

Council Meeting Agenda Regular Council Meeting

Monday, May 30, 2022

7:00 p.m.

Virtual Location

This meeting is open to the public and is available through an online platform. Please subscribe to the Township of Wilmot You Tube Channel to watch the live stream or view after the meeting. Delegations must register with the Information and Legislative Services Department. The only matters being discussed at this meeting will be those on the Agenda.

Pages

1. MOTION TO CONVENE INTO CLOSED MEETING

RECOMMENDATION

THAT a Closed Meeting of Council be held on May 30, 2022 at 5:00 p.m. in accordance with Section 239 (2) (f) and (i) of the Municipal Act, 2001, to consider the following:

1. Project Grand River Update - Section 239 (2) (i) - Confidential Commercial/Financial/Contractual Information/Negotiation.
2. Land Donation Review - Section 239 (2) (f) - Advice subject to Solicitor-client Privilege.

2. MOTION TO RECONVENE IN OPEN MEETING

RECOMMENDATION

THAT Council reconvenes in Open Session at 7:00 p.m.

3. MOMENT OF SILENCE

4. TERRITORIAL ACKNOWLEDGEMENT

Councillor A. Hallman

5. ADDITIONS TO THE AGENDA - NIL

6. ADOPTION OF THE AGENDA

RECOMMENDATION

That the Agenda as presented for May 30, 2022 be adopted.

**7. DISCLOSURE OF PECUNIARY INTEREST UNDER THE MUNICIPAL
CONFLICT OF INTEREST ACT**

8. MINUTES OF PREVIOUS MEETINGS

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RECOMMENDATION

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

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

- Regular Council Meetings of Monday, April 25 and Monday, May 16, 2022; and,
- Special Council Meeting of Monday, May 9, 2022.

9. PUBLIC MEETINGS - NIL

10. PRESENTATIONS - NIL

11. CONSENT AGENDA

11.1. PFRS-2022-24 - Donation Agreement Kitchener Wilmot Hydro Inc. 33

RECOMMENDATION

THAT Report PFRS 2022-024 be received for information purposes; and further,

THAT the Agreement between Kitchener Wilmot Hydro Inc. and the Corporation of the Township of Wilmot be endorsed.

11.2. PFRS-2022-25 - Sir Adam Beck Park Tennis Court Reconstruction Contract Award 39

RECOMMENDATION

THAT Report PFRS 2022-025, Sir Adam Beck Park Tennis Court Reconstruction Contract Award be received for information purposes; and

THAT RFP 2022-011 be awarded to 39 Seven Inc. for a value of \$109,991.00 plus HST.

11.3. PW-2022-24 - North Frontenac Telephone Corporation Limited (NFTC) – Municipal Access Agreement 42

RECOMMENDATION

THAT Report 2022-24 be received for information;

AND THAT the Mayor and Clerk be authorized to enter into a Municipal Access Agreement (MAA) with North Frontenac Telephone Corporation Limited (NFTC).

11.4. COR-2022-22 - Canada Community Revitalization Fund - Contribution Agreement

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RECOMMENDATION

THAT staff be authorized to enter a Contribution Agreement with the Federal Economic Development Agency for Southern Ontario, for the Canada Community Revitalization Fund (CCRF) Grant in the amount of \$200,000; and further

THAT the CCRF grant allocation be utilized towards the Nith River Promenade Pathway project.

12. REPORTS

12.1. DS-2022-13 - Region of Waterloo Official Plan Review – Land Needs Assessment

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RECOMMENDATION

THAT Report DS 2022-013 be received for information; and further,

THAT Council advise the Region of Waterloo of the following:

That Wilmot Township requests all scenarios for growth to 2051 for Wilmot Township be modified as necessary to plan for the full utilization of the unallocated capacity of the New Hamburg Wastewater Treatment Plant (NHWWTP) – estimated by the Region in May of 2021 to be 10,400 persons;

That Wilmot Township requests that all scenarios for growth to 2051 for Wilmot Township utilize the existing Wilmot intensification target of 30% - recognizing that this target is both significantly greater than the historical rate of intensification for Wilmot Township and the intensification rate being proposed for other rural Townships; and,

That Wilmot Township requests consideration of increased minimum density requirements for developments, within any required expansions to Township Urban Areas, to further minimize the size of required expansions.

12.2. PFRS-2022-23 - Wilmot Smart Commute Program

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RECOMMENDATION

THAT Report PFRS 2022-023 be received for information; and further,

THAT Council endorse the proposed Wilmot Smart Commute Program locations, namely four (4) spaces at the Wilmot Recreation Complex, two (2) spaces at the Kirkpatrick Park parking lot, and two (2) spaces at the Wilmot Administration Complex upon completion of the parking lot expansion project and two (2) spaces at the New Dundee Community Centre.

13. CORRESPONDENCE - NIL

14. BY-LAWS

RECOMMENDATION

THAT By-law No 2022-26 be read a first, second and third time and finally passed in Open Council.

14.1. By-law 2022-26 Being a By-law to Confirm the Establishment of a Highway in the Township of Wilmot - Redford Drive

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15. NOTICE OF MOTIONS

15.1. No Nuisance Noise Ontario – Nuisance Noise Created by Modified and/or Missing Mufflers

Councillor A. Hallman is providing notice of the following motion:

THEREFORE BE IT RESOLVED THAT Wilmot Council urges The Province Ontario to work with the Lieutenant Governor to expedite the proclamation of section 75.1 of the Highway Traffic Act (Better for People, Smarter for Businesses Act, 2019, S.O. 2019, c. 14, Sched. 16, s. 11);

THEREFORE BE IT FURTHER RESOLVED THAT the Minister of Transportation be requested to set a maximum decibel count for exhaust systems to ensure the exhaust system with the capability of exceeding 80 decibels will not be available for sale and will be not permitted in the Province of Ontario;

THEREFORE BE IT FURTHER RESOLVED THAT the Minister of Transportation consider reviewing the increasing associated penalties for non-compliance;

THEREFORE BE IT FURTHER RESOLVED THAT the province of Ontario be requested to provide funding for police services in Ontario to be equipped with the appropriate decibel monitor device to aid in effective enforcement efforts; and finally,

THEEFORE BE IT FINALLY RESOLVED THAT a copy of this motion be sent to the Hon. Caroline Mulroney, Minister Transportation; the Hon. Rod Phillips, Minister of Long-Term Care and local MPP; and the Region of Waterloo and all Regional Municipalities; and the Waterloo Regional Police Service.

15.2. Minister's Zoning Orders

Councillor A. Hallman is providing notice of the following motion:

WHEREAS Minister's Zoning Orders (MZOs) are being misused and overused by Ontario Provincial government in a way that damages the environment, threatens our safety, and saddles municipalities with ill-considered sprawl that will drag us down for decades to come;

WHEREAS there are very rare emergencies that warrant speeding up the approval process and the Ontario Provincial government has changed the law to let the Minister issue MZOs that would otherwise be unlawful because they violate fundamental planning rules or even create floods and landslide risk;

WHEREAS municipalities cannot wait and fight sprawl MZOs on a case-by-case basis because there is no transparent MZO process;

WHEREAS an MZO could be requested and issued arbitrarily by the Minister before a municipality and Council even hear about it;

WHEREAS Council must be proactive in protecting our community from these dangerous MZOs by passing a motion which (1) tells developers in advance that they will not request or endorse any request for a MZO that does not meet strict and transparent criteria, (2) preemptively asks the Province not to issue any MZO that fails to meet those criteria, and (3) asks the Ontario Legislature to legally prohibit MZOs that do not meet those criteria;

THEREFORE BE IT RESOLVED That the Township of Wilmot will not make a request for or indicate its approval of any Minister's Zoning Order applicable to land within the Township of Wilmot, excepting Orders:

- a. which are limited to addressing an extraordinary and emergent circumstance that is a matter of provincial interest, and,
- b. which are limited to measures which the Township of Wilmot could not otherwise bring into force in time to adequately address the relevant extraordinary and emergent circumstance, and,
- c. which are consistent with the Official Plan, Provincial Policy Statement, 2020, and Growth Plan for the Greater Golden Horseshoe and s. s. 24, s. 2, s. 3 of the Planning Act, and,
- d. which do not authorize urbanization outside of settlement area boundaries, and,

- e. which do not authorize development that would destroy or displace a Provincially Significant Wetland, Provincially Significant Woodland, Provincially Significant Valley Lands, Provincially Significant Wildlife Habitat, Coastal Wetlands, Areas of Natural and Scientific Interest or farmland, and,
- f. which are framed geographically or in their wording so as to not to limit any power that a Conservation Authority would otherwise have, and
which are supported by the Minister's comprehensive, written, and publicly-disclosed reasons for determining that the above criteria have been met;

THEREFORE BE IT FURTHER RESOLVED That the Township of Wilmot request the Government of Ontario, including the Minister of Municipal Affairs and Housing place an immediate and permanent moratorium on the issuance of Minister's Zoning Orders applicable to land within the Township of Wilmot, excepting Orders:

- a. which are limited to addressing an extraordinary and emergent circumstance that is a matter of provincial interest, and,
- b. which are limited to measures which the Township of Wilmot could not otherwise bring into force in time to adequately address the relevant extraordinary and emergent circumstance, and,
- c. which are consistent with the Official Plan, Provincial Policy Statement, 2020, and Growth Plan for the Greater Golden Horseshoe and s. s. 24, s. 2, s. 3 of the Planning Act, and,
- d. which do not authorize urbanization outside of settlement area boundaries, and,
- e. which do not authorize development that would destroy or displace a Provincially Significant Wetland, Provincially Significant Woodland, Provincially Significant Valley Lands, Provincially Significant Wildlife Habitat, Coastal Wetlands, Areas of Natural and Scientific Interest or farmland, and,
- f. which are supported by the Minister's comprehensive, written, and publicly-disclosed reasons for determining that the above criteria have been met, and
- g. whose issuance is expressly requested through a lawfully adopted motion of the Township of Wilmot;

THEREFORE BE IT FINALLY RESOLVED That the Township of Wilmot

request the Government of Ontario and the Ontario Legislative Assembly to amend the *Planning Act* to prohibit the issuance of Minister's Zoning Orders applicable to land within the boundaries of any municipality, excepting Orders:

- a. which are limited to addressing an extraordinary and emergent circumstance that is a matter of provincial interest, and,
- b. which are limited to measures which the municipality could not otherwise bring into force in time to adequately address the relevant extraordinary and emergent circumstance, and,
- c. which are consistent with the Official Plan, Provincial Policy Statement, 2020, and Growth Plan for the Greater Golden Horseshoe and s. s. 24, s. 2, s. 3 of the Planning Act, and,
- d. which do not authorize urbanization outside of settlement area boundaries, and,
- e. which do not authorize development that would destroy or displace a Provincially Significant Wetland, Provincially Significant Woodland, Provincially Significant Valley Lands, Provincially Significant Wildlife Habitat, Coastal Wetlands, Areas of Natural and Scientific Interest or farmland, and,
- f. which are framed geographically or in their wording so as to not to limit any power that a Conservation Authority would otherwise have, and,
- g. which are supported by the Minister's comprehensive, written, and publicly-disclosed reasons for determining that the above criteria have been met, and,
- h. whose issuance is expressly requested through a lawfully adopted motion of the municipal government(s) to whose territory the Order pertains.

15.3. **Wilmot Township Build It Right the First Time**

Councillor J. Pfenning is providing notice of the following motion:

WHEREAS the Province of Ontario adopted greenhouse gas reduction targets of 30% by 2030, and emissions from buildings represented 22% of the province's 2017 emissions;

WHEREAS all Waterloo Region municipalities, including the Township of Wilmot, adopted greenhouse gas reduction targets of 80% below 2012 levels by 2050 and endorsed in principle a 50% reduction by 2030, an interim target that requires the support of bold and immediate provincial and federal actions;

WHEREAS greenhouse gas emissions from buildings represent 45% of all emissions in Waterloo Region, and an important strategy in the ClimateActionWR's, TransformWR Community Climate Action Strategy, adopted by all Councils in Waterloo Region, targets new buildings to be net-zero carbon or able to transition to net-zero carbon using region-wide building standards and building capacity and expertise of building operators, property managers, and in the design and construction sector;

WHEREAS the draft National Model Building Code proposes energy performance tiers for new buildings and a pathway to requiring net zero ready construction in new buildings, allowing the building industry, skilled trades, and suppliers to adapt on a predictable and reasonable timeline while encouraging innovation;

WHEREAS the Ministry of Municipal Affairs and Housing is consulting on changes for the next edition of the Ontario Building Code (ERO #: 019-4974) that generally aligns with the draft National Model Building Code except it does not propose adopting energy performance tiers, it does not propose timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier, and, according to Efficiency Canada and The Atmospheric Fund, it proposes adopting minimum energy performance standards that do not materially improve on the requirements in the current Ontario Building code;

WHEREAS buildings with better energy performance provide owners and occupants with lower energy bills, improved building comfort, and resilience from power disruptions that are expected to be more common in a changing climate, tackling both inequality and energy poverty;

WHEREAS municipalities are already leading the way in adopting or developing energy performance tiers as part of Green Development Standards, including Toronto and Whitby with adopted standards and

Ottawa, Pickering, and others with standards in development;

WHEREAS Green Development Standards are being developed by local municipalities in partnership with the Region of Waterloo, and all local electricity and gas utilities through WR Community Energy;

WHEREAS while expensive retrofits of the current building stock to achieve future net-zero requirements could be aligned with end-of-life replacement cycles to be more cost-efficient, new buildings that are not constructed to be net-zero will require substantial retrofits before end-of-life replacement cycles at significantly more cost, making it more cost-efficient to build it right the first time.

THEREFORE BE IT RESOLVED THAT Council request the Province of Ontario immediately adopt a more ambitious energy performance tier of the draft National Model Building Code as the minimum requirement for the Ontario Building Code and the necessity for bold and immediate provincial action on climate change; and,

THEREFORE BE IT FURTHER RESOLVED THAT Council request the Province of Ontario encourage and provide authority to municipalities to adopt higher energy performance tiers and Green Development Standards than the Ontario Building Code; and,

THEREFORE BE IT FUTHER RESOLVED THAT Council request the Province of Ontario to facilitate capacity, education and training in the implementation of the National Model Building Code for municipal planning and building inspection staff, developers, and homebuilders to help build capacity; and,

THEREFORE BE IT FINALLY RESOLVED THAT this resolution be provided to the Minister of Municipal Affairs and Housing, to area MPPs, and to all area Municipalities who participate in the Waterloo Region Chief Building Officials group.

16. ANNOUNCEMENTS

17. BUSINESS ARISING FROM CLOSED SESSION

**18. CONFIRMATORY BY-LAW
RECOMMENDATION**

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**19. ADJOURNMENT
RECOMMENDATION**

THAT we do now adjourn to meet again at the call of the Mayor.



DEVELOPMENT SERVICES

Staff Report

REPORT NO: DS 2022-013

TO: Council

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

PREPARED BY: Harold O’Krafka, MCIP RPP, Director of Development Services

REVIEWED BY: Sharon Chambers, CAO

DATE: May 30, 2022

SUBJECT: Region of Waterloo Official Plan Review – Land Needs Assessment

RECOMMENDATION:

THAT Report DS 2022-013 be received for information; and further,

THAT Council advise the Region of Waterloo of the following:

That Wilmot Township requests all scenarios for growth to 2051 for Wilmot Township be modified as necessary to plan for the full utilization of the unallocated capacity of the New Hamburg Wastewater Treatment Plant (NHWWTP) – estimated by the Region in May of 2021 to be 10,400 persons;

That Wilmot Township requests that all scenarios for growth to 2051 for Wilmot Township utilize the existing Wilmot intensification target of 30% - recognizing that this target is both significantly greater than the historical rate of intensification for Wilmot Township and the intensification rate being proposed for other rural Townships; and,

That Wilmot Township requests consideration of increased minimum density requirements for developments, within any required expansions to Township Urban Areas, to further minimize the size of required expansions.

SUMMARY:

The Region of Waterloo released its draft Land Needs Assessment (LNA) for public comment on April 12, 2022 and initiated a six week public consultation window on the document which envisions how the Region might accommodate forecasted population and employment growth of approximately 300,000 new residents and 178,000 new jobs to this community over the next 30 years.

A summary of the draft Land Needs Assessment was presented by Regional staff in Regional Report PDL-CPL-22-11 which is included as Attachment A to this report. The full Lands Needs Assessment document is available at the Region of Waterloo EngageWR portal (www.engagewr.ca/regional-official-plan).

In addition to opportunities for public input, an “All-Council” education session was held virtually on April 29th to allow for area municipal Council’s to hear a presentation on the draft LNA from Regional staff and to ask questions. The video of that All-Council education session is available on the Region of Waterloo’s YouTube channel.

A public input meeting was also held on May 19th at the Region’s Planning & Works Committee and the recording of that session is also available on the Region of Waterloo’s YouTube channel. A number of delegations provided a variety of comments and alternative growth scenarios to the Region at that meeting and Regional staff will be reviewing those submissions as part of their recommendation to Regional Council on a preferred growth scenario. Should those submissions result in additional circulation Township staff would then review and critique those scenarios for Township Council.

Public comments are required on the draft LNA by May 27th. However, acknowledging the tight timelines for review and comment, Regional staff have agreed to accept comments from area municipalities until June 6th.

Regional staff intend to review the input received on the draft LNA and then proceed with a report to Regional Council on June 15th identifying a preferred growth scenario based on the Evaluation Criteria for Growth Options included as Attachment B to this report.

If endorsed by Regional Council, the report would lead to the preparation of an implementing amendment to the Regional Official Plan which would proceed to a Public Meeting in July with anticipated adoption before the end of August.

Township staff are concerned that sufficient time may not be provided to allow for an in-depth analysis of the fiscal impacts of the preferred scenario at the local level and that given the importance of the exercise sufficient time should be provided to allow for enhanced local input on the proposed preferred scenario.

It is our opinion that the fiscal impacts of the preferred scenario on the Township of Wilmot should be fully understood in order for Township Council to make an informed recommendation on a decision that will have long reaching impacts on the community over the next 30 years.

BACKGROUND:

The Lands Needs Assessment (LNA) is an important step in determining how the Region will allocated and accommodate population and employment growth to 2051.

The growth itself is allocated to the Region by the Province through the Growth Plan for the Greater Golden Horseshoe (Growth Plan). In addition to providing population and employment forecasts the Province has established a methodology that the Region is required to use to assess the quantity of land required to accommodate growth to 2051.

The Region circulated its draft LNA on April 12th for public and municipal input. Regional staff describe the LNA as “a document, based on an analysis of required technical information and calculations, that helps us determine how much land we may need in the future. The draft LNA took direction from Regional Council in Fall 2021 and presents three growth options Regionally for community area and two growth options for employment area.” This report summarizes at a very high level the three proposed growth scenarios and makes suggestions for significant modifications to ensure that Wilmot Township continues to grow and remain a prosperous component of the Region of Waterloo to 2051.

REPORT:

In order to understand the basic components of the draft LNA it is important for Council to understand some of the foundational components.

Community Areas represent the lands where most housing, commercial, retail and institutional growth will be located.

Employment Areas represent the lands where most industrial activities such as manufacturing, logistics and warehouses will be located.

Minimum Intensification targets of the Province for the Region of Waterloo (as a whole) is that a minimum of 50% of all residential development occurs within the existing Built-Up Area (BUA). The BUA is essentially the existing developed areas of the Region as determined by the Province in 2006.

Designated Greenfield Area (DGA) are the lands that are inside the urban areas but are outside of the BUA and have been designated for development in the Official Plan. The Province requires that a minimum density of 50 people and jobs per hectare be accommodated within this area. Across the Region the historic rates of intensification have varied significantly – the City of Waterloo for example having very little greenfield lands within its boundaries has intensification rates that far exceed 50% while the Townships historically would have intensification rates below 20%. Given the significant population growth of the

cities compared to the Townships the overall impact of Township intensification rates on the Regional average is minimal.

Wilmot's historical intensification rate was approximately 17% at the time of the update to the Official Plan (adopted 2017, approved 2019) and Council set out an ambitious target of 30% intensification which has not been without controversy as projects are considered.

As a general rule of thumb the greater the intensification target the less greenfield land required to accommodate growth and similarly the higher the density of greenfield growth the less greenfield land required to accommodate growth.

The expansion to urban boundaries to add new DGA is limited to areas inside the Countryside Line. The Countryside Line was established as a hard edge to future urban growth as a means to protect the agricultural lands of the Region in the long term and to provide a focus for long range planning activities.

In Wilmot the Countryside Line was largely defined by the Official Plan update that began in 2017 and concluded in 2019 with the approval of Regional Official Plan Amendment 1. The Countryside Line in Wilmot roughly targets future greenfield growth to the area bordered by New Hamburg to the west, Baden to the east, Waterloo Oxford District Secondary School and Foxboro Green to the north and the Wilmot Recreation Complex and Highway 7 & 8 to the south. Attachment C highlights the Countryside Line in Wilmot and the existing DGA.

The gross volume of land inside the Countryside Line in Wilmot which is not currently designated for development totals 303 ha. As will be discussed further in this report, under a moderate growth scenario utilizing the full capacity of the Baden-New Hamburg Wastewater Treatment Plant, utilizing an aggressive 30% intensification rate, and complying with the minimum density of development required by the Province, only a small fraction of these lands would be required to accommodate growth to 2051. Increasing the density of development and rate of intensification would further reduce any additional land required.

Suffice to say the Countryside Line boundary is not threatened by growth in Wilmot to 2051 under any existing or revised scenario. The Region identifies that the housing mix forecasts used in the draft LNA are "forward-looking and based on anticipated future conditions and shifting demographics" by providing a greater mix of medium and high-density housing options.

Draft LNA Community Area Land Needs Options

Option 1 (50% intensification and 50 pj/ha)

Option 1 generates the maximum amount of new Community Area required by the Provincial minimums and results in the requirement to expand urban areas across the Region beyond the current limits of the Countryside Line when combined with Employment Area requirements.

Specific to Wilmot, Option 1 proposes population growth of 13,700 people over the next 30 years to a total population of 36,400 by the year 2051 and at an intensification rate of 30%. It would require the allocation of an additional 197 ha of greenfield development land.

Township of Wilmot

Year	Population (Including Census Undercount) ¹	Households				Persons Per Unit (PPU)
		Low Density ²	Medium Density ³	High Density ⁴	Total	
2016	21,400	6,645	370	505	7,520	2.85
2021	22,700	7,035	410	550	7,995	2.84
2051	36,400	9,800	1,355	2,045	13,200	2.76
2021-2051	13,700	2,765	945	1,495	5,205	

Source: Option 1: Watson & Associates 2022

Township of Wilmot

Year	Households by Policy Area				% Intensification
	BUA	DGA	Rural	Total	
2016	3,970	1,060	2,485	7,520	
2022	4,115	1,555	2,545	8,205	
2051	5,600	4,930	2,670	13,200	
2016-2022	145	495	60	685	21%
2022-2051	1,485	3,375	125	4,995	30%

Source: Option 1: Watson & Associates 2022

Option 2 (60% intensification and 60 pj/ha)

Option 2 generates a significantly smaller amount of new Community Area required by the Provincial minimums and results in a lesser requirement to expand urban areas across the Region beyond the current limits of the Countryside Line when combined with Employment Area requirements.

Specific to Wilmot, Option 2 proposes a reduced population growth of 7,600 people over the next 30 years to a total population of 30,300 by the year 2051 and at an increased intensification rate of 45%. Scenario 2 would require the allocation of no additional community area greenfield development land in Wilmot Township.

Township of Wilmot

Year	Population (Including Census Undercount) ¹	Households				Persons Per Unit (PPU)
		Low Density ²	Medium Density ³	High Density ⁴	Total	
2016	21,400	6,645	370	505	7,520	2.85
2021	22,700	7,035	410	550	7,995	2.84
2051	30,300	8,255	1,110	1,665	11,030	2.75
2021-2051	7,600	1,220	700	1,115	3,035	

Source: Option 2: Watson & Associates 2022

Township of Wilmot

Year	Households by Policy Area				% Intensification
	BUA	DGA	Rural	Total	
2016	3,970	1,060	2,485	7,520	
2022	4,115	1,555	2,545	8,205	
2051	5,395	2,965	2,670	11,030	
2016-2022	145	495	60	685	21%
2022-2051	1,280	1,410	125	2,825	45%

Source: Option 2: Watson & Associates 2022

Option 3 (60% intensification and 64 pj/ha)

Option 3 generates the least amount of new Community Area required by the Provincial minimums.

Specific to Wilmot, Option 3 proposes a further reduced population growth of 6,100 people over the next 30 years to a total population of 28,800 by the year 2051 (just 300 persons more than the current projected 2031 population) and at an intensification rate of 45%. This would not require the allocation of any additional community area greenfield development land.

Township of Wilmot

Year	Population (Including Census Undercount) ¹	Households			
		Low Density ²	Medium Density ³	High Density ⁴	Total
2016	21,400	6,645	370	505	7,520
2021	22,700	7,035	410	550	7,995
2051	28,800	8,025	965	1,445	10,435
2021-2051	6,100	990	555	895	2,440

Source: Option 3: Watson & Associates 2022

Township of Wilmot					
Year	Households by Policy Area				% Intensification
	BUA	DGA	Rural	Total	
2016	3,970	1,060	2,485	7,520	
2022	4,115	1,555	2,545	8,205	
2051	5,110	2,650	2,670	10,435	
2016-2022	145	495	60	685	21%
2022-2051	995	1,095	125	2,230	45%

Source: Option 3: Watson & Associates 2022

Analysis

In considering the three options presented by Regional staff within the draft LNA Township staff have a number of high level specific concerns and have been working with the Region and its consultants to address those concerns in the preparation of a preferred growth scenario for the Region.

Population Allocation

The primary concern of staff in reviewing the growth scenarios to 2051 are the progressively reduced population allocations for Wilmot Township in Scenario's 2 and 3.

Growth is important and integral to the health of any community and it is important that decisions that may have the effect of artificially constraining or limiting population growth only be made with a full understanding of the costs and implications of those decisions - not only at the Regional level but perhaps more importantly at the local level as well.

The Region has indicated that maintaining an appropriate share of population growth in each Area Municipality relative to the Region is one of several determining factors in allocating that an important factor in allocating population growth. Part of the justification for reducing Wilmot's percentage of the overall Regional population seems to be based on the lower than ideal growth during the 2016-2021 period which saw annual growth drop to 2.2% of annual Regional growth.

Considering the 15 year average (2006-2021) the average begins to weight significantly higher to 4.0% of annual growth. Having said that, including the slowest 5 years of growth should reasonably be offset by including the highest 5 years to more appropriately weight both highs and lows. The 20 year average includes the high (2001-2006) and the low (2016-2021) and suggests an historic average of 4.5% of annual growth.

This is an important consideration and one that Township staff feel can be addressed by utilizing the full unallocated capacity of the NHWWTP as the population allocation to 2051.

Wilmot Township Population as a Percentage of Regional Population: Historic and Projected

Period	Wilmot	Region	Wilmot Share of Regional Growth
2001	15,500	456,100	
2006	17,800	497,200	
2016	21,400	556,600	
2021	22,700	617,000	
2051 (Option 1)	36,400	923,000	
2051 (Option 2)	30,300	923,000	
2051 (Option 3)	28,800	923,000	
2051 (NHWWTP Capacity +10,400)	33,100	923,000	
2001-2021 (20 yr avg)	360	8,045	4.5%
2006-2021 (15 yr avg)	327	7,987	4.1%
2016-2021 (5 yr avg)	260	12,080	2.2%
2021-2051 (Option 1)	457	10,200	4.5%
2021-2051 (Option 2)	253	10,200	2.5%
2021-2051 (Option 3)	204	10,200	2.0%
2021-2051 (NHWWTP Capacity +10,400)	347	10,200	3.4%

The Township acknowledges that a primary building block of the plan for growth in the Region to 2051 is to minimize Regional capital expenditures to accommodate growth. In particular expansions of sewage treatment plants are costly and as such existing capacity should be fully utilized to capitalize on expenditures already made.

In this respect, notwithstanding that the population allocation of Option 1 is the most reflective of historic population growth in the Township, staff do not support a population allocation that exceeds the capacity of the NHWWTP and in so doing builds expectations of expansion of the plant within the planning horizon which might not be realized.

In this same regard Township staff cannot support the reduced population allocations of 7,600 persons in Option 2 or 6,100 persons in Option 3.

It is critical that the LNA and plan for growth to 2051 provide for all municipalities within the Region of Waterloo to continue to grow and flourish as complete communities. While growth may be seen by some to be a burden, it is more often seen as an opportunity which provides benefits in the health and well being of residents. Growth in these challenging times provides the opportunity to create new forms of more attainable housing which will allow us to retain our seniors and our youth in the community by providing the full spectrum of housing opportunities as well as the potential for increased local and regional employment opportunities.

Planned and appropriate growth allows the Township to fully develop into a complete community. Growth facilitates the introduction of higher densities and more varied forms of housing to provide for the needs of the entire community while supporting the economic growth of the Township through new employment opportunities within a walkable and transit supportive environment.

The Region of Waterloo is poised for growth of approximately 50% and Wilmot Township has sufficient sewage capacity and land resources to accommodate its own growth by approximately 50% to 2051 without the financial impact to the Region of expanding the NHWWTP.

As such, staff recommend that Council request the Region to modify any recommended growth scenario to ensure that the full capacity of the NHWWTP of 10,400 (total population of 33,100) is allocated to Wilmot Township to the year 2051.

Intensification Targets

Development approvals in Wilmot Township have progressively strived to increase density and housing options to create inclusive neighbourhoods while advocating for increased opportunities for intensification within existing neighbourhoods.

These opportunities are embraced by Township staff, and although difficult in many aspects for residents of established neighbourhoods to accept, are important to the health of the community.

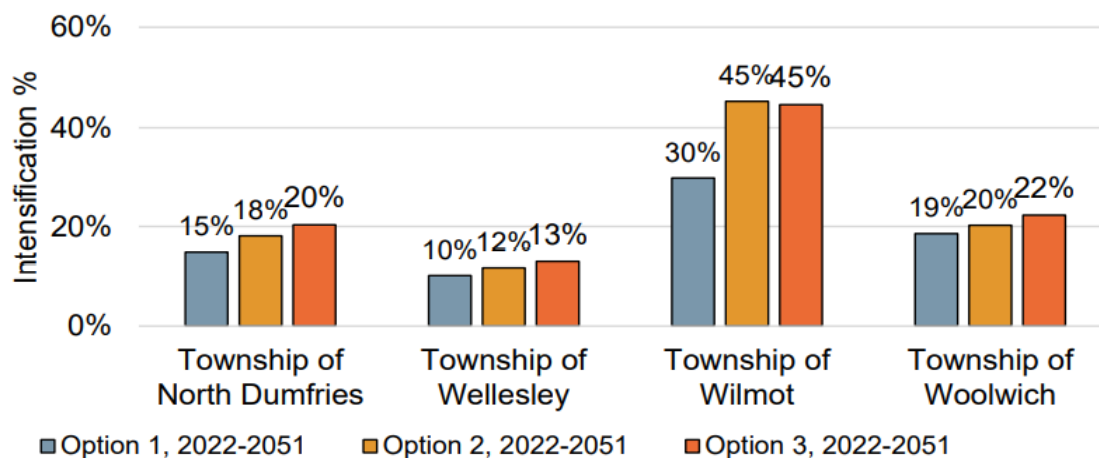
Having said that intensification is not necessarily without its significant potential financial impacts on the community as well in terms of infrastructure.

From a heritage perspective the typical focus for intensification efforts tends to interface with older neighbourhoods and heritage properties. Typically the very low density development found in the Snyder's Road, Foundry Street, Waterloo Street, Huron Street and Peel Street areas are prime for both heritage preservation and intensification creating conflict between the desire to grow and intensify with the desire to preserve heritage and neighbourhood character.

From an infrastructure perspective the fiscal impacts of retrofitting aging infrastructure to accommodate growth through intensification can be considerable and so understanding the fiscal impacts of not only greenfield but perhaps more importantly intensification is critical to ensuring a fiscally responsible growth plan.

During the recent 2017-2019 update to the Township Official Plan the Township set a fairly aggressive target of 30% intensification which was supported by the Region of Waterloo. The target is considered aggressive as it represented an almost doubling of the historic rate of intensification at the time (17%) and was well beyond the target of 20% typically found in many rural communities.

The intensification rates proposed for the four (4) rural Township vary significantly across the three options.



Source: Options 1 to 3 growth by Watson & Associates Economists Ltd.

While Option 1 appropriately utilizes the existing Official Plan target of 30% intensification for Wilmot Township, staff cannot support Option 1 as the population forecast is beyond the existing capacity of the NHWWTP and therefore the option is unreasonable to 2051.

Of concern, however, is that Option 2 and Option 3 combine a lowering of population forecasts with a dramatic increase to expected intensification in Wilmot to 45% while not applying a similar expectation across the board to other Townships.

The Township is concerned that the intent of the land budget process is to determine the amount of land needed to properly accommodate planned and orderly growth in each Area Municipality as a component of the collective Regional growth.

As such staff requested that the Region and their consultants provide an estimate of the resultant land need impacts in Scenario 2 or Scenario 3 utilizing the full allocation of population (10,400) at the existing Wilmot Official Plan target of 30% intensification or the lower 20% threshold being applied to other rural Townships.

These discussions are ongoing and would ultimately need to be considered in the greater context of regional impact in developing the ultimate growth scenario by the Region. It is anticipated that the modified scenarios would result in the need for additional greenfield lands in Wilmot in the magnitude of 45ha to 51ha of DGA based on a high level conceptual analysis.

As indicated earlier, and on Attachment C, the total volume of land inside the Countryside Line which is intended to accommodate future greenfield growth needs for the Township is over 300ha. As such, if required, the expansion of the urban boundaries of New Hamburg and Baden to accommodate this volume of land to 2051 is certainly possible without any threat to the long term protection of agricultural resources outside the Countryside Line or the majority of lands inside the Countryside Line in Wilmot.

Density of DGA Development

The other significant component of growth is the density at which new greenfield development will be built. Obviously, the higher the density, the less land required to accommodate the growth.

The Province, as discussed earlier, requires a minimum of 50 people and jobs / hectare and the three draft growth scenarios for Wilmot prepared by the Region reflect this target. The Region assigns a similar target for the other Township Urban Areas while setting significantly higher targets for greenfield developments in the cities.

To a large extent density drives the range of product and the range of attainability. As a general rule of thumb the smaller the dwelling the lower the price and as such the higher the density the greater the mix of the often referenced 'missing middle'.

It is the opinion of staff that the Township should request the Region and its consultants to give consideration to increasing the density expectations from greenfield developments in Township Urban Areas beyond the minimums set out by the Province as one means of ensuring the construction of a broad spectrum of housing forms and attainability not only within the cities, but within the Townships as well.

The forms of 'missing middle' housing that would reasonably be generated in rural communities are realistically much more easily accommodated within greenfield developments than incorporated into established neighbourhoods.

That is not to say that there isn't a role for higher density housing forms as part of intensification, but certainly softer forms of intensification are much more easily and widely incorporated in rural communities.

In summary, with respect to Community Area, staff recommend that the allocation of population to Wilmot Township based on the available capacity of the NHWWTP is not only fiscally prudent but also aligns well with the historical place of Wilmot's annual growth Regionally.

Further, setting an aggressive yet reasonable target for intensification highlights the Township's desire to minimize the need for expanding Township Urban Areas while ensuring the preservation of the character of established neighbourhoods as well.

Additionally, increasing the expected density of new greenfield growth will further reduce the size of Community Area expansion required in the Township to ensure that appropriate, community sustaining growth is accommodated in an efficient and fiscally responsible manner to 2051.

Employment Land Needs Options

The draft LNA essentially considers two growth options for the region's Employment Areas.

Option 1 would foresee an intensification rate of 15% within existing employment areas at a density of 35 jobs/hectare with a resultant land need of 659 hectares regionally while Option 2 would see an increased intensification rate of 25% while maintaining the density target of 35 jobs/hectare and a land need of 456 hectares regionally.

Specific to Wilmot Option 1 would result in the need for an additional 17 hectares of employment lands to be designated in Wilmot to 2051 while Option 2 would see that requirement drop to just 5 additional hectares.

Given the nature and type of industries in Wilmot and considering the existing layout of employment areas staff are of the opinion that while some intensification could occur it is largely unlikely given the propensity of existing industries to have acquired additional lands as a 'reserve' for future expansion.

As such, staff would suggest that Option 1 in respect of Employment Land Needs to 2051 is a much more realistic option for Wilmot Township that further enhances our capacity to grow in a balanced fashion and as a complete community.

ALIGNMENT WITH THE TOWNSHIP OF WILMOT STRATEGIC PLAN:

Considering and providing input to the Region on matters of concern to Council in respect of the long term growth of Wilmot Township provides for economic prosperity and sustenance of quality of life while maximizing environmental protection and the efficient and fiscally responsible use of infrastructure resources.

The constrained timelines and limited opportunity to engage local residents on the opportunities and impacts of long term growth and development is of concern and does not align with the Wilmot Strategic Plan goals of promoting an engaged community.

ACTIONS TOWARDS UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS:

Goal 3: Good Health and Well-being
 Goal 8: Decent Work and Economic Growth
 Goal 9: Industry, Innovation and Infrastructure
 Goal 10: Reduced Inequality
 Goal 11: Sustainable Cities and Communities
 Goal 13: Climate Action

FINANCIAL CONSIDERATIONS:

There are significant financial considerations to the municipality of both excessive and restrictive growth. A full financial impact analysis of any preferred scenario should be considered by Council at the local and Regional level prior to supporting any preferred growth scenario.

Fundamental to this analysis is the impact of a slowed or reduced annual growth rate on development charge projections and growth-related capital financing, the impacts of intensification model on core infrastructure, and Wilmot's current focus on resolving I&I issues.

For example, if there were sufficient capacity at wastewater treatment facilities and zero growth planned, there would not be an incentive to generating additional capacity through I&I expenditures, since these expenditures would not be recovered through new development.

Prior to considering any of the proposed growth strategies, the Township should seek further financial impact analysis on all options.

ATTACHMENTS:

Attachment A: Region of Waterloo Staff Report CPL-PDL-22-11

Attachment B: Evaluation Criteria for Growth Options

Attachment C: Countryside Line in Wilmot, May 2022

Region of Waterloo**Planning, Development and Legislative Services****Community Planning**

To: Chair Tom Galloway and Members of the Planning and Works Committee

Meeting Date: April 12, 2022

Report Title: Regional Official Plan Review Draft Regional Land Needs Assessment

1. Recommendation:

For information

2. Regional Official Plan Background

The Regional Official Plan (ROP) is a powerful planning tool that shapes and defines our community for future generations. It has guided decision making for profound transformation of this region including the addition of the ION light rail, protection of agricultural lands and the natural environment, and a high quality of life for residents.

This community is set to grow to 923,000 people and 470,000 jobs by 2051, representing about a 50% increase in population and 60% increase in jobs from 2021. As a result, we are working to update the plan to accommodate this projected growth.

3. Purpose / Issue:

This report presents the preliminary results of the draft Regional Land Needs Assessment (LNA), which determines the amount of urban land the Region requires to accommodate the Region's forecasted population and employment growth to 2051. This report also identifies the public and stakeholder engagement that will occur on the draft LNA.

Strategic Plan:

This report relates to several strategic focus areas, including: Thriving Economy; Sustainable Transportation; Environment and Climate Action; and Health, Safe and Inclusive Communities. It also relates to Objective 4.2, "Make affordable housing more available to individuals and families" and Action 3.5.1, "Promote efficient urban land use

through greenfield and intensification policies while conserving natural heritage and agricultural areas.”

4. Key Considerations:

a) The ROP establishes a vision for how we live, work and play and helps us prepare for future challenges and opportunities.

The ROP’s vision is:

“Waterloo Region will be an inclusive, thriving, and sustainable region of connected urban and rural communities with global reach, fostering opportunities for current and future generations.”

The current ROP Review focusses on providing a thoughtful and realistic approach to land use planning and growth management to ensure that Waterloo Region continues to be a world-class community.

b) The Region has completed a draft land needs assessment in accordance with the Provincial Land Needs Assessment methodology to ensure it has enough land to accommodate its forecasted growth to 2051, including the need for any urban boundary expansions.

In the fall of 2021, Regional Council provided a motion to staff with respect to the LNA as follows:

- That staff ensure the Land Needs Assessment be completed in accordance with provincial requirements providing different growth options for consideration.
- That thorough engagement take place between regional staff, community stakeholders, and area municipalities after the LNA is complete and made available to the public for consultation, prior to a staff recommendation of a Preferred Growth Option.

Staff have been in regular contact with Provincial staff throughout the ROP Review process. Provincial staff have raised no concerns and are supportive of the Region’s approach to the LNA.

d) The LNA includes land use options with varying levels of intensification and designated greenfield area density targets.

The Provincial LNA methodology provides municipalities the flexibility to assess different assumptions within the LNA. The Region’s draft LNA includes three Community Area growth options and two Employment Area growth options, which is similar to the approach followed by the City of Hamilton, Halton Region, City of Guelph, Peel Region and Durham Region.

The Provincial LNA methodology also provides flexibility to change the order of the steps as long as all the required steps are completed. In addition, the Provincial LNA methodology provides for the consideration of higher intensification and designated greenfield density targets and reiterates that decision-makers should consider an intensification first approach when assessing future land needs. Such an approach to city building optimizes the existing urban land supply and makes better use of existing infrastructure and public service facilities.

e) Under all Options, all Area Municipalities would be allocated population growth to 2051.

The LNA is prepared following a series of steps outlined by the Province related to two types of places:

Community Areas – Where most housing, commercial, retail and institutional growth will be located.

Employment Areas – Where most industrial land, like manufacturing, logistics and warehouses, will be located.

The applicable minimum Provincial intensification target for the Region of Waterloo is 50% of all residential development occurring annually will be within the Built Up Area (BUA).

The minimum Provincial density target applicable to the Designated Greenfield Area (DGA) for the Region of Waterloo is to achieve, by 2051, 50 people and jobs per hectare (pj/ha).

The housing mix forecasts used in the draft LNA are forward-looking and based on anticipated future conditions and shifting demographics. All Options provide a greater mix of medium and high-density housing options relative to the current trends, however, Options 2 and 3 provide a greater shift of housing from low-density housing to medium and high-density housing forms.

Some area municipalities would not be allocated any new community area over and above what exists as designated greenfield area, although all municipalities would see population growth to 2051.

Three Community Area growth options and two Employment Area options are provided in the draft LNA. Additional information on the Area Municipal allocation for each growth option are included in Appendix A.

Community Area Land Needs

Community Area Option 1 (Provincial Growth Plan minimums of 50% intensification and 50 people and jobs per hectare) – Key Considerations

- Between 2009 and 2013, the Region achieved a 51% intensification in the Built-Up Area (BUA). The target established under the current ROP, adopted in 2009, is 45%. Between 2014-2019, the Region achieved 57% intensification. Under Option 1; the intensification rate of 50% is lower than recent trends.
- Option 1 would generate the maximum amount of future low-density housing using the minimum targets in the Growth Plan. As a result, Option 1 would yield the largest urban area expansion of the three options, beyond the existing Countryside Line when combined with the Employment Area Options.
- To achieve a density of 50 people and jobs per hectare (pj/ha), the Region would require a density of 49 pj/ha on an incremental basis to 2051, lower than the 54 pj/ha in the DGA being achieved as of 2019.

Community Area Option 2 (60% intensification and 60 pj/ha) – Key Considerations

- Option 2 would generate a denser housing mix than Option 1 because of the higher intensification target (60%) and the corresponding decrease in the number of low-density units in new designated greenfield areas.
- To achieve a density of 60 people and jobs per hectare (pj/ha), the Region would require a density of 63 pj/ha on an incremental basis to 2051. The density in the cities under this option would average 69 pj/ha.
- Option 2 would result in a smaller urban area expansion than Option 1 and can be accommodated within the existing Countryside Line.

Community Area Option 3 (More compact development, no urban expansion of Community Areas) – Key Considerations

- This Option would generate the most dense housing mix because it has the highest designated greenfield area density target (66 pj/ha). As a result, implementing Option 3 could be accommodated within the existing urban area boundary and does not require an urban area boundary expansion for new community area anywhere in the region.
- The number of people that could be accommodated in new units would decrease with Option 3 as there is a greater proportion of high density units which typically have lower people per units than other building forms. As a consequence, there would be greater pressure on existing neighbourhoods in designated greenfield

areas to accommodate more population growth.

- To achieve a density of 66 people and jobs per hectare (pj/ha), the Region would require a density of 73 pj/ha on an incremental basis to 2051. The density in the cities under this option would average about 76 pj/ha.

Staff have also considered two additional growth options that assumed even higher intensification rates and DGA density targets (i.e., 65% and 70% intensification rates, and 65pj/ha and 70pj/ha DGA density targets). Those options would generate an excess amount of DGA lands currently designated in the region of 610ha and 1,044ha respectively. Applying those targets would require the Region to prohibit development on either 610ha or 1044ha of lands already committed for development, until the year 2051. As a result, staff provided an update to Regional Council in December 2021 on the implications of excess lands and did not pursue a full assessment of these options.

Employment Area Land Needs

Several macro-economic trends are influencing average density levels on employment lands. In general, average density levels on employment lands are declining in the manufacturing sector, as domestic manufacturers focus efforts on increased efficiency and competitiveness through automation. This trend is coupled with increasing demand for large, land-extensive warehousing and logistics facilities to support distribution and transportation of goods throughout the expanding urban population base.

The draft LNA considered the following two growth options for the region's Employment Areas:

Option	Option 1	Option 2
Intensification Rate in Existing Employment Areas	15%	25%
Density Target (jobs per hectare)	35	35
Total Employment Area Land Need (hectares)	659	456

Employment Area Option 1 (15% Employment Area land intensification) – Key Considerations

- This option would assume a moderate intensification rate of 15% within existing employment areas, similar to existing trends observed in the region.
- It would also assume a density target of 35 jobs per hectare, allowing for diverse

mix of employment areas which can accommodate a wide range warehousing, office and manufacturing uses.

Employment Area Option 2 (25% Employment Area land intensification) – Key Considerations

- This option would assume a higher intensification rate of 25% within existing employment areas, requiring a greater proportion of under-utilized land (e.g. large parking lots) to be developed for new or expanded employment uses.
- This option would also assume a density target of 35 jobs per hectare the same as Option 1.

f) Release of the draft LNA marks the beginning of a public engagement period between April 12, 2022 and May 27, 2022.

The results of the LNA engagement process will be summarized in a response report that will accompany the June recommendation report on the preferred growth option. Following the draft LNA engagement process, staff will evaluate each of the growth options based on the feedback received from the community, stakeholders and area municipalities and against a series of detailed evaluated criteria covering six broad themes viewed through a climate change lens (see Appendix B).

A recommendation report on the preferred growth option is anticipated in June 2022 along with the release of a draft Regional Official Plan Amendment with accompanying information report.

5. Background:

In 2018, the Region initiated a review of the ROP to plan for forecasted growth to 2041. On August 28, 2020, the Province approved Amendment 1 to the Growth Plan which included changes to the Growth Plan's Schedule 3 population and employment forecasts, and extended the planning horizon to 2051. A Provincial LNA methodology was also established that all Upper and single-tier municipalities are required to use in combination with the policies of the Growth Plan to assess the quantity of land required to accommodate forecasted growth. The LNA is one study that must be completed as part of the ROP Review.

This update to the ROP is important because it helps guide decisions about regional services, including transportation and public transit, water supply and wastewater treatment systems; public health; economic development; affordable housing, and many others.

The foundational themes and priorities include:

- Building equitable, thriving, transit-supportive complete communities;

- Continuing with an intensification-first approach to growth management;
- Realizing transformational climate action;
- Advancing Indigenous relationships and reconciliation; and
- Continuing to protect water, agricultural, and natural systems.

A significant amount of work has been completed on the Region's population, housing and employment trends to support the draft LNA. Technical briefs prepared by the consultant team supporting the draft LNA include:

- Region-Wide Long-Term Population and Housing Growth Analysis Technical Brief (December 2020);
- Employment Strategy Technical Brief (August 2021);
- Intensification Strategy Technical Brief (August 2021).

6. Area Municipality Communication:

Consultation and engagement with the various Project Committees, including the Steering Committee, Stakeholder Committee, Technical Team and Area Municipal Working Group, as well as Indigenous engagement and public consultation is continuous throughout the ROP Review project. Collaboration and discussion is iterative and ongoing on a regular basis.

7. Financial Implications:

The Region's approved 2022 - 2031 Community Planning Capital Program includes a budget of \$756,000 in 2022 and \$3,250,000 in 2023-2031 for the Regional Official Plan Review (project 22007). The costs are to be funded from Development Charges (90%, \$3,605,000) and the Community Planning Capital Reserve (10%, \$401,000).

8. Conclusion / Next Steps:

April 12- May 27, 2022: Public engagement on the draft LNA

April 22, 2022 and April 25, 2022: Virtual and interactive public engagement sessions

Mid-May 2022 – Special Regional Planning and Works public input meeting

May 27 – Deadline for public feedback on the draft LNA

Following the draft LNA public engagement process, the growth options will be evaluated against a series of criteria (Appendix B). The evaluation criteria also incorporate a "climate change lens" to identify growth options that help reduce

greenhouse gas emissions, and support stronger and more resilient communities.

Mid June 2022 – Recommendation report on preferred growth option and release of draft Regional Official Plan Amendment (Growth Components) with accompanying information report

July 2022 - ROP amendment open house

Late July 2022 - ROP amendment Statutory Public Meeting

August 2022 - Recommendation report to Council on adoption of ROP amendment.

Non-growth related components for the second ROPA will be developed in Fall 2022 and Winter 2023 and include: natural heritage system mapping and policies; water resources system mapping and policies; a review of the ROP's mineral aggregate policies; updated source water protection mapping and policies; a review of the ROP's agricultural policies and a review of the ROP's infrastructure policies and needs including the transportation system, water and wastewater systems, waste management and the provision of utility services.

9. Attachments / Links:

Attachment A: [Draft Land Needs Assessment \(DOCS 3999710\)](#)

Attachment B: [Evaluation Criteria for Growth Options \(DOCS 3999789\)](#)

Prepared By: **Ryan Pogrzeba**, Planning Information Specialist
Brenna MacKinnon, Manager, Development Planning

Reviewed By: **Danielle De Fields**, Director, Community Planning

Approved By: **Rod Regier**, Commissioner, Planning, Development and Legislative Services

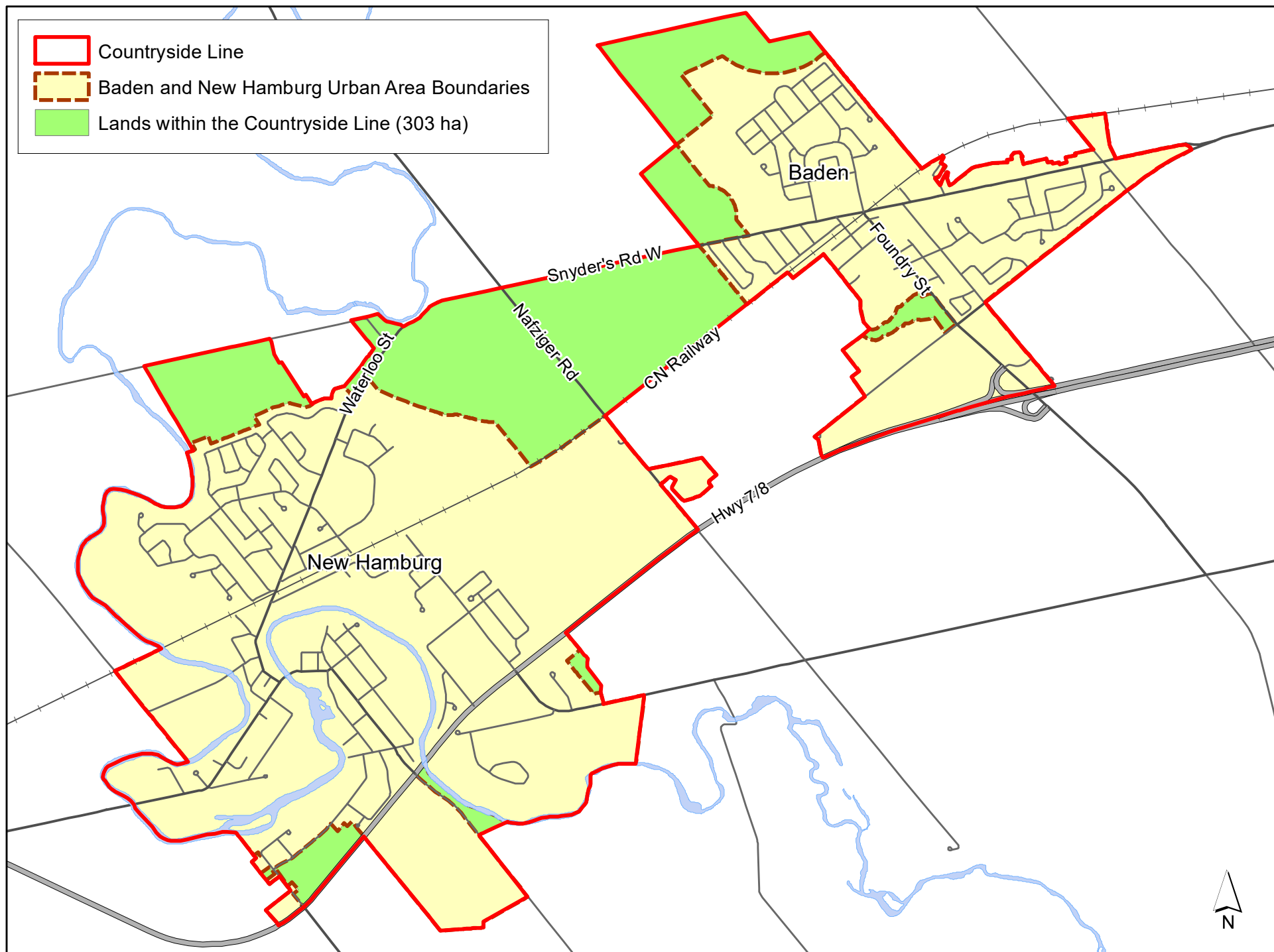
Appendix B

Evaluation Criteria for Growth Options

Theme	Objective	Evaluation Criteria
Growth Management	Support Planned Regional Structure	<ul style="list-style-type: none"> Does the concept allocate growth in a way that supports the long-term viability of the Planned Regional Structure? How well does the concept support intensification within existing or planned new Strategic Growth Areas?
	Foster development of complete and compact communities	<ul style="list-style-type: none"> How well does the concept support complete communities within the built-up area and in designated greenfield areas? How well does the concept promote a more compact built urban form? How well does the concept help to reduce the growth of greenhouse gas emissions through intensification, and support for a wider variety of built forms and land uses?
	Build a sustainable and active transportation system	<ul style="list-style-type: none"> How well does the concept support multi-modal access to the GRT transit network, and facilitate other sustainable and active modes of travel, such as walking, cycling and travel with the use of mobility aids, including motorized wheelchairs? How well does the concept support minimizing vehicle miles traveled and the growth of greenhouse gas emissions? How well does the concept support a low emissions transportation system? How well does the concept support the existing and future expansion of the ION rapid transit network?
	Provide flexibility	<ul style="list-style-type: none"> How well can the concept adapt to unknowns/uncertainties such as shifts in demographics, economic conditions, extreme weather events and advances in technology (e.g. transportation technology, work from home technology)?

Transportation, Infrastructure and Financing	Optimize use of existing or planned infrastructure and public service facilities	<ul style="list-style-type: none"> • Is there sufficient capacity in existing or planned municipal infrastructure (e.g., roads, transit, water, wastewater, stormwater management) and public service facilities (e.g., hospitals, long-term care facilities, libraries and schools) to support the growth concept? • How well does the concept optimize the use of existing infrastructure and public service facilities?
	Ensure cost effective/ financially viability	<ul style="list-style-type: none"> • How well does the concept ensure that growth is financially viable over the long term through optimization of existing regional and area municipal infrastructure and public service facilities, and minimization of long-term operations and maintenance costs?
	Facilitate green infrastructure and reduce risks	<ul style="list-style-type: none"> • How well does the concept enable opportunities for energy, resource and water conservation, and promotion of green infrastructure to support climate change mitigation and adaptation?
Agricultural and Mineral Aggregate Resources	Protect prime agricultural land	<ul style="list-style-type: none"> • Does the concept minimize the need for conversion of prime agricultural land and provide for continued investment in the agricultural food network? • How well does the concept help the agricultural system become more resilient to outside shocks, such as extreme weather events destroying crops elsewhere in the world? • How well does the concept support local food production, processing and distribution to decrease energy use and emissions by reducing the length of trips between farms, processing facilities, and grocery stores, or selling directly to homes and businesses?
	Protect mineral aggregate resources and existing aggregate operations	<ul style="list-style-type: none"> • Does the proposed expansion area contain any deposits of mineral aggregate resources? • Would development within the proposed expansion area preclude or hinder the expansion or continued use of any existing mineral aggregate operations?

Natural Heritage and Source Water Protection	Protect, enhance and support the Region's Natural Heritage System	<ul style="list-style-type: none"> • How well does the concept protect and preserve or enhance a connected natural heritage system? • How well does the concept support nature-based solutions to climate change mitigation and adaptation (e.g., prevent flooding, provide shade, and sequester carbon)?
	Source water protection	<ul style="list-style-type: none"> • Would the proposed expansion area meet any applicable requirements of the Region's source protection plan?
Livability	Support housing choice and affordability	<ul style="list-style-type: none"> • Does the concept align with the target housing demand and market pressures for the Region? • Does the concept align with housing affordability objectives and targets of the Region?
	Public Health/Active Living	<ul style="list-style-type: none"> • How well does the concept contribute to a pattern of development that supports healthy and active living, and create better public health outcomes? • How well does the concept help to minimize the health effects of climate change, such as illnesses related to extreme cold or heat events, or increased exposure to air pollution?
Economic Growth	Protect and support Employment Areas	<ul style="list-style-type: none"> • How well does the concept protect or enhance the Regional Employment Areas and support opportunities for increased employment (i.e. through intensification opportunities within regional employment areas, or job growth within regional employment areas, other local employment areas, and strategic growth areas)? • How well does the growth concept help provide sufficient land, in appropriate locations, to accommodate the Region's employment growth? • How well does the growth concept support the economic diversity of the region? • Does the growth concept support a better balance of jobs and housing in communities across the region to reduce the need for long distance commuting and greenhouse gas emissions?





PARKS, FACILITIES AND RECREATION SERVICES

Staff Report

REPORT NO: PFRS 2022-23

TO: Council

SUBMITTED BY: Sandy Jackson, Director Parks, Facilities and Recreation Services

PREPARED BY: Sandy Jackson, Director Parks, Facilities and Recreation Services

REVIEWED BY: Sharon Chambers, CAO, Patrick Kelly, Director Corporate Services

DATE: May 16, 2022

SUBJECT: Wilmot Smart Commute Program

RECOMMENDATION:

THAT Report PFRS 2022-023 be received for information; and further,

THAT Council endorse the proposed Wilmot Smart Commute Program locations, namely four (4) spaces at the Wilmot Recreation Complex, two (2) spaces at the Kirkpatrick Park parking lot, and two (2) spaces at the Wilmot Administration Complex upon completion of the parking lot expansion project and two (2) spaces at the New Dundee Community Centre.

SUMMARY:

This report recommends that dedicated carpool spaces be identified with signage at the Wilmot Recreation Complex, Kirkpatrick Park, New Dundee Community Centre, and the Wilmot Administrative Complex when the lot is expanded. The addition of these spaces will promote the reduction of greenhouse gas emissions and will result in positive environmental impacts.

BACKGROUND:

In 2019, Council passed the following Resolution No. 2019-171:

THAT Wilmot Township shall create a 'Smart Commute Wilmot Program'. Whereas we will take a phased approach at creating designated carpooling parking spots with appropriate signage located at our municipal properties and locations recommended by staff report, starting with the Wilmot Recreation Complex, and starting in 2020.

Due to the impact of the COVID-19 pandemic, this initiative commenced 2022.

REPORT:

Workforce demands are changing. The way we get to work is being redefined and with the highest fuel prices in history, workers are increasingly interested in having commuting options. Staff researched other Smart Commute programs including the Region of Waterloo which outlined the following benefits of carpooling and commuting:

- Reduced parking demand and costs
- Increased employee satisfaction and retention
- Increased access to top employees
- Positive corporate exposure and leadership
- Environmental benefits with reduced green house gases.

With the recent installation of the EV Charging stations at the WRC, Kirkpatrick Park, and the Wilmot Administration Complex, adding dedicated commuter spaces is the next natural step towards reaching the TransformWR target of a 50 percent reduction in greenhouse gases by 2030. Should Council approve this report and the recommended locations for dedicated spaces, signage will be installed, and the Township website and social media channels will be used to promote the locations.

Research conducted by staff showed that most of the communities that have extensive Smart Commute programs are large urban centres who deal with significant traffic congestion issues. Being a small, rural Township, Wilmot will benefit from adding a few carpooling spaces available in various locations during peak office hours. The following sign is an example of what may be considered to identify these spaces:



Hours will be added to this signage to indicate that carpool spaces are reserved Monday through Friday 6am – 6pm. This will allow use of these spaces by evening and weekend customers when parking is in the highest demand.

When considering locations for the dedicated carpool spaces, the following criteria were used:

- Proximity to Highway 7/8 corridor and/or 401 corridors,
- Parking spaces that have winter maintenance,
- Parking lot having ample parking spaces such that dedicating these spaces for carpooling will not unduly impact the users of facilities and/or parks,
- Parking spaces that are highly visible from the street or are in high vehicular traffic areas to ensure security of vehicles being left for long hours.

Prior to this report coming to Council, the Sustainability Working Group (SWG) reviewed the recommended number and location of carpool spaces and had two (2) suggestions:

- Consider Mannheim Community Centre due to its proximity to the highway and main road;
- Consider “high value” parking spots i.e., close to entrance/exit of building and/or closest to entrance/exit of highway/road depending on sites to entice usage.

Mannheim Community Centre was considered by staff, but not included in this report as a recommended location due to the smaller parking lot size, the high rate of programs and rentals that would require these spaces, and lack of visibility from the street. When this community centre is in full programming, parking can become a challenge, and with no streetside visibility into the parking lot staff felt there could be vandalism challenges when cars park in the commuter spaces and the public is aware that they will likely be there a long time. Should there be requests for carpooling spaces at this location, this can be considered in future.

With respect to the second suggestion from the SWG, staff will take this under advisement as locations are finalized, however parking spaces closest to entrances and exits of the buildings are important for seniors and families with small children using the facilities.

Staff feel the recommended locations will provide viable options for carpoolers and with some promotional efforts this new initiative can provide some environmental benefits.

ALIGNMENT WITH THE TOWNSHIP OF WILMOT STRATEGIC PLAN:

Adding dedicated carpooling spaces in key locations in the Township supports the following Strategic Plan Goals:

- Economic Prosperity
- Environmental Protection
- Quality of Life, and
- Responsible Governance

ACTIONS TOWARDS UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS:

- 7. Affordable and Clean Energy
- 11. Sustainable Cities and Communities
- 12. Responsible Consumption and Production

FINANCIAL CONSIDERATIONS:

Dedicating these spaces for carpooling will cost approximately \$500 for signage and will require several hours of staff time to install them at the various locations. This unbudgeted expense will be funded through the Parks and Facilities operating budget.

ATTACHMENTS: n/a