

DEVELOPMENT SERVICES

Staff Report

REPORT NO: DS-2024-10

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: Greg Clark, Acting CAO

DATE: September 9, 2024

SUBJECT: Draft Plan of Subdivision Application 30T-21601 and Zone Change
Application 07/21, Snyder's Road (Baden) GP Inc.

RECOMMENDATION:

THAT Council recommend to the Region of Waterloo the following conditions of draft approval for Draft Plan of Proposed Subdivision 30T-21601:

1. That this approval applies to plan of subdivision 30T-21601 by MHBC Planning Ltd., with a revision date of June 17, 2024, which shows a total of 50 residential blocks (consisting of between 209 and 261 townhome and single detached units), 2 multiple residential blocks (consisting of between 110 and 166 cluster townhomes or apartment units), 1 school block, 1 park block, 7 walkway/trail blocks, 1 stormwater block, 1 residential consolidation block, 8 reserve blocks (0.3m), and 7 streets proposed to be developed in 3 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 26 for park purposes.
 - b) Stage 1, Block 27 for stormwater management purposes.
 - c) Stage 1, Blocks 28-29 for trail purposes.

- d) Stage 1, Blocks 31-35 for 0.3m reserves.
 - e) Stage 1, Wagler Avenue, Street One, Street Four, Street Five, and Street Six as municipal roads.
 - f) Stage 3, Blocks 28-31 for trail purposes.
 - g) Stage 3, Block 32 for a walkway
 - h) Stage 3, Blocks 33-35 for 0.3m reserves.
 - i) Stage 3, Street One, Street Two, and Street Three 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) Design the subdivision to eliminate the need for retaining walls whenever feasible.
 - e) Design multiple blocks such that front entrances face the municipal street and that back lotting be avoided.
 - f) 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. The lot grading plan shall incorporate a minimum requirement of 15cm of topsoil in all blocks and boulevards;
 - 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 (if required) 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 commencement of area grading or site servicing within the development, the Subdivider shall confirm that a legal outlet for post-development stormwater flows has been secured to the satisfaction of the Township.
 9. That prior to commencement of area grading, where use of lands abutting the subdivision is required (for grading or access), the Subdivider shall provide written authorization from the land owner for such work occur.
 10. 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.
 11. That prior to registration of Stage 1, the Subdivider shall enter into an agreement with the Township to stipulate that building permits will only be available for up to a maximum of 400 units until a connection to the planned Baden sanitary trunk sewer is available at which time the unit cap will be lifted.
 12. That if intersection signalization does not occur concurrent with road works within Stage 1, the Subdivider shall evaluate the interim pedestrian crossing needs to ensure safe crossing can be achieved from the south side of Snyder's Road West through to Block 30, Stage 2 and provide recommendations of the same for consideration and acceptance by the Township of Wilmot and the Region of Waterloo.
 13. 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.
 14. 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.

15. 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.
16. 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.
17. 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.
18. That prior to or concurrent with the registration of any Stage the Subdivider shall grant any easements required for utility or municipal servicing purposes.
19. That the Subdivider shall submit a park plan and landscaping plan prepared by a qualified landscape architect for the park block, 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.
20. 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.
21. That the Subdivider shall landscape the blocks and boulevards as required by Conditions 19 and 20 in accordance with the approved plans and documents for each phase.
22. That the Subdivider agrees to construct at the same time as all other road works within Stage 1, the road connection between Wagler Avenue in Stage 1 and McFadyen Street to full municipal standards to the satisfaction of and at no cost to the Township of Wilmot
23. That the Subdivider agrees to construct, in accordance with the approved plans and within the timeframe and financing schedule outlined below, the park, walkway, and trail blocks, 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 26, 27, 28, and 29 (Stage 1).
- b) The Subdivider, at their cost, shall construct a temporary asphalt trail with a minimum width of 2.4m from Block 29 (Stage 1) to Street Four at the north end of Stage 1 unless Stage 1 and 3 are registered at the same time.
- c) The Subdivider, at their cost, shall construct an asphalt 3.0m MUT through Blocks 28, 29, 30, and 31 (Stage 3).
- d) The Subdivider, at their cost, shall construct an asphalt trail with a minimum width of 2.4m through Block 32 (Stage 3) through to Michael Myers Road.

25. That the Subdivider shall design the stormwater management blocks including an MUT within the stormwater management block, to the satisfaction of the Township prior to registration of Stage 1. When the MUT within stormwater management block serves a combined function for maintenance access, the trails shall be constructed to the standard required for maintenance access or a minimum of 3.0m wide, whichever is greater.

26. That the Subdivider shall construct a 3.0m MUT on the south side and along the entire length of Wagler Avenue and a 1.5m wide sidewalk along the same segments on the north side.

27. 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.

28. That all blocks to be conveyed to the Township of Wilmot shall be fenced or otherwise appropriately delineated to the satisfaction of the Township.

29. 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.”

30. That the Subdivider agrees to provide all prospective purchasers with a copy of the grading control plan and a copy of the subdivision agreement.
31. 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.
32. 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.
33. 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.
34. That, prior to issuance of building permits, the Subdivider shall pay for and install all regulatory street signs.
35. 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.
36. 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.
37. That the access and egress for all construction traffic, for the life of the development, shall be from Snyder’s Road West directly to Street One (or Bock 28 if required and authorization is received from the Region of Waterloo and Township for access to that location).

38. 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 sign shall also identify the construction access and advise that Steet One and/or Block 28 will also serve as the construction access to future developments to the north. 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.
39. 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.
40. That no development (except area grading authorized by a subdivision agreement) shall occur within Block 25 (Stage 1) and Block 27 (Stage 3) until site plan approval has been granted by the Township.
41. 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.
42. 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.
43. 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.
44. 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 Wagler Avenue, McFadyen Street, and Livingston Boulevard. Should the Township determine that improvements are not required at the time of 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.
45. 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.
46. 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.

47. 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 07/21 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), Zone 11 (Open Space), and Zone 12 (Institutional).
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 the 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. Block 30, Stage 2 of draft plan 30T-21601, zoned Zone 2c, shall be subject to the uses and regulations contained in Section 8.2 of By-law 83-38, as amended and the following additional and/or modified regulations:
- a) permitted uses of this property shall only apply at such time as Block 30, Stage 2 of draft plan 30T-21601 is consolidated with abutting lands such that the resulting parcel complies

with the minimum lot area, frontage and width regulations contained in Section 8.2 of By-law 83-38, as amended.

- b) the building line shall be 6.0m save and except where the front wall of the garage of any dwelling unit is located 7.0m or greater from the front lot line, the building line for the habitable portion of the dwelling unit, including a useable front porch having a depth of greater than 1.8m, shall be 4.5m
5. 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) The maximum building height main building, shall be the greater of:
 - i) Residential Building – Apartment: 20m or 6-storeys
 - ii) Residential Building – Cluster Townhouse and Residential Building – Back-to-Back Townhouse: 15m or 4-storeys
 - iii) Residential Building – Street Townhouse: 12m or 3-storeys
 - d) Minimum front yard setback shall be:
 - i) Residential Building – Apartment, Residential Building – Cluster Townhouse, Residential Building – Back-to-Back Townhouse: 6m
 - ii) Residential Building – Street Townhouse: 6m for the habitable and uninhabitable (garage) portion of a building notwithstanding:
 - (a) 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;
 - (b) that the habitable portion of the dwelling may include a useable covered front porch;
 - (c) on lots with a width of less than 11m, the garage shall be setback a minimum of 9m from the front lot line; and
 - (d) 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
 - 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

6. For those lands zoned Zone 12, the following shall apply in addition to and/or replacing those regulations contained within By-law 83-38, as amended:

a) Residential Building – Apartment and a Residential Building – Townhouse shall be additional permitted uses subject to the regulations applied to the lands zoned Zone 4 within recommendation 5 above.

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 west side of Baden, north of Snyder's Road. The lands are designated Urban Residential in the Township Official Plan and are presently zoned Zone 3 (Residential) and Zone 1 (Agricultural) within the Township Zoning By-law 83-38, as amended.

Draft plan of subdivision application 30T-21601, is comprised of approximately 19.57 ha and includes a proposed school site, park land, interconnected trails, and between 319-427 dwelling units in the form of single detached dwellings, townhomes and other multiple residential buildings.

Zone change application 07/21 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 September 12, 2021. Notice that these applications would be returning to Council for consideration of a recommendation was provided on July 31, 2024.

The following is a summary of comments received through circulation of the application in 2021. No new comments were received based on the revised plan considered by this report.

Public (complete comments and minutes of the public meeting are included as Attachment D) Ed Berwick, Baden – commenting that the development is primarily townhouse units, is not in keeping with the community, and will cause traffic issues

Ian Collins, Baden – concerned with walkability, active transportation, lack of parks and recreation space, provision for proper drainage from his property including the removal of an existing easement, buffering of proposed walking trail from abutting homes, construction traffic on existing streets, future traffic flow, need to improve local transit, and recreation facility improvements prior to the introduction of new homes

Ian Haight, Baden – requesting considerations to address current drainage and removal of existing easements

Keith Hori, Baden – questioning zoning provisions for building height and additional dwelling units, suggesting the need for infrastructure upgrades, requesting a greater buffer width between the proposed development and the existing neighbourhood, and expressing traffic concerns

Brent Kuehl, Baden – suggesting lands abutting the proposed development should be rezoned from their present agricultural zoning and questioning if adjoining properties would be responsible for costs of new roads bordering their properties

Marie Pavey (Let's Tree Wilmot) – providing comments with respect to tree selection, tree canopy, green space and topsoil requirements within the proposed development

Michelle Svartsjo, Baden - commenting that the development is primarily townhouse units, is not in keeping with the community, and will cause traffic issues

Wayne Yantz, Foxboro Green – concerned with the potential for people to trespass into Foxboro Green and requesting that the hydro corridor be fenced

Amber Grant, Baden – concerned with increased traffic on Snyder's Road.

Penny Collins, verbal submission at the September 2021 public meeting expressing the need for more parkland and greenspace above and beyond the proposed school site.

Stephanie Goertz, verbal submission at the September 2021 public meeting identifying the need for walkability, green space and sustainable development practices.

Katelyn Leece, verbal submission at the September 2021 public meeting encouraging housing other than singles and reserving land for sustainable and affordable housing.

Natasha Salonen, verbal submission at the September 2021 public meeting identifying a need for services to support growth such as healthcare providers and adequate space for student accommodation.

Agencies

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

Bell Canada – requesting necessary easements and/or agreements to service this new development to the satisfaction of Bell Canada

CN – indicating no comments or concerns

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

Hydro One – requesting draft approval conditions relating to lot grading and drainage approvals as well as protection provisions for development adjacent to the hydro corridor, if applicable

WCDSB – acknowledging that the plan identifies the requested school block and providing draft approval conditions relative to the proposed school block, and identifying that unless the provincial funding model provides sufficient funds to construct a new school, there can be no assurance as to the timing of a new school construction nor a guarantee that an elementary school will be provided within this subdivision

WRDSB – requesting proposed lotting of the subdivision to be established prior to approval to assist in accommodation review and to include conditions of draft approval to inform future purchasers of potential temporary school and bus accommodations should existing facilities be at capacity.

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-21601, is comprised of approximately 19.57 ha and includes between 319-427 dwelling units in the form of single detached dwellings, townhomes and other multiple residential buildings. The plan includes a potential new Catholic elementary school site, storm water management area, parkland and an integrated trail network that will be interconnected with existing and future sidewalks, trails and walkways.

Zone change application 07/21 proposes amendments to the zoning by-law to implement the draft plan of subdivision. Development blocks closest to existing residential properties on the east 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 block, park, and trails would be zoned as open space. The school site would be zoned institutionally, but the zoning contains provisions to accommodate residential use of the site should the property not be acquired by the WCDSB as is anticipated.

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 east side of the plan closest to the existing residential neighbourhood includes the property lotting, specifically 32 single detached lots with frontages between 12.4 and 12.9m. 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 47 to 63 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 is a new process for the Township, but was included as an option within the Wilmot Woods subdivision approval. As committed to within the Wilmot Woods approval, additionally reporting on the function of this fund will be provided at a later date should that be the option pursued by the applicant.

Parkland and trails

Through the 2021 public circulation, a number of comments related to the lack of parkland and open space within the development were received. The subdivision plan has been revised to incorporate a municipal park independent from the proposed Catholic elementary school. Trail interconnections are provided to fully link the homes, park and school within this development to the existing sidewalk and trail infrastructure within abutting neighbourhoods. The proposed

draft plan, with colours added to illustrate the trails, parks and other lands uses is included as Attachment C.

Traffic and parking

Traffic

A traffic study 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.

The subdivision plan was revised to incorporate a collector road network (Street One and Street Two) to direct traffic from this development and future development to the north and west, to Snyder's Road West and minimize traffic flowing through existing neighbourhoods. Bettschen Lane no longer extends to the development, rather Michael Myers and the development are now only connected for pedestrians and cyclists via a trail. While it is anticipated that the majority of traffic will travel to Snyder's Road West the collector road network, 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.

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 Snyder's Road road authority. The supplementary intersection analysis at Street One/Snyder's Road West and Christian Street recommend that signalization be implemented at that intersection. The Region of Waterloo is of the opinion that these are future warrants based on forecasted volumes. The Region is not supportive of the installation of signals at the outset of the development, but will require that underground provisions for the installation of future traffic control signals be included when the Street One leg of the intersection is constructed. Underground provisions will facilitate future traffic control needs when they are observed to be warranted.

Township staff suggest that there is merit in the introduction of signalization at the outset of the development to assist with intersection controls at the early stages of development including a designated and controlled intersection for pedestrian crossing. The recommended draft approval conditions include that if intersection signalization does not occur concurrent with road works within Stage 1, the Subdivider be responsible to evaluate the interim pedestrian crossing needs to ensure safe crossing can be achieved from the south side of Snyder's Road West to the subdivision lands and provide recommendations of the same for consideration and acceptance by the Township of Wilmot and the Region of Waterloo.

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. This zoning was also recently approved within the Wilmot Woods development in New Hamburg.

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. This zoning was also recently approved within the Wilmot Woods development in New Hamburg.

Infrastructure

This development will ultimately rely on the planned Baden trunk sewer to deliver sanitary effluent to the Baden pumping station and ultimately to the Baden-New Hamburg wastewater treatment facility. This trunk sewer is anticipated to be under construction later this year. An assessment of existing sanitary infrastructure has confirmed that a portion of this development, including the school site, along with an allowance for potential intensification along Snyder's Road West can be serviced via existing infrastructure as an interim solution in the event that the trunk sewer is not completed in advance of servicing of this development. The proposed draft approval conditions provide a development cap until such time as the Baden trunk sewer connection is available.

Public comments and concerns

Several public submissions were received noting concerns with the development concept circulated in 2021. These submissions are included as Attachment D. No new comments were

received based on the revised plan. The main themes of original concerns were the need for additional parkland, pedestrian connectivity and traffic flow, and the forms of housing within the development.

As noted in the preceding paragraphs, the subdivision has been modified based on public and Township feedback and discussions. Staff are of the opinion that the development is a significant improvement over what was presented at the public meeting and has addressed a number of the concerns and comments provided.

Outstanding concerns relative to the incorporation of drainage from the existing Activa development will be considered and implemented where possible through the detailed engineering design of the subdivision that will follow should this plan receive draft approval from the Region of Waterloo.

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 sanitary sewer trunk upsizing 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 | Illustration of trails, parks and other land uses |
| Attachment D | Public comments and minutes from the Public Meeting |

DRAFT PLAN OF SUBDIVISION

Legal Description
PART OF LOT 16, CONCESSION NORTH OF SNYDERS ROAD
TOWNSHIP OF WILMOT
REGION OF WATERLOO

Owner's Certificate
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED
TO SUBMIT THIS PLAN FOR APPROVAL.
DATE: April 1, 2021
NICK GOUGOULIAS - PRESIDENT
(SNYDER'S ROAD (BADEN) GP 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: MARCH 30, 2021
TREVOR D.A. McNEIL, OLS
(MTE OLS LTD.)

Key Plan

Subject Lands
Additional Lands Owned by Applicant

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, SCHOOL, PARK, STORMWATER MANAGEMENT, TRAIL, OPEN SPACE
E. AS SHOWN F. AS SHOWN
G. AS SHOWN H. MUNICIPAL WATER SUPPLY I. CLAY/SANDY LOAM
J. AS SHOWN K. ALL SERVICES AS REQUIRED L. AS SHOWN

Area Schedule		30T-21601			
Description	Lot/ Block	Stage 1		Stage 2	
		Units* (min/max)	Area (ha)	Units* (min/max)	Area (ha)
Residential	1-24	85-108	3.27		
Multiple Residential	25	72-108	1.30		
Park	26		0.70		
School				1	166-202 2.12
Stormwater Management Facility	27		1.10		
Trail	28-29		0.23		
Consolidation (Residential)	30		0.01		
0.3m Reserves	31-35		0.01		
Roads			2.72		
Sub-Total	35	157-216	9.34	1	166-202 2.12

Description	Block	Stage 3	
		Units* (min/max)	Area (ha)
Residential	1-26	124-153	4.40
Multiple Residential	27	38-58	1.11
Trail	28-31		0.29
Walkway	32		0.02
0.3m Reserves	33-35		0.01
Roads			2.28
Sub-Total	35	162-211	8.11

Description	Blocks	Total	
		Units* (min/max)	Area (ha)
Residential	50	209-261	7.67
Multiple Residential	2	110-166	2.41
Park	1		0.70
School	1	166-202	2.12
Stormwater Management Facility	1		1.10
Trail	6		0.52
Consolidation (Residential)	1		0.01
Walkway	1		0.02
0.3m Reserves	8		0.02
Roads			5.00
Total	71	485-629	19.57

Notes
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
2. SITE BOUNDARY AND LEGAL BASE PLAN PREPARED BY MTE OLS LTD.
3. TOPOGRAPHIC AND EXISTING FEATURES SURVEY COMPLETED BY MTE AND DATED APRIL 2019.
4. ADJACENT PARCEL FABRIC IS FROM REGION OF WATERLOO OPEN DATA AND IS APPROXIMATE.

4.	Jun. 17, 2024	For Re-Submission to Region/Township;	DGS
3.	Oct. 26, 2023	For Re-Submission to Region/Township;	DGS
2.	Aug. 24, 2023	For Re-Submission to Region/Township;	DGS
1.	Mar. 31, 2021	For Submission/Draft Plan of Subdivision application;	DGS

Rev. No.	Date	Issued / Revision	By
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MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGHAM'S CENTRE DR. KITCHENER, ON, N2B 3X9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp

Date: June 17, 2024

File No.: 1985A

Plan Scale: 1:1,250 (24x36)

Drawn By: DGS

Project: Snyder's Road Property

Applicant: SNYDER'S ROAD (BADEN) GP INC.
91 Caldari Road, Unit 1
Concord, ON L4K 3Z9
P: 905.893.9997

Checked By: PC/PB

File Name: DRAFT PLAN OF SUBDIVISION

Scale Bar: 0 10 25 50 75 100 125 150m



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), Zone 11 (Open Space), and Zone 12 (Institutional).
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 22.313.

Notwithstanding any other provisions of this By-law, the lands described as Part of Lot 16, Concession North of Snyder's Road, identified as Section 22.313 on the map forming Part 1 of Schedule 'A' 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 16, Concession North of Snyder's Road, identified as Section 22.313 on the map forming Part 1 of Schedule 'A' 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 16, Concession North of Snyder's Road, identified as Section 22.313 on the map forming Part 1 of Schedule 'A' and illustrated as 'Zone 2c "Block 30"' on the map forming paragraph 22.313 shall be zoned Zone 2c and subject to the uses and regulations contained in Section 8.2 and the following additional and/or modified regulations:

- a) permitted uses of this property shall only apply at such time as the lands illustrated as 'Zone 2c "Block 30"' are consolidated with abutting lands such that the resulting parcel complies with the minimum lot area, frontage and width regulations contained in Section 8.2
- b) the building line shall be 6.0m save and except where the front wall of the garage of any dwelling unit is located 7.0m or greater from the front lot line, the building line for the habitable portion of the dwelling unit, including a useable front porch having a depth of greater than 1.8m, shall be 4.5m.

Notwithstanding any other provisions of this By-law, the lands described as Part of Lot 16, Concession North of Snyder's Road, identified as Section 22.313 on the map forming Part 1 of Schedule 'A' 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 the greater of:

- i) "Residential Building – Apartment": 20m or 6-storeys
 - ii) "Residential Building – Cluster Townhouse" and "Residential Building – Back-to-Back Townhouse": 15m or 4-storeys
 - iii) "Residential Building – Street Townhouse": 12m or 3-storeys
- d) the minimum front yard setback shall be:
 - i) "Residential Building – Apartment", "Residential Building – Cluster Townhouse", "Residential Building – Back-to-Back Townhouse: 6m
 - ii) "Residential Building – Street Townhouse": 6m for the habitable and uninhabitable (garage) portion of a building notwithstanding:
 - (a) 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;
 - (b) that the habitable portion of the dwelling may include a useable covered front porch;
 - (c) on lots with a width of less than 11m, the garage shall be setback a minimum of 9m from the front lot line; and
 - (d) 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
- 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

Notwithstanding any other provisions of this By-law, the lands described as Part of Lot 16, Concession North of Snyder's Road, identified as Section 22.313 on the map forming Part 1 of Schedule 'A' and zoned Zone 12 shall be subject to the following additional and/or modified regulations:

- l) a "Residential Building – Apartment" and a "Residential Building – Townhouse" shall be additional permitted uses subject to the regulations applied to the lands zoned Zone 4 within this section.
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 9th day of September, 2024.

READ a third time and finally passed in Open Council on the 9 day of September, 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 16, Concession North of Snyder’s Road, in the said Township of Wilmot.

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

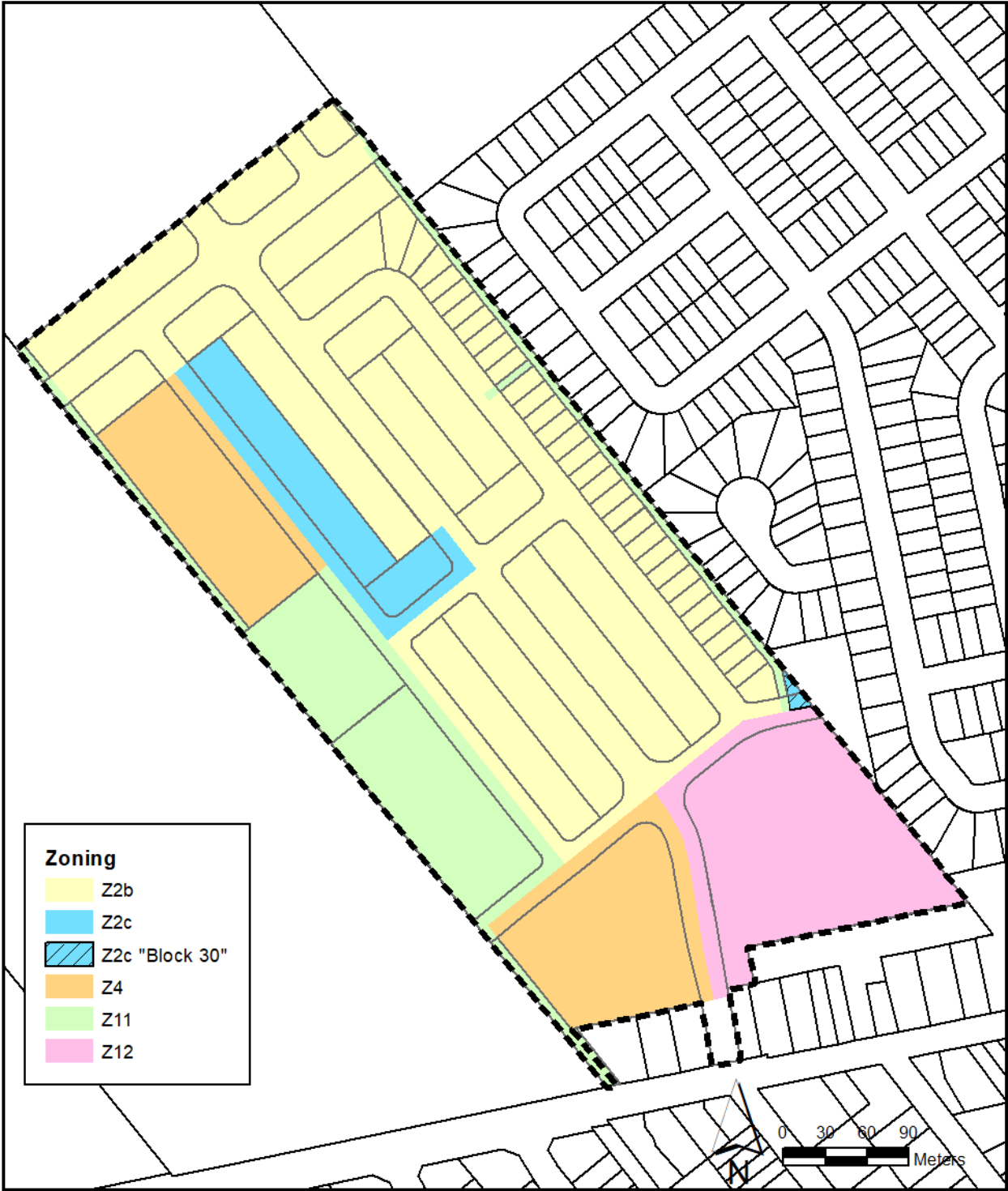
PASSED this 9th day of September, 2024.

Mayor

Clerk

SCHEDULE "B"
PART OF LOT 16
CONCESSION NORTH OF SNYDER'S ROAD
TOWNSHIP OF WILMOT

SUBJECT LANDS OUTLINED THUS: - - - - -



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

PASSED this 9th day of September, 2024.

Mayor

Clerk

ATTACHMENT C
Trails, parks, and
other land uses



Andrew Martin

From: ed berwick
Sent: Monday, August 30, 2021 10:50 AM
To: Planning
Cc: Mami Berwick
Subject: Proposed plan for Snyder's Road development Baden.

I have had the chance to view the proposed development plan for Snyder's Road, and as I see it, the development consists of primarily townhouse units. This strongly goes against the appeal of this community and serves only the purpose of heavy revenue for the builder. This quiet family community would be overrun with traffic and impact the tranquil quality of life. I am in strong disagreement with this development and believe an expansion of the community of similar type housing is in everyone's best interest.

Thanks
Ed Berwick

Andrew Martin

From: Ian Collins
Sent: Monday, September 13, 2021 2:12 PM
To: Planning
Subject: Appeal/Comments/Concerns on - Draft Plan of Subdivision Application 30T-21601

Here are my appeal, comments and concerns for the record on Application 30T-21601.

Development appeal/concerns as it relates to my residence:

- 1) There is no walkability or active transport in the entire south and south-east corner of the proposed development. Reference pg 20-21 of "Urban Design Brief". We know kids going to high school will flow out of the existing community via the Wagler entrance to this new development and walk street three to shortcut to highschool. There should be consideration for this. Sidewalks and or natural walking paths.
- 2) There are zero parks or recreational space in the first phase unlike the adjacent development. There might be a plan for parks & recreational space in the next Phase but that is unacceptable, it should be built in to each phase of development. Reference pg 16-17 of "Urban Design Brief". Recommendation. Use the southeast corner of the development (BLK. 2) be an ideal spot for park or green space as it would be adjacent to BLK. 45 under future development review and is a very sharp corner in the plan. This would also buffer the existing homes and the only area where there is no walking path to buffer the existing homes from the new development.
- 3) My residence is ■■■ McFadyen St. Currently there is a large 6m easement in the back of the property. All the runoff from the current development property currently exits to my property and flows south to the drain behind 35 McFadyen St. There are a number of incidences annually where the flow of water is 1-2 feet deep and runs like a river through the easement. My concern is this should be changed during the construction

and proper drainage should be put in place between the new development and my property to address residential drainage. Additionally the easement should be removed or shrunk to an appropriate size with proper grading redone by the township & developer.

- 4) If there is no change to add a natural walking path along Street three in the south east corner (BLK.2) we would recommend that there be tall coniferous trees put in place to buffer the existing homes from the development which will take place over a number of years. Ideally, 6ft apart and 10-15ft in size. This will block dirt and dust and provide some relief from the construction noise and the unappealing view.
- 5) There should be no construction vehicles allowed down Livingston or McFadyen St. or Wagler Street during development. Recommendation: the west side road entrances should be blocked and/or have speed bumps to discourage this.
- 6) There should be a 4 way stop put in the corner of Wagler & McFadyen/Hunsberger to calm the flow of future traffic.

Community concerns:

- A) There has been no proposed plan to improve local transit to support this development. It currently takes over 2 hours to go for groceries in New Hamburg on the current system which comprises of a single short-bus and one route. We request multiple transit routes to be added prior to the addition of 300+ families.
- B) Recreational facilities are currently over utilized and will not accommodate the increase in population. There has been no improvement to increase capacity for essential youth sports. For example, hockey teams have to go to Plattsville, Tavistock and Wellesley to find ice-times and swimming/baseball/soccer associations are also limiting numbers in the township to accommodate the lack of available facilities and times. We may also be the only township in the region that doesn't have 1 or multiple clay fastpitch diamonds for youth sports. Facility improvements are requested prior to the addition of 300+ families.

C) We would like to ensure the development incorporates the vision & mission of Wilmot. "Wilmot is a cohesive, vibrant and welcoming countryside community".

Ian Collins

Andrew Martin

From: Ian Haight
Sent: Tuesday, August 31, 2021 10:53 AM
To: Bryan Bishop
Subject: Easement Info

Good morning Bryan,

I've been looking at the development application (30T-21601) and am wondering if this will impact the current easements for surface drainage directing to current lots 72/76 (south and west sides of McFayden Street). You may recall I was looking to have my easement reduced but am thinking that, in light of this development, the drainage easement would no longer be required. Please let me know if this is being considered as part of the development application.

Hope all is well,

Ian Haight

Andrew Martin

From: Ke Jo
Sent: Monday, September 13, 2021 9:31 PM
To: Planning
Subject: Questions: New Sub Division In Baden Adjacent to Michale Myers Road, Geiger Place and McFadyen Road

Here are questions for the new development that we wish addressed please. We will be represented at the meeting but this email seems the best way to ask our questions. Will they be answered at the meeting by submitting this way? If you could let us know that would be great.

Q1) AREA Z2C Please explain to us “Accessory uses including second dwelling units” behind Michael Myers Road and Geiger Place and McFadyen

Does this mean the home could have a separate dwelling on it in addition to the primary resident? An accessory apartment , in-law type set up, living facilities independent from the primary resident?
Or does it mean that there is a possibility for multi-dwelling home?

Q2) Our infrastructure needs upgrading and needs to be a priority before any development, water pressure was brought up at the initial meeting as well as sewage/grey water, what is being done prior to the beginning of any development.

Q3) Area Z11 The 6 meter path between Michael Myers Road and Geiger Place and McFadyen and the proposed subdivision, we recommend a greater width that buffers the previous development (which provided 3 meters of land for this buffer from the previous developer Eastforest Homes) and the new developer, to a minimum of 12 meters where the new developer provides the additional 8 meters of trail use.

Q4) The plan calls for 2 access points one of which goes through either Wagler or Bettchen. The traffic through our community would be unsafe as there are many children who play in our area. One access post from Snyders Road would create a safer access point for our community.

Q5) What is the maximum height and elevation of the single family homes and multi dwelling units? Will consideration be given to maintaining skyline views from the from the existing neighbourhoods.

Thank You, Keith Hori

Andrew Martin

From: Brent Kuehl
Sent: Wednesday, September 8, 2021 7:01 AM
To: Planning
Subject: Public meeting re: application 30T-21601

Planning department:

I have 2 questions for the Public meeting on Sept. 27/21 regarding the Subdivision Application 30T-21601:

- If I read “figure 6” (Proposed Zoning by-law Amendment schedule) correctly, I believe the new subdivision will be land locking some land that is currently zoned Agricultural behind some houses on Snyder’s Rd. W. Wouldn’t this be a good time to re-zone this land so you don’t have land in the middle of Baden that is zoned agricultural?
- Will any of the property owners that border this new subdivision be responsible for any cost of the new roads that border their property? (eg. 160 Snyder’s Rd., W., Baden)

Regards,

Brent F. Kuehl

September 15, 2021

Marie Pavey
Co-chair of Let's Tree Wilmot Policy Committee
147 Snyder's Road West,
Baden, ON N3A 2M3

RE: Draft Plan of Subdivision Application 30T-21601 (1012 Snyder's Rd W)

To: Township of Wilmot,
Andrew Martin, Manager of Planning and Economic Development
Township of Wilmot Council

This letter is in response to the *Notice of Public Meeting on September 27, 2021* and the *Draft plan of subdivision application*.

Having reviewed the Planning Report, Draft Plan of Subdivision, Urban Design Brief and other associated documents, I am responding on behalf of Let's Tree Wilmot (LTW) to the proposed subdivision in regards to tree selection, tree canopy, green space and topsoil requirements.

In the Urban Design Brief, LTW is pleased to see the following points included under section 2.5 Sustainability Considerations:

- The streetscape should include street trees comprised of native/indigenous, non-invasive species.
- Plan and design the subject lands to reduce salt impact (ice control products) to natural environment and water systems.
- Plant native and non-invasive plant species on private sites and within the public realm.
- Encourage low maintenance, salt tolerant and drought tolerant plant species.
- Increase the shading of surfaces by planting trees or other vegetation.
- A boulevard landscape plan should be required to ensure a well-coordinated and visually attractive streetscape. The boulevard landscape plan will address boulevard planting, the location of driveways, on-street parking, and pedestrian crossings.

Tree plantings are also mentioned briefly under 2.4 Public Realm and Placemaking and more specifically under section 2.2 Trails and Open Space:

- Develop a planting plan that complements adjacent land uses, provides shade opportunities and reduces the heat island effect associated with urban development.

For further sustainability considerations, LTW is recommending the following:

- To meet the target of the 40% tree canopy for urban areas in Wilmot, increased green space is required. This could be attained by further intensification of housing, including low-rise multiple housing units within the development. Increased green space would also allow for more vibrant eco-systems, animal corridors, improve mental health of residents and a myriad of other environmental benefits.
- Native and non-invasive plantings should include a diversity of species, with no single species making up more than 30% of the total subdivision tree population. Biodiversity improves survival rates as it provides protection and resiliency from insects and diseases that affect single tree species. (For reference, please see pages 30, 43 and 49 of The Township of Woolwich Design Guidelines, 2019 available at https://www.woolwich.ca/en/doing-business/resources/HUMMINGBIRD-64284-v1-Landscape_and_Design_Guidelines_2019.pdf)
- Planting, maintenance, mulching and watering of trees to adhere to Wilmot Township guidelines found at https://www.wilmot.ca/en/doing-business/resources/Documents/Current_Projects/Watering-newly-planted-trees-and-shrubs-U-of-Minnos.pdf

In regards to topsoil, the proposed sustainability considerations state the following:

- When landscaping development sites, maintain a minimum of 15 cm/6” of quality topsoil for areas to be sodded. Appropriate topsoil levels absorb runoff and help to ensure plants survive and thrive.
- Proper storage of topsoil will retain soil health and quality. Reusing soil promotes responsible use of a natural resource and minimizes the need to truck soil to and from the site. Retain and reuse uncontaminated on-site topsoil in areas not covered by the building and parking/hard surface areas.

For healthy topsoil to sustain healthy trees, LTW recommends:

- 45 cm/18” of organic-matter-rich topsoil where trees are to be planted, for example, boulevards and green spaces. (For reference, please see pages 63 of The Township of Woolwich Design Guidelines, 2019 available at https://www.woolwich.ca/en/doing-business/resources/HUMMINGBIRD-64284-v1-Landscape_and_Design_Guidelines_2019.pdf)

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- Further clarification and research of best practices of the referenced “proper storage of topsoil” is required. Removing and simply piling topsoil kills the micro biome, degrading the topsoil. Soil compaction caused by development practices also prevents the growth of healthy trees and vegetation.

It is disheartening to see that there is no consideration given to protecting the mature maple, spruce and birch trees that are currently on the property. For younger trees to match the environmental benefits of existing and mature trees, it takes careful planting, maintenance and 20 years of growth.

Overall, I am encouraged to see the inclusion of native tree species and topsoil considerations in the developer’s proposal. Following the above recommendations by LTW would be a start to improving the chances of survival of trees in the new development.

Sincerely,

Marie Pavey
Co-chair Let’s Tree Wilmot Policy Committee

Andrew Martin

From: M.Svartsjo
Sent: Monday, August 30, 2021 11:02 AM
To: Planning
Subject: Proposed development Snyder road

I have had the chance to view the proposed development plan for Snyder's Road, and as I see it, the development consists of primarily townhouse units.

This strongly goes against the appeal of this community and serves only the purpose of heavy revenue for the builder.

This quiet family community would be overrun with traffic and impact the tranquil quality of life. As I see it, the current infrastructure, economic development and schools don't necessarily meet the current occupancy needs of its existing community, so how by increasing the number of bodies into a tight space would benefit anyone other than the builder is beyond comprehension.

I am strongly opposed with this development and believe an expansion of the community of similar type housing is in everyone's best interest.

Thank you
Michelle Svartsjo

Andrew Martin

From: Wayne Yantz
Sent: Wednesday, September 8, 2021 2:17 PM
To: Planning
Subject: Draft Plan of Subdivision Application 30T-21601

My name is Wayne Yantz and I am a resident of Foxboro Green and live at [REDACTED], Baden. I received the above subdivision application in the mail, probably due to the fact that our property backs onto the Petersburg Forest line and the existing Hydro towers and surrounding Hydro corridor.

When the leaves fall and there is a clear sight line through the forest, we can see the farthest extent of the existing Baden subdivision, which we now understand will be extended further in both directions.

My concern is that as these future subdivisions move closer and closer to the Hydro corridor behind us, there will be the opportunity for these new residents to walk through the forest and into the private property of Foxboro Green. I would strongly suggest that the Building contractor associated with these new subdivisions be required to erect adequate fencing along the Hydro corridor to restrict entrance into that area.

Please ensure my comment above is recorded as part of your process prior to the Public Meeting on Monday September 27, 2021. Thank you very much.

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> on behalf of Amber Grant

Sent: Wednesday, September 29, 2021, 12:07 p.m.

To: Barry Fisher

Subject: Traffic concerns for new proposed subdivision

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.

Hello,

I attended the town meeting on zoom this past Monday evening regarding the proposed new development in Baden on Snyder's Road West.

One concern that wasn't brought up is the impact this new subdivision would have on traffic. Given that most people who live in Baden commute to work outside of Wilmot township, planning for increased traffic is necessary.

I live on McFadyen street, and when I leave my house to drive to work in the mornings (between 8 am and 8:45 am), it is nearly impossible to turn left from Livingston Blvd onto Snyder's road (where there is a stop sign), because there is so much traffic on Snyder's road. Because of this, I drive to the opposite side of Livingston and wait at the stop lights (East of Castle Kilbride).

With a proposed 260+ housing units in the new subdivision, and 1-2 cars per household, there will be increased traffic along Snyder's Road. With most people heading outside of Baden to work during rush hour, traffic will be an even greater concern.

What are the township's plans to deal with the increase in traffic along Snyder's Road?

Thank you for your time,

Amber Grant
Baden resident

9. PUBLIC MEETINGS**9.1 REPORT NO. DS 2021-027**

**Draft Plan of Subdivision Application 30T-21601
Zone Change Application 07/21
Snyder's Road (Baden) GP Inc. / MHBC
Part of Lot 16, Concession North of Snyder's Road
1012 Snyder's Road West, Baden**

Resolution No. 2021-200**Moved by: Councillor C. Gordijk****Seconded by: Councillor B. Fisher**

THAT Report DS 2021-027 be received for information.

CARRIED.

Mayor L. Armstrong declared the public meeting open and stated that Council would hear all interested parties who wished to speak. He indicated that if the decision of Council is appealed to the Local Planning Appeal Tribunal, the Tribunal has the power to dismiss an appeal if individuals do not speak at the public meeting or make written submissions before the by-law is passed.

Mayor L. Armstrong stated that persons attending as delegations at this meeting are required to leave their names and addresses which will become part of the public record and advised that this information may be posted on the Township's official website along with email addresses, if provided.

The Manager of Planning / EDO outlined the report.

Mayor L. Armstrong asked if there were any questions of a technical nature. There were no questions asked.

Pierre Chauvin, MHBC Planning

Mr. Chauvin provided Council with an overview of the Draft Plan of Subdivision application and the Zone Change application. The presentation is attached as Appendix A.

In response to Council, Mr. Chauvin commented on the absence of a public park within the Plan of Subdivision. He advised that the Plan does include a school block that could be used during non-school hours and the inclusion of trails as part of the greater trail network in favour of a small parkette.

Council noted the lack of green space and expressed their preference, and comments from the community, for such. Further questions were asked concerning the location of townhomes within the development and the anticipated timing for the applications to return to Council. Mr. Chauvin indicated that green space and parklands can be revisited with staff and the portion of the development facing existing developed lands would not include townhomes. He noted that the timing for construction would be dependent on the competition of the sanitary servicing, while the target for approval of the applications would be the first of second quarter of 2022, dependent on the Class Environmental Assessment.

The Director of Development Services noted the Parks Master Plan is the source document for structuring the parks within such development, in consultation with the Director of Parks, Facilities, and Recreation Services. He noted the 800 meter radius standard included in the Parks Master Plan for public parks for proposed subdivisions, and indicated that the park at Goldschmidt Crescent is within the 800 meters of this Plan of Subdivision.

Council inquired if opportunity existed for an enhancement of the park on Goldschmidt Crescent to accommodate more children in the area. The Director of Parks, Facilities and Recreation suggested that staff can review the amenities at the park currently and if any improvements can be accommodated in the Capital Budget, while being cognizant of any school structures nearby.

Mr. Chauvin confirmed for Council that the potential school construction within the boundaries of the Plan of Subdivision would be a Catholic Elementary School.

Registered Delegations

Penny Collins

Ms. Collins addressed Council on her concerns for the parks and green space needs and its importance for the community, referencing the Official Plan comments on parkland. She noted being in favour of the trails but concerns for the Catholic Elementary School being treated as the focal point for parks given that it is private property during school hours for student safety, nor is it a rentable space, and the public would be exposed to

using it at their own risk. She further commented that the school board may decide not to build at this location which would alter the look and parkland if the school space were to become more housing. She noted that the water retention pond and its surrounding greenspace is not a safe place for children to play either, only for trail use. She expressed the need for greenspace and for keeping the small-town living environment. She challenged the Township with encouraging the development growth while also ensuring permanent greenspace.

Stephanie Goertz

Ms. Goertz presented to Council on behalf of Nith Valley Eco-Boosters and 50x30 Waterloo Region. She reminded Council of recent sustainability commitments made in Wilmot and across the Region and the target carbon reduction goals. She expressed the opinion that this subdivision does not align with the commitment to Transform Waterloo Region. She encouraged the need for establishing and using a decision making framework relative to meeting carbon emission reduction goals. She noted concerns for the lack of greenspace and prioritizing a walkable community. She noted that the community of Baden lacked certain aspects of being a walkable community such as healthcare facilities or a grocery store. She provided statistics for how future growth could promote the sustainability goals of Transform Waterloo Region and suggested planning of subdivisions should be keeping this in mind. She expressed the opinion for proactively requiring net zero emission building code standards, citing examples from across the province where subdivisions were built to this standard, and certain Planning Act authorities available to municipalities concerning sustainable housing.

Council inquired as to how Ms. Goertz would suggest walkability be improved in the subject Plan of Subdivision. Ms. Goertz noted the lack of healthcare and groceries in Baden to improve walkability and what can be done to attract these to the community. Director noted staff's desire to work with healthcare providers and grocers to bring them to the area. He noted some past businesses and the current farmers market and some of challenges such business have faced in Baden and what they would need to be successful such as community support, population growth, and transit access. He noted improvements that have occurred over the years to improve walkability.

With regards to Economic Development, Council inquired as to commercial development inquiries received by staff. The Director of Development Services responded that Baden does not attract a significant number of inquiries aside from the area closest to the highway. He identified the "Mill District" in Baden as a mixed-use growth area that has had some interest for re-development, and the main core of Baden as being identified as a commercially zoned. He further noted the interest from MetroLinks for a GoStation and

overnight facility back in 2009, which has been re-introduced. He suggested those sorts of infrastructure investments in transit make for a more attractive community that is not reliant on personal vehicles. He commented on the growth in Wilmot and how it has attracted more commercial and healthcare facilities such as dentists, physiotherapy, and eye doctors.

Council inquired about the sustainability commitments Wilmot has made with regards to net zero development and the continued concerns for greenspace or parkland for those who are not active trail users. The Director of Development Services noted that staff would welcome any developer who would be interested in net zero development. He noted a local developer who has a net zero ready development in Kitchener, who may decide to introduce a similar development in Wilmot as well. He again noted Goldschmidt Park as being within the Parks Master Plan guidelines and the greenspace on the west lawn of the Administration Complex as being part of the existing parkland in the area. Conversations and input are constantly occurring among staff, the public, and Council. He noted the need for intensification and ways to enhance density in a balanced way with greenspace.

The Director of Development Services advised that he can review the Wallacetown development in Kitchener, at Council's request, as an example of net zero development. Further he commented on the balancing act that is needed to meet the requirements for density, greenspace, and agriculture. The Director of Parks, Facilities and Recreation noted her appreciation for interest in parks and recreation opportunities, but that a subdivision-by-subdivision review is not how parkland is assessed, it is looking at the community overall with the 800 meter radius standard. Further, she commented that schools are not taken into account in terms of meeting parkland requirements.

Mr. Chauvin responded to Council with regards to the comments from the delegation. He noted their willingness to continue working with staff regarding parks and greenspace. He acknowledged the net zero developments and noted he would take it to his client for consideration and discussion.

Council noted the desire for greenspace again as a means of breaking up the house, after house landscape, and it being a more pleasing neighbourhood.

Council was reminded that the funding for Route #77 transit is funded by the Township, not the Region.

Katelyn Leece

Ms. Leece again noted the commitments to sustainability. She spoke to the types of construction being more energy efficient such as multi-family buildings, suggesting the prioritization of townhouses, row houses, and multi-unit buildings. She termed these types of buildings as a gap between apartment buildings and detached, single family homes that are in short supply in Wilmot. She encouraged creative urban design as a response to the housing crisis. She quoted some of the goals in Official Plan and expressed her opinion that this development may not meet these goals. She quoted statistics for income in Waterloo Region versus the cost of housing in Wilmot, stating the challenges for affordable housing. She suggested reserving this land for sustainable and affordable housing.

Natasha Salonen

Ms. Salonen noted the comments in the proposed development and challenged that the community does not have the infrastructure for this development in a manner that sets residents up for success in the community. She quoted statistics for residents in need of healthcare providers. She suggested that the Township needs to be encouraging doctors to move to the community and to review why they are not establishing their practices in Wilmot. She cited other communities that have been successful with doctor recruitment strategies. She then quoted the lack of space in Waterloo-Oxford for new high school students. Ms. Salonen then suggested the Township has the capacity which developers will build in Wilmot.

In the absence of any other delegations, Mayor L. Armstrong declared the Public Meeting closed.

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