

Questions on MZO – Updated Jan 18, 2021

What is a Minister's Zoning Order (MZO)

A MZO allows the Minister of Municipal Affairs and Housing to make a ruling on how a piece of land is to be used. An MZO replaces local planning processes and is meant to expedite development.

The Provincial Government has said that the use of MZOs is meant to help boost the economy, particularly during the pandemic as municipalities move towards recovery.

Who requested and initiated the MZO?

The property owner representative – Broccolini Real Estate Group (BREG).

MZOs are initiated by, or on the behalf of, land owners, who submit the request to the Ministry of Municipal Affairs and Housing as it is a Provincially led process.

The municipality did not initiate the MZO. It did support the property owner's request for the Minister to alter the zoning in an expedited manner to accommodate the project.

The request for the MZO on this property was supported by City Council on April 6, 2021.

On August 27, 2021, Minister Clark approved the MZO.

What is the public consultation process under the MZO?

Section 47 of the Planning Act does not require public consultation prior to the issuance of a MZO.

When Council endorsed the MZO application for a single lot development, the City followed all legislated requirements and obligations. At the time of Council endorsing the MZO application, there was no requirement for the City to conduct additional consultation. In a letter dated October 27, 2021 Minister Clark directed the City to ensure that Indigenous communities are consulted with respect to the site plan application process or he would consider revoking the MZO.

This does not mean there was no consultation done as part of this process.

Since the MZO, BREG continued its engagement with the legally authorized representatives of Six Nations of the Grand River (Six Nations) and the Mississaugas of the Credit First Nation (MCFN). BREG provided to Six Nations and MCFN the complete site plan application package including supporting technical studies and all archeological assessments of the project lands

BREG has indicated to City staff that it is committed to on-going dialogue with Indigenous communities respecting the project.

It is important to note that this land had previously been zoned an industrial site. A previous application for a 14- lot business park (Millgate subdivision) had been approved in 2015. There was extensive public consultation through an Environment Assessment process at that time.

The M1 zone generally permits a number of industrial uses including manufacturing, processing and fabrication; as well as buildings such as warehouses, offices and hotels.

Is the Minister required to give notice or hold a hearing prior to making a MZO?

No. Pursuant to the Planning Act, the Minister is not required to give notice or hold a hearing prior to making a MZO. The Minister is required only to give notice within 30 days of making a MZO.

Can a MZO be appealed?

No. There is no provision in the Planning Act that allows for the appeal or the review of a Minister's decision to enact a MZO.

However, the Minister, on his or her own initiative, or at the request of any person or public body, may amend or revoke the MZO after it is approved or enacted.

Does a MZO need to conform to the Official Plan?

In this case, the MZO conforms to the City's Official Plan since the land is already designated for industrial purposes as outlined in the Plan, however, there is no overarching requirement for a MZO to conform with a municipal official plan.

How much time will the MZO save the applicant?

BREG is interested in having an MZO enacted on their property so that they can begin construction with the original goal of occupancy in 2022. This proposed timing would not be possible without an MZO.

Why was a MZO requested rather than a Zoning By-law Amendment?

An MZO saves the applicant a significant amount of time. The process for going through a rezoning application could be two years.

The resulting Council decision also has the possibility of being subject to appeal to the Ontario Land Tribunal (OLT). The length of time to deal with an appeal to the OLT can vary, and would depend upon the types of issues provided for in the appeal, scheduling of the appeal and related matters by the OLT. Altogether, the process would be much lengthier than going through an MZO.

Does the MZO reduce the studies typically required under the site plan approval process?

No. The approval of a MZO does not reduce the studies that are required, nor does it mean that a project approved via a MZO has lower standards applied to it.

All of the same studies – such as traffic study, noise and environmental impact assessment, etc. – are still required to be submitted to the City, and the applicant is still required to follow the same site planning process.

A site plan still needs to be approved by the City for the property before a building permit for the structure(s) can be issued. The site plan application is currently being reviewed and can be found [here](#).

What changes are being requested as part of the MZO?

The BREG application for a MZO proposes to develop the subject properties as one (1) lot rather than an industrial subdivision with 14 lots. It will also incorporate three (3) adjacent rural residential lots and one (1) agricultural lot which was not included in the previous approvals. All of the M1 industrial uses will still be permitted. A Warehouse Distribution Centre/logistics operation/fulfillment centre and office use would be subject to the following regulations, whereby Dickie Settlement Road is the Front Yard, and Fountain Street and Old Mill Road are Exterior Side Yards:

1. Minimum Lot Frontage: 50 metres
2. Minimum Lot Area: 5,000 square metres
3. Minimum Front Yard: 12 metres
4. Minimum Exterior Side Yard: 12 metres
5. Minimum Yard abutting Highway 401: 14 metres
6. Maximum Building Height: 15 metres
7. Minimum Planting Strip for Exterior Lot Lines Abutting a Municipal Road Allowance: 3 metres, except the Minimum Planting Strip along Old Mill Road: 1 metre
8. Minimum Parking Areas: an area equivalent to 10% of the lot area shall be provided as a parking lot and shall be provided in addition to any parking spaces or parking lot used or reserved for the purpose of commercial motor vehicles (i.e. trucks, tractors and/or trailers)
9. Minimum Loading Areas: 1 loading space for each 2,000 square metres of gross floor area or part thereof

The current M1 industrial zone does not include a height restriction. The proposed 15 metre height in the MZO is intended to set a height limit for the Warehouse Distribution Centre/logistics operation/fulfillment centre.

What happens if the MZO is revoked by the Minister?

If the MZO is revoked, buildings taller than 15 metres could be built. 140 Old Mill Road is draft approved for 14 lots/blocks that would permit at least 14 buildings to be built in this business park. More than 1 building could be permitted on a lot/block if the setbacks, parking and loading requirements were met. Depending upon the uses that were proposed it would be possible to have a total of more or less than the 110 loading docks proposed for the warehouse spread across the multi lot/building development if the warehouse use did not proceed.

BREG would need to submit a rezoning application for parts of the project (0, 128, 134, and 228 Old Mill Road) if it still wanted to include these lands as part of its development proposal.

That rezoning application would require public consultation before Council would make a decision about that application. The Council decision on the rezoning application could be subject to appeal to the Ontario Land Tribunal.

140 Old Mill Road is already zoned as industrial (M1), and it permits uses such as warehouses, hotels, and offices. The current M1 zone does not include a height restriction. The proposed 15m height in the MZO is intended to set a height limit for the warehouse distribution centre/logistics operation/fulfillment centre. If uses other than a warehouse distribution centre/logistics operation/fulfillment centre were to occur on the property, buildings taller than 15m could be built. It is also possible that a use noisier than the proposed warehouse could occur under current zoning.

Questions on the property & proposal

What was proposed for the development originally?

This area has been planned for industrial development since the completion of the Blair Area Special Study, which was in 1997. In 1999, the City officially designated the area as Industrial, and included it as such in its Official Plan for the City.

The majority of lands where the project will be situated have been zoned as M1 Industrial since 2015, at which time extensive and substantive consultation took place, in addition to the more recent consultation and engagement efforts.

What is the timeline for the development application for this area?

In 2011, the City of Cambridge and the Region of Waterloo received an application for a draft plan of subdivision and zoning by-law amendment for 140 Old Mill Road. The proposed development consisted of an industrial business park with 14 lots/blocks. A public meeting for this application was held on February 6, 2012 and the Heritage Impact Assessment was brought to the Municipal Heritage Advisory Committee on February 16, 2012.

After that, a recommendation report for the draft plan of a subdivision and zoning by-law amendment was brought to the Planning and Development Committee of Council on June 9, 2015. The report recommended that Council approve the zoning by-law amendment, transportation impact study, and advise the Region of Waterloo that the City recommends draft approval for the plan of subdivision. The 14 lot/block plan of subdivision was subsequently approved by the Region of Waterloo on August 20, 2015.

In 2015, Regional Council draft approved the 140 Old Mill Road Subdivision (Millgate) plan for an Industrial Business Park. Also, the zoning was changed to accommodate industrial uses (M1) and stormwater management ponds (OS1).

What uses are currently permitted on this property?

Since 2015, 140 Old Mill Rd has been zoned Industrial M1 and will remain so with the MZO. There are also portions of the property at 140 Old Mill Rd that are zoned open space OS1 for a treed area and a stormwater area for the industrial plan of subdivision.

0 Old Mill Rd is zoned for agricultural uses, and 128, 134, and 228 Old Mill Rd are zoned for rural residential uses.

The MZO will rezone 0, 128, 134, and 228 Old Mill Rd to industrial to accommodate the proposed development.

The M1 zone generally permits a number of industrial uses including manufacturing, processing and fabrication as well as offices and hotels.

What is proposed for the development currently? What uses will be permitted?

The Broccolini Real Estate Group's application for a MZO proposed to develop the subject properties as one (1) lot rather than an industrial subdivision with 14 lots. It will also incorporate three (3) adjacent rural residential lots and one (1) agricultural lot which was not included in the previous approvals.

BREG is proposing a warehouse distribution centre/logistics operation/fulfillment centre. It is important to note that no loading docks will be located on either the north or east elevations facing the Blair community.

Broccolini Real Estate Group is proposing to limit this development to a Warehouse Distribution Centre/logistics operation/fulfillment centre with office, and through the MZO will be subject to a height limit.

All of the uses set out in the M1 industrial zone would still be permitted on the property.

The facility would employ 700 people (>350 full time) during the regular season (between March and October) and 1,400 employees during the peak season (between November and February).

What are Official Plans and what are the key policies of the Region of Waterloo and City of Cambridge Official Plans that apply to 0, 128, 134, 140 and 228 Old Mill Rd?

An official plan describes your upper, lower or single tier municipal council or planning board's policies on how land in your community should be used. It is prepared with input from your community and helps to ensure that future planning and development will meet the specific needs of your community. They are long-term plans that generally cover a 20-year period.

Official Plans are “living” documents that do change as a region or municipality evolves, either through Official Plan Amendments (OPA) or through comprehensive updates. The Planning Act requires municipalities undertake a review of their Official Plan within 10 years of completing a comprehensive update of the Official Plan.

The City’s Official Plan includes the following policies related to Lands designated as Employment Corridor within the Blair Business Park:

- a) A scoped Environmental Impact Statement to assess potential impacts on and to define environmental buffers contiguous to the natural heritage system associated with Blair Creek and Fountain Street and particularly, managing the water budget, stormwater management and any modifications to the Fountain Street Swale;
- b) A Stormwater Management Analysis and Implementation Plan to address the findings of the Blair, Bechtel and Bauman Subwatershed Plan including the impervious Cover Limits (ICLs) to provide at-source stormwater management to address water quality and quantity, while minimizing end-of-pipe solutions. This analysis should examine the maximization of infiltration, including dry wells, infiltration galleries, and perforated pipe alternatives;
- c) A Traffic Impact Analysis identifying how the development of these lands will impact the local and Regional road network. This impact analysis must address the issue of traffic impacts to the Blair Village Area, whereby no significant increases in the volume of traffic on Blair Road will be permitted as a result of the development. The traffic impact analysis is approved by Council;
- d) A detailed site plan analysis specifying the coverage of the lands, whereby the total will not exceed 35% coverage for the lands bounded by Highway 401, Morningside Drive and Fountain

Street; and will not exceed 25% lot coverage for the lands bounded by Highway 401, Old Mill Road, Dickie Settlement Road and Fountain Street. Coverage shall include all hard surface areas, including but not limited to roads, sidewalks, walkways, parking area, driveways, and buildings. The maximum Impervious Cover Limits may be increased through innovative and proved (quantity and quality) techniques to the satisfaction of the City and the GRCA; and

e) Buffers shall be incorporated into developments for future business park land uses where possible, particularly for those lands located on the west side of Morningside Drive, the north side of Fountain Street, the north side of Old Mill Road, and the west side of Dickie Settlement Road north of Old Mill Road. These buffers are to provide a visual and sound screen between the future business park land uses, particularly respecting the residences on Morningside Drive, Highgrove Court and Old Mill Road. It is anticipated that these buffers will constitute a combination of berms and landscaping and not be in the form of walls or barriers to ensure a natural buffer between potentially incompatible land uses.

What is a Zoning By-law?

Zoning By-laws give a land use classification to each property, a specific list of permitted uses and parking requirements and provide minimum and maximum building sizes to regulate built form and massing (e.g. lot size, lot coverage, building height, density, setbacks from the property lines, etc.).

What is site plan control / approval and how does it apply to 0, 128, 134, 140 and 228 Old Mill Rd?

Site Plan Control is a specialized authority granted under the Planning Act that allows municipalities to review and approve the technical and design details of individual development proposals in a comprehensive and coordinated manner. The proposed development will require site plan approval prior to a building permit being issued for the structure(s).

Site plan approval is delegated from Council to the Chief Planner.

Once all of the supporting studies are considered acceptable to the City and external agencies, the developer has entered into a site plan agreement and provided the required financial securities to the City, the site plan can be approved and the site plan will be registered on the title of the property.

After the site plan has been approved, a building permit can be issued for the construction of the building(s). Only the applicant can make an appeal to the Ontario Land Tribunal for failure to issue a site plan approval. If the municipality fails to approve the plans, or if the owner is not satisfied with the terms and/or conditions of the site plan agreement.

A site plan application and supporting studies need to be received and approved before a building permit for the structures can be issued.

In this case, since the property is within the Blair Heritage Conservation District the Heritage Impact Assessment and proposed road design will need to be reviewed by the City's Municipal Heritage Advisory Committee (MHAC) and then approved by Council.

Also, the City's Official Plan requires that the Transportation Impact Study be approved by Council. Community members can delegate to Council about the Heritage Impact Assessment, road design and Transportation Impact Study when those matters come to Council. City staff will coordinate those items so that they are considered at the same Council meeting.

To receive notification about when the Heritage Impact Assessment and Transportation Impact Study will be considered by Council please contact blevinsm@cambridge.ca

What are the next steps for the review of this site plan application?

The site plan application has been received by the City and is currently under review.

Any questions about the supporting studies can be submitted to blevinsm@cambridge.ca

Where can I find more information about this proposal?

The site plan application and supporting studies are posted on the City's website under Current Development Applications at:

<https://www.cambridge.ca/en/build-invest-grow/currentdevelopmentapplications.aspx>

Questions on consultation/engagement

What public consultation was completed as part of the Millgate Subdivision?

There was a public consultation held in February 2012, and as per the Planning Act an official notification was provided in the Cambridge Times on January 13th, 2012. In addition, notice was provided to all assessed property owners within a 150 m (492 ft.) radius of the site, including in the City of Kitchener.

The recommendation report was presented to Council in June 2015. Anyone who had submitted a request in writing to the City and Region to be notified about the application was informed about the June 2015 report going to Council and the resulting decision from the Region of Waterloo about the draft plan of subdivision approval.

What is the developer doing with respect to engagement with Indigenous groups?

In a meeting that took place on August 9, 2021 between BREG and the Six Nations Lands & Resources Land Use Unit and Consultation and Accommodations Process (CAP) team, BREG shared with Six Nations a presentation of the project including the environmentally sustainable elements and construction techniques to be incorporated or used in the project.

BREG has also provided all of the reports and clearance certificates related to the archeological assessments of the project lands to Six Nations and Mississaugas of the Credit First Nations (MCFN).

Since the MZO, BREG has continued its engagement with Six Nations and MCFN. BREG provided to Six Nations the complete site plan application package including supporting technical studies.

BREG advised City staff that it has followed up with Six Nations to determine if they would like to meet to discuss the project further and that Six Nations is in the process of reviewing the file and will reach out when ready to meet.

BREG has indicated to City staff that it is committed to on-going dialogue with Indigenous communities respecting the project.

Questions on noise/environment/traffic

Which supporting studies does the applicant have to submit to the City for this proposed development?

The following supporting studies and reports have been submitted with the site plan application:

- Scoped Environmental Impact Study
- Transportation Impact Study
- Urban Design Brief
- Scoped Heritage Impact Assessment
- Stormwater Management Analysis and Implementation Plan
- Noise Study

All studies are prepared by qualified professionals. These studies are then reviewed by City staff and where applicable external agencies such as the Region of Waterloo, Grand River Conservation Authority, Ministry of Transportation.

These studies have been posted on the City of Cambridge's Current Development Applications page <https://www.cambridge.ca/en/build-invest-grow/current-developmentapplications.aspx>

for information purposes once a site plan application and supporting studies are submitted to the City by the applicant.

How are environmental impacts (wildlife, proximity to old-growth forests) caused by the proposed development going to be addressed?

A scoped environmental impact study is included in the site plan application for the proposed building. The study will be reviewed by the City, Region and Grand River Conservation Authority (GRCA).

A permit will be required by the GRCA as part of the approval of the site plan and a building permit being issued for the warehouse. The GRCA permit is required because some of this property is regulated by that Authority due to the environmental features on the land.

A tree management plan was prepared as part of the plan of subdivision which received draft approval in 2015 which assessed tree cover on this property.

Where will transport trucks be permitted to travel if this development is approved?

Truck traffic from the site would be limited to travelling west on Fountain Street to the 401, or into Kitchener via Homer Watson Boulevard or New Dundee Road, or south along Dickie Settlement Road.

Fountain Street east of the site and Blair Road are not connected truck routes so heavy trucks would not be permitted to use these roads as a through route to access Galt or Preston.

Heavy Trucks can only use restricted streets when it is the sole route of access to their destination and they must travel the shortest route from a truck route to that destination.

There should be no particular increase in truck traffic on Blair Road or on the Old Mill Road east of Dickie Settlement Road due to the proposed development.

How will access to the site work?

The Transportation Impact Study and proposed road design details along with the site plan that will be submitted will provide specific details about this. This study will be presented to Council and the public will have the opportunity to delegate on the matter.

It is important to note that no loading docks will be located on either the north or east elevations facing the Blair community.

What are the potential environmental impacts of this project?

The project site is an entire kilometer away from the Grand River, and should have no adverse environmental impact on the River (see also below question about storm drainage).

The wetland area at the edge of the site will be preserved. The City will own the land on which the wetland is situated, safeguarding the future preservation of the area. There will be a buffer between the wetland and the development.

The Blair, Bechtel and Bauman Creeks Subwatershed Plan, completed in 1997, identified objectives for the area to protect and maintain the current conditions of the subwatershed. The developer's proposed on-site stormwater management system for the site is designed to keep as much runoff on the site as possible and return it to the groundwater system. In meeting the subwatershed study's objectives there will be minimal to no environmental impact to the subwatershed.

The stormwater management system will require review and approval by the City of Cambridge, the Grand River Conservation Authority, and under Section 53 of the Ontario Water Resources Act, will require an Environmental Compliance Approval from the Ministry of Environment, Conservation and Parks.

Are there any archeological concerns?

There was an archeological assessment that was conducted in 2005 on the portion of the project lands which comprises the formerly approved Industrial Business Park. Nothing of archeological significance was discovered. Archeological assessments are on-going on the other parcels which form the Project lands. There is a stage 3 assessment but it relates to Euro-Canadian artifacts only.

Questions from residents

Has there been any reduction in property taxes and what is the period?

No, there has not been any reduction in property taxes on the properties known as 0, 128, 134, 140, and 228 Old Mill Road.

Have any development fees been waived similar to what has occurred in the Galt Core?

There have not been any waived development charges for development in this area. As always, development charges are payable at time of a building permit issuance.

Has the City extended any grants or subsidies to the landowner?

No, the City has not extended any grants or subsidies related to the potential development of this area, including to the prospective tenant.

How can industrial development be permitted in proximity to the houses in Blair?

In 2015, City staff issued a recommendation report about the Industrial Business Park (Millgate). You can read it [here](#).

It explains the analysis that was completed using the Province's distance separation guidelines for sensitive land uses. The report also explains ways of mitigating noise through a required noise study.

Blair is a Heritage Conservation District. How will you ensure the proposed development is in line with the Heritage Conservation District Plan? Where can I find more information regarding the Blair Village Heritage Conservation District Plan?

The plan is posted on the City's website at:

<https://www.cambridge.ca/en/learnabout/resources/Blair-Village-HCDP.pdf>

This 1999 Plan was prepared based upon this area being developed as a business park. Section 8.3 in the Plan provides the guidance for this area. The required Heritage Impact Assessment (HIA) that will be submitted with a site plan application will be prepared using information in this Plan. The focus of the HIA will be on items such as landscaping, building materials, screening parking and loading facilities.

Is the property adjacent to land owned by rare Charitable Research Reserve?

No, the properties in question are not adjacent to properties owned by rare in the Township of North Dumfries.

What about the Indigenous led garden?

The Wisahkotewinowak teaching garden at the Blair Outdoor and Environmental Education Centre at 82 Meadow Creek Lane is approximately 540 metres from the site of the proposed warehouse. Transport trucks from the warehouse won't be travelling through this area of Blair.

How is this development proposal going to affect my property value?

The City does not assess property values, the Municipal Property Assessment Corporation (MPAC) does. MPAC assesses the value of a property based on as many as 200 different factors, though the five major factors that account for the 85% of a property's value includes: 1) location; 2) lot size/dimensions; 3) living area; 4) age of the house and; 5) quality of construction.

Property taxes are not calculated based on the market value but rather the assessed value of the property. The market value of a property depends on a host of factors including the state of the economy and the individual purchaser's preferences.

Are there not better areas where this development should be located?

This part of the Village of Blair has been planned for industrial uses since 1999.

There are no properties of this size, within close proximity to a Highway 401 interchange elsewhere within the City. Also, the proximity of this site to Highway 401 makes this an ideal location for a warehouse/logistics/fulfillment centre use.

It is important to note that no loading docks will be located on either the north or east elevations facing the Blair community.

What is the estimated population in Blair and total parcels of residential and non-residential parcels?

The following identifies the number of parcels within the limits of the Village as set out in the Official Plan.

Residential Parcels: 148

Non-Residential Parcels: 60

Total Parcels 208

Based on 2016 data from Statistics Canada, the estimated population in Blair is roughly 400 people.

Questions on economic impact on the region

How will this development better Cambridge at large?

This development will benefit the city of Cambridge in a number of ways, including bringing jobs, investment and development charges to the region.

Jobs: it is estimated that there will be 700 jobs in the regular season, with the majority being full-time positions, and roughly 1400 jobs during the peak season (early November to February). There will also be the creation of short-term employment via the thousands of construction and construction related jobs.

Investment: construction estimate of \$150 million, plus \$10 million in road improvements and infrastructure

Development charges:

- Regional DC estimate +/- \$7 million

- City DC estimate +/- \$6 million
- Waterloo Regional District School Board estimate +/- \$1.5 million
- Waterloo Catholic District School Board estimate +/- \$0.35 million

Background on chronology/timeline:

An archeological assessment conducted in 2005

The archeological assessment on that portion of the project lands which comprises the Millgate Industrial Business Park (140 Old Mill Road) was conducted in 2005 and nothing of archaeological significance was discovered. The then-Ministry of Culture confirmed that “Provincial concerns for cultural heritage have been fulfilled to the satisfaction of this Ministry” by letter dated May 27, 2005. The archeological assessment for the remaining project lands is ongoing. There is a Stage 3 assessment, but it relates only to Euro-Canadian artifacts.

Draft plan of subdivision and zoning by-law amendment in 2011

In 2011, the City of Cambridge and the Region of Waterloo received an application for a draft plan of subdivision and zoning by-law amendment for 140 Old Mill Road. The proposed development consisted of an industrial business park with 14 lots/blocks, with more than one building permitted on each lot/block.

Public meeting for application and Heritage Impact Assessment in 2012

A public meeting for this application was held on February 6, 2012. In accordance with the Planning Act, official notification was provided in the Cambridge Times and sent to all assessed property owners within a 150 m (492 ft.) radius of the site, including in the City of Kitchener. The Heritage Impact Assessment was brought to the Municipal Heritage Advisory Committee on February 16, 2012.

Report recommending approval and subsequent regional approval in 2015

On June 9, 2015, a recommendation report for the draft plan of a subdivision and zoning by-law amendment was brought to the Planning and Development Committee of Council. The report recommended approval of the zoning by-law amendment and transportation impact study and that Council advise the Region of Waterloo that the City recommends draft approval for the plan of subdivision. I have attached a copy of the recommendation report and the minutes of the June 9th meeting. Council approved the recommendations.

The Region of Waterloo approved the 14 lot/block plan of subdivision on August 20, 2015. 140 Old Mill Road zoning (M1) permits uses such as warehouses, hotels, and offices.

MZO Process

In a letter dated March 12, 2021, BREG asked that the City’s support its application to the province for an MZO to enable the redevelopment of their land in an expedited manner.

On April 6, 2021, City Council provided its support to the application for an MZO by Broccolini Real Estate Group. When Council endorsed the MZO application, the City followed all legislated requirements. There was no requirement for the City under the Planning Act to complete additional or broader consultation at that time.

On August 27, 2021, Minister Clark approved the MZO.

In a letter dated October 27, 2021, Minister Clark directed the City to ensure that Indigenous communities are consulted with respect to the site plan application process.

The complete site plan application package was received by the City on Nov 10, 2021.

The site plan documents have been posted publicly on the City's website and circulated to various agencies, as well as to Six Nations and MCFN.

Prior to the recent MZO, BREG advised the City that it had engaged with the Six Nations of the Grand River (Six Nations) and the Mississaugas of the Credit First Nation (MCFN), as well as near neighbours.

Since the MZO, BREG has continued its engagement with Indigenous communities and has indicated its commitment to on-going dialogue.

Extensive public consultation took place when the lands were initially zoned for an industrial business park in 2015.

Next steps

Staff are currently reviewing the site plan application.

The Traffic Study and the Heritage Impact Assessment will be presented before Council at a future date which will be open for delegations. Local community members also have the opportunity to delegate before Council at that time.

A site plan application, with supporting studies, still needs to be reviewed and approved by the City. The final site plan was received by the City on Nov 10, 2021