



DEVELOPMENT SERVICES

Staff Report

REPORT NO: DS-2024-08

TO: Council

SUBMITTED BY: Harold O'Krafka, MCIP RPP PLE
Director of Development Services

PREPARED BY: Andrew Martin, MCIP RPP
Manager of Planning and Economic Development

REVIEWED BY: Sharon Chambers, Chief Administrative Officer

DATE: June 24, 2024

SUBJECT: Draft Plan of Subdivision Application 30T-22601 and Zone Change
Application 05/22, Wilmot Woods Developments Inc.

RECOMMENDATION:

THAT Council recommend to the Region of Waterloo the following conditions of draft approval for Draft Plan of Proposed Subdivision 30T-22601:

1. That this approval applies to plan of subdivision 30T-22601 by MHBC Planning Ltd., with a revision date of May 6, 2024, which shows a total of 36 residential blocks (consisting of between 328 and 489 townhome and single detached units), 3 multiple residential blocks (consisting of between 194 and 254 stacked townhome or apartment units), 1 park block, 4 walkway/trail blocks, 4 open space blocks, 3 stormwater/servicing blocks, 1 future development block, 1 road widening block, 8 reserve blocks (0.3m), and 10 streets proposed to be developed in 4 stages.
2. That the following shall be conveyed to the Township of Wilmot for the purposes stated therein, at no cost and free and clear of all encumbrances:
 - a) Stage 1, Block 20 for park purposes.
 - b) Stage 1, Blocks 21-24 for open space purposes.

- c) Stage 1, Blocks 25-26 for stormwater management purposes.
 - d) Stage 1, Block 27 for a servicing corridor.
 - e) Stage 1, Block 28 for a walkway.
 - f) Stage 1, Blocks 29-30 for trail purposes.
 - g) Stage 1, Blocks 32-39 for 0.3m reserves.
 - h) Stage 1, Street One, Street Two, Street Three, Street Four, Street Eight, and Ingold Avenue as municipal roads.
 - i) Stage 2, Street Six and Street Seven as municipal roads.
 - j) Stage 3, Block 8 for a walkway.
 - k) Stage 3, Street One and Street Five as municipal roads.
 - l) Stage 4, Street Nine and Street Ten as municipal roads.
3. That the Subdivider shall enter into a subdivision agreement with the Township which will cover all planning and engineering aspects of the development and identify in detail applicable Township standards and specifications relative to municipal services. The agreement will further address all requirements, financial and otherwise of the Township of Wilmot concerning the provision of roads and the installation of services, facilities and drainage, landscaping, the payment of fees and provision of financial securities and deposits to ensure the proper and orderly completion of the development.
4. That prior to undertaking detailed engineering design for the subdivision, the Subdivider shall provide design guidelines to the satisfaction of the Township, addressing at minimum the following:
- a) That, wherever possible, driveways to be paired to allow greater opportunities for on-street parking.
 - b) Promote a detailed design strategy that minimizes the need for swales/drainage features on one side of a dwelling in an effort to allow unobstructed side entrances and pathways to the rear of the property. This may include consideration of pairing drainage swales on one side of the dwelling.
 - c) Stipulate that mechanical equipment (air conditioner, heat pumps etc.) be provided at the rear of the dwelling or within the same side as paired drainage solutions identified in item (b).
 - d) Facilitate design solutions that eliminates the need for acoustic barriers.
 - e) Design the subdivision to eliminate the need for retaining walls whenever feasible.
 - f) Design multiple blocks such that front entrances face the municipal street and that back lotting be avoided.
 - g) Include traffic calming measures on municipal streets such as raised intersections and trail crossings, boulevard bump outs within parking lanes to intermittently narrow the street etc.
5. That no grading or site alteration shall occur until such time as the subdivision agreement has been registered, and all approvals (municipal or otherwise) have been granted related to said grading or site alteration to the satisfaction of the Township. For further clarity, area grading will not be permitted through a separate agreement.

6. That prior to any grading or construction on site and prior to registration of the plan, the owners or their agents submit the following plans and reports to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the Township of Wilmot:
 - a) A detailed storm water management report in accordance with the 2003 Ministry of the Environment Report entitled "Stormwater Management Planning and Design Manual";
 - b) A detailed Lot Grading, Servicing and Storm Drainage Plan;
 - c) An Erosion and Siltation Control Plan in accordance with the Grand River Conservation Authority's Guidelines for sediment and erosion control, indicating the means whereby erosion will be minimized and silt maintained on-site throughout all phases of grading and construction; and,
 - d) The submission and approval of a Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Permit from the GRCA prior to grading in a regulated area and/or construction of the Stormwater Management outlet in a regulated area.
7. That the Subdivider agrees to complete and maintain the works in accordance with the approved plans and reports noted in Condition 6, above.
8. That, prior to final approval, the Subdivider shall submit a lot grading and drainage plan for the approval of the Township, the Region and the GRCA. The lot grading plan shall incorporate a minimum requirement of 15cm of topsoil in all blocks and boulevards.
9. That prior to registration of Stage 1 the Subdivider shall confirm that a legal outlet for post-development stormwater flows has been secured to the satisfaction of the Township.
10. That subdivision agreement shall contain a condition(s) whereby the Subdivider shall be responsible for the preparation of new assessment schedules for municipal drains affected by the subdivision lands.
11. That prior to registration of Stage 1 the Subdivider shall confirm that a legal outlet for sanitary sewer flows has been secured to the satisfaction of the Township.
12. The Subdivider agrees to obtain and comply with all necessary Provincial, Regional, Township, and GRCA approvals with respect to sanitary sewer, watermain, and stormwater management works.
13. That the Subdivider shall provide a master utility locate plan for hydro (including street lights) and all other utilities prior to final approval of the detailed engineering. The Subdivider's engineer is responsible to review the utility submission to ensure there are no conflicts with sewer, watermains, driveways, sidewalks, multi-use trails, boulevard trees, and signage. At such time as the Subdivider's engineer has reviewed the utility drawings a clearance letter is to be provided to the Township for each utility.
14. That prior to registration, the Subdivider shall make satisfactory arrangements with Enova Power Corp for the provision of permanent electrical services to the plan, with all electrical

servicing within the plan be underground unless deemed not feasible by Enova, and that wood poles will not be utilized within the plan.

15. The Subdivider further agrees that should permanent installations be impractical at the time, to pay all costs incurred through the provision of temporary electrical services and the removal of such services when permanent installations are possible.
16. That street lighting shall be provided at the owner's expense in accordance with the standards and specifications of the Township of Wilmot, the Region of Waterloo and Enova Power Corp.
17. That prior to or concurrent with the registration of any Stage the Subdivider shall grant any easements required for utility or municipal servicing purposes.
18. That a maximum of one vehicular access be provided from each of Blocks 4 and 18 (Stage 1) to Street 2, subject to any need for an emergency access that is not a primary entrance.
19. That no vehicular access be provided from Blocks 1-5 (Stage 2) to Street 2.
20. That the Subdivider shall submit a park plan and landscaping plan prepared by a qualified landscape architect for the park block, and open space blocks, trail blocks, and stormwater management blocks to the satisfaction of the Township. The approved landscaping plan shall set out the location of all pathways and sidewalks, the ground cover for each block, lighting, plantings, and fencing/bollard requirements and shall form a part of the subdivision agreement between the Township and the Subdivider.
21. That a qualified landscape architect shall provide a document outlining the landscaping specifications, along with tree species, planting locations, and maintenance requirements for all trees planted within boulevards and lands to be conveyed to the Township. This document shall be prepared in consultation with Appendix C of the Township Tree Canopy Policy Framework 2023 and to the satisfaction of the Township.
22. That the Subdivider shall landscape the blocks and boulevards as required by Conditions 20 and 21 in accordance with the approved plans and documents for each phase.
23. That the Subdivider agrees to construct, in accordance with the approved plans and within the timeframe and financing schedule outlined below, the park, open space, walkway and trail blocks, and all trails within and abutting the subdivision, as set out in the approved plans to the satisfaction of the Township.
 - a) Grading, topsoiling and seeding shall be completed prior to occupancy of the first unit within the stage within which the park, open space, walkway or trail blocks are located or in the event of winter conditions by June 1st immediately following the issuance of the first occupancy permit.

- b) Construction of the park and trails within the park, open space, walkway, and trail blocks shall be completed within one year of registration or servicing the stage within which such blocks are located, whichever occurs first.
 - c) The applicable construction costs of the park and trails such as grading, topsoiling, seeding, sodding, installation of playground equipment, landscaping, servicing, signage and furnishings in accordance with the approved plans shall be paid for by the Subdivider.
 - d) The applicable supply and construction costs of playground equipment, landscaping, and furnishings relating to the park block shall be reimbursed to the Subdivider and the repayment method, which may include development charge credits, shall be set out in the subdivision agreement.
24. That further to Condition 23:
- a) The Subdivider, at their cost, shall construct an asphalt 3.0m multi-use trail (MUT) through Blocks 29 and 30 (Stage 1).
 - b) The Subdivider, at their cost, shall construct an asphalt 3.0m MUT through Blocks 20 and Block 21 (Stage 1) linking the MUT on Street 2 to the trail along the south side of the Ivan Gingerich Drain.
 - c) The Subdivider, at their cost, shall construct an asphalt trail with a minimum width of 2.4m within Block 28 (Stage 1) and Block 8 (Stage 3).
 - d) The Subdivider shall construct an asphalt or compacted stone dust trail with a minimum width of 2.4m:
 - i) within Block 24 (Stage 1) connecting Ingold Avenue to Block 27 (Stage 1) at their cost, and
 - ii) from the trail within Block 24 (Stage 1) to connect to the existing trail within the Township owned woodlot to the west of Block 24 to be reimbursed to the Subdivider with the repayment method, which may include development charge credits, to be set out in the subdivision agreement.
 - e) The Subdivider shall construct a trail with a minimum width of 2.4 and a surface treatment of asphalt or compacted stone dust along the south side of the Ivan Gingerich Drain from Waterloo Street to Block 30 (Stage 1) to be reimbursed to the Subdivider with the repayment method, which may include development charge credits, to be set out in the subdivision agreement.
25. That the Subdivider shall construct the stormwater management blocks including municipal trails within the stormwater management blocks and service corridor block, in accordance with the approved plans prior to registration of Stage 1. When trails within stormwater management blocks or service the corridor block serve a combined function for maintenance access, the trails shall be constructed to the standard required for maintenance access or to the width specified below, whichever is greater.
- a) Within Block 26 (Stage 1), trails shall include a surface treatment of compacted stone dust or asphalt and a minimum width of 2.4m.
 - b) Within Blocks 25 and 27 (Stage 1), the extension of the MUT from Street 2 to Block 29 (Stage 1) shall be asphalt and a minimum width of 3.0m.
26. That the Subdivider shall construct a separated asphalt boulevard MUT with a minimum width of 3.0m along the east side of Waterloo Street from the existing sidewalk to the south

side of the Ivan Gingerich Drain within one year of registration or servicing of Stage 1. The Region and/or the Township shall repay the Subdivider for portions of the MUT that do not abut the subdivision lands. The repayment method, which may include development charge credits, shall be set out in the subdivision agreement.

27. That the Subdivider, at their cost, shall construct a separated asphalt boulevard MUT with a minimum width of 3.0m along the north/east side of the entirety of Street 2 within one year of registration or servicing of Stage 1.
28. That sidewalks on all other streets shall be constructed to the standard, in the location and of the width specified by the Township of Wilmot.
29. That all lands abutting blocks to be conveyed to the Township of Wilmot shall be fenced or otherwise appropriately delineated to the satisfaction of the Township.
30. That all offers of purchase, sale, or lease for single detached, semi-detached, or street fronting townhome dwellings, include the following clause and that, prior to occupancy, the Subdivider or subsequent builder be required to conspicuously post this clause on the inside of the overhead garage door:

"Parking

Purchasers or tenants are advised that this property consists of a maximum driveway width of "x" (x to be specified based on the specific lot). This dwelling includes an attached garage that, combined with the driveway, provides available parking of "x" spaces (x to be determined based on the specific lot). Parking is only permitted within the attached garage and driveway. The driveway may not be widened, nor can a walkway be constructed beside the driveway to expand its width in accordance with the Township of Wilmot Zoning By-law. Occupants of this dwelling are advised that if they have more than "x" vehicles (x to be the number of parking spaces previously identified) and/or they do not intent to park within the garage, this property may not be suitable for their needs. Please note that on-street parking cannot be relied upon for daily parking needs.

Site alterations

Please be aware that this property is designed to adequately address surface drainage with surface water typically being conveyed along property lines. Water may stand on the surface during rain events. No alterations to grading, landscaping (raised gardens, retaining walls etc.), and no hard surfacing is permitted within 0.6m of any property line as set out in the Township of Wilmot Zoning By-law."

31. That the Subdivider agrees to provide all prospective purchasers with a copy of the grading control plan and a copy of the subdivision agreement.
32. That prior to registration of Stage 1, the Subdivider shall enter into an agreement with the Township of Wilmot to implement the mitigation measures required to abate noise from the abutting railway.

33. That prior to registration of Stage 1, the Subdivider shall ensure that if an acoustic barrier is required abutting Block 1, Block 2, Block 7, or Block 8 (Stage 4), that:
- a) With respect to Blocks 1 and 2, that a separate block or easement be conveyed to the Township, separate from the stormwater management block to accommodate the acoustic barrier construction and maintenance.
 - b) With respect to Blocks 7 and 8:
 - i) that the acoustic barrier not be located between the residential blocks and the Township trail block, and
 - ii) that a separate block or easement be conveyed to the Township, separate from the 10.0m trail block to accommodate the acoustic barrier construction and maintenance.
34. That prior to registration of Stage 4, an updated noise study be completed to confirm requirements for noise attenuation and to specifically evaluate alternatives to the construction of an acoustic barrier to the satisfaction of the Township, Region, and CN including more passive methods of abatement including berms, landscaping and the use of noise warning clauses.
35. That if, prior to registration of Stage 4, changes to the required mitigation measures are identified, the Subdivider shall amend the existing, or enter into a new, agreement to implement the mitigation measures to abate noise from the abutting railway.
36. That if, prior to registration of Stage 4, an updated noise study determines that an acoustic barrier is required, the location of said barrier shall be in accordance with Condition 33 and the following shall be required and identified within the agreement referenced in Condition 35:
- a) That the Subdivider agrees that where an acoustic barrier is constructed on Township property, that prior to registration of Stage 4, the Subdivider will be required to pay to the Township 55% of the actual construction cost to be held in a barrier replacement fund to be used to replace the barrier in future. This is estimated to be sufficient to provide a one-time replacement of the barrier, assuming a 30 year life span and 2% marginal rate of return.
 - b) Where the barrier is on private property adjacent to public property, the Subdivider shall enter into an Agreement with the Township which shall be registered, on title of the properties on which the barrier is to be constructed, immediately upon registration of the subdivision. The agreement shall implement the following clause with respect to the acoustic barrier located on these lots and must be included in all offers of purchase/sale and tenancy agreements:
 - i) "Purchasers/tenants are advised that a noise barrier wall is located at the rear/side of this property. The owner of this property also owns his/her section of the noise barrier wall. The noise barrier wall is not in public ownership. Monitoring, maintenance, inspection, repair and replacement of this noise barrier wall, including any associated costs, are the sole responsibility of the property owner. The Township of Wilmot is in no way responsible for this noise barrier wall. Should this noise barrier wall fail, it is the property owner's responsibility to repair or replace his/her section of the wall, at his/her cost. If the property owner fails to maintain the noise barrier wall, the Township

of Wilmot will notify of the requirement to repair in writing. If the property owner does not comply with the Township's request, the Township will correct the deficiency and bill the property owner accordingly".

37. That all streets, including the approved entrance locations to lots/blocks, shall be constructed by the Subdivider in accordance with the specifications and requirements of the Township.
38. That the detailed engineering design include an entrance and on-street parking location plan to the satisfaction of the Township of Wilmot including all entrance locations, widths, and surface treatments.
39. That the streets shall be named to the satisfaction of the Township of Wilmot and said names shall be assigned by the Township of Wilmot within the Subdivision Agreement.
40. That, prior to registration, the Subdivider shall pay for and install all regulatory street signs.
41. That the Subdivider shall indicate to prospective purchasers in all offers of purchase and sale that mail delivery will be from a designated centralized mailbox and, that the location of the centralized mailbox shall be determined prior to the closing of any home sale.
42. That the Subdivider shall ensure the provision of a potable water supply to each lot to the satisfaction of the Township of Wilmot and Region of Waterloo.
43. That the access and egress for all construction traffic, for the life of the development, shall be from Waterloo Street directly to Street 2.
44. That the Subdivider shall install signs on Laschinger Boulevard (at Waterloo Street), Charles Young Avenue, and Ingold Avenue to advise that construction traffic is prohibited. The signs and their locations shall be to the satisfaction of the Township.
45. That the Subdivider shall erect a sign at the entrance to the subdivision, at the Subdivider's expense, which identifies all blocks within the approved plan of subdivision and which identifies the zoning and use of each block. The design of the sign shall be submitted to the Township of Wilmot for approval prior to its erection. The Subdivider shall be responsible to obtain a building permit for said sign if a permit is required. Upon completion of the subdivision the sign shall be removed at the expense of the Subdivider.
46. That a maximum of five model home units (which may not include a multiple dwelling or townhome block) may be constructed prior to registration of the development provided that no residential occupancy of any model home may be permitted until such time as the subdivision plan is registered.
47. That prior to release of the plan for registration, the Subdivider shall pay all legal fees incurred by the Township related to the processing and approval of the plan.

48. That prior to registration of the subdivision agreement and prior to release of the plan for registration, the Subdivider shall pay the Township Development Services subdivision registration fee in accordance with the Township Fees and Charges By-law.
49. That prior to the release of the plan for registration, the Subdivider shall pay the Township Infrastructure Services subdivision review administration fee and subdivision drawing and construction review fees in accordance with Township Fees and Charges By-law.
50. That prior to the release of the plan for registration, the Subdivider shall provide a deposit of \$15,000 for potential installation of future traffic calming measures on Charles Young Avenue, Ingold Avenue, and Laschinger Boulevard. Should the Township determine that improvements are not required at such time as final acceptance of the subdivision, or if the improvements are installed at a cost less than the deposit, the remaining amount shall be returned to the Subdivider.
51. That prior to the issuance of a building permit, the Subdivider agrees to pay the development charge in force at the time of building permit issuance.
52. That the Subdivider agrees to contribute to affordable housing within the Township by:
 - a) Contributing directly to an affordable housing project approved for development within the Township of Wilmot in an amount no less than \$500 per residential unit in the plan, or
 - b) Constructing affordable housing units with the plan, or
 - c) Providing an affordable housing contribution to the Township of Wilmot for each residential unit developed within the plan, which contribution will be paid and used in accordance with the following:
 - i) the affordable housing contribution shall be \$500 per residential unit, regardless of unit type, and shall not be subject to indexing or any other increase;
 - ii) the affordable housing contribution is payable for each residential unit in the plan, and shall be collected by the Township, at the time of issuance of a building permit for the unit(s);
 - iii) the affordable housing contribution shall not be payable in respect of any subsequent secondary/accessory units or suites within a single detached, semi-detached or townhouse unit, or in respect of any non-residential development;
 - iv) the affordable housing contributions paid by the Subdivider will be used by the Township toward the capital costs of a planned affordable housing project that is otherwise fully funded and approved, and may be given by the Township to a not-for-profit affordable housing corporation for that purpose or used by the Township to acquire land to be conveyed to such a corporation for that purpose; and
 - v) the payment of the affordable housing contribution by the Subdivider pursuant to this condition shall be in full satisfaction of any and all requirements respecting the contribution to or provision of affordable or social housing in respect of the development of the lands within the plan, and, for greater certainty, the lands shall not be subject to any inclusionary zoning by-law and the Subdivider shall be exempt from any development charge imposed by the Township in respect of affordable or social housing.

53. That prior to release of the plan for registration, the Subdivider will provide the Township of Wilmot with a detailed description of how each condition of draft approval has been satisfied.

and,

THAT Council approve Zone Change Application 05/22 as follows:

1. To change the zoning of the subject property from Zone 1 (Agricultural) to Zone 2b (Residential), Zone 2c (Residential), Zone 4 (Residential), and Zone 11 (Open Space).
2. For those lands zoned Zone 2b, the following shall apply to a Residential Building – Single Detached, in addition to and/or replacing those regulations contained within By-law 83-38, as amended:
 - a) Minimum lot area, 270 square metres
 - b) Minimum lot frontage and width, 9m (interior lot), 12m (corner lot)
 - c) Minimum front yard setback for the habitable and uninhabitable (garage) portion of a building, 6m notwithstanding:
 - i) that at no point shall the uninhabitable portion of the dwelling be closer to the front lot line than the habitable portion of the dwelling;
 - ii) that the habitable portion of the dwelling may include a useable covered front porch;
 - iii) on lots with a width of less than 11m, the garage shall be setback a minimum of 9m from the front lot line.
 - iv) where the front yard setback for the uninhabitable (garage) portion of the dwelling is a minimum of 9m, the minimum front yard setback for the habitable portion of the dwelling shall be 3.5m
 - d) Minimum side yard setback, 1.2m
 - e) Minimum exterior side yard setback, 3.5m
 - f) Minimum rear yard setback, 7.5m
 - g) Maximum lot coverage all buildings, 55%
 - h) Maximum lot coverage accessory buildings in conformity with Section 6.3 of By-law 83-38, provided combined main and accessory buildings lot coverage does not exceed 55%
 - i) Maximum building height, 12m
3. For those lands zoned Zone 2c, the following shall apply in addition to and/or replacing those regulations contained within By-law 83-38, as amended:
 - a) “Residential Building – Street Townhouse” shall be an additional permitted use
 - b) Minimum front yard setback for the habitable and uninhabitable (garage) portion of a building, 6m notwithstanding:
 - i) that at no point shall the uninhabitable portion of the dwelling be closer to the front lot line than the habitable portion of the dwelling;
 - ii) that the habitable portion of the dwelling may include a useable covered front porch;
 - iii) on lots with a width of less than 11m, the garage shall be setback a minimum of 9m from the front lot line

- iv) where the front yard setback for the uninhabitable (garage) portion of the dwelling is a minimum of 9m, the minimum front yard setback for the habitable portion of the dwelling shall be 3.5m
 - c) Minimum side yard setback, 1.2m
 - d) Minimum exterior side yard setback, 3.5m
 - e) Minimum rear yard setback, 7.5m
 - f) Maximum lot coverage all buildings, 55%
 - g) Maximum lot coverage accessory buildings in conformity with Section 6.3 of By-law 83-38, provided combined main and accessory buildings lot coverage does not exceed 55%
 - h) Maximum building height, 12m
 - i) "Residential Building – Single Detached" specific regulations:
 - i) Minimum lot area, 270 square metres
 - ii) Minimum lot frontage and width, 9m (interior lot), 12m (corner lot)
 - j) "Residential Building – Street Townhouse" specific regulations:
 - i) Minimum lot area, 165 square metres
 - ii) Minimum lot frontage and width, 5.5m (interior lot), 8.5m (corner lot)
4. For those lands zoned Zone 4, the following shall apply in addition to and/or replacing those regulations contained within By-law 83-38, as amended:
- a) "Residential Building – Townhouse" shall be an additional permitted use
 - b) Minimum off-street parking shall be provided as follows:
 - i) Residential Building – Apartment, 1.2 spaces per dwelling unit
 - ii) Residential Building – Cluster Townhouse and Residential Building – Back-to-Back Townhouse, 1.5 spaces per dwelling unit
 - iii) Residential Building – Street Townhouse, 2.0 spaces per dwelling unit
 - c) Maximum building height main building, 15m or 4-storeys, whichever is greater.
 - d) Minimum front yard setback, 6.0m
 - e) Minimum interior side yard setback, 3.0m or half the building height (maximum 12m)
 - f) Minimum exterior side yard setback, 3.5m
 - g) Minimum rear yard setback, 6.0m
 - h) Maximum lot coverage all buildings, 60%
 - i) Maximum lot coverage accessory buildings in conformity with Section 6.3 of By-law 83-38, provided combined main and accessory buildings lot coverage does not exceed 60%
 - j) Residential Building – Apartment specific regulations:
 - i) Minimum lot frontage and width, 30m
 - ii) "Amenity Area" shall be defined as the area of the lot or block not occupied by buildings, parking and driveway areas which may include patios and landscaped areas on the site, swimming pools and other outdoor areas which can be used for recreational purposes, the area devoted to the private outdoor balconies and the floor area devoted to the indoor entertainment, social and/or recreational common rooms.
 - iii) Minimum amenity area shall be 30 square metres per dwelling unit.
 - k) Residential Building – Cluster Townhouse and Residential Building – Back to Back Townhouse specific regulations:
 - i) Minimum lot frontage, 20m
 - l) Residential Building – Street Townhouse specific regulations:

- i) Minimum front yard setback for the uninhabitable (garage) portion of the dwelling, 9m
- ii) Where the front yard setback for the uninhabitable (garage) portion of the dwelling is a minimum of 9m, the minimum front yard setback for the habitable portion of the dwelling, including a useable covered front porch, shall be 3.5m

SUMMARY:

The Township of Wilmot is in receipt of an application for Draft Plan of Subdivision and an application for changes to the Township Zoning By-law. The lands to which these applications apply are presently undeveloped and located on the east side of New Hamburg, south of Waterloo Street. The lands are designated Urban Residential and Open Space in the Township Official Plan and are presently zoned Zone 1 (Agricultural) within the Township Zoning By-law 83-38, as amended.

Draft plan of subdivision application 30T-22601, is comprised of approximately 37.19 ha and includes between 526-747 dwelling units in the form of single detached dwellings, townhomes and other multiple residential buildings.

Zone change application 05/22 proposes amendments to the zoning by-law to implement the draft plan of subdivision and the mix of housing forms that the plan contains.

This report provides a summary of the draft plan of subdivision and associated zone change applications that have been filed for the subject property and provides a recommendation for draft approval to the Region of Waterloo and for approval of the associated zoning.

BACKGROUND:

A Public Meeting was held on June 13, 2022. Notice that these applications would be returning to Council for consideration of a recommendation was provided on May 29, 2024.

The following is a summary of comments received prior to this report being finalized.

Public (complete comments included as Attachment D)

Colleen Dusky, Waterloo Street, New Hamburg – concerned with increased traffic.

Eric and Linda Kipfer, Waterloo Street, New Hamburg – opposed to rezoning farmland, concerned with increased traffic and safety for pedestrians, and concerned with noise and dust from construction.

Kevin Thomason, verbal submission at the June 2022 public meeting in support of the development.

Agencies

Enbridge – requesting necessary easements and/or agreements for the provision of gas services for this project to the satisfaction of Enbridge

CN – indicating the storm water management plan and environmental noise and vibration feasibility study are currently under review

Canada Post – requesting draft approval conditions relative to the provisioning for community mailbox locations and standards

Hydro One – indicating no comments or concerns

WCDSB – providing standard school board related development conditions (education development charges, school signage, and student transportation) along with a request to ensure the adequacy of school accommodations prior to registration.

WRDSB – providing standard school board related development conditions (education development charges, school signage, and student transportation).

GRCA – recommending draft approval.

REPORT:

The lands subject to these applications were added to the New Hamburg Urban Area as part of the Township's Official Plan review and boundary rationalization process that was undertaken starting in 2017 and approved in April 2019.

Draft plan of subdivision application 30T-22601, is comprised of approximately 37.19 ha and includes between 526-747 dwelling units in the form of single detached dwellings, townhomes and other multiple residential buildings. The plan includes storm water management areas, open space areas, parkland and an integrated trail network that will be interconnected with existing and future sidewalks, trails and walkways.

Zone change application 05/22 proposes amendments to the zoning by-law to implement the draft plan of subdivision. Development blocks closest to existing residential properties on the west side of the development are proposed to be zoned to permit single detached dwellings and accessory uses as currently permitted within that zone with site specific regulations respecting lot size, building location and height. The remaining residential blocks are proposed to be zoned to permit either single detached dwellings and street fronting townhomes or cluster townhome and other multiple residential buildings. The stormwater management blocks, open space areas, park and trails would be zoned as open space.

Housing forms, densities, and affordability

Policy 4.2 of the Township Official Plan speaks specifically to the need to provide a full range and mix of housing types, tenures and densities in all designations where residential land uses are permitted. The policy stipulates that in new developments on lands of 2 hectares or more, that a minimum of 30% of housing be in a form other than single and semi-detached dwellings. The policy further speaks to the need to address housing affordability in both ownership and rental.

The proposed development includes single detached dwellings, townhomes and other multiple residential buildings. Other multiple dwellings may include cluster townhomes, stacked townhomes, or traditional apartment buildings. The draft plan provides a unit range within each block identified to provide flexibility based on market demand at the time of construction. The tables provided on the draft plan identify the unit range and potential unit types within each block and development stage.

The blocks on the west side of the development closest to the existing Laschinger neighbourhood are identified for single detached development with the zoning securing this housing type. Other blocks are identified for either single detached and street town home units or for multiple residential development. Combined, the multiple residential blocks and street townhome units will constitute 30% or more of the units within the development in turn meeting or exceeding the targets of the Official Plan.

Township OP policy sets out that greenfield development will achieve an average minimum density of 45 people and jobs per hectare. This plan represents a minimum to maximum range of density of 50 to 61 people and jobs/hectare which is in keeping with the intent that the average across all greenfield development in the Township meet or exceed the densities established by the OP.

Providing a range of housing forms inherently provides a varying degree of affordability. The applicant proposes to further address affordability policies of the OP through either the construction of units within the development, the contribution towards an affordable housing development elsewhere in the Township, or through contributing \$500/dwelling unit within the plan to an affordable housing fund maintained by the Township of Wilmot. The proposed draft approval conditions include these options. The creation of an affordable housing fund would be a new process for the Township, but would be consistent with other jurisdictions such as the City of Cambridge. Additionally reporting on the function of this fund would be provided at a later date should that be the option pursued by the applicant.

Traffic, parking, and active transportation

Traffic

A traffic study (and subsequent addendum in December 2023) was completed for the development. The study looked at intersection controls, traffic distribution, traffic calming, and active transportation and trail linkages through the development and adjoining neighbourhoods.

This development includes road connections to the west through the previously planned extensions of both Ingold Avenue and Charles Young Ave. While it is not anticipated that traffic from this development will travel through those streets to get to Waterloo Street, the draft approval conditions include the provision for a traffic calming deposit. This deposit will be utilized by the Township to introduce traffic calming, such as raised intersections, speed humps, or narrowing of the travelled lane width, within the existing neighbourhood if any such improvements are warranted.

It is anticipated that the future connection to Nafziger Road through Cachet's designated lands, will additionally redistribute traffic movements both through this neighbourhood and at its intersection with Waterloo Street. Increased flow of traffic may occur from the existing Laschinger neighbourhood easterly as an alternative route to connect to Nafziger Road, bypassing Waterloo Street. Traffic calming measures within this development account for this potential.

For reference, notations have been added to the draft plan identifying traffic calming areas, and trail and active transportation linkages. This plan is included as Attachment C.

The traffic study was reviewed and accepted by the Township and its third-party traffic consultant and was ultimately reviewed and approved by the Region of Waterloo as the Waterloo Street road authority.

Parking

The recommended draft approval conditions and associated zoning account for both on-street and off-street parking within this development. Significant efforts have been made towards reviewing the needed municipal right-of-way that supports on-street parking, traffic and infrastructure. It is anticipated that the right-of-way will include travelled lanes independent from on-street parking to allow safe movement of emergency vehicles, snow clearing equipment, automobiles and shared space for cyclists. On-street parking areas may be limited to one side of the street where necessary based on the number and frequency of accesses. It is anticipated that road will include curb "bump-outs" that narrow the road, slow traffic, and break up the width of the road where on-street parking is provided. Ultimately the final right-of-way cross-section will be finalized through the detailed engineering and design review, but will incorporate the above objectives.

With respect to off-street parking, the number and location of parking spaces is regulated by the Zoning By-law. The proposed zoning remains consistent with existing regulations requiring 2 parking spaces per unit for singles and street fronting town homes. Similar to zoning regulations utilized within the development of the narrower singles on Captain McCallum Drive, for lots with a width of less than 11m, the minimum driveway depth is proposed to be 9m. This additional length (increased from the standard 6 or 7.6m setback) will accommodate two average length cars. While an off-street parking space would be available within the garage, experience would suggest that garages are more often utilized for storage of personal items as opposed to a parking space. As such, if garages are utilized for parking, in theory the 9m driveway and garage space on narrow singles and street fronting towns would provide for three parking spaces. This 9m driveway has proven to be effective on Captain McCallum Drive and is consistent with other jurisdictions, specifically the Township of Woolwich.

With respect to other multiples, the parking regulations for apartments/stacked townhomes are proposed at 1.2 spaces per unit representing a small reduction from the current zoning requirement of 1.5 spaces per unit. For cluster townhome developments, the ratio is proposed to be reduced from 2 spaces to 1.5 spaces per unit. It is anticipated that these parking ratios will be effective for the type of housing proposed and ultimately are consistent with, or exceed ratios within other jurisdictions.

Active transportation

Included as Attachment C is an illustration of the trail and active transportation linkages within the development and to existing and planned networks in abutting neighbourhoods. A boulevard MUT will be installed along the south side of Waterloo Street from the current termination of sidewalk by the Forest Glen pumping station. The MUT will extend to the east side of the development and link to the trail to be constructed on Township owned lands along the Ivan Gingerich Drain. The Ivan Gingerich drain MUT will ultimately extend to Nafziger Road, and through development of the Cachet lands, link to existing and planned trails connecting to the Baden urban area and the Wilmot Recreation Complex.

A boulevard MUT will be installed on the east side of Street Two, the north-south collector through the development. This MUT will provide central connectivity to the planned municipal park along with internal and external trail linkages. Given the form of housing proposed for Street Eight, the MUT will not continue from Street Two through Street Eight, but rather extend south through the servicing corridor before traversing the perimeter of the development and connecting back up to the Ivan Gingerich drain MUT. The trail is then anticipated to travel either on road through the Cachet lands and/or along the Ivan Gingerich drain to Nafziger Road.

Trail connectivity will further be provided to the existing Laschinger Woods trails providing seamless interconnection with the Laschinger Boulevard neighbourhood and Forest Glen PS.

Infrastructure

This development plays a critical part in facilitating sanitary sewer servicing not only within the development, but providing servicing connectivity to Cachet's designated lands to the east. The development will include a trunk sanitary sewer that will ultimately pass under the CN railway and connect into servicing works to be installed within the Wilmot Employment Lands.

This development will also facilitate the rerouting of the Forest Glen sewage pumping station by connecting a sanitary forcemain from the pumping station to the gravity trunk sewer network within the development. This re-routing will re-direct the sanitary sewer flows that currently pass through the New Hamburg core and in turn assist in freeing up infrastructure capacity for infilling and intensification along the Waterloo Street corridor and downtown New Hamburg.

Public comments and concerns

Two public submissions were received noting concerns with the development. These submissions are included as Attachment D. The main themes of concerns are with increased traffic and safety on Waterloo Street, the impact of construction with respect to noise and dust, and the loss of farmland.

As noted in the preceding paragraphs, a traffic study was completed for the development which identifies that Waterloo Street will continue to operate appropriately with the introduction of west bound left turn lanes into the development and the existing Laschinger neighbourhood.

The introduction of a multi-use trail extending from the current termination of the sidewalk on Waterloo Street west of this development, will provide additional safety for shared use of the road.

Construction traffic will be directed to Waterloo Street which is a Regional Road and designed to carry both the construction traffic and future residential traffic generated from this development. Prior to commencement of earth works and site servicing, the developer will be required to enter into a subdivision agreement including provisions related to dust control and site maintenance and will post securities with the Township to ensure the site is developed and maintained appropriately.

These lands were part of the detailed land needs analysis and boundary rationalization exercise that was undertaken between 2017 and 2019 and which included in person and online opportunities for public input. Contemplation of land use was undertaken through that process and these applications simply implement the designation established in 2019.

Summary

Through the review of detailed supporting documentation and as summarized within this report, staff support the approval of the applications.

The recommended draft approval conditions address matters of municipal interest and combined with the recommend zoning, provide for the logical and orderly development of the municipality in accordance with the goals and objectives of the Township Official Plan.

ALIGNMENT WITH THE TOWNSHIP OF WILMOT STRATEGIC PLAN:

Residential developments that contain a mix of housing forms, have access to open space and parks, and provide active transportation linkages integrating new and existing neighbourhoods, implements the strategies of the Township to achieve an exceptional Quality of Life for Township residents.

Significant infrastructure investments facilitating short and long term servicing implements the strategies to achieve the Township's goal of Responsible Governance.

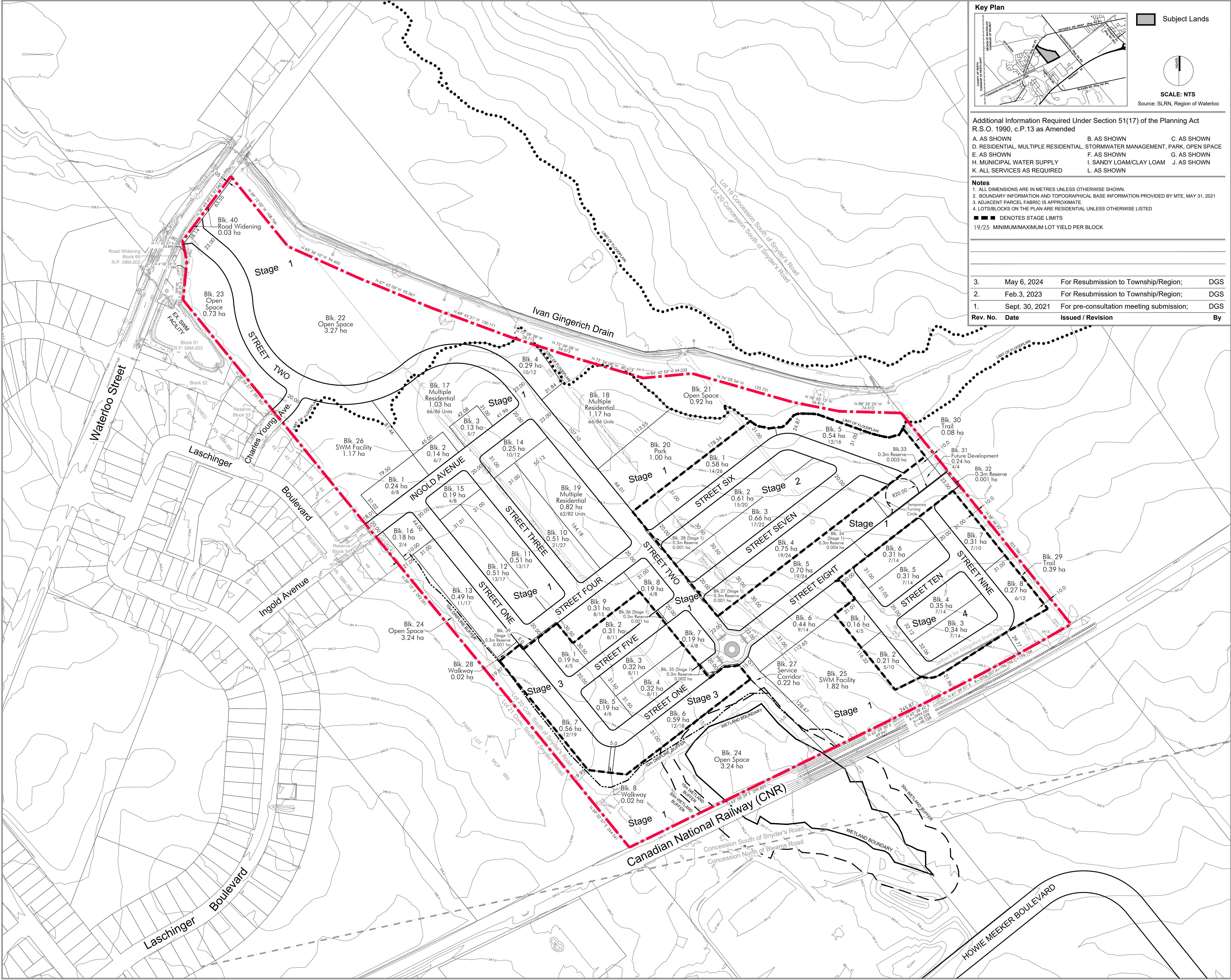
FINANCIAL CONSIDERATIONS:

The application fees, established by the Township of Wilmot Fees and Charges By-law, were collected at the time of application.

Township costs associated with the redirection of the Forest Glen pumping station, the sanitary sewer trunk upsizing, and the sanitary crossing of the CN railway through to the employment lands are accounted for and will be funded through Development Charges.

ATTACHMENTS:

- | | |
|--------------|---|
| Attachment A | Proposed draft plan of subdivision |
| Attachment B | Draft amending zoning by-law |
| Attachment C | Active transportation and traffic calming |
| Attachment D | Public comments and minutes from the Public Meeting |



Key Plan

Source: SLRN, Region of Waterloo

Subject Lands

SCALE: NTS

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. AS SHOWN	B. AS SHOWN	C. AS SHOWN
D. RESIDENTIAL, MULTIPLE RESIDENTIAL, STORMWATER MANAGEMENT, PARK, OPEN SPACE	E. AS SHOWN	F. AS SHOWN
G. AS SHOWN	H. MUNICIPAL WATER SUPPLY	I. SANDY LOAM/CLAY LOAM
J. AS SHOWN	K. ALL SERVICES AS REQUIRED	L. AS SHOWN

Notes

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
- BOUNDARY INFORMATION AND TOPOGRAPHICAL BASE INFORMATION PROVIDED BY MTE, MAY 31, 2021
- ADJACENT PARCEL FABRIC IS APPROXIMATE.
- LOTS/BLOCKS ON THE PLAN ARE RESIDENTIAL UNLESS OTHERWISE LISTED

■ ■ ■ DENOTES STAGE LIMITS

19/25 MINIMUM/MAXIMUM LOT YIELD PER BLOCK

DRAFT PLAN OF SUBDIVISION

Legal Description
PART OF LOT 20, CONCESSION SOUTH OF SNYDER'S ROAD
TOWNSHIP OF WILMOT
REGIONAL MUNICIPALITY OF WATERLOO

Owner's Certificate
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: January 12, 2022

Adam Belsky, Wilmot Woods Developments Inc.

Surveyor's Certificate
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: Jan. 14, 2022

Trevor D.A. McNeil, OLS (MTE OLS LTD.)

Area Schedule

30T-22061

	Stage 1		
Description	Lots/Blocks	Units (min/max)*	Area (ha)
Residential*	1-16	145/205	5.27
Multiple Residential	17-19	194/254	3.02
Park	20		1.00
Open Space	21-24		8.16
Stormwater Management	25,26		2.99
Service Corridor	27		0.22
Walkway	28		0.02
Trail	29,30		0.47
Future Development	31	4/4	0.24
0.3m Reserve	32-39		0.01
Road Widening	40		0.03
Roads			4.79
Total	40	343/463	26.22

*Blks. 2,3,4,10,14 [street towns (5.5-7m)]
Part of Blk. 6, Blks. 7,8,15 [street towns (6m) and small single detached lots (9m)]
Blks. 1,5,6,11,12 [small single detached lots (9-12m)]
Blks. 13,16 [large single detached lots (9-13.76m)]
Blks. 17,18,19 [from Concept Plans (Stacked Towns)]

Stage 2				
Description	Lots/Blocks	Units (min/max)*	Area (ha)	
*Residential	1-5	77/110	3.14	
Roads			1.15	
			4.29	

*Blk. 1 [street towns (6m) and small single detached lots (9m)]
Blks. 2,3,4,5 [small single detached lots (9m-12m)]

Stage 3					Stage 4				
Description	Lots/Blocks	Units (min/max)*	Area (ha)		Description	Lots/Blocks	Units (min/max)*	Area (ha)	
*Residential	1-7	56/81	2.48		*Residential	1-8	50/93	2.26	
Walkway	8		0.02		Walkway			0.84	
Roads			0.84		Roads			1.08	
			3.34					3.34	

*Part of Blk. 6 [street towns (6m) and small single detached lots (9m)]
Blks. 1,2,3,4,5 [small single detached lots (9m-12m)]
Blk. 6,7 [large single detached lots (9-13.76m)]

Total				
Description	Lots/Blocks	Units (min/max)	Area (ha)	
Residential	36	328/489	13.15	
Multiple Residential	3	194/254	3.02	
Park	1		1.00	
Open Space	4		8.16	
Stormwater Management	2		2.99	
Trail	2		0.47	
Walkway	2		0.04	
Future Development	1	4/4	0.24	
Service Corridor	1		0.22	
0.3m Reserve	8		0.01	
Road Widening	1		0.03	
Roads			7.86	
			37.19	

**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**

200-540 BINGEMANS CENTRE DR. KITCHENER, ON. N2B 3X9 | P: 519.576.3630 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp		Date	May 6, 2024
		File No.	2123A
		Plan Scale	1:2,000 (24x36)
		Drawn By	D.G.S.
Project		Checked By	D.A.
Applicant		Wilmot Woods Developments Inc. 310 Fairway Rd. S P.O. Box 45016 Kitchener, ON. N2C 2R6 P: 519.570.2137	
File Name		DRAFT PLAN	Dwg No. 1 of 1
Scale Bar			

THE CORPORATION OF THE TOWNSHIP OF WILMOT

BY-LAW NO. 2024-XX

BEING A BY-LAW TO FURTHER AMEND BY-LAW NO. 83-38 OF THE TOWNSHIP OF WILMOT BEING A ZONING BY-LAW FOR THE SAID TOWNSHIP OF WILMOT.

WHEREAS The Corporation of the Township of Wilmot deems it desirable to further amend By-law No. 83-38, being a Zoning By-law for the said Township of Wilmot.

NOW THEREFORE the Council of the Corporation of the Township of Wilmot hereby enacts as follows:

1. Notwithstanding the provisions of By-law 83-38, as amended, the lands described on Schedule "A" and illustrated on Schedule "B" attached to and forming part of this By-law, are hereby removed from Zone 1 (Agricultural) and placed within Zone 2b (Residential), Zone 2c (Residential), Zone 4 (Residential), and Zone 11 (Open Space).
2. Notwithstanding the provisions of By-law 83-38, as amended, the map forming Part 1 of Schedule 'A' to By-law 83-38 shall be amended as necessary to identify the zones established by this by-law and illustrated on Schedule "B" attached to and forming part of this By-law.
3. Notwithstanding the provisions of By-law 83-38, as amended the following shall be added as Section 22.311.

Notwithstanding any other provisions of this By-law, the lands described as Part of Lot 20, Concession South of Snyder's Road, identified as Section 22.311 and zoned Zone 2b shall be subject to the following additional and/or modified regulations:

- a) the minimum lot area shall be 270 square metres
- b) the minimum lot frontage and width shall be 9m for an interior lot and 12m for a corner lot
- c) the minimum front yard setback for the habitable and uninhabitable (garage) portion of a building, 6m notwithstanding:
 - i) that at no point shall the uninhabitable portion of the dwelling be closer to the front lot line than the habitable portion of the dwelling;
 - ii) that the habitable portion of the dwelling may include a useable covered front porch;
 - iii) on lots with a width of less than 11m, the garage shall be setback a minimum of 9m from the front lot line; and
 - iv) where the front yard setback for the uninhabitable (garage) portion of the dwelling is a minimum of 9m, the minimum front yard setback for the habitable portion of the dwelling shall be 3.5m
- d) the minimum side yard setback shall be 1.2m
- e) the minimum exterior side yard setback shall be 3.5m
- f) the minimum rear yard setback shall be 7.5m
- g) the maximum lot coverage of all buildings on a lot shall be 55%
- h) the maximum lot coverage for accessory buildings shall be in conformity with Section 6.3, provided the combined lot coverage of main and accessory buildings does not exceed 55%

- i) the maximum building height shall be 12m.

Notwithstanding any other provisions of this By-law, the lands described as Part of Lot 20, Concession South of Snyder's Road, identified as Section 22.311 and zoned Zone 2c shall be subject to the following additional and/or modified regulations:

- a) a "Residential Building – Street Townhouse" shall be an additional permitted use
- b) the minimum front yard setback for the habitable and uninhabitable (garage) portion of a building shall be 6m notwithstanding:
 - i) that at no point shall the uninhabitable portion of the dwelling be closer to the front lot line than the habitable portion of the dwelling;
 - ii) that the habitable portion of the dwelling may include a useable covered front porch;
 - iii) on lots with a width of less than 11m, the garage shall be setback a minimum of 9m from the front lot line; and
 - iv) where the front yard setback for the uninhabitable (garage) portion of the dwelling is a minimum of 9m, the minimum front yard setback for the habitable portion of the dwelling shall be 3.5m
- c) the minimum side yard setback shall be 1.2m
- d) the minimum exterior side yard setback shall be 3.5m
- e) the minimum rear yard setback shall be 7.5m
- f) the maximum lot coverage of all buildings on a lot shall be 55%
- g) the maximum lot coverage for accessory buildings shall be in conformity with Section 6.3, provided the combined lot coverage of main and accessory buildings does not exceed 55%
- h) the maximum building height, 12m
- i) "Residential Building – Single Detached" specific regulations:
 - i) the minimum lot area shall be 270 square metres
 - ii) the minimum lot frontage and width shall be 9m for an interior lot and 12m for a corner lot
- j) "Residential Building – Street Townhouse" specific regulations:
 - i) the minimum lot area shall be 165 square metres
 - ii) the minimum lot frontage and width shall be 5.5m for an interior lot and 8.5m for a corner lot.

Notwithstanding any other provisions of this By-law, the lands described as Part of Lot 20, Concession South of Snyder's Road, identified as Section 22.311 and zoned Zone 4 shall be subject to the following additional and/or modified regulations:

- a) a "Residential Building – Townhouse" shall be an additional permitted use
- b) the minimum number of off-street parking spaces shall be:
 - i) "Residential Building – Apartment": 1.2 spaces per dwelling unit
 - ii) "Residential Building – Cluster Townhouse" and "Residential Building – Back-to-Back Townhouse": 1.5 spaces per dwelling unit
 - iii) "Residential Building – Street Townhouse": 2 spaces per dwelling unit
- c) the maximum building height main building shall be 15m or 4-storeys, whichever is greater.
- d) the minimum front yard setback shall be 6.0m
- e) the minimum interior side yard setback shall be 3.0m or half the building height, up to a maximum of 12m
- f) the minimum exterior side yard setback shall be 3.5m
- g) the minimum rear yard setback shall be 6.0m
- h) the maximum lot coverage of all buildings on a lot shall be 60%
- i) the maximum lot coverage of all accessory buildings shall be in conformity with Section 6.3, provided the combined lot coverage of main and accessory buildings does not exceed 60%
- j) "Residential Building – Apartment" specific regulations:
 - i) the minimum lot frontage and width shall be 30m
 - ii) an "Amenity Area" shall be defined as the area of the lot or block not occupied by buildings, parking and driveway areas which may include patios and landscaped areas on the site, swimming pools and other

outdoor areas which can be used for recreational purposes, the area devoted to the private outdoor balconies and the floor area devoted to the indoor entertainment, social and/or recreational common rooms.

- iii) the minimum amenity area shall be 30 square metres per dwelling unit
 - k) "Residential Building – Cluster Townhouse" and "Residential Building – Back to Back Townhouse" specific regulations:
 - i) Minimum lot frontage, 20m
 - l) "Residential Building – Street Townhouse" specific regulations:
 - i) the minimum front yard setback for the uninhabitable (garage) portion of the dwelling shall be 9m
 - ii) where the front yard setback for the uninhabitable (garage) portion of the dwelling is a minimum of 9m, the minimum front yard setback for the habitable portion of the dwelling, including a useable covered front porch, shall be 3.5m
4. Except as amended by the preceding regulations, the lands described on Schedule "A" attached to and forming part of this by-law and shown on Schedule "B" attached to and forming part of this by-law, shall be subject to all other applicable regulations as set down in By-law No. 83-38, as amended.
5. This by-law shall come into effect on the final passing thereof by the Council of The Corporation of the Township of Wilmot subject to compliance with the provisions of The Planning Act, R.S.O., 1990 and amendments thereto.

READ a first and second time on the 24th day of June, 2024.

READ a third time and finally passed in Open Council on the 24th day of June, 2024.

Mayor

Clerk

SCHEDULE "A"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Township of Wilmot, in the Regional Municipality of Waterloo and Province of Ontario being composed of Part of Lot 20, Concession South of Snyder’s Road, in the said Township of Wilmot.

This is Schedule “A” to By-law No. **2024-XX**

PASSED this 24th day of June, 2024.

Mayor

Clerk

SCHEDULE "B"
PART OF LOT 20
CONCESSION SOUTH OF SNYDER'S ROAD
TOWNSHIP OF WILMOT

SUBJECT LANDS OUTLINED THUS: - - - - -



This is Schedule "B" to By-law No. **2024-XX**

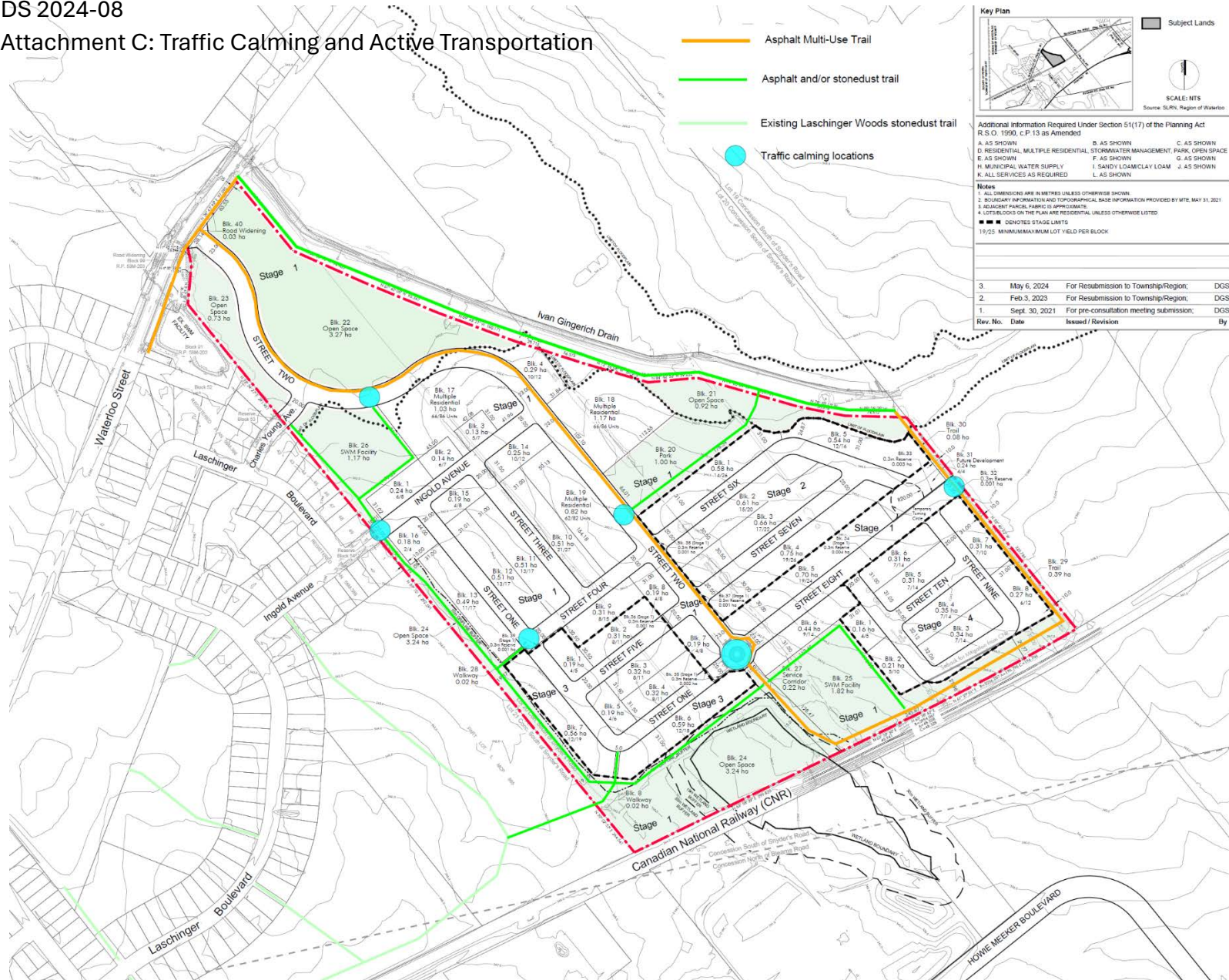
PASSED this 24th day of June, 2024.

Mayor

Clerk

DS 2024-08

Attachment C: Traffic Calming and Active Transportation



From: csdusky
Sent: May 30, 2022 8:15 PM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Subject: RE: sub division expected to exit on waterloo Street

Hi Cheryl

Apparently a letter was sent out to some residents in regard to the new proposed sub division that would exit on Waterloo Street.

Unfortunately I did not see one , I may have missed it. But regardless I would appreciate if you could again submit my concerns as previously sent for the mzo. Unfortunately when it comes to Waterloo Street traffic the same problems apply

-----Original Message-----

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of Colleen Dusky

Sent: Friday, January 7, 2022 7:44 PM

To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>

Subject: MZO -

CAUTION: This email originated from outside of the organization. Do not click links or open any attachments unless you recognize the sender and know the content is safe.

Living in the area for 20 yrs, in the last 10 we lose hydro a min of 3 times a year for hours, it is not keeping up the need now, sumpumps require hydro, traffic makes it hard to get out of the driveways ,also farm machinery crossing the road and they are saying the street can handle nub 1200 more cars where did they survey, growth may be necessary slowly , but the city can stay where it is , , I want this on public record.

TO ALL CONCERNED:

May 30/22

I wish I wouldn't have to write this letter but I feel.

IT MUST BE WRITTEN

I AM VERY MUCH OPPOSED to zone change application 05/22

Presently these lands (Part of Lot 20 Concession South of Snyder's Road Waterloo & New Hamburg) are zoned Agriculture and I believe they should remain that way. Our agricultural land is being swallowed by Land Development all over. Do we not need land to grow food to feed an everting and growing population? What do we eat? (Synthetic Food?).

Also another MAJOR CONCERN is TRAFFIC. I have lived at 1122 and 1154 Waterloo for 65 years total. In these years I have seen Residential ^{Development} and traffic increases at high volume levels. These traffic levels are TOO HIGH considering what I am about to share. I have seen vehicles passing at EXTREMELY HIGH speeds on DOUBLE LINES. A neighbor has seen cars NOT STOPPING FOR BUS STOPS (letting students off buses). [People] have been KILLED on this road AS A RESULT of HIGH SPEED. Another neighbor commented to me about a person walking their dog the other night who was placed in a VERY DANGEROUS position BECAUSE OF TRAFFIC.

PLEASE LETS NOT ASK FOR MORE
TROUBLE AND ISSUES BECAUSE
OF HIGHER TRAFFIC VOLUME
I could elaborate MUCH MORE ^{MUCH MORE} on
this issue.

Number 3 issue I wish to address
is NOISE.

The people living along Waterloo
St in Luxembourg, ~~that is~~
are retirement age living all their lives
or many, many years here.

Most of us are at home during
the day & so we have to put
up with Land Development
noise and dust?

we beg and plea for
SERIOUS CONSIDERATION of
my request to STOP THIS
DEVELOPMENT. YOU MAY
WISH IN THE FUTURE
I HAD NOT GONE
THROUGH.

the subject property and holds title to the adjacent farmland. Accordingly, Councillor Pfenning did not take part in the discussion of this item.

8. MINUTES OF PREVIOUS MEETINGS

Resolution No. 2022- 144

Moved by: Councillor J. Pfenning

Seconded by: Councillor C. Gordijk

THAT the minutes of the following meetings be adopted as presented:

- May 30, 2022 Regular Council meeting; and,
- May 30, 2022 Closed Council meeting.

Motion Carried

9. PUBLIC MEETINGS

9.1 DS-2022-14 - Draft Plan of Subdivision Application 30T-22601 and Zone Change Application 05/22, Wilmot Woods Developments Inc.

Councillor J. Pfenning declared a conflict on this item. (There are multiple points of interest between Councillor Pfenning's farm business and the property in question; Councillor Pfenning currently rents the subject property and holds title to the adjacent farmland. Accordingly, Councillor Pfenning did not take part in the discussion of this item.)

A. Martin provided an overview of the report, the proposed plan and next steps with respect to proceeding with the draft plan of subdivision application 30T-22601 and zone change application 05/22 for Wilmot Woods Developments Inc.

With respect to street naming, A. Martin indicated staff is very interested in exploring the relationship between the Indigenous community and the street naming and will be engaging the community. He stated staff will present a report to Council concerning the naming and the process post-draft approval. He reminded Council the naming will need to be acceptable to the Region of Waterloo.

Mayor L. Armstrong called upon the registered delegation.

P. Britton, MHBC, appeared on behalf of the Applicant, Wilmot Woods Developments, and provided details relating to the subject lands. He

reported that they have met several times with staff during the pre-submission phase, conducted consultations with First Nations, performed an archaeological survey and developed the vision for the project in conjunction with staff. With respect to road alternatives, he stated various options were reviewed before deciding on the preferred road alternative. Other considerations included providing a variety of unit types and densities, particularly those that address the "missing middle", housing affordability, land use compatibility, and universal and age-friendly design measures. The proposed development includes a community trail, storm water management, and a park system. It also provides for long-term protection of core environmental features, respects the scale and character of the adjacent neighbourhood, and includes an appropriate range and mix of density of housing.

P. Britton and staff responded to questions regarding the intensification rate for the development; the meaning of various codes used in the development plan; whether a traffic study has been done or will be done; what will be the maximum height; the timeframe for bringing this report back to Council; and, whether the plan could be presented to the Community Safety and Crime Prevention Advisory Committee.

Mayor L. Armstrong requested the Clerk to indicate if there were any other persons present who wish to address Council on this matter. The Clerk indicated there was one additional delegation. Mayor L. Armstrong called upon the delegation to speak.

K. Thomason briefly mentioned this plan is encouraging as it addresses concerns relating to planning more complete communities.

The Mayor requested a second and last time if there was anyone else who wishes to address Council on this matter. The Clerk indicated there were no other delegations.

The Mayor declared the Public Meeting closed after the Recommendation was moved, seconded and voted on by Council.

Moved by: Councillor C. Gordijk

Seconded by: Councillor B. Fisher

THAT Report DS 2022-014 be received for information.

Motion Carried

10. PRESENTATIONS - NONE