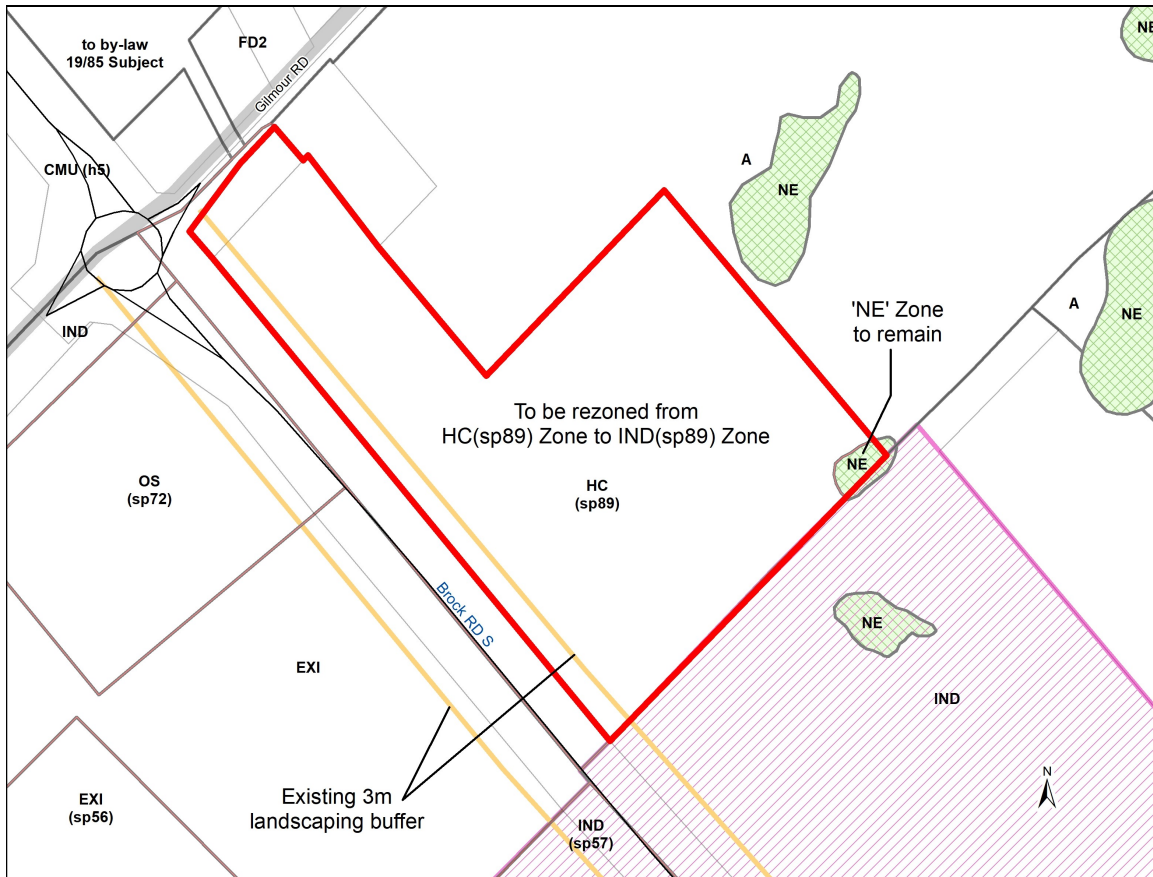
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER 2023-026**

**Schedule "A"**



Highlighted area to be rezoned from:  
**HIGHWAY COMMERCIAL SITE SPECIFIC (HC(sp89)) ZONE to an INDUSTRIAL SITE SPECIFIC (IND(sp89)) ZONE with HOLDING PROVISION (h-11)**  
with a site specific special provision

This is Schedule "A" to By-law No. 2023-026  
Passed this 24 day of May, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

### **EXPLANATION OF BY-LAW NO. 2023-026**

By-law Number 2023-026 amends the Township of Puslinch Zoning By-law 023/18 by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from Highway Commercial Site Specific (HC(sp89)) ZONE to an Industrial Site Specific (IND(sp89)) ZONE as shown on Schedule "A" of this By-law.

The purpose of the proposed zoning by-law amendment is to rezone the property from a Highway Commercial Zone to an Industrial Zone to permit a warehouse, office and transportation terminal on the lands. A holding by-law provision has been proposed to address site plan approval, additional well requirements and septic system requirements.

For the purposes of this By-law the Buffer Strip described in Section 3 is intended to be a visual screen from adjacent properties, vegetated with coniferous and deciduous trees or shrubs, in conjunction with the Township's Landscaping Guidelines. The buffer strip may include sloping and berming where possible and is intended to include the frontage along Gilmour Road.

# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

## BY-LAW 2023-027

A by-law to amend the Township's Open Air Burning By-law 14/045.

**WHEREAS** Section 7.1 (1) of the Fire Protection and Prevention Act, S.O. 1997, c. 4, as amended provides authority to the Council of a municipality to pass by-laws to regulate fire prevention including the prevention of the spreading of fires; and

**WHEREAS** Section 7.1 (1) of the Fire Protection and Prevention Act, S.O. 1997, c. 4, as amended provides authority to a Council of a municipality to pass by-laws regulating the setting of open air fires, including establishing the times during which open air fires may be set; and

**WHEREAS** Section 128 of the Municipal Act, S. O. 2001, as amended provides that a municipality may prohibit and regulate with respect to public nuisances, including matters that, in the opinion of Council are or could become public nuisances; and

**WHEREAS** Council considers excessive smoke, smell, airborne sparks or embers to be or could become or cause public nuisances by creating negative health effects on neighbouring residents, increasing fire exposure hazards, infringing the enjoyment of the use of neighbouring properties and generating false fire alarms;

**WHEREAS** Council passed Open Air Burning Permit By-law 2014-045 on July 2, 2014; and

**WHEREAS** Council Passed Resolution Number 2023-XXX on the 24 day of May 2023 and deems it advisable to amend its Open Air Burning By-law;

NOW THEREFORE the Council of the Corporation of the Township of Puslinch HEREBY ENACTS AS FOLLOWS:

1. That Section 2 be amended as follows:

### 2. GENERAL PROHIBITIONS

- (1) No Person shall set or permit a fire in Open Air in the Township without a current valid Permit.
- (2) No person shall set or maintain an Open Air fire in the Township other than in accordance with the terms and conditions of a Permit and the provisions of this By-law.
- (3) No person shall set or permit an Open Air fire upon any land owned by the Township without having obtained permission from the Township.
- (4) An owner of property on which an Open Air fire has been set or permitted to burn shall be deemed to have permitted the Open Air fire and assumes all responsibility.
- (5) No person under the age of eighteen (18) shall light or ignite an Open Air fire.

2. That Section 9 (6) be amended as follows:

- (6) Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 24<sup>th</sup> DAY  
OF MAY, 2023.

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James Seeley, Mayor

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Courtenay Hoytfox, Clerk

# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

## BY-LAW NUMBER 028-2023

Being a by-law to confirm the proceedings of the Council of the Corporation of the Township of Puslinch at its Council meeting held on MAY 24, 2023.

**WHEREAS** by Section 5 of the *Municipal Act, 2001, S.O. 2001, c.25* the powers of a municipal corporation are to be exercised by its Council;

**AND WHEREAS** by Section 5, Subsection (3) of the *Municipal Act*, a municipal power including a municipality's capacity, rights, powers and privileges under section 8, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

**AND WHEREAS** it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Puslinch at its Council meeting held on MAY 24, 2023 be confirmed and adopted by By-law;

**NOW THEREFORE** the Council of the Corporation of the Township of Puslinch hereby enacts as follows:

- 1) The action of the Council of the Corporation of the Township of Puslinch, in respect of each recommendation contained in the reports of the Committees and each motion and resolution passed and other action taken by the Council at said meeting are hereby adopted and confirmed.
- 2) The Head of Council and proper official of the Corporation are hereby authorized and directed to do all things necessary to give effect to the said action of the Council.
- 3) The Head of Council and the Clerk are hereby authorized and directed to execute all documents required by statute to be executed by them, as may be necessary in that behalf and the Clerk authorized and directed to affix the seal of the said Corporation to all such documents.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 24 DAY OF MAY, 2023.**

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James Seeley, Mayor

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Courtenay Hoytfox, Clerk