

PLANNING JUSTIFICATION REPORT

265 Woolwich Street South, Breslau ON



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PLAN
SERVICES

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1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of a development application under the Planning Act, R.S.O Chapter p.13 as amended, for a Temporary Use Zoning By-law Amendment, for lands in the Township of Woolwich. A Pre-Application Consultation was submitted in January 2024. To continue forward with either a secondary Pre-Consultation Application or a complete application, further documents/submission materials are required and as such, this Planning Justification Report forms part of the complete application to support the Proposal to permit a new temporary truck transport terminal use at the property located at 265 Woolwich Street South (the “Subject Property”). The application, if approved, would result in a Temporary Zoning By-law Amendment to permit a new temporary truck transport terminal use with a total of 96 truck parking spaces.

This Planning Justification Report has been prepared in conjunction with the Site Plan prepared by Harper Dell & Associates Inc., dated September 12th, 2024, as well as other supporting reports, documents, and drawings prepared for this Proposal, as detailed in section 7 of this Report.

The purpose of this Planning Justification Report is to review and evaluate the Proposal in regards to the applicable documents and policies listed as follows:

- Provincial Policy Statement, 2020;
- Growth Plan of the Greater Golden Horseshoe, 2020;
- Provincial Planning Statement, 2024;
- Region of Waterloo Official Plan Amendment 6, 2023
- Region of Waterloo Official Plan, 2015;
- Township of Woolwich, Official Plan, 2022;
- Township of Woolwich Zoning By-law 26-2024.

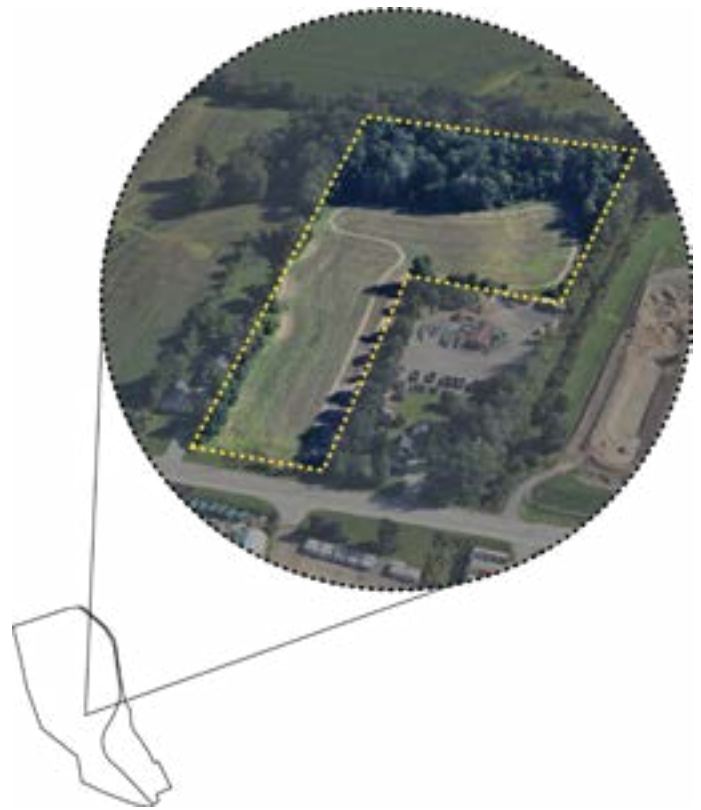


Figure 1 - Subject Site Context Map

Source: DPS

2.0 SITE CONTEXT & PROPOSAL

2.1 Description of Subject Property

The Subject Property is a key-shaped property municipally known as 265 Woolwich Street South in the Township of Woolwich, in the Region of Waterloo. According to the survey prepared by Van Harten, dated May 17th, 2024, the legal description of the Subject Property is Part of Lot 115, German Company Tract, Township of Woolwich (see Schedule “A”). As per the Site Plan, prepared by Harper Dell & Associates Inc., dated September 12th, 2024 (see Schedule “B”), the lot area of the Subject Property is approximately 34,458.01 square metres and according to the Survey, prepared by Van Harten, dated May 17th, 2024, the lot frontage is 68.99 metres along Woolwich Street South. The Subject Property is currently not occupied by any buildings or

structures and mostly consists of sodded areas/ open field. The perimeter of the Subject Property is generally outlined by trees and vegetation, and there is a forested area along the rear of the Subject Property which extends further west onto the Subject Property. Figure 2 shows the general location and the outline of the Subject Property boundary. As per the Survey, the Subject Property is relatively flat in terms of topography closer to Woolwich Street South and in the general centre of the lot. The grade declines closer to the rear of the Subject Property, where a watercourse is located in proximity to the rear lot line and then continues to slope back upwards to the east of the watercourse.



Figure 2 - Location Map

Source: DPS

2.2 Surrounding Context

The Subject Property is in an area made up of predominantly agricultural land and industrial uses and is just outside the current Township of Woolwich Settlement Area Boundary. However, it is anticipated, based on the adopted Regional Official Plan Amendment No. 6, that through the Township of Woolwich Official Plan review, which is currently ongoing, the Township will bring the Subject Property into the Settlement Area of Breslau to conform to the Regional Official Plan, as amended.

Land uses surrounding the Subject Property include:

North – The immediate north of the Subject Property consists of a rural residential dwelling, and what appears to be agricultural land. Continuing north, towards Menno Street, are mostly single detached residential dwellings.

South – To the immediate south of the Subject Property, there are mostly industrial uses, which appear to include outdoor storage, truck parking, and other industrial uses.

East – To the immediate east of the Subject Property, there is a small, forested area and agricultural as well as forested land continuing further east.

West – To the immediate west of the Subject Property, there is a range of industrial uses, which appears to include outdoor storage.

2.3 Description of Proposal

The Proposal is for a new temporary truck transport terminal use on the Subject Property. The Subject Property is currently not occupied by any buildings or structures, and the Proposal does not provide for any new buildings or structures considering the temporary nature of the Proposal. The Proposal consists of a new gravel parking lot generally located on the front portion of the Subject Property, in proximity to Woolwich Street South, with a total of 96 truck parking spaces to make efficient use of the currently underutilized lands. As per the Site Plan prepared by Harper Dell & Associates Inc., dated September 12th, 2024, the Subject Property has a lot area of 34,458.01 square metres and according to the Survey, prepared by Van Harten, dated May 17th, 2024, has a lot frontage of 68.99 metres along Woolwich Street South. The proposed truck parking area would take up 8,567.95 square metres of the lot and the remainder of the lot

will remain unchanged. Access is provided via a driveway connecting to Woolwich Street South to provide entry/exit to/from the proposed truck parking area. A two-way drive aisle with a width of 25.94 metres and a turnaround area at the east end of the truck parking area are provided.

The Subject Property is within the “Employment Area” designation as per the recently adopted Amendment No. 6 to the Region of Waterloo Official Plan. The Subject Property is designated as “Prime Agricultural Areas” and “Natural Hazards” as per the current Township of Woolwich Official Plan. It is anticipated, based on the adopted Regional Official Plan Amendment No. 6, that through the Township of Woolwich Official Plan review, which is currently ongoing, the Township will redesignate the lands to “Employment” to conform to the Regional Official Plan, as amended. The Proposal includes a 5.98

metre and 5.03 metre wide landscape buffer on the south and north sides of the truck parking area respectively to ensure compatibility with adjacent land uses and to provide separation distance from the proposed truck parking area to adjacent lots. Further, the proposed truck parking area is setback from Woolwich Street South to provide a landscape buffer along Woolwich Street South. As per the Landscape Plan, prepared by Aboud and Associates Inc., dated August 23rd, 2024, new plantings are proposed within the landscape buffers on the north, south, east and west sides of the Subject Property to screen the proposed truck parking area from the street as well as from adjacent lots (see Schedule "C"). Section 19.12 of the Township of Woolwich Official Plan authorizes temporary uses of land. The Subject Property is currently zoned as "A - Agricultural" in the Township of Woolwich Zoning By-law 26-2024. A Temporary Use Zoning By-law Amendment is being proposed to permit the new temporary truck transport terminal use. The Temporary Zoning By-law Amendment is proposed to last for a maximum of three years.

3.0 POLICY & REGULATORY FRAMEWORK

3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) 2020 was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It replaced the Provincial Policy Statement issued on April 30, 2014. It was approved by the Lieutenant Governor in Council, Order in Council No.229/2020.

The PPS sets out high-level policy goals for land-use planning in Ontario. It promotes efficient development and uses of land, long-term economic prosperity, careful use and management of natural resources and public health and safety. Every Proposal is to be consistent with the policies of the PPS.

Note, on August 20, 2024, the Minister of Municipal Affairs and Housing released the Provincial Planning Statement, which consolidates the current PPS, 2020 and the Growth Plan for the Greater Golden Horseshoe, 2020. The PPS, 2024 will come into effect October 20, 2024. As such, this section of the report will address the PPS, 2020 and the PPS, 2024 will be addressed in section 3.3 of this Report. The policies of the PPS, 2020 in respect of the Proposal have been addressed as follows:

Policy 1.1.1 states that healthy, livable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;
- b. accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, and additional residential units), employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. avoiding development and land use patterns that would prevent the efficient

expansion of settlement areas in those areas which are adjacent or close to settlement areas;

- e. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- f. promoting development and land use patterns that conserve biodiversity; and
- g. preparing for the regional and local impacts of a changing climate.

1.1.3.1 Settlement areas shall be the focus of growth and development.

Section 1.1 provides policy direction on managing and directing land use to achieve efficient development and land use patterns. The Proposal will contribute to the financial well-being of the Province and municipalities by allowing for a productive industrial use of the land, being a truck transport terminal use in the short-term while maintaining the Subject Property as a viable location for future permanent uses. The Proposal contributes to the existing mix of uses within Breslau while also continuing the pattern of surrounding uses, being mostly industrial uses. As per confirmation provided by Township Staff through the pre-consultation meeting and comments provided, a portion of the Subject Property is within the “Natural Hazards” designation. Further, as per the Grand River Conservation Authority (“GRCA”) mapping that is publicly available, there is a floodplain, slope valley, regulated watercourse, and wetland at the rear of the Subject Property. Township Staff did identify an EIS may be required for the Proposal however, further discussions are required to confirm whether an EIS is required. The proposed new truck parking area is to be located closer to Woolwich Street South and the intent of the Proposal is to maintain a large buffer area between the proposed truck transport terminal use and associated development to any natural features and/or hazards that may be on or in

proximity to the Subject Property. The temporary nature of the Proposal, which consists of a gravel parking lot and no buildings or structures, ensures flexibility is maintained for the Subject Property to accommodate a permanent use in the near future. Furthermore, the Stormwater Management Brief prepared by Van Harten Land Surveyors and Engineers, dated July 29th, 2024, speaks to the required infrastructure and states that the Proposal will meet the necessary stormwater quantity and quality controls, water balance will be maintained, and erosion control measures will be implemented. The Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024 confirms that there will be negligible impact on traffic operations on Woolwich Street South and no mitigation measures will be required.

Section 1.3 of the PPS contains the following relevant policies for employment areas in municipalities which are met by the proposed development:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses, institutional, and broader mixed uses to meet long-term needs.

1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for

employment uses that require those locations.

The Proposal is appropriate and suitable for the Subject Property as it would result in the efficient use of underutilized lands within the anticipated Settlement Area of Breslau. The Proposal facilitates goods movement in close proximity to transportation corridors, which supports economic activity in the Township. The location of the Subject Property, being in proximity to a Provincial Highway and airport within the Township, is an appropriate location for the proposed use and will serve as an efficient use of designated Employment lands as per the Region of Waterloo Official Plan. The Subject Property also fronts onto Woolwich Street South, which is a collector road and has a traffic carrying function beyond the immediate area or neighbourhood. The Subject Property is located within the “Employment Area” designation as per the adopted Amendment No. 6 to the Region of Waterloo Official Plan. The Subject Property will be protected and preserved as an “Employment Area” by proposing the temporary truck transport terminal use with no permanent buildings or structures. The Proposal seeks to use land within the new settlement area boundary and new “Employment Area” of Breslau, as per the adopted Amendment No. 6 to the Region of Waterloo Official Plan, to provide a temporary truck transport terminal use. As such, the proposed development is consistent with and will implement the policies of the Provincial Policy Statement, 2020.

Summary Opinion:

The Proposal is to introduce a temporary land use on the Subject Property to permit a truck transport terminal that provides 96 truck parking spaces on a gravel parking lot. The Proposal represents efficient use of underutilized lands that aligns with the surrounding industrial uses, while also keeping the Subject Property maintained and preserved for future permanent employment uses. The preservation of the Subject Property is further reinforced by the temporary nature of the proposal, as no buildings or structures are

proposed. The Proposal has been designed to avoid environmental, public health, and safety concerns. The proposed new truck parking area is to be located closer to Woolwich Street South to ensure a large buffer area away from any natural features and/or hazards such as the floodplain, slope valley, regulated watercourse, and wetland at the rear of the Subject Property as per the GRCA mapping. The Proposal meets the infrastructure requirements through stormwater controls, maintaining water balance, and implement erosion control measures as per the Stormwater Management Brief prepared by Van Harten Land Surveyors and Engineers, dated July 29th, 2024. The Proposal is in an appropriate location as it is anticipated that through the Township of

Woolwich Official Plan review, which is currently ongoing, the Township will redesignate the lands to “Employment” to conform to the Regional Official Plan, as amended. The proposed temporary truck transport terminal use is also in proximity to major goods movement facilities and corridors. Further, the Proposal will have minimal impact on traffic along Woolwich Street South as per the Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024. Based on this analysis, the Proposal will be consistent with the policies of the PPS, 2020.

3.2 Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe, 2020 has been prepared and approved under the Places to Grow Act, 2005 to take effect on May 16th, 2019. Amendment 1 (2020) to The Growth Plan for the Greater Golden Horseshoe was approved to take effect on August 28, 2020. It is a framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in this region by 2051. As noted in the previous section of this report, the Minister of Municipal Affairs and Housing released the Provincial Planning Statement, which consolidates the current PPS and the Growth Plan for the Greater Golden Horseshoe. The PPS, 2024 will come into effect October 20, 2024. As such, this section of the report will address the Growth Plan and the PPS, 2024 will be addressed in section 3.3 of this Report. With that said, the applicable policies of the Growth Plan related to the Proposal are addressed below.

The Subject Property is located within the Growth Plan Area as per Schedule 2 of the Growth Plan (See Figure 3). The guiding principles of the Growth Plan are in support of achieving complete

communities; prioritizing intensification and higher densities; providing flexibility to capitalize on new economic and employment opportunities as they emerge; supporting a range and mix of housing options; improving the integration of land use planning with planning and investment in infrastructure and public service facilities; providing for different approaches to manage growth that recognize the diversity of communities in the GGH; protect and enhance natural heritage, hydrologic, and landform systems, features and functions; support and enhance the long-term viability and productivity of agriculture; conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities and integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure to successfully achieve this vision.

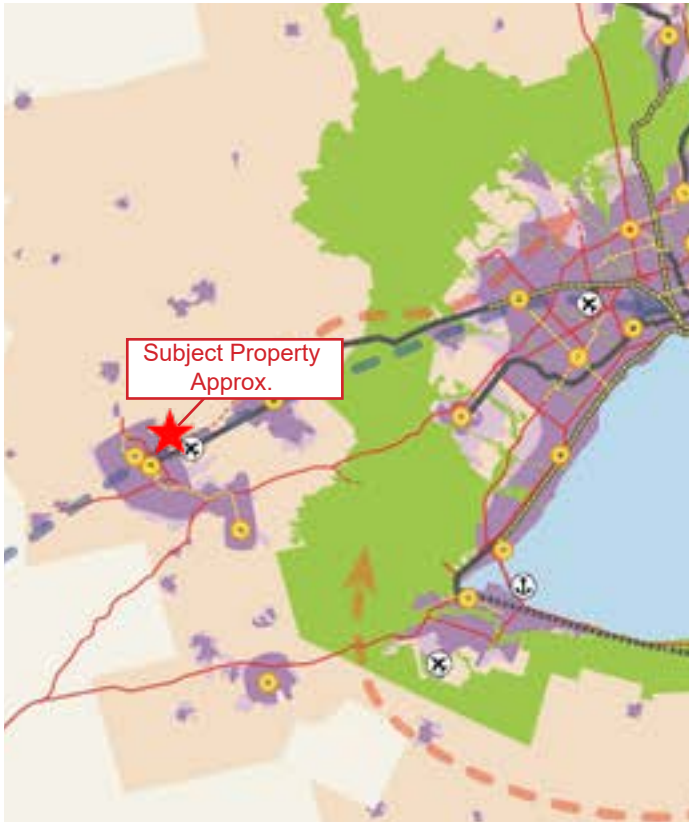


Figure 3 - A Place to Grow Concept, Schedule 2, Growth Plan, 2020

Source: Growth Plan

2.2 Policies for Where and How to Grow

Section 2.2.5 of the Growth Plan addresses “Employment”. The follow policies are included:

1. Economic development and competitiveness in the GGH will be promoted by
 - a. making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
5. Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

The Subject Property is designated as an “Employment Area” as per Region of Waterloo Official Plan Amendment 6 and is in proximity to major goods movement facilities and corridors. The Proposal intends to make efficient uses of underutilized lands to permit the proposed temporary truck transport terminal use and preserve the land for future permanent employment uses.

Summary Opinion:

The Proposal will be compatible with the surrounding character of the area and surrounding local land uses. The Subject Property is adjacent to other existing Employment uses, including industrial uses, outdoor storage, and truck parking. The Subject Property is also in close proximity of major goods movement facilities, which includes Woolwich Street South, Provincial Highway 7, and the Region of Waterloo International Airport. The Proposal will provide for efficient use of currently underutilized employment lands near major goods movement facilities. The Proposal's temporary nature and the fact that there will be no buildings or structures will preserve the Subject Property for future permanent Employment uses. Therefore, the Proposal conforms to the policies of the Growth Plan.

3.3 Provincial Planning Statement, 2024

The Province of Ontario has recently released the Provincial Planning Statement, which will come into effect on October 20, 2024. The Provincial Planning Statement consolidates the PPS, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. This Plan proposes that all municipalities should support intensification throughout the built-up area, align development with infrastructure to build a strong and competitive economy, foster the long-term viability of rural areas, and protect agricultural lands, the environment, public health and safety.

2.3.1 General Policies for Settlement Areas

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a. efficiently use land and resources;
- b. optimize existing and planned infrastructure and public service facilities;
- c. support active transportation;
- d. are transit-supportive, as appropriate; and
- e. are freight-supportive.

The Subject Property is located within the anticipated Settlement Area of Breslau, based on the recently adopted Regional Official Plan Amendment No. 6. The ongoing Township of Woolwich Official Plan review is expected to formally incorporate the Subject Property into the Breslau Settlement Area to align with the amended Regional Official Plan. The Proposal intends to efficiently utilize the Subject Property for a temporary truck transport terminal, while preserving the property for future permanent uses. The Proposal is designed to require minimal new infrastructure and will meet the necessary

stormwater quantity and quality controls, water balance will be maintained, and erosion control measures will be implemented. The Proposal is freight-supportive and will facilitate the movement of goods.

2.8 Employment

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

- a. providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

2.8.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.

2.8.2.2 Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.

2.8.2.3 Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:

- a. planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and

- office uses and ancillary facilities;
- b. prohibiting residential uses, commercial uses, public service facilities and other institutional uses;
- c. prohibiting retail and office uses that are not associated with the primary employment use;
- d. prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and
- e. including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

The Proposal contributes to the mix of employment uses by providing a temporary truck transport terminal, which will not preclude the Subject Property from long-term employment uses. It supports a diversified economic base by utilizing an underused site for employment purposes, offering an appropriate location as it is adjacent to existing industrial, outdoor storage, and truck parking uses. The Subject Property is located near major transportation corridors, making it ideal for a freight-supportive use and aligning with the policy of protecting Employment Areas near goods movement facilities. The Proposal is consistent with policies prohibiting residential, institutional, or non-related commercial uses, and maintains the area's employment focus. As mentioned, a portion of the Subject Property is within the "Natural Hazards" designation. The proposed new truck parking area will be situated closer to Woolwich Street South, with the intention of maintaining a large buffer area between the proposed truck transport terminal use/truck parking area and any natural features or hazards located on or near the Subject Property. The Proposal includes a landscape buffer of 5.98 meters on the south side and 5.03 meters on the north side of the truck parking area, ensuring compatibility with adjacent land uses and providing adequate separation from neighboring lots. To further ensure compatibility, screening from the street and an appropriate transition to

adjacent uses, new plantings are proposed within the landscape buffers on the north, south, east and west sides of the Subject Property as per the Landscape Plan, prepared by Aboud and Associates Inc., dated August 23rd, 2024.

3.3 Transportation and Infrastructure Corridors

3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The proposed temporary truck transport terminal is compatible with the existing corridor of Woolwich Street South, as well as adjacent industrial uses. As per the Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024, there will be minimal impact on traffic operations on Woolwich Street South and no mitigation measures or off-site transportation improvements will be required. Further, the Transportation Impact Brief concludes that the location of the driveway meets the minimum stopping sight distances and intersection sight distances published by the Transportation Association of Canada for combination trucks.

3.5 Land Use Compatibility

3.5.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize

risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The proposed truck transport terminal use does not intend to contribute to adverse effects such as noise, odour, and other contaminants any further than the existing adjacent industrial uses. As per the Pre-Consultation Comment Report received from the Township on February 12th, 2024, noise, dust, odour and lighting related studies/reports were not required as part of this application/submission. As such, the extent of any potential adverse effects has not been definitively assessed however, on that basis, it is not anticipated that there will be any further noise, dust, odour and/or lighting related impacts further than what the Regional Official Plan already contemplates for the Subject Property. The proposed gravel parking area will be situated closer to Woolwich Street South, to maintain a large buffer area between the proposed truck transport terminal use and any natural features or hazards located on or near the Subject Property. Furthermore, as per the Landscape Plan, prepared by Aboud and Associates Inc., dated August 23rd, 2024, the Proposal includes landscape buffers on the north, south, east and west sides of the Subject Property to provide screening from the street as well as from adjacent properties to reduce impacts on neighbouring properties and to screen the proposed parking area. The Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024 confirms that there will be negligible impact on traffic operations on Woolwich Street South and the Stormwater Management Brief prepared by Van Harten Land Surveyors and Engineers, dated July 29th, 2024, confirms that the Proposal will meet the necessary stormwater quantity and quality controls, water balance will be maintained, and erosion control measures will be implemented, thereby mitigating risks to public health and safety. The temporary nature of the Proposal ensures that the Subject

Property is preserved for long-term operational and economic viability.

Summary Opinion:

The Proposal for temporary truck parking on the Subject Property is consistent with the Provincial Planning Statement's goals of promoting economic development and optimizing land and infrastructure. The Subject Property, located within the anticipated Settlement Area of Breslau as outlined in Regional Official Plan Amendment No. 6, is expected to be formally incorporated into this area through the ongoing Township of Woolwich Official Plan review. The Proposal seeks to utilize the Subject Property for a temporary truck transport terminal while preserving its long-term potential for future permanent uses. As per the Stormwater Management Brief prepared by Van Harten Land Surveyors and Engineers, dated July 29th, 2024, the Proposal will require minimal new infrastructure and meet necessary stormwater quantity and quality controls, maintain water balance, and implement erosion control measures. As a freight-supportive use, the proposed truck transport terminal facilitates goods movement and contributes to the local employment mix without precluding long-term employment uses. The location, adjacent to industrial, outdoor storage and truck parking, is appropriate given its proximity to major transportation corridors, aligning with policies to protect Employment Areas near goods movement facilities. A portion of the Subject Property is designated as "Natural Hazards," and the proposed truck parking area will be situated closer to Woolwich Street South, with a large buffer away from any natural features or hazards that may be on or in proximity to the Subject Property. The Proposal includes landscape buffers of 5.98 meters on the south side and 5.03 meters on the north side, along with additional plantings on the north, south, east and west sides to provide screening and ensure compatibility with adjacent land uses as per the Landscape Plan, prepared by Aboud and Associates Inc., dated August 23rd, 2024. According to the Transportation Impact Brief

prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024, the Proposal will have minimal impact on traffic operations on Woolwich Street South, with no mitigation measures required, and the driveway meets safety standards for combination trucks. The extent of any potential adverse effects has not been definitively assessed as noise, dust, odour and lighting studies/reports were not required by the Township as part of this application/

submission, and on this basis it is anticipated that the Proposal will not contribute to adverse effects such as noise, odour, or other contaminants further than what the Regional Official Plan already contemplates for the Subject Property. The temporary nature of the Proposal preserves the property for future operational and economic viability. The Proposal is consistent with the PPS, 2024 and contributes to the overall planning objectives for the area.

3.4 Region of Waterloo Official Plan Amendment 6, 2023

The Subject Property is within the “Urban Area” as per the Regional Structure Map (see Figure 4) and is within the “Employment Area” as per the Employment Area Map (see Figure 5) as per the Region of Waterloo Official Plan Amendment 6 (“ROPA 6”).

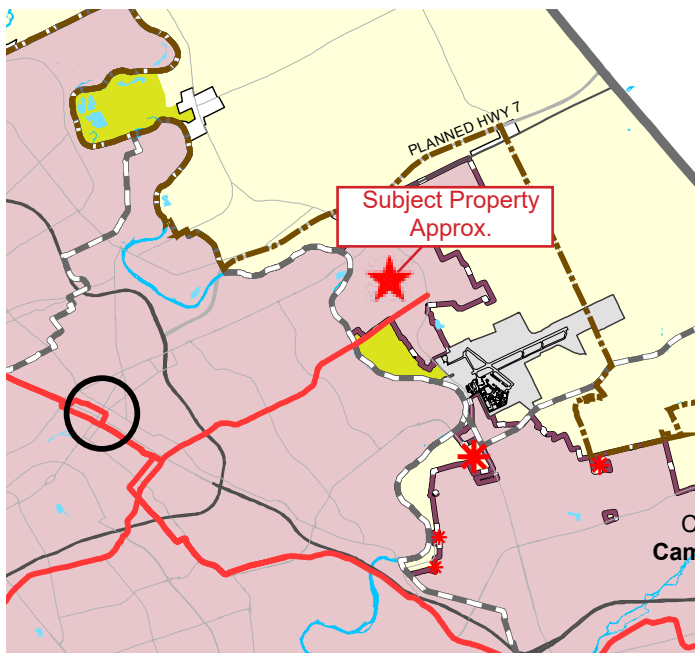


Figure 4 - Regional Structure Map, Region of Waterloo Official Plan Amendment 6, 2023

Source: Waterloo Official Plan



Figure 5 - Employment Area Map, Region of Waterloo Official Plan Amendment 6, 2023

Source: Waterloo Official Plan

2.B.1 Urban System Policies

2.B.1.1 The Region and the area municipalities will direct the majority of the forecasted population and employment growth in Table 1 to the following key structural components of the Regional urban system:

- a. the Urban Area and Township Urban Areas as shown on Map 1;

- e. employment areas as shown on Map 3

The Proposal conforms to policy 2.B.1.1 as it intends to guide employment growth into the Urban Area and the designated Employment Areas.

2.C.2 Urban Area Policies

2.C.2.1 The Urban Area is designated as shown on Map 1. This designation contains the primary urban areas of the Cities of Cambridge, Kitchener and Waterloo, and also extends into portions of the Township of Woolwich. The lands included within this designation are intended to accommodate the largest share, almost 90 percent, of the Region's population and employment growth within the planning horizon of this Plan, and will be planned and developed in accordance with the policies of this Chapter and other applicable policies in this Plan.

2.C.2.2 Area municipalities will develop official plan policies and implementing zoning by-laws, and other planning documents or programs to ensure that development occurring within the Urban Area is planned and developed in a manner that:

- a. implements the Regional urban system described in this Plan;

The Proposal supports employment growth within the Urban Area of the Township of Woolwich and makes efficient use of underutilized lands. The temporary nature of the Proposal contributes to the Region's economic activities and does not hinder future permanent Employment uses that will support the population and employment growth targets within the Urban Area.

2.H.1 Employment Area Policies

2.H.1.1 Employment areas are designated as shown on Map 3. This designation is intended to identify and protect strategically located

areas over the long-term for business and economic activities including, but not limited to, manufacturing, warehouses, offices, research and development and associated retail and ancillary facilities.

2.H.1.7 Area municipalities should designate and preserve lands within any employment areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

2.H.1.8 Area municipal official plans and zoning by-laws will plan for all employment areas designated in this Plan by:

- a. prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;

2.H.1.11 Area municipalities will ensure that employment areas are planned and designed to:

- e. make efficient use of existing employment lands, including vacant and underutilized employment lands, by supporting complementary employment uses and increased employment densities where appropriate.

The Proposal supports the Region's Employment Area policies by providing a truck transport terminal use within an area that consists of mostly employment uses, including industrial, outdoor storage and truck parking uses. The Proposal also makes efficient use of the currently underutilized land in an appropriate area. The Subject Property fronts onto a collector road and is in close proximity of a Provincial Highway and an airport, which makes it a suitable location for a truck transport terminal and preserves the Subject Property for future employment uses near major goods movement facilities and corridors. The Proposal also aligns with the prohibition of non-

employment uses in these areas and contributes to the efficient use of underutilized employment lands.

Summary Opinion:

The Subject Property is within the “Urban Area” and “Employment Area” designations as outlined in the ROPA 6. The Proposal aligns with key urban and employment policies by supporting the Region’s goal of directing significant population and employment growth to these designated areas. Section 2.B.1 of the ROPA 6 emphasizes concentrating growth within Urban Areas and Employment Areas. The Proposal is in conformity with these policies as it guides employment activities within the Urban Area and designated Employment Area, ensuring that the Subject Property contributes to the Region’s growth targets. The policies of section 2.C.2 further detail the importance of the Urban Area in accommodating the majority of the Region’s growth. The Proposal supports these policies

by ensuring that the Subject Property is utilized efficiently, thereby contributing to economic activities without hindering future permanent development aligned with the Region’s population and employment growth objectives. The temporary nature of the Proposal also preserves employment land in close proximity to major goods movement facilities for future permanent employment uses. Furthermore, the policies of section 2.H.1 highlight the need to protect strategically located areas for long-term business and economic activities. The Proposal conforms to these policies by providing a temporary truck transport terminal use, ensuring that the Subject Property is preserved for future Employment uses. The Proposal also supports the efficient use of underutilized employment lands and adheres to the prohibition of non-employment uses, ensuring the land’s long-term suitability for business and economic purposes. Based on the foregoing analysis, the Proposal conforms to the ROPA 6.

3.5 Region of Waterloo Official Plan, 2015

The ROPA 6 replaced Chapter 1 (“Introduction”), Chapter 2 (“Shaping Waterloo Region’s Urban Communities”) and section 3.A (“Range and Mix of Housing”) of the Region of Waterloo Official Plan (“ROP”). The ROPA 6 also amended the “Regional Context” map and added the “Employment Areas” map. The following policies are still in effect under the ROP and applicable to the Subject Property:

4. supporting Waterloo Region’s Business Community

4.3 Provide a broad range of accessible employment opportunities throughout Waterloo Region, and maintain a competitive advantage in attracting and retaining people, jobs and investment.

4.A.3 Area Municipalities are encouraged to designate and preserve lands within the Urban Area and Township Urban Areas in the vicinity of existing major highway interchanges, rail yards, or the Region of Waterloo International Airport as employment areas, where appropriate.

Summary Opinion:

The Proposal conforms to the applicable policies of Chapter 4 of the ROP by making efficient use of the currently underutilized land within a designated “Employment Area”. The proposed use of the Subject Property is appropriate for the area, as there are other industrial uses adjacent. The Subject Property is strategically located near major transportations corridors, including

Woolwich Street South, a Provincial Highway and an airport. Furthermore, the Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024, confirms that there will be negligible impact on traffic operations on Woolwich Street South. By providing 96 truck parking spaces, the Proposal

contributes to the local economy by supporting and attracting employment opportunities. The temporary nature of the Proposal also supports the long-term preservation of the Subject Property, ensuring it remains available and suitable for future permanent employment use.

3.6 Town of Woolwich Official Plan, 2022 Consolidation

The Subject Property is designated as “Prime Agricultural Areas” and “Natural Hazards” as per the current Township of Woolwich Official Plan. The Subject Property is also currently located just outside of the Breslau settlement boundary as per the Township of Woolwich Urban Area Settlement Plan Breslau - Urban Structure Map (see Figure 6). It is noted that the Township of Woolwich is in the process of updating their Official Plan, which will address conformity with the ROPA 6. The Township of Woolwich has released a Proposed Land Use Map for the Breslau Urban Area Settlement Plan, which identifies the Subject Property within the “Employment II” designation and within the settlement area boundary (see Figure 7).

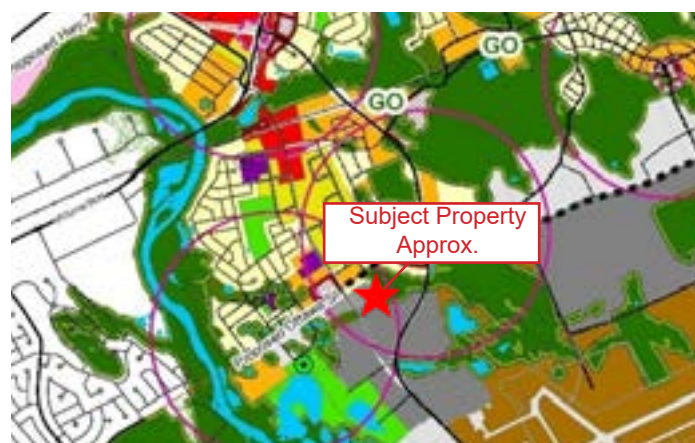


Figure 7 - Draft Land Use Plan Map for the Breslau Urban Area Settlement Plan, Township of Woolwich, 2024

Source: Township of Woolwich Official Plan

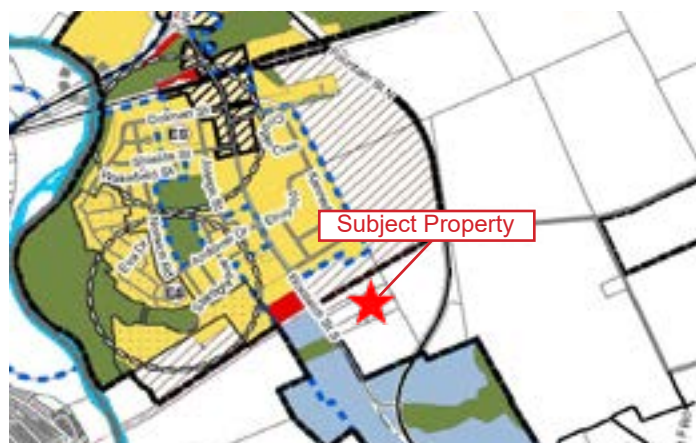


Figure 6 - Urban Area Settlement Plan Breslau Urban Structure Map, Township of Woolwich Official Plan, 2022

Source: Township of Woolwich Official Plan

As such, this section will focus on the applicable policies related to the anticipated settlement area boundary expansion and “Employment II” designation of the Subject Property:

5.4 General Policies for the Breslau and Stockyards Urban Areas

5.4.1 In preparing or reviewing planning studies, or in reviewing development applications or site plans, the Township will ensure that development occurring within the Breslau and Stockyards Urban Areas will be planned and developed in a manner that:

- Supports the Planned Township Structure defined in this Plan;
- Uses municipal water and wastewater

systems unless otherwise identified in this Plan;

- c. Contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit in addition to motor vehicles;
- d. Protects the natural environment, surface water and ground water resources;
- h. Promotes building designs and orientations that incorporate energy conservation features and use of alternative and/or renewable energy systems.

The policies of section 5.4 emphasize the development of complete communities with mixed land uses, protection of the environment, using municipal services and supporting the planned structure of the Township. This is supported by the Stormwater Management Brief prepared by Van Harten Land Surveyors and Engineers, dated July 29th, which ensures stormwater management strategies are in accordance with the applicable requirements. The Proposal intends to locate the truck parking area closer to Woolwich Street South to provide a large buffer from any natural features and/or hazards that may be on or in proximity to the Subject Property as depicted in the Site Plan provided by Harper Dell & Associates Inc., dated September 12th, 2024 (see Schedule B). Additionally, as per the Landscape Plan, prepared by Aboud and Associates Inc., dated August 23rd, 2024, there are proposed new plantings within the landscape buffers on the north, south, east and west sides of the Subject Property. The Proposal supports these policies by introducing a temporary employment use that aligns with the anticipated future land use designation and respects the physical character and context of the surrounding area.

7.4 Settlement Designations

7.4.2.7 Employment Land II Designation

- a. The employment land area that will accommodate a wide range of employment

uses.

- b. The uses permitted within the Employment Land II designation may include:

- Prestige industrial uses, including enclosed warehousing/storage facilities, outdoor storage, product distribution services, and manufacturing and processing operations deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or vibrations.

The Proposal is an industrial use in the form of a temporary truck transport terminal. The proposed use, to provide 96 truck parking spots on a gravel parking lot, may not be a “prestige” industrial use, however it will be compatible with the surrounding industrial uses. Further, the temporary nature of the Proposal will ensure that the land is protected for future permanent prestige industrial uses in the long term as contemplated by the Employment Land II designation.

7.26 Settlement Plan – Breslau Urban Area

7.26.1.1 a) The Breslau Settlement Area (or “Breslau”) is part of the Township of Woolwich within the Region of Waterloo (or the “Region”) and forms part of the designated Urban Area in the Region of Waterloo Official Plan - 2031 (the “Regional Official Plan”). Breslau is the second largest of the three major General Urban Settlements within the Township.

7.26.7.2 General Policies

- a. To respond to the accessibility and proximity attributes of the Breslau Settlement Area, a new Commercial/Retail designation and two new employment land use designations, Employment Land I and Employment Land II, are provided to accommodate a broad range of new employment opportunities within Breslau in addition to the current commercial and employment designations.

b) Employment land use designations, Employment Land I and Employment Land II, are provided to distinguish those employment uses and building types adjacent to Highway 7 and other, less visible sites within Breslau. The other employment land use designations, including the South Breslau Industrial Area and the Safety Kleen Industrial Land, also contribute to Breslau's robust economic development opportunities. This area provides a range of employment opportunities and can accommodate heavier industrial-type operations and operations that are complementary to the airport.

7.26.7.5 Employment Land II Designation

- b. The permitted uses in the Employment Land II designation shall be in accordance with Section 7.4.2.7 of this Plan.
- e. Where a rear or exterior lot line abuts a public road or Provincial Highway, public open space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view. The Township shall ensure conformity with this policy through the provisions of Site Plan Approval.
- f. All permitted uses shall be carried out entirely within wholly enclosed buildings, unless outside storage is permitted and regulated through the Zoning By-Law. Any permitted outside storage shall be screened from view from adjacent streets to the satisfaction of the Township.

While this application is only proposing a temporary use, the Proposal will protect and preserve the employment lands to support future employment uses and opportunities. As per the Landscape Plan prepared by Aboud & Associate Inc., dated August 2024, there will be tree and shrub coverage on the Subject Property to screen the truck transport terminal use from view along Woolwich Street South and adjacent properties. Due to the temporary nature of the Proposal, no buildings or structures will be erected. This will

protect and preserve the Subject Property for future permanent employment uses.

8.2 Employment

8.2.1 The Township will promote opportunities for economic development competitiveness by:

- a. Making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
- b. Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;

The Proposal conforms to the general employment policies by creating employment opportunities, making efficient use of underutilized land, and providing such use in an appropriate location as the Subject Property is within an area that consists of mostly industrial uses.

19.12 Temporary Uses

19.12.1 It is the policy of the Township that by-laws may be passed in accordance with the provisions of the Planning Act to authorize the temporary use of land, buildings or structures for a period of time not exceeding three years and to permit such temporary use to be continued thereafter for additional periods of time, not exceeding three years each, as determined by Township Council to:

- a. Provide an opportunity for the owner or occupant of land, buildings or structures used for a purpose not otherwise permitted by this Plan to bring the use into conformity with this Plan;
- b. Provide Township Council with an opportunity to fully assess whether a use which is unfamiliar to Council and which is not otherwise permitted by this Plan should be considered as a conforming use by site

specific amendment to this Plan upon the expiry of the temporary authorization, or should be discontinued;

- c. Provide for the temporary use of vacant land for the purposes of a parking lot which is not otherwise permitted by this Plan pending the development of the land;
- d. Permit the establishment and use of a garden suite on a property; and
- e. Permit any other use which Township Council deems appropriate on a temporary basis provided the proposed use conforms with this Plan.

The Subject Property is expected to be designated as Employment lands in the updated Township of Woolwich Official Plan, which must conform to the Waterloo Regional Official Plan including Amendment 6. However, it is currently designated as “Prime Agricultural Areas” and “Natural Hazards”. The proposed Temporary Use By-law will implement the policies of the ROP as amended by ROPA 6, as well as the anticipated applicable policies of the Township OP as expected to be amended to conform to the ROP. The Proposal will protect these lands for future permanent employment uses while also allowing for the temporary efficient use of the land through the proposed Temporary Use By-law.

Summary Opinion:

The Subject Property is currently designated within “Prime Agricultural Areas” and “Natural Hazards” according to the Township’s OP and lies just outside the Breslau settlement boundary. However, the Township is in the process of updating its Official Plan to align with the ROPA 6. The draft Land Use Plan Map for Breslau includes the Subject Property within the new settlement area boundary and redesignates it as “Employment II.” The Township’s OP indicates that the Breslau Urban Area is planned to accommodate significant population and employment growth, focusing on reurbanization and the efficient use of lands. The Proposal conforms to these policies

by making efficient use of the Subject Property for a temporary truck transport terminal use. This temporary use will preserve the Subject Property to accommodate the eventual “Employment II” designation. The Proposal also adheres to the requirements for screening along public roads, which is demonstrated in the Landscape Plan, prepared by Aboud & Associate Inc., dated August 2024. The Landscape Plan proposes a variety of deciduous and coniferous trees/shrubs surrounding the Subject Property. Additionally, section 19.12 of the Township’s OP states that By-laws may be passed to allow for temporary uses of land. The Proposal seeks a Temporary Use By-law to permit a truck transport terminal, ensuring the Subject Property remains productive and in alignment with employment goals while not precluding its eventual development as designated employment land.

Overall, the Proposal consists of a temporary industrial use and will preserve the Subject Property for the anticipated “Employment II” designation. The Proposal supports the Township’s goals of efficient land use, economic development, and conformity with Regional plans, while also adhering to the temporary use policies.

4.0 Z O N I N G

4.1 Current Zoning

The Subject Property is currently zoned “A - Agricultural” as per the Township of Woolwich Zoning By-law 26-2024 (Figure 8). Lands zoned as Agricultural permit a range of agricultural and accessory uses, but do not permit a truck transport terminal. Based on the permitted uses and standard regulations of the current zoning, the Proposal as contemplated on the Subject Property requires a Temporary Use Zoning By-law to permit the proposed development.

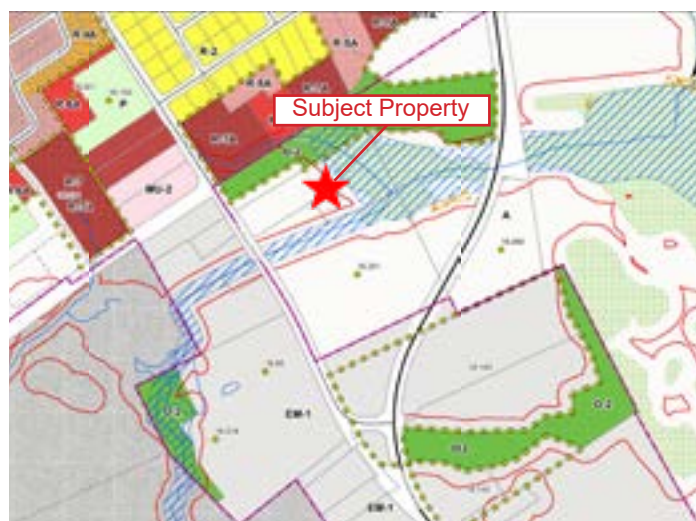


Figure 8 - Existing Zoning, Township of Woolwich Zoning By-law, 26-2024

Source: Township of Woolwich

4.2 Proposed Zoning

A Temporary Use Zoning By-law is being submitted to facilitate the proposed development. A draft Temporary Use Zoning By-law is included within the submission materials, which outlines all proposed zone standards. (see draft Temporary Use Zoning By-law included with this submission, see Schedule “D” to this report and Figure 9).

This application proposes to amend By-law 26-2024 by maintaining the applicable zoning of the Subject Property of Agricultural (A) but permitting the proposed temporary use subject to site-specific regulations.

The proposed standards are consistent with typical industrial land use performance standards found elsewhere in the Township of Woolwich. The Temporary Use Zoning By-law will permit the temporary truck transport terminal with appropriate performance standards for minimum front, rear and side yard setbacks as well as other appropriate standards to allow the proposed temporary use.

The purpose of this draft Temporary Use Zoning By-law is to implement standards that will permit development consistent with the Site Plan prepared by Harper Dell & Associates Inc., dated September 12th, 2024 (see Schedule B).

Specific development standards may change to reflect discussion and comments from the various departments and agencies, however, the general development principles established by the draft Temporary Use Zoning By-law remain and site-specific performance standards may be amended consistent with the overall principles of the Proposal. It is the intent of the proposed draft Temporary Use Zoning By-law to permit the development as proposed on the plans prepared by Harper Dell & Associates Inc., dated September 12th, 2024.

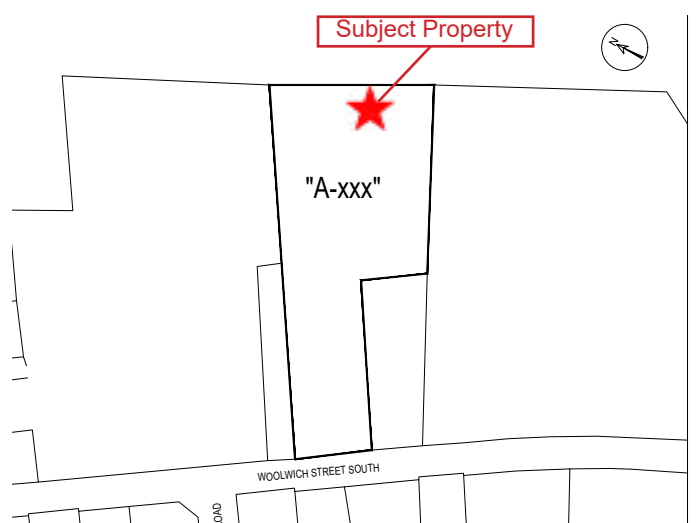


Figure 8 - Proposed Zoning

Source: DPS

5.0 CONCLUSION

The proposed use of the Subject Property for a truck transport terminal is consistent with the Provincial Policy Statement 2020 and the Provincial Planning Statement 2024. It also conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Waterloo Official Plan Amendment 6. The Proposal does not conform with the current Township of Woolwich Official Plan, however it is anticipated to conform to the Township Official Plan once the Official Plan is updated to reflect the Region of Waterloo Official Plan Amendment 6.

The proposed temporary use provides efficient interim use of the land that supports economic activity and will protect and preserve the Subject Property for future permanent Employment uses. Based on the information above and through review of supporting reports/studies, a temporary use by-law to permit a truck transport terminal on the Subject Property is appropriate.

I hereby certify that this plan/report was prepared by or under the supervision of a Registered Professional Planner, within the meaning of the Ontario Professional Planner Institute Act, 1994.

Date: Septemeber 27th, 2024



David Igelman, BURPI., MCIP, RPP

Associate



6.0 SUPPORTING DOCUMENTS REVIEWED

6.1 Salt Management Plan (Prepared by Van Harten Land Surveyors and Engineers, dated July 29th, 2024)

This Salt Management Plan is a guideline for salt application procedures and aims to reduce the chloride salt use on the Subject Property. This Plan is adaptive and best management practices should be undertaken by the Site Owner and Winter Maintenance Contractor to ensure long

term chloride reduction for the site. In order to avoid excessive chloride salt usage on the property, the primary winter maintenance method will be timely removal of snow and ice from the parking lot and entrance.

6.2 Stormwater Management Brief (Prepared by Van Harten Land Surveyors and Engineers, dated July 29th, 2024)

The Stormwater Management brief concludes that the proposed stormwater management strategies meet the necessary requirements to support the Proposal. Stormwater quantity and quality controls can be achieved in accordance with the applicable requirements through the utilization of depression storage areas and a 250 mm rectangular weir. Water balance will

be maintained through infiltration in landscaped areas, and a minimum of 25mm of rainfall will be retained on-site in the depression storage area to meet erosion control criteria. Erosion control measures will be implemented during construction to prevent sediment runoff.

6.3 Landscape Plan (Prepared by Aboud & Associate Inc., dated August 23rd, 2024)

The proposed landscape plan demonstrates coniferous and deciduous trees are proposed throughout the Subject Property, including within the interior of the Subject Property as well as

along all lot lines within the proposed landscaped buffer area to screen the proposed development on all sides.

6.4 Transportation Impact Brief (Prepared by Paradigm Transportation Solutions Limited, dated August 8th, 2024)

The Transportation Impact Brief concludes that under future traffic analysis scenarios the site is forecasted to have a negligible impact on traffic operations on Woolwich Street South. The location of the site driveway satisfies the minimum stopping sight distances and

intersection sight distances published by the Transportation Association of Canada (TAC) for combination trucks. No mitigation measure or off-site transportation improvements will be required.

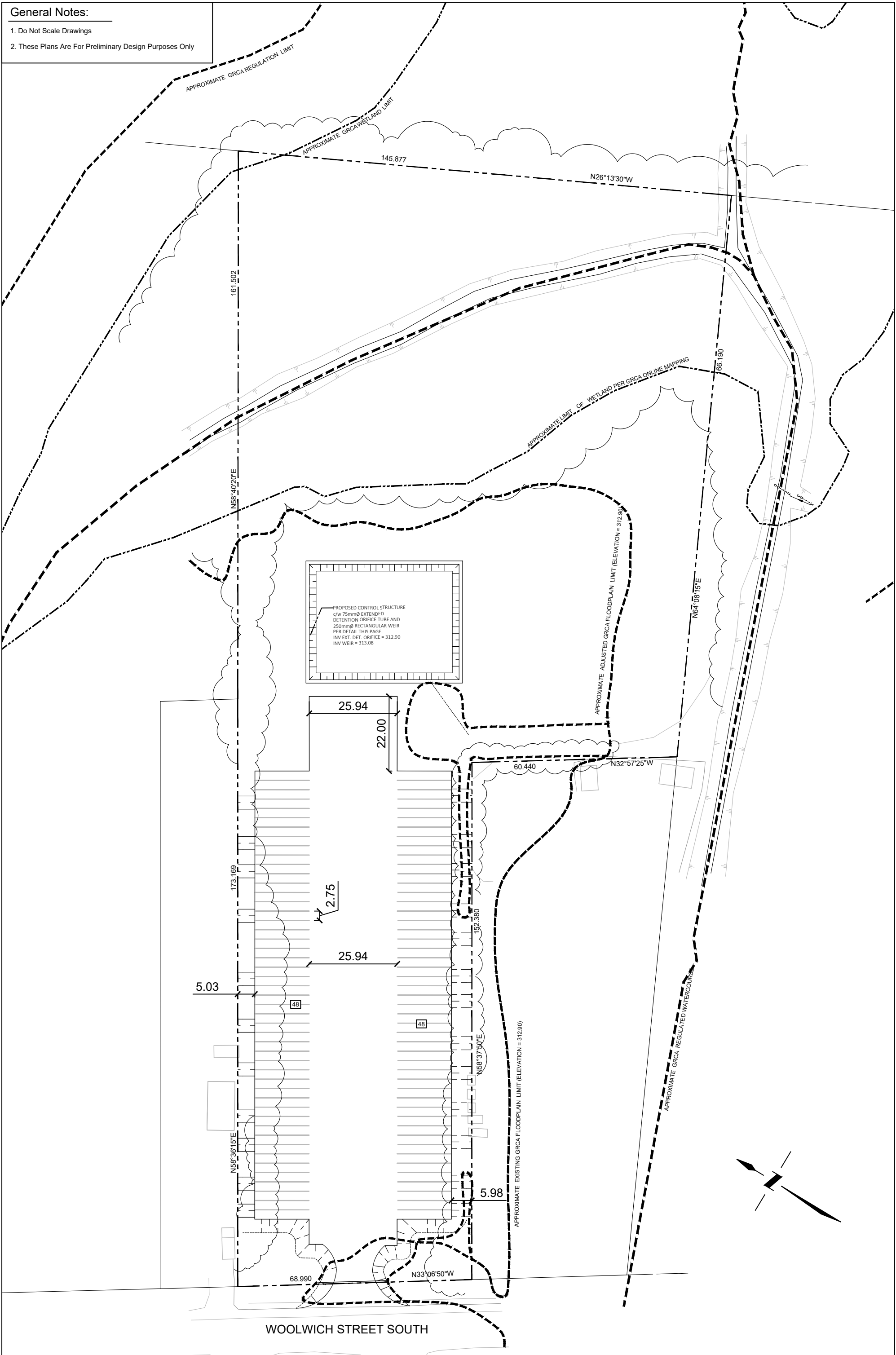
7.0 SCHEDULES

SCHEDULE A - SURVEY

SCHEDULE B - SITE PLAN

General Notes:

- 1. Do Not Scale Drawings
- 2. These Plans Are For Preliminary Design Purposes Only



Preliminary Site Plan
265 Woolwich Street South, Guelph, ON
Proposed Parking Plan

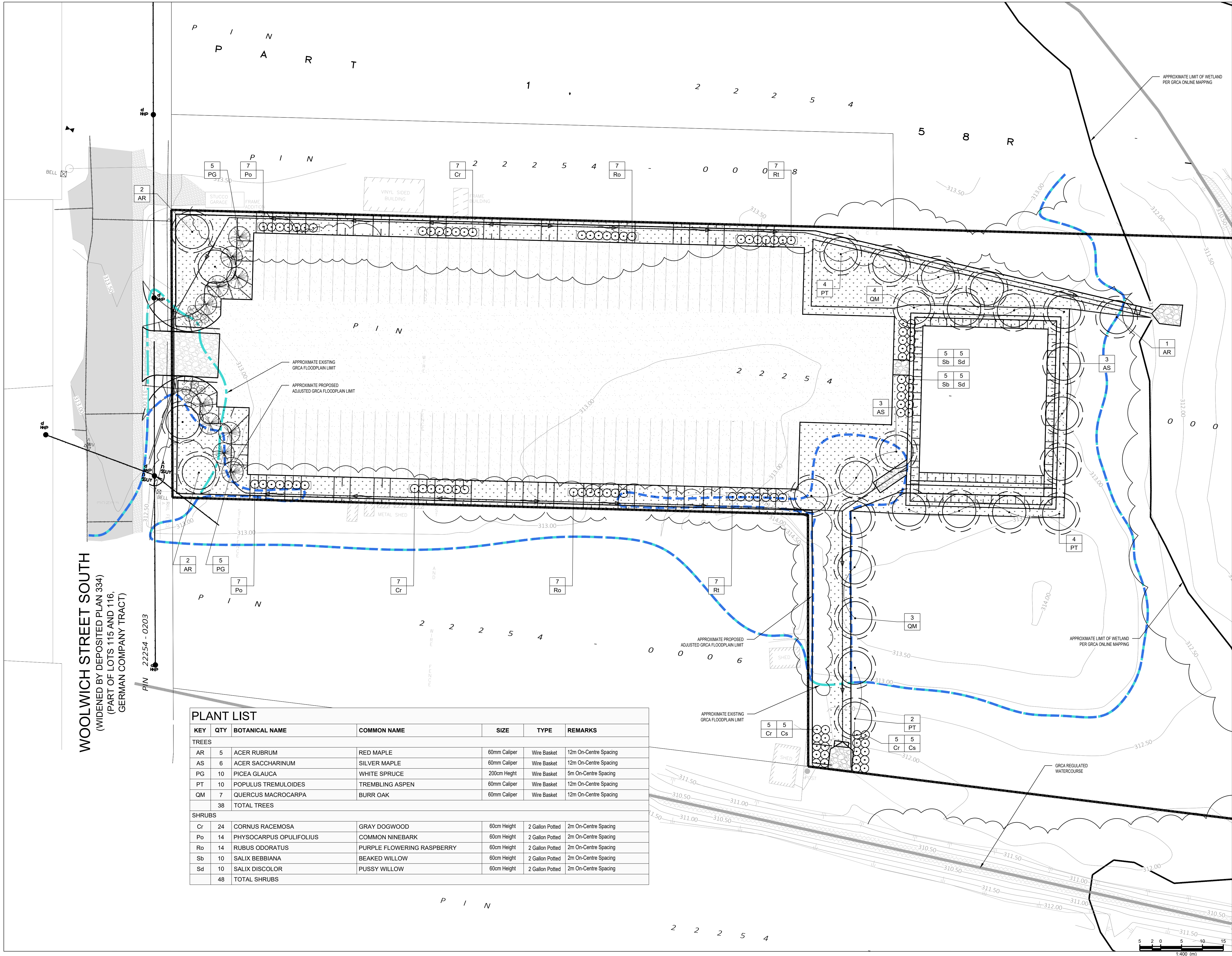
Harper Dell & Associates Inc.
Planning, Parking, Zoning
Land Development Consultants
1370 Hurontario St.
Mississauga, ON, L5G 3G4

Date September 12, 2024
Scale: 1:1000

SP

SCHEDULE C - LANDSCAPE PLAN

PLAN 1A - S.A.A. PROJECT SUBMITTAL APPROVED FOR THE MUNICIPALITY OF WILKINSON, 2024 AUG 23, 10:19 PM. PLOTTED 23 AUG 24 11:19 PM. CITE: A24-107A.DWG



- 1.1. Preliminary Site Plan, prepared by Harper Dell & Associates Inc., dated July 23, 2024.
2. All dimensions are in metric unless otherwise noted.
3. Do not scale drawings. Dimensions are to be verified on site by Contractor prior to commencement of the work.
4. These plans shall be read in conjunction with all details, notes, reports, written specifications, general conditions, any supplemental conditions and agreement which form the contract documents.
5. These drawings shall not be used for construction purposes unless noted as "issued for Construction" and signed by the Landscape Architect or Professional Engineer.
6. Contractor shall review all drawings and verify actual field conditions to determine the total scope of work and all required coordination prior to submission of bids and commencement of the work. Report any discrepancies to the Landscape Architect, for action to the satisfaction of the Owner.
7. Contractor shall locate all underground, at grade and overhead utilities prior to commencement of the work. All utilities not necessarily shown on these drawings. Aboud & Associates assumes no responsibility for the accuracy of any utilities shown in these drawings.
8. Contractor shall perform all work in accordance with the most current Ontario Building Code, Occupational Health and Safety Act and its regulations, as well as local municipal codes, regulations, and By-laws.
9. Contractor shall identify the location of all internal/external construction access routes, parking and storage of materials in conformance with project erosion and sediment control plans for acceptance by the Owner. Construction, maintenance and removal/restoration of access, parking and storage facilities shall be included in the Contractor's bid price.
10. Contractor shall submit shop drawings where indicated in these drawings. Shop drawings shall be certified by a Professional Engineer licensed to practice in Ontario and reviewed by the contractor for dimensional correlation with the drawings and field conditions. Fabrication of elements on shop drawings shall not proceed until drawings have been reviewed and approved by a Professional Engineer and have been accepted for general design conformance by the Landscape Architect in writing. The cost of preparing shop drawings, as well as the services of a Professional Engineer, shall be included in the Contractor's bid price.
11. Contractor proposed substitution of materials and products shall be submitted in writing for review by Landscape Architect and acceptance by Owner and Municipality.
12. Material quantities on drawings shall take precedent over those in lists and schedules.
13. Where traffic control is necessary, Contractor shall use the guideline of the Construction Safety Association of Ontario, municipal by-laws, the Highway Traffic Act and the Ontario Traffic Manual (Book 7). The cost of preparing, obtaining approvals and implementing traffic control plans shall be included in the Contractor's bid price, unless otherwise noted.
14. Contractor shall erect temporary barriers, as required, to secure the work area. Contractor shall maintain temporary barriers in good repair and remove them at the end of the work.
15. Contractor shall provide layout and grade staking, for general review by Landscape Architect and acceptance by Owner.
16. Contractor is responsible for protecting and/or reinstating site elements indicated in these drawings.
17. Contractor is responsible for restoration of adjacent surfaces and existing site elements damaged by the Contractor in the performance of the work, including but not limited to roads, driveways, utilities, buildings, curbs, sidewalks, retaining walls, fencing, turf, flowers and woody vegetation. Restoration work shall be performed by the Contractor at no cost to the Owner and be completed in conformance with applicable Provincial, Municipal or Agency standards and requirements, to the satisfaction of the Owner/Agency of the damaged element.
18. Where new paving or earthwork meets existing, smoothly blend line and grade of existing with new.
19. Contractor or Owner to respond to writing [email] Project Landscape Architect general review services at substantial performance of landscape work between May 1st and October 31st. Requests for review after October 31st will be carried out after May 1st the following spring.
20. All work and materials are to be warranted by the Contractor for twenty-four (24) months from date of initial acceptance of all items by Municipal Staff and Project Landscape Architect.
- 20.1. The Contractor shall be retained by the Owner to perform maintenance, as described in these drawings for all the installed trees, shrubs, perennials, turf, and seeding during the warranty period.
OR
The Owner shall provide maintenance themselves or retain a separate Contractor to perform the maintenance as described in these drawings for all installed trees, shrubs, perennials, turf and seeding during the warranty period.
21. Unless identified in warranty maintenance requirements, after substantial performance, it is the Owner's responsibility to inspect and maintain all safety devices, signs, guards, fences, handrails, surfaces, structures, and stormwater drainage system so they may function for their intended use and without harm for all users of the site.

1 GENERAL LANDSCAPE NOTES
LP-2

1. Perform following maintenance operations from time of planting trees, shrubs, and perennials to end of warranty period two (2) years following substantial performance of the work.
- 1.1. Water to maintain soil moisture conditions for optimum establishment, growth and health of plant material without causing erosion. In a typical loam soil, optimum soil moisture in planting beds at root depth is 65% of field capacity. Guidelines during a typical growing season are as follows:
 - 1.1.1. Deep root water newly planted plants once per week for the first three weeks, such that the water penetrates to a minimum depth of 30 cm.
 - 1.1.2. Deep root or surface water trees and shrubs a minimum of every ten (10) days between May 15 and September 15.
 - 1.1.3. Deep root or surface water trees and shrubs a minimum of every twenty-one (21) days between September 15 and freeze up.
 - 1.1.4. Water evergreen plants thoroughly in late fall prior to freeze-up to saturate soil around root system.
- 1.2. Soil moisture to be monitored throughout the growing season:
 - 1.2.1. Watering schedule to be increased when plant materials are reaching the permanent wilting point.
 - 1.2.2. Watering schedule to be reduced when a sufficient volume of rainfall has penetrated the soil fully as required.
- 1.3. Replace or resread damaged, missing or disturbed mulch.
- 1.4. If required to control insects, fungus and disease, use appropriate control methods in accordance with Federal, Provincial and Municipal regulations. Obtain product approval from Consultant prior to application.
- 1.5. Control outbreaks of perennial weeds as directed by Consultant, and annual weeds by mechanical or chemical means utilizing acceptable integrated pest management practices to meet acceptance/success targets
 - 1.5.1. If chemical means are used, comply with all municipal, provincial, and federal legislation and regulations.
- 1.6. Remove dead or broken branches from plant material using clean sharp horticultural tools using current arboricultural practices.
- 1.7. Keep trunk protection and guy wires in proper repair and adjustment.
- 1.8. Provide adequate protection from winter, wind and rodent damage.
- 1.9. Remove and replace dead plants and plants not in healthy growing condition. Make replacements in same manner as specified for original plantings, unless otherwise directed by Consultant.
- 1.10. Remove trunk protection, tree supports and level watering saucers at end of warranty period, unless otherwise directed by Consultant.
2. After establishment period is complete and sod is accepted, the Owner shall retain the installing Landscape Contractor, a third-party Landscape Maintenance Contractor, or perform the following maintenance work to end of warranty period two (2) years following substantial performance of the work:
 - 2.1. Maintenance Level 3 "Moderate" in accordance with the Canadian Landscape Standard. The main objective is a generally neat, moderately groomed appearance, with some tolerance for the effects of "wear and tear," moderate traffic and natural processes.
 - 2.2. Mow turf to a height of 75-100mm (3"-4"). Mowing should be performed as necessary to avoid the removal of any more than one third of the grass blade length at any one time.
 - 2.3. Supplemental watering to be carried out when required and with sufficient quantities of water to prevent turf and underlying soil from drying out.
 - 2.4. If required to control insects, fungus and disease, use appropriate control methods in accordance with Federal, Provincial and Municipal regulations. Obtain product approval from Consultant prior to application.
 - 2.5. Control outbreaks of perennial weeds and annual weeds by mechanical or chemical means utilizing acceptable integrated pest management practices to meet acceptance/success targets.
 - 2.6. If chemical means are used, comply with all municipal, provincial, and federal legislation and regulations.
3. Submit monthly written reports in during the growing season (April - September) to Consultant identifying:
 - 3.1. Maintenance work carried out.
 - 3.5. Watering method, quantity of water used, water source.
 - 3.6. General development and condition of plant material.
 - 3.7. Preventative or corrective measures required which are outside Contractor's responsibility.

2 GENERAL LANDSCAPE MAINTENANCE NOTES
LP-2

- Plant Characteristics, Rootballs, Rootball Standards including minimum rootball diameters specified on these plans are in accordance with the Canadian Nursery Landscape Association Canadian Standards for Nursery Stock, current edition.
2. Planting shall only be performed when weather and soil conditions are suitable for planting the materials specified in accordance with locally accepted practice. Install plant materials during the planting time as described below unless otherwise approved in writing by Landscape Architect. In the event that the Contractor request planting outside the dates of the planting season, approval of the request does not change the requirements of the warranty.
- Deciduous Trees: April 1 - June 30 and September 1 - October 31
 - Deciduous Shrubs: April 1 - June 30 and September 1 - October 31
 - Perennials and Groundcover: April 1 - June 30 and September 1 - October 31
 - Evergreen Trees and Shrubs: April 1 - June 30 and September 1 - October 31
3. Transportation of plants should be restricted to closed vans or trucks covered with mesh tarpaulin or, similar material, to protect the leaves or needles from windburn or desiccation. This may be supplemented by spraying the foliage with an antidesiccant prior to shipping.
4. Plant material shall at no time be dropped or handled roughly.
5. Protect plant material from frost, excessive heat, wind and sun following delivery.
6. Immediately store and protect plant material, which will not be installed within 1 hour after arrival at site in storage location, approved by the Landscape Architect.
7. Protect stored plant material from frost, wind and sun and as follows: For pots and containers, maintain moisture level in containers.
8. For balled and burlapped and wire basket root balls, place to protect branches from damage. Maintain moisture level in root zones.
9. Topsoil or plantings shall not be placed or installed when in a frozen condition, under adverse field conditions such as high wind, frozen soil or soil covered with snow, ice, or standing water.
10. The Landscape Architect and Municipal Staff has the right to reject any and all plant material that does not conform to the requirements of this specification at any time regardless of any previous approval.
11. When a plant has been rejected, immediately remove it from the area of the Work and replace it with a plant of the required species, size and quality at the earliest planting period consistent with these specifications. Replacement plant material shall meet all the requirements of this specification. Rejected plants shall be replaced at no cost to the Owner.
12. Acceptance shall not be given for the planting Work until all plants rejected during the course of the Work are replaced.
13. Any plant that has the following characteristics shall be cause for rejection:
- 13.1. Only nursery grown plants will be accepted.
 - 13.2. Any plant that has a canopy with 25% or more dead or removed limbs.
 - 13.3. Evidence of damage to plant material, which diminishes the aesthetic character/form, biological integrity, or structural integrity of the plant or group of plants.
 - 13.4. Evidence of improper digging; inadequate protection following digging; carelessness while in transit; evidence of desiccation or wind-related damage; cold damage; improper handling or storage; root zones that have dried to the point of leaf wilt; cracked, loose, damaged or distorted root balls.
 - 13.5. Plants with undersized root balls or containers, kinked or girdling roots, matted roots on the top, and edges of the container, excessive surface adventitious roots, root balls and containers with no structural roots in the top 75mm of the soil.
 - 13.6. Plants balled with synthetic, treated or non-biodegradable fabrics.
 - 13.7. Any tree that is of a species that characteristically has a dominant central leader, and if the leader is dead or removed, the tree will not have a form consistent with the species.
 - 13.8. Any tree that has open wounds (not completely healed over) that penetrates the cambium into the wood on trunks or major limbs the removal of which would result in the loss of 25% or more of the structure and form of the tree
14. Topsoil shall be loose, friable, fertile loamy material that is free from subsoil, weeds, roots, vegetation and other deleterious material greater than 25mm diameter in the greatest dimension. The topsoil shall also be certified by an OMAFRA Accredited Soil Testing Laboratory in Ontario to meet the following requirements:
- 14.1. Topsoil texture shall be loam, sandy loam to with:
 - 14.1.1. Sand content between 20-75%
 - 14.1.2. Silt content between 5-30%
 - 14.1.3. Clay content between 5-30%
 - 14.2. Herbicides - No detectable levels
 - 14.3. Organic Matter content between 4-15%
 - 14.4. Phosphorus 10-60 (ppm)
 - 14.5. Potassium 80-250 (ppm)
 - 14.6. Calcium 1000-4000 (ppm)
 - 14.7. Magnesium 100-300 (ppm)
 - 14.8. Chloride <100 (ppm)
 - 14.9. Sodium <200 (ppm)
 - 14.10. Sodium Adsorption Ratio <15
 - 14.11. Shall not have contaminants that adversely affect plant growth.
 - 14.12. The cost to amend existing on-site topsoil to be reused shall be paid for by the Owner.
 - 14.13. The cost to amend imported topsoil supplied by the Contractor to meet Agronomist written recommendations shall be paid for by the Contractor.
15. Water shall not have contaminants or impurities that would adversely affect the germination and growth of vegetation. Proposed plants which come over or under any utility shall be relocated by the Contractor for review by the Landscape Architect, to the satisfaction of the utility provider.
16. Mulch shall be shredded hardwood chips or sawdust as specified in the planting details. Free from roots, leaves, twigs, debris, stones, fungus, crabgrass rhizomes, or any material detrimental to plant growth. Material shall be mulching grade, uniform in size and foreign matter. Mulch that has become saturated with water and presents an anaerobic odor shall be rejected.
17. Anti-Desiccant (if used) shall be emulsion type, film-forming agent similar to Dowax by Dow Chemical Company, or Wilt-Proof by Nursery Specialty Products, Inc., Croton Falls, New York, designed to permit transpiration but retard excessive loss of moisture from plants. Deliver in manufacturer's fully identified containers and use in accordance with manufacturer's instructions. Submit manufacturer's product data for approval.
18. Contractor to examine the surface grades and soil conditions for any circumstances that might be detrimental to plant growth, such as deposits of construction-related waste or soil contamination, storage of material or equipment, soil compaction or poor drainage. Contractor to examine the grading, verify all elevations, and notify the Landscape Architect in writing of any unsatisfactory conditions.
19. Contractor to inspect each plant after delivery and prior to installation for damage of other characteristics that may cause rejection of the plant.
20. Excavate pits, beds, and trenches with vertical sides and with bottom of excavation slightly raised at center to provide proper drainage. When conditions detrimental to plant growth are encountered, such as rubble fill, adverse drainage conditions, or obstructions, notify the Consultant before planting. Dispose of subsoil removed from planting excavations. Do not mix with planting soil or use as backfill. Plants to be planted in prepared planting soil may utilize the soil removed from the planting hole as backfill around the root ball.
21. Set edge of the root ball at the elevation of the proposed finish. Consult the grading plan and utilize a builder's level or transit to determine the grade at the tree grade. For trees on sloped surfaces, set the edge of the root ball at the average grade around the tree. Set the plant plumb and in the location indicated on the plan. The root flare and tree graft, if applicable, shall be visible at the top of the root ball, above the grade. Do not place soil on top of the root ball and remove soil pushed above root flare by mechanical potting/balled & burlapping process during transplantation by the nursery.
22. When set, brace root ball by tamping backfilled soil around the lower portion of the root ball. Place additional backfill around base and sides of ball in 150mm lifts. Work each lift to settle backfill and eliminate voids and air pockets. When excavation is approximately two-thirds full, water thoroughly before placing remainder of backfill. Ropes or strings on top of ball shall be cut and removed. Burlap or cloth wrapping shall be cut and removed from the top of the root ball. The top horizontal ring of support wire baskets shall be cut and the top of the wire baskets and the top half of the wire basket folded down into the soil.
23. Where staking is required, calliper trees shall be supported by wooden stakes driven outside the ball in line with the direction of the prevailing wind. Tree tie and installation method to be per planting detail. Stakes shall be 50mm x 50mm hardwood stakes free of knots and of lengths appropriate to the size plant required for to adequately support the plant.
24. Tree Guard type and installation per planting detail.
25. Maintain all trees and shrubs in a plumb position throughout the warranty period. Straighten all trees including those not staked. Plants to be straightened shall be excavated and the root ball moved to a plumb position, and then re-backfilled. Do not straighten plants by pulling the trunk with guys.
26. Do not apply any fertilizer to plantings during the first year after transplanting, unless soil tests determine that fertilizer or other chemical additives are required. If required, fertilizers shall be applied according to the manufacturer's instructions and standard horticultural practices.
27. Pruning shall be done with clean, sharp, rust-free tools. Cuts shall be made flush, leaving no stubs as per ANSI A 300 - current edition. No tree paint or sealants shall be used.
28. Dead wood, suckers, and broken and badly bruised branches shall be removed. Do not prune plant material that has been severely damaged due to transit or handling until viewed by the Landscape Architect.
29. Pruning of broken or dead branches shall be done after planting. Form-corrective pruning may occur when tree has hardened until bud-break in the spring. If corrective pruning dates fall outside the construction schedule, it shall remain a punch list (warranty) item. The Contractor shall be responsible for completing this off-season punch list (warranty) item.
30. Mulch top of root balls and planting beds, covering the entire planting bed area. Leaving a mulch free zone at stem/trunk as indicated in planting details.
31. Water each plant on the day of installation to saturate the soil around the roots and wash the soil into the root zone. After the soil has drained, reset any settled plants or grades around the plant, adding soil if required.

3 TREE, SHRUB, AND PERENNIAL INSTALLATION NOTES
LP-2

1. Hydraulic seeding to be installed per OPSS MUNI 803.
2. Permanent Seed and Annual Nurse Cover Crop Seed Mix composition as indicated in drawing LP-2.
3. No seed fertilizer to be applied (Native Seed Mixes do not require supplementary fertilizer on prepared growing media).
4. Topsoil shall be loose, friable, fertile loamy material that is free from subsoil, weeds, roots, vegetation and other deleterious material greater than 25mm diameter in the greatest dimension. The topsoil shall also be certified by an OMAFRA Accredited Soil Testing Laboratory in Ontario to meet the following requirements:
 - 4.1. Topsoil texture shall be loam, sandy loam to loath:
 - 4.1.1. Sand content between 20-75%
 - 4.1.2. Silt content between 5-30%
 - 4.1.3. Clay content between 5-30%
 - 4.2. Herbicides - No detectable levels
 - 4.3. Organic Matter content between 4-15%
 - 4.4. Phosphorus 10-60 (ppm)
 - 4.5. Potassium 80-250 (ppm)
 - 4.6. Calcium 1000-4000 (ppm)
 - 4.7. Magnesium 100-300 (ppm)
 - 4.8. Chloride <100 (ppm)
 - 4.9. Sodium <200 (ppm)
 - 4.10. Sodium Adsorption Ratio <15
 - 4.11. Shall not have contaminants that adversely affect plant growth.
 - 4.12. The cost to amend existing on-site topsoil to be reused shall be paid for by the Owner.
 - 4.13. The cost to amend imported topsoil supplied by the Contractor to meet Agronomist written recommendations shall be paid for by the Contractor.
5. Hydraulic Seeder: shall be capable of mixing the materials into a homogeneous slurry and maintaining the slurry in a homogeneous state until it is applied. The discharge pumps and gun nozzles shall be capable of applying the materials uniformly over the specified area. A hose extension for the hydraulic seeder shall be on site and available for use for areas outside of the range of the gun nozzle. Equipment shall provide constant agitation to prevent seed and slurry from clogging equipment. The seeding equipment shall be calibrated to provide the coverage areas to receive seed indicated in drawing LP-1.
6. Hydraulic Mulch: shall consist of shredded wood or paper fibres or both, and water or a stabilizing emulsion or both. Stabilizing emulsions shall consist of an organic tackifier or an inorganic polymer. Hydraulic mulch shall be capable of dispersing rapidly in water to form a homogeneous slurry. Hydraulic mulch shall be dry, free of weeds and other foreign materials, and shall be supplied in factory sealed packages bearing the manufacturer's label indicating the product name, its mass and content.

4 SEEDING INSTALLATION AND ESTABLISHMENT NOTES

% BY WEIGHT	BOTANICAL NAME	COMMON NAME
20	ELYMUS RIPARIUS	RIVERBANK WILD RYE
10	ELYMUS TRACHYCAULUS	SLENDER WHEAT GRASS
15	SORGHASTRUM NUTANS	INDIANGRASS
10	ELYMUS VILLOSUS	SILKY WILD RYE
30	ELYMUS VIRGINICUS	VIRGINIA WILD RYE
2	SPOROBOLUS CRYPTANDRUS	SAND DROPSEED
5	OENOTHERA BIENNIS	COMMON EVENING PRIMROSE
4	LEPDEDEZA CAPITATA	ROUND-HEADED BUSH-CLOVER
2	PENSTEMON HIRSUTUS	HAIRY BEARD-TONGUE
2	SOLIDAGO PTARMICOIDES	UPLAND WHITE ASTER

SEEDING RATE = 10 KG / HECTARE + NURSE CROP
 SUPPLIED BY ST. WILLIAMS NURSERY, ST. WILLIAMS, ON

NURSE CROP (IF SEEDING IN SPRING/ EARLY-SUMMER)		
% BY WEIGHT	BOTANICAL NAME	COMMON NAME
50	LOLIUM MULTIFLORUM	ANNUAL RYEGRASS
25	AVENA SATIVA	OATS
25	FAGOPYRUM ESCULENTUM	BUCKWHEAT
SEEDING RATE = 25 KG / HECTARE		

NURSE CROP (IF SEEDING IN LATE-SUMMER/FALL)		
% BY WEIGHT	BOTANICAL NAME	COMMON NAME
50	LOLIUM MULTIFLORUM	ANNUAL RYEGRASS
50	TRITICUM AESTIVUM	WINTER WHEAT
SEEDING RATE = 25 KG / HECTARE		

0	ISSUED FOR MUNICIPAL APPROVAL	MGN	23 AUG-24
No.	Description	By	Date

REVISIONS: All previous issues of this drawing are superceded



ABOUT & ASSOCIATES INC.
Consulting Arborists • Ecologists • Landscape Architects
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Title:

LANDSCAPE NOTES

Project

TRANSPORT TRUCK PARKING (OUTDOOR STORAGE)

265 WOOLWICH STREET NORTH, BRESLAU

Date: AUGUST 2024

Designer: JL

Project: AA24-107A

Drawn: JL

Scale: AS SHOWN

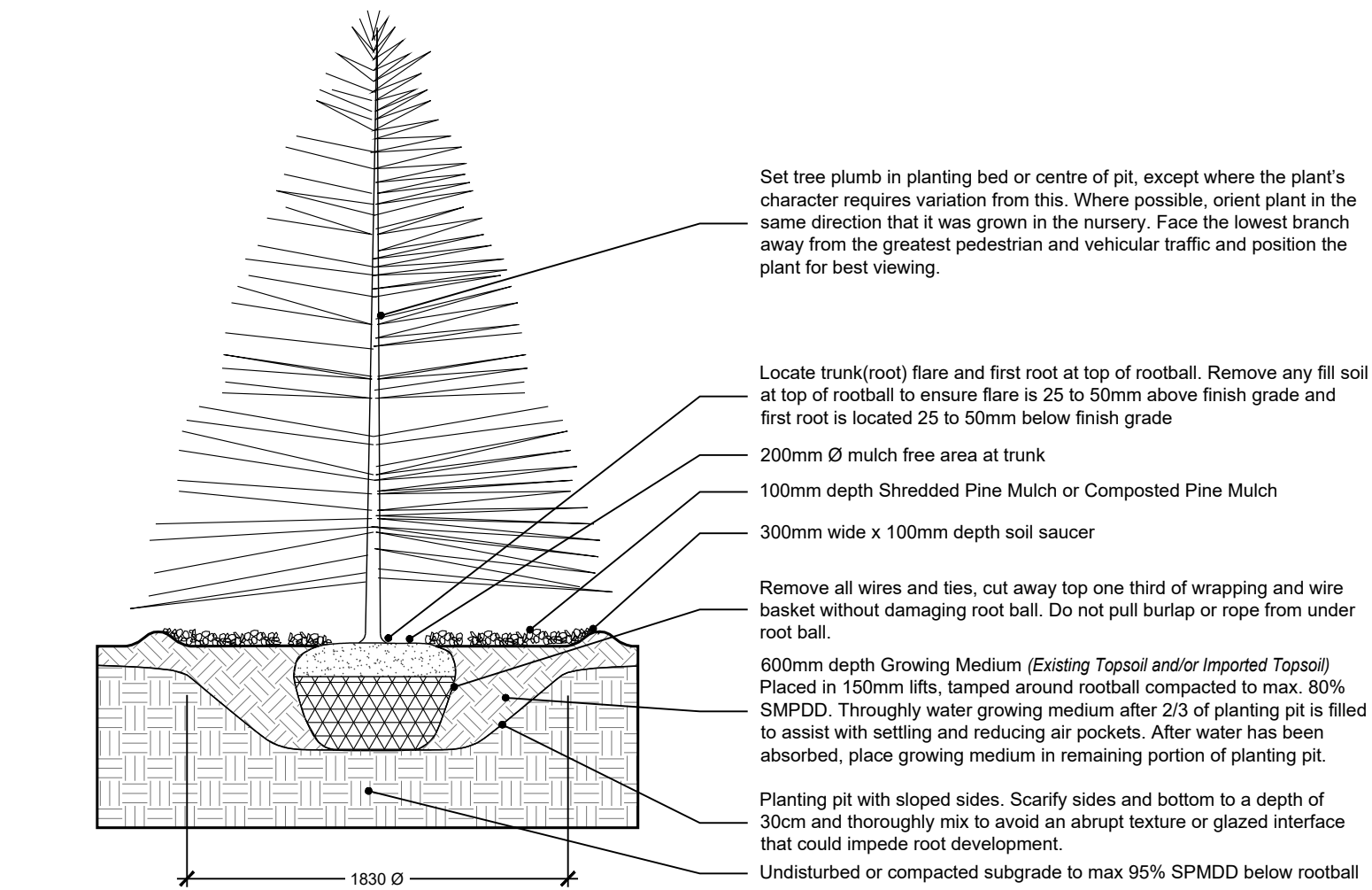
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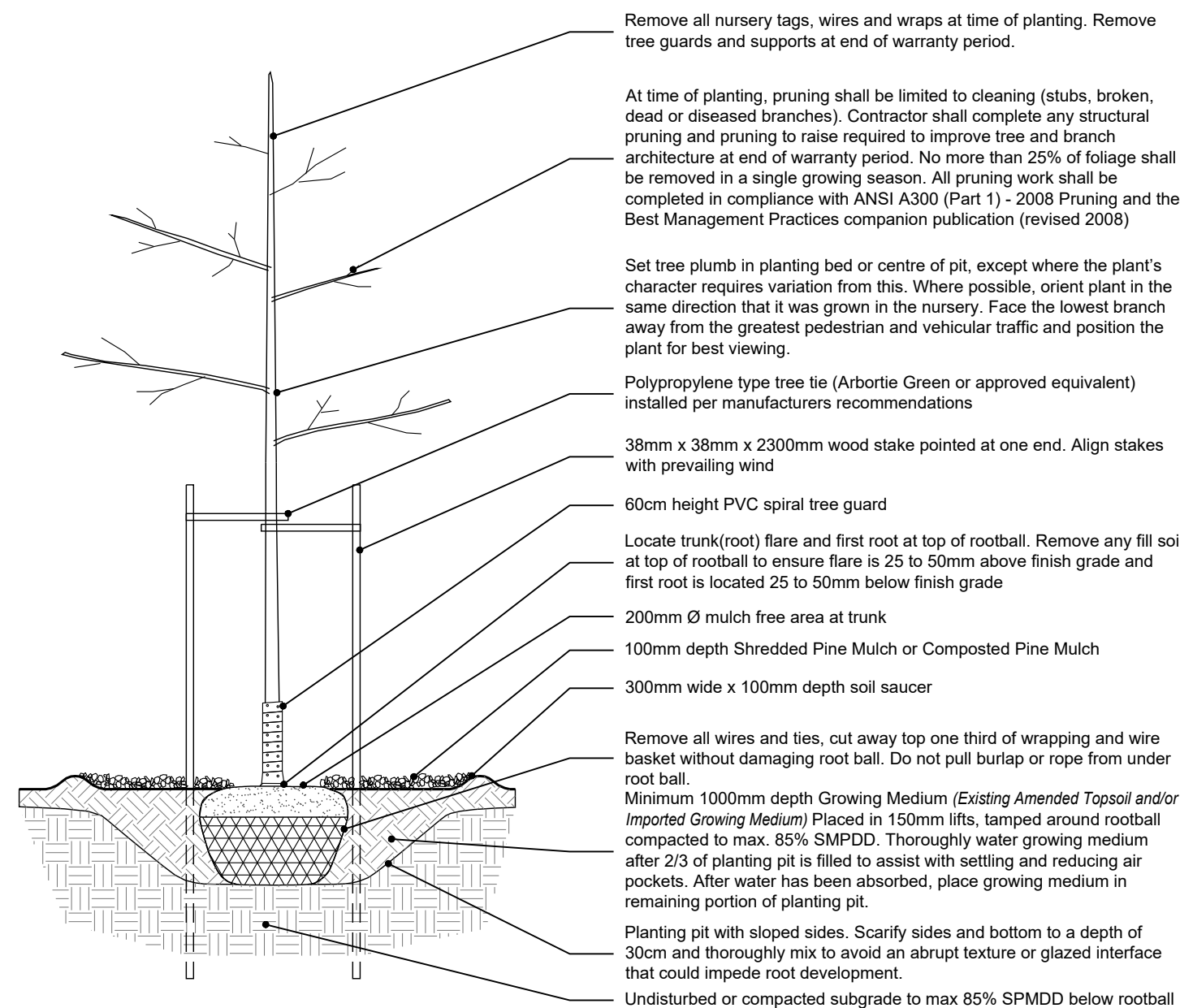
Drawing No:

LP-2

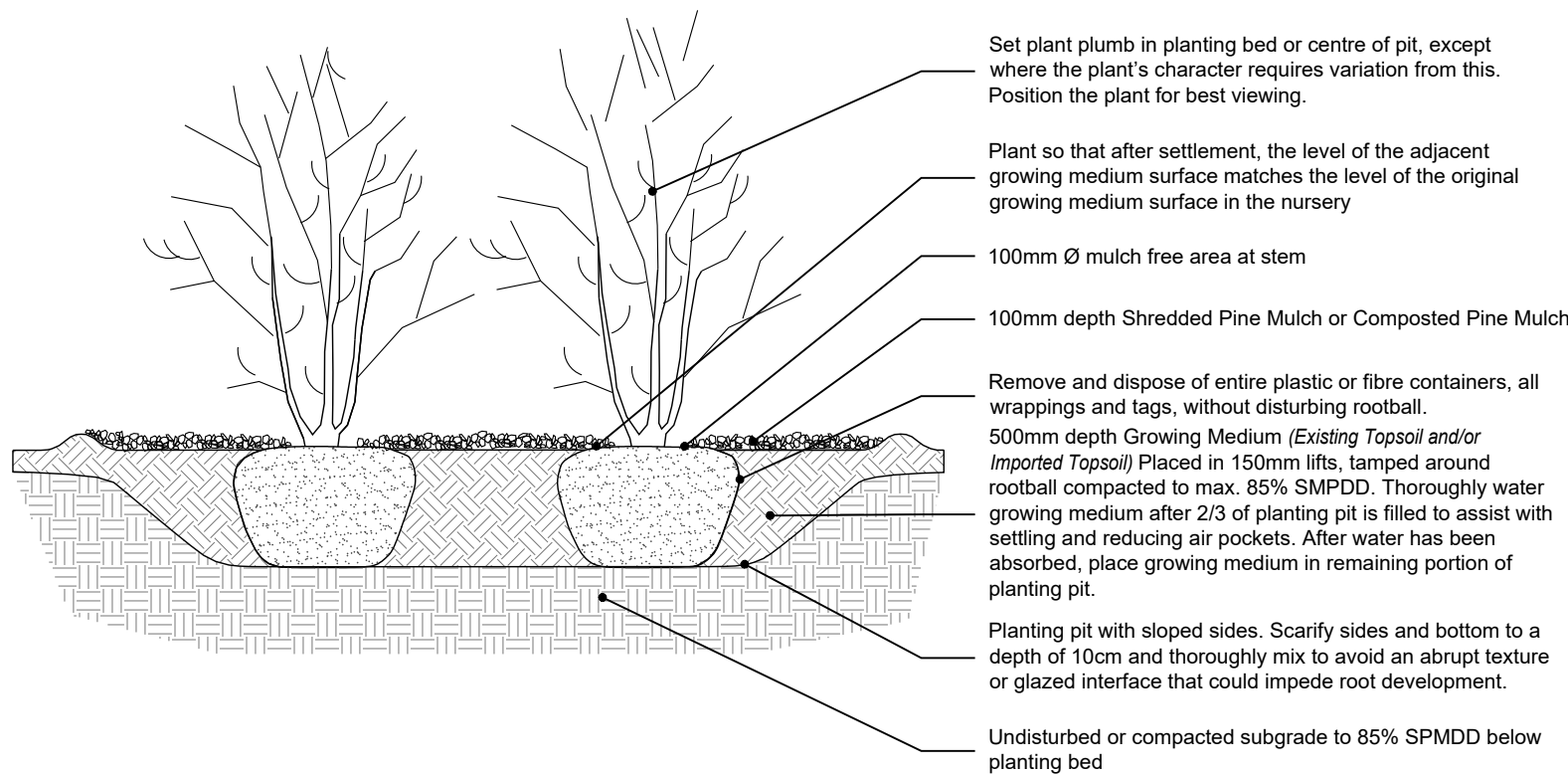
PLANTING & LANDSCAPE ARCHITECTURE
PROJECT: TRANSPORT TRUCK PARKING (OUTDOOR STORAGE)
DATE: 2024-08-23
DRAWN BY: MGN
CHECKED BY: JL
APPROVED BY: MGN
SCALE: 1:100
SHEET: 1 OF 1
PROJECT NO: AA24-107A



1
LP-3
TYPICAL CONIFEROUS TREE PLANTING DETAIL
N.T.S.



2
LP-3
TYPICAL DECIDUOUS TREE PLANTING DETAIL
N.T.S.



3
LP-3
TYPICAL SHRUB PLANTING DETAIL - CONTINUOUS MULCHED BED
N.T.S.

0	ISSUED FOR MUNICIPAL APPROVAL	MGN	23 AUG-24
No.	Description	By	Date
REVISIONS:			

All previous issues of this drawing are superseded

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Title:

LANDSCAPE DETAILS

Project:	
TRANSPORT TRUCK PARKING (OUTDOOR STORAGE)	
265 WOOLWICH STREET NORTH, BRESLAU	
Date: AUGUST 2024	Designer: JL
Project: AA24-107A	Drawn: JL
Scale: AS SHOWN	Checked: MGN



Drawing No:

LP-3

SCHEDULE D - DRAFT ZBA

THE CORPORATION OF THE TOWNSHIP OF WOOLWICH

BY-LAW No. ##-2024

A TEMPORARY USE ZONING BY-LAW TO AMEND ZONING BY-LAW 26-2024

WHEREAS Harper Dell and Associates Inc. has submitted an application to amend the Zoning By-law to permit a truck transport terminal on lands identified as 265 Woolwich Street South, Breslau, for a period of not more than three years;

WHEREAS the Council of the Corporation of the Township of Woolwich deems it desirable and appropriate to amend Zoning By-law 24-2024 to permit a temporary truck transport terminal use on the Subject Property and will not negatively impact the future Employment designation; and,

WHEREAS pursuant to Section 39 of the Planning Act, R.S.O 1990, c.P.13, as amended, the council of a local municipality may, in a by-law passed under section 34 of the Planning Act, authorize the temporary use of land, buildings, or structures for any purpose set out therein that is otherwise prohibited by the By-law;

NOW THEREFORE, the COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WOOLWICH ENACTS AS FOLLOWS:

1. Notwithstanding the requirements and restrictions of the Agricultural (A) Zone (Section 6) of the Zoning By-law 26-2024, as amended, the lands shown in Schedule "D" hereto:

- (1) May be used for the following purposes:

- a) Truck transport terminal

- (2) Shall be subject to the following requirements and restrictions for uses set out in 1(a):

- a) Minimum Side Yard Width (north side): 5.03m;
 - b) Minimum Side Yard Width (south side): 5.98m;
 - c) Minimum Parking Requirement: 1 space;

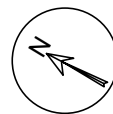
- d) Maximum number of Oversized Motor Vehicles and/or Trailer Parking Spaces: 96 spaces;
- e) Minimum Parking Space Width: 2.75m

2. This Temporary Use Zoning By-law expires on _____, unless extended by further resolution of Council.

PASSED THIS _____ DAY OF _____, 2024.

MAYOR

CLERK



"A-xxx"

WOOLWICH STREET SOUTH

SHALLOW CREEK ROAD

TOWNSHIP OF WOOLWICH

Planning and Development

Date: September 25th 2024

FILE:

PART OF LOT 115, German Company Tract, Township of Waterloo

By-law _____

Schedule A