

PLANNING JUSTIFICATION **REPORT**

DRAFT PLAN OF SUBDIVISION

Wilmot Employment Lands
Township of Wilmot

Date:

December 2018

Prepared for:

New Hamburglrs Inc.

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

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Our File 18157A

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by New Hamburg Lrs Inc. (Herein after referred to as 'the applicant') to prepare a Planning Justification Report to support the Industrial Plan of Subdivision for their lands located north of Highway 7/8, east of the village of New Hamburg. The lands are municipally addressed as Part of Lot 19, north of Bleams Road. The subject lands are 9.9 hectares and involve the creation of thirteen industrial blocks (8.9 hectares) and two new streets, as well as emergency access. The stormwater management facility pond of the adjacent proposed industrial subdivision (Badenview Development Inc.) will also be utilized by the subject lands.

The proposed development is located east of New Hamburg and has previously been subject to a Zoning By-law Amendment (No. 2005-106) which was approved by the Township of Wilmot on December 12th, 2005. This amendment re-zoned a portion of the lands from Zone 1 (Agriculture) to Zone 11 (Open Space) and Zone 10 (Industrial). The entirety of the subject lands permit general industrial uses and the proposed use of the lands comply with the Townships Zoning By-law. The lands zoned as Open Space (a designated woodlot) have been conveyed to the Township.

In order to implement the proposed development, our applicant has submitted a Plan of Subdivision application, which will divide the subject lands to accommodate the permitted uses while also establishing municipal servicing within the public road network,

This Planning Justification Report has been prepared in support of the proposed development application by providing justification and addressing the relevant planning policy and regulations applicable to the property.

This report includes:

- a description of the subject property and surrounding land uses;
- a summary of the Plan of Subdivision Proposal;
- an overview of the applicable Provincial, Regional and Municipal planning policies, and how the applications conform with the policies;
- a summary of the technical studies completed in support of the applications, including their recommendations and conclusions regarding the proposed development; and,
- a summary and conclusion.

1.1 Pre-Consultation

A pre consultation meeting was held with the Township of Wilmot, Region of Waterloo and Ministry of Transportation (MTO) on September 29, 2018. This report has considered all comments provided at the meeting.

The materials identified during pre-submission to form a complete application for the proposed Plan of Subdivision and Zoning By-law Amendment include the following:

1. Draft Plan of Subdivision, prepared by MHBC Planning
2. Planning Justification Report, including a land use compatibility analysis, prepared by MHBC Planning
3. Preliminary Drainage/Grading Plan, prepared by MTE
4. Preliminary Servicing Plan, prepared by MTE
5. Preliminary Stormwater Management Report, prepared by MTE
6. Functional Servicing Report, prepared by MTE
7. Geotechnical Report, prepared by Peto MacCallum Ltd.
8. Land Use Compatibility Study (Air Quality and Noise Compatibility), prepared by Novus Environmental Inc.
9. Transportation Impact Study, prepared by Paradigm Transportation Solutions Ltd.

Due to challenging weather conditions in fall, 2018, the requested Archaeological Assessment has not been undertaken. Through discussion with both the Region and Township, it was confirmed that the Stage 1 and 2 Archaeological Assessments can be submitted in early 2019, prior to draft approval.

Comments from the pre-consultation meeting with Township and Regional staff include the request for the following:

- The Planning Justification Report should include whether the proposed density meets the Regional Official Plan (ROP) requirements and how public consultation requirements will be met;
- A multi-use trail linking Hamilton Road to Nafziger Road should be included in design of roadways;
- The easement shown to service residential lands to the north should be a block to be owned by the Township. The woodlot to the north is to be conveyed to the Township and considered to be parkland dedication.

1.2 Consultation with MTO

Discussion has occurred with MTO with regard to the site access location. In principle, MTO is supportive of the proposed access to the lands off of Hamilton Road and Nafziger Road.

The Ministry of Transportation Ontario (MTO) is currently undertaking the Highway 7&8 Transportation Corridor Planning and Class Environmental Assessment (Class EA) Study, involving the Highway 7/8 corridor from Greater Stratford to the New Hamburg Area.

The Provincial Class EA study includes the existing at-grade and signalized intersections of Highway 7/8 at Hamilton Road and at Nafziger Road. A Traffic Impact Study, prepared by Paradigm Transportation Solutions Ltd. was prepared for both the subject lands, and the proposed industrial subdivision west of the

lands (Badenview Development Inc.). The TIS assessed both intersections and roadway sections (Hamilton Road and Nafziger Road) as they are within the impacted study area of the proposed development.

The Traffic Impact Study undertaken by Paradigm Transportation Solutions Ltd. address two scenarios:

- 1) Existing Highway 7/8 intersection configurations at Hamilton Road and at Nafziger Road;
- 2) Future configuration involving at-grade improvements at the Hamilton Road intersection, and a new interchange at Nafziger Road.

MTO staff participated in pre-consultation for the proposed development, and have approved the proposed access in principle. It is understood that the zoning by-law amendment can proceed on this basis and detailed road design will occur at registration of the plan.

2.0 CONTEXT

2.1 Site

The subject lands are located north of Highway 7/8, east of New Hamburg. The total area held by the applicant is 9.9 hectares (24 acres), and currently used for agricultural production. As stated above, the woodlot located north of the subject lands (approximately 6 hectares) was conveyed to the Township of Wilmot. Please refer to **Figure 1** of this Report for the location map. An aerial image of the subject lands is provided as **Figure 2** to this Report.

The subject lands will be serviced municipally along the Township's road allowance, with access provided from Nafziger Road. The unopened road allowance extends to the Badenview lands, which will access Hamilton Road, west of the subject lands. This includes the extension of storm water, sanitary and water to all planned blocks for industrial uses.

2.2 Surrounding Land Uses

Site Description

The subject lands are approximately 9.9 hectares in size and legally described as Part of Lot 19, North of Bleams Road, Township of Wilmot, Regional Municipality of Waterloo, and are located east of New Hamburg. The lands are currently used for agricultural purposes, but are located within the Township Urban Area Boundary and Township Designated Greenfield Area.

Please refer to the context plan shown in **Figure 3** showing the subject property and surrounding land uses. Uses that are adjacent to the subject lands include:

North: CN Rail right-of-way and agricultural lands and woodlands.

East: Industrial lands (Including Alpine Plan Foods Corporation); rural residential; an unopened Township road allowance (from Nafziger Road/Regional Road #5) and the Wilmot Recreation Complex;

South: Highway 7/8; highway commercial uses; agricultural lands; and,

West: Agricultural uses; Residential uses having frontage onto Maurice Street and Captain McCallum Drive, as well as industrial uses having frontage along Marvin Street and Hamilton Road. Note, the adjacent agricultural lands are undergoing a Draft Plan application for an industrial subdivision. The applicant for the adjacent lands is Badenview Development Inc., and these lands

are mentioned throughout this report as servicing and stormwater management will be shared between both the Badenview and New HamburgIrs lands.

Please refer to **Figure 4** showing the Grand River Conservation Authority Mapping for regulation area and floodplain area regulating the subject lands.

The subject lands are in close proximity to major transportation corridors. Highway 7/8 is a Provincial Highway and major arterial road that provides connections to Highway 401.

In summary, the proposed industrial subdivision is located within an area planned for industrial/employment development and close to major transportation corridors.

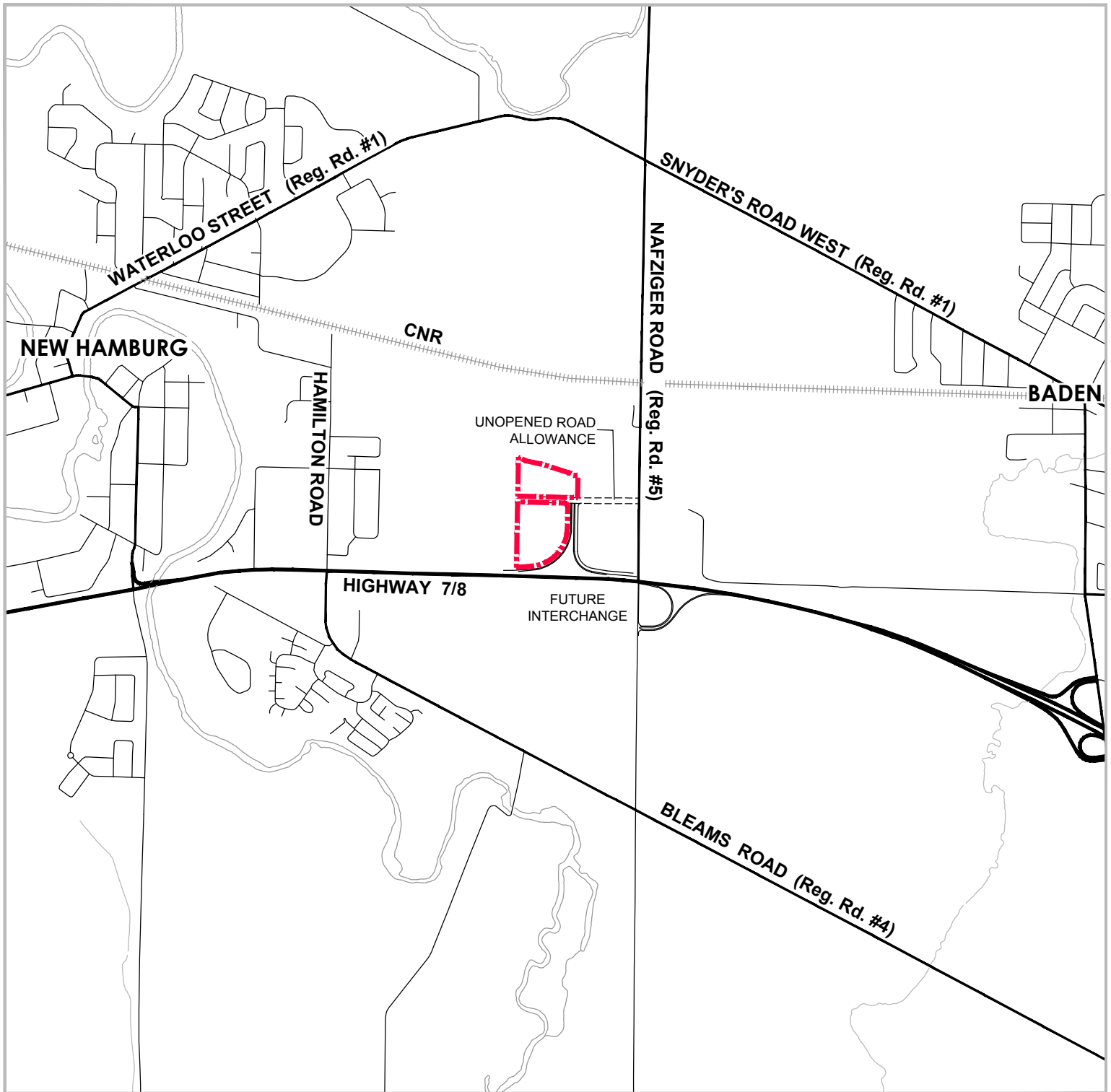



Figure 1
Location Map

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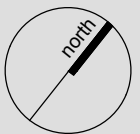
 Subject Lands

DATE: December 18, 2018

SCALE: 1:25,000

FILE: 18157A

DRAWN: DGS



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New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO


Base Map Source:
 Region of Waterloo SLRN

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
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Figure 2
Aerial Map

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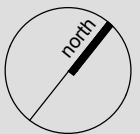
 Subject Lands

DATE: December 18, 2018

SCALE: NTS

FILE: 18157A

DRAWN: DGS



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New Hamburglrs Inc.
PART OF LOT 19, NORTH OF BLEAMS ROAD
TOWNSHIP OF WILMOT
REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
Bing Imagery

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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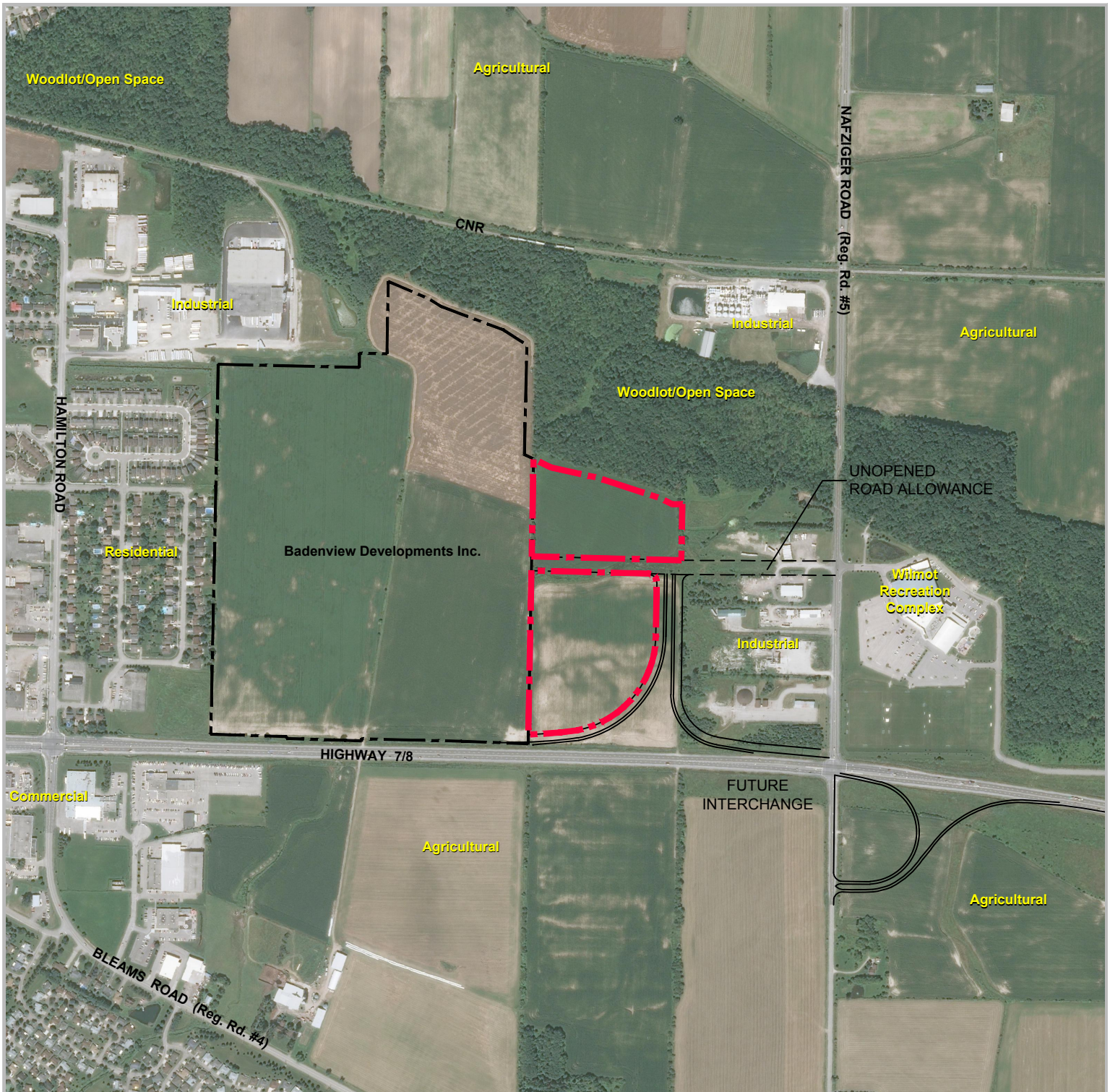



Figure 3
Context Plan

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 Subject Lands

DATE: December 18, 2018

SCALE: 1:12,500

FILE: 18157A

DRAWN: DGS



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New Hamburglrs Inc.
PART OF LOT 19, NORTH OF BLEAMS ROAD
TOWNSHIP OF WILMOT
REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
Bing Imagery

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
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- Regulation Limit (GRCA)
- Floodplain (GRCA)
 - Engineered
 - Estimated
 - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
 - Steep
 - Oversteep
 - Toe
- Slope Valley (GRCA)
 - Steep
 - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
 - Wetland (GRCA)
 - Watercourse (GRCA)
 - Waterbody (GRCA)
- Wetland (MNRF)
 - Provincially Significant
 - Locally Significant
 - Unevaluated
 - Wooded Area (MNRF)

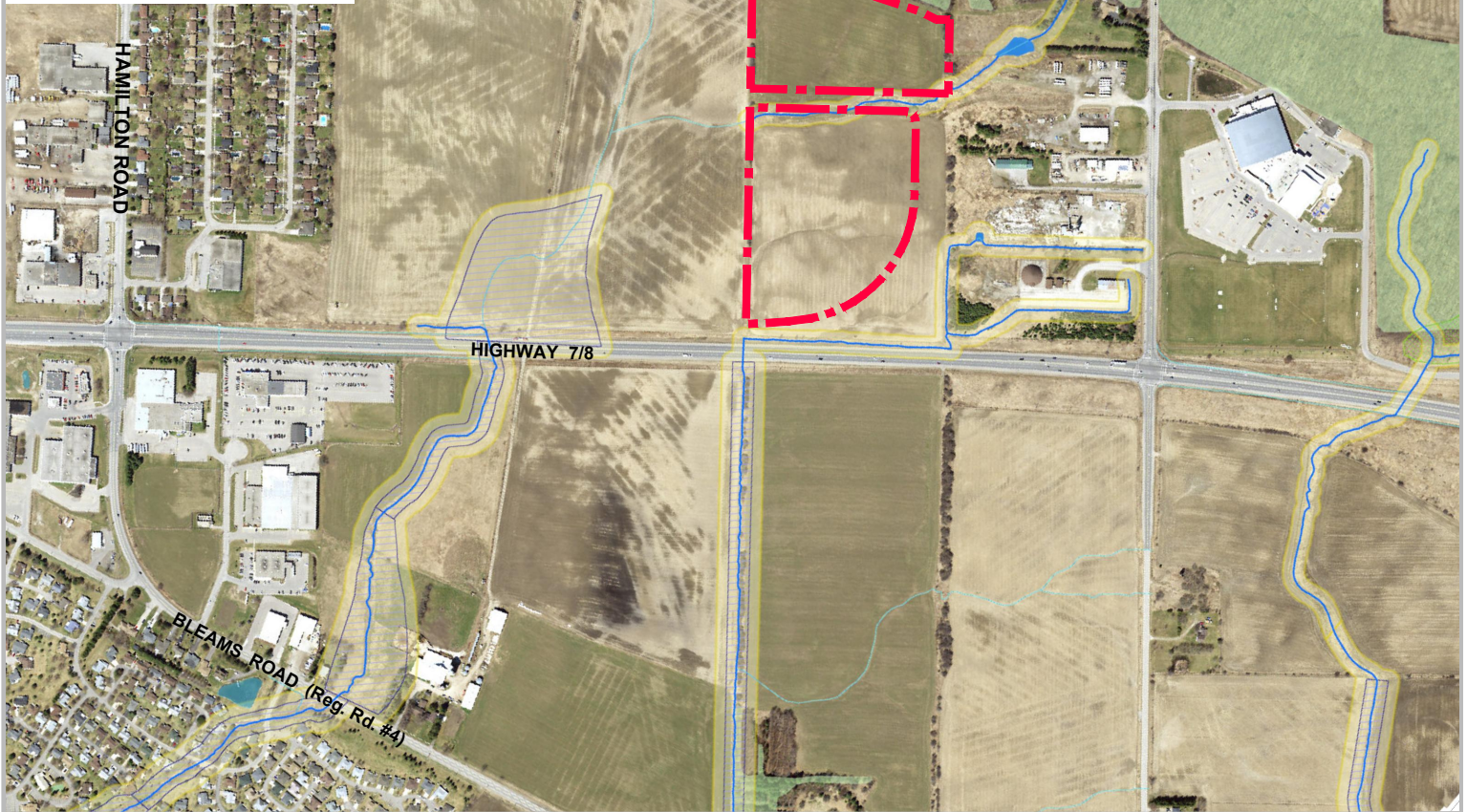


Figure 4
Grand River Conservation Authority (GRCA) Mapping

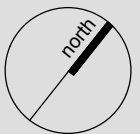
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 Subject Lands

DATE: December 18, 2018

SCALE: 1:10,000

FILE: 18157A

DRAWN: DGS



K:\18157A-NEW HAMBURG-NEW HAMBURGLRS INC\RP\GRCA MAP.DWG

New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
 Grand River Conservation Authority (GRCA) *Map Your Property*
 online mapping service

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3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development and Plan of Subdivision required to facilitate the proposed industrial development.

3.1 Proposed Plan of Subdivision

New Hamburglrs Inc. is proposing to develop the subject lands with an industrial plan of subdivision (**Figure 5**). The proposed Plan of Subdivision application for the subject lands provide for the creation of blocks to accommodate industrial uses.

The 9.90 hectare parcel is planned as an industrial plan of subdivision. The proposed industrial subdivision is made up of 13 industrial blocks, while the remainder of the site includes an emergency access block and roads. Table 1 below illustrates the use and size of the proposed blocks and Table 2 summarizes the proposed Draft Plan of Subdivision:

The lands are planned to be developed in two stages.

Table 1: Stages 1 & 2, Proposed Draft Plan of Subdivision

<i>Description</i>	<i>Stage 1</i>		<i>Stage 2</i>	
	<i>Blocks</i>	<i>Area</i>	<i>Blocks</i>	<i>Area</i>
Industrial	1-7	5.546	1-6	3.373
Emergency Access	8	0.092		
Roads		0.456		0.432
Total	8	6.094	6	3.805

Table 2: Summary of Proposed Draft Plan of Subdivision

<i>Description</i>	<i>Total</i>	
	<i>Blocks</i>	<i>Area</i>
Industrial	13	8.919
Emergency Access	1	0.092
Roads		0.888
Total	14	9.899

As mentioned above, the lands located immediately west of the subject lands are also proceeding through plan of subdivision process, and are planned to be accessed through the unopened road allowance off of

Hamilton Road and Nafziger Road (through the subject lands). Access to the subject lands will be provided through the road allowance located east of Hamilton Road and west of Nafziger Road.

The proposed Plan of Subdivision creates a physical connection between the settlement area of New Hamburg and Nafziger Road for both vehicular traffic and active transportation users. The development provides linkages to community amenities, such as the Wilmot Recreation Centre and the regional trails system. The inclusion of an on-road multi-use trail provides opportunities for active transportation, thus enhancing connectivity for the area.

An Enhanced Master Drainage Plan was previously undertaken for the entirety of the Wilmot Employment Lands (encompassing both the Badenview and New Hamburg lands) by the Township of Wilmot in 2012. The purpose of the EMDP was to release the holding provision that was placed on the lands and prepare a comprehensive SWM strategy for the contributing subwatershed.

The Stormwater Management design for the subject lands has been developed to be in accordance with the recommended solutions from the EMDP as well as the Wastewater Servicing Study. The proposed SWM incorporates the regulated floodplain that affects the lands. The stormwater management (SWM) design for the Badenview subdivision is intended to replicate the storage capacity of the floodplain, thus mitigating any on-side or downstream flooding hazards. The SWM facility is located on the southern portion of the Badenview lands and is designed to accommodate both the subject lands and Badenview lands. The proposed facility will provide peak flow control of runoff from the contributing drainage area for storm events up to and including the Regional storm event.

MTE's Functional Servicing Report provides details on the servicing of the lands. The subdivision will provide for the looping of services from New Hamburg, out to the Wilmot Recreation Centre (through the 'Rec Centre Sanitary' easement).

An Air Quality and Noise Compatibility Study was prepared by Novus Environmental to assess compatibility between the Badenview subdivision and adjacent residential subdivisions located along Captain McCallum Drive, Maurice Street, Good Street and Bouleee Street. Based on the results of this study, a 2.5 metre earthen berm is recommended for the western side of the Badenview property, which provides additional mitigation of noise from the proposed development. It is noted that the proposed development meets the minimum distance separation requirements of the Provincial D-6 Guidelines, and will not impact residential uses.

As previously mentioned, the woodlot located north of the subdivision has been conveyed to the Township. This satisfies the Township's parkland dedication requirements, as the woodlot will be preserved and protected from future development, and will provide connections to the surrounding trail network.

DRAFT PLAN OF SUBDIVISION

Figure 5

Legal Description
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO

Owner's Certificate
 I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.
 DATE: Nov 22/18
 NEW HAMBURGLRS INC. (OWNER)

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: Nov. 22, 2018
 TREVOR D.A. McNEIL, OLS (MTE OLS LTD.)

Key Plan

Source: Region of Waterloo SLRN

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. INDUSTRIAL	F. AS SHOWN	E. AS SHOWN
G. AS SHOWN	H. MUNICIPAL WATER SUPPLY	I. SILTY CLAY LOAM
J. AS SHOWN	K. ALL SERVICES AS REQUIRED	L. AS SHOWN

Area Schedule **30T**

Description	Stage 1		Stage 2	
	Blocks	Area (ha)	Blocks	Area (ha)
Industrial	1-7	5.546	1-6	3.373
Emergency Access	8	0.092		
Roads		0.456		0.432
Sub-Total	8	6.094	6	3.805

Description	Total	
	Blocks	Area (ha)
Industrial	13	8.919
Emergency Access	1	0.092
Roads		0.888
Total	14	9.899

Notes

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
- SITE BOUNDARY AND TOPOGRAPHIC BASE PLAN PREPARED BY MTE, AUGUST 25, 2017 AND UPDATED JUNE 2018. BOUNDARY INFORMATION ALSO TAKEN FROM PLAN 58R-20194.
- ADJACENT PARCEL FABRIC IS APPROXIMATE.

2.	Nov. 22, 2018	For submission to Region;	DGS
1.	Nov. 5, 2018	For review by surveyor and client;	DGS
Revision No.	Date	Issued / Revision	By

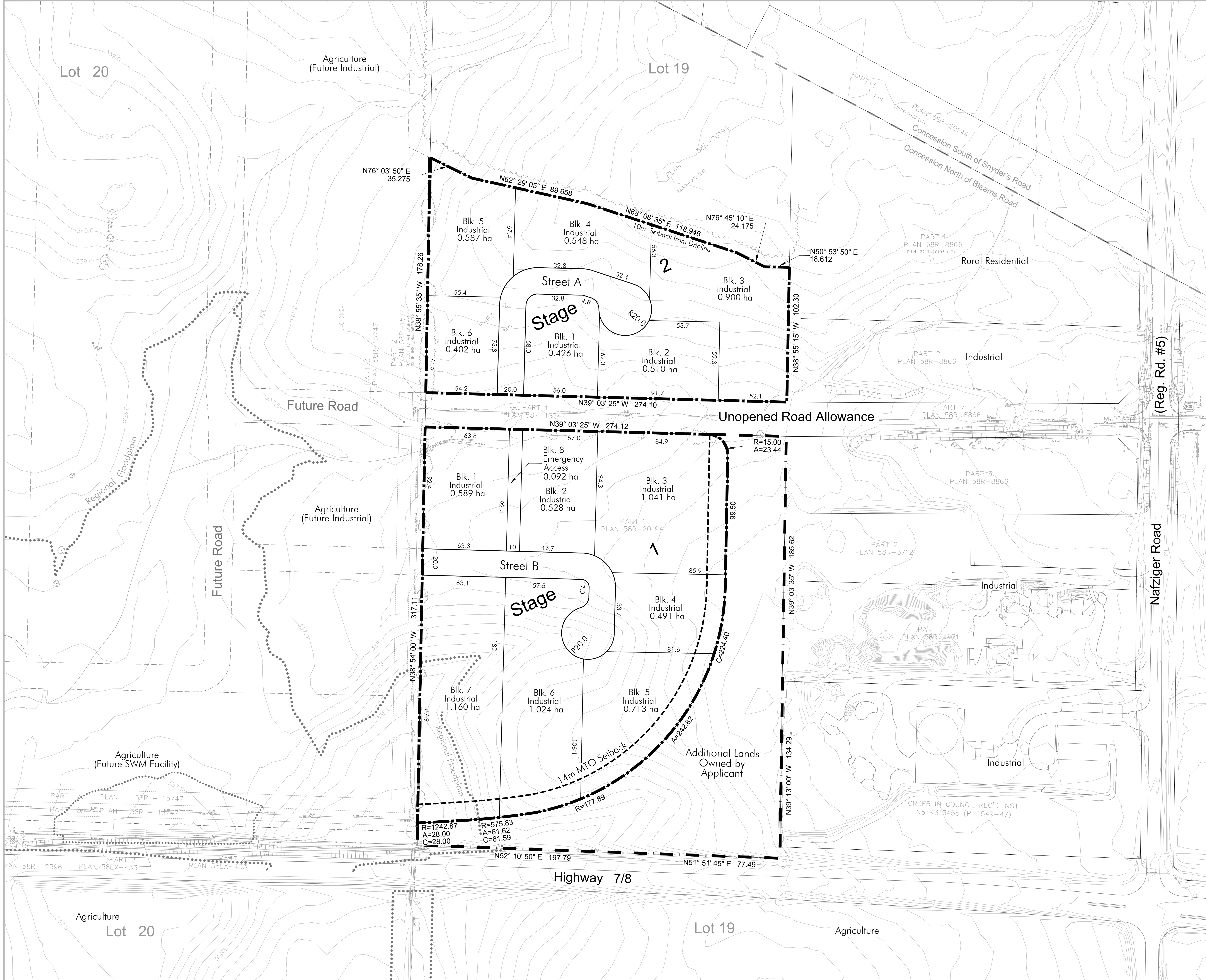
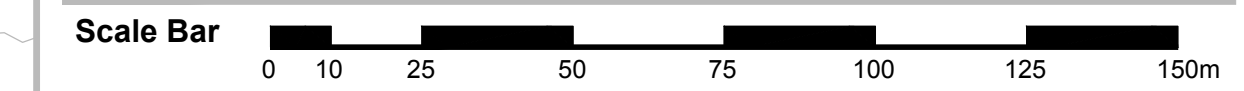
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Approval Stamp	Date	November 22, 2018
	File No.	18157A
	Plan Scale	1:1,250 (24x36)
	Drawn By	D.G.S.
	Checked By	P.C.

Project Highway 7 and Nafziger Road

Applicant New Hamburglrs Inc.
 675 Riverbend Dr. Kitchener, ON
 N2K 3S3
 P: 519.571.8800

File Name DRAFT PLAN **Dwg No.** 1 of 1



4.0 PLANNING ANALYSIS

This section demonstrates that the proposed Draft Plan of Subdivision is consistent with and conforms to the applicable Provincial, Regional and Municipal planning regulatory framework.

4.1 Planning Act

Section 51(1) of The Planning Act defines the regulations for the subdivision of land. The table below identifies the criteria from the Planning Act and provides a response to how each has been satisfied.

Criteria	Response
<i>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	The effect of the proposed Draft Plan of Subdivision has regard for matters of provincial interest as identified in Section 2 of the Planning Act. In particular the proposed subdivision contributes to: (k) the adequate provision of employment opportunities; and (p) the appropriate location of growth and development.
<i>(b) whether the proposed subdivision is premature or in the public interest;</i>	The proposed plan of subdivision is in the public interest as it is identified as General Industrial in the Township of Wilmot Official Plan. Zoning for the subject site has already been amended by the Township of Wilmot for the proposed use. The proposed plan of subdivision is intended to implement the land use direction provided by the Official Plan.
<i>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The Draft Plan of Subdivision conforms to the Regional Official Plan and Township Official Plan. The proposed Draft Plan of Subdivision is also consistent with the adjacent Plan of Subdivision for the Badenvue Development Inc. lands, and surrounding industrial uses located off of Nafziger Road.
<i>(d) the suitability of the land for the purposes for which it is to be subdivided;</i>	The subject lands are located within the settlement boundary and are designated and

	zoned for industrial uses. Therefore, the lands are suitable for the purpose for which they are to be severed.
<i>(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;</i>	Not applicable – Affordable housing units are not proposed as part of these planning applications.
<i>(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	The right of way proposed through the Draft Plan of Subdivision is through the road allowance off of Nafziger Road, east of the site. Nafziger Road accesses Highway 7/8, which links the proposed subdivision with the broader transportation system. The proposed road from Nafziger Road will also connect with the western lands, connecting both sites to Hamilton Road. The applicant has provided preliminary grading information for the proposed blocks within the Plan of Subdivision to assist in the detailed design of the proposed roads within the subject site.
<i>(f) the dimensions and shapes of the proposed lots;</i>	<p>The proposed industrial lots are designed at a scale that is appropriate based on the surrounding uses and size of the lands. There are industrial uses located east of the subject lands, fronting onto Nafziger Road, which are similar in size to the proposed industrial blocks.</p> <p>The proposed blocks will provide for consistent frontage for future industrial buildings and adequate industrial lot sizes.</p>
<i>(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</i>	There are no restrictions on the proposed industrial lots.
<i>(h) conservation of natural resources and flood control;</i>	The Core Environmental Feature (woodlot) located north of the subject lands was conveyed to the Township as part of the applicant's parkland dedication. The required 10 metre buffer has been accommodated in the proposed Draft Plan of Subdivision.

	Given the forgoing, an Environmental Impact Study was not required as no negative impacts to natural heritage features are anticipated.
<i>(i) the adequacy of utilities and municipal services;</i>	A Functioning Servicing Report was prepared by MTE which confirms that the proposed lots can be connected to municipal services and there is sufficient capacity with the servicing system. The Functional Servicing Report has been submitted to the Township and Region concurrently with this report and the application for Draft Plan of Subdivision.
<i>(j) the adequacy of school sites;</i>	Not applicable – No school sites are proposed as part of this planning application.
<i>(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i>	The applicant has conveyed the woodlot on the northern portion of the site (6.0 hectares) to the Township.
<i>(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and</i>	The proposed plan of subdivision will create new municipal services that will connect into the larger infrastructure network in the Township of Wilmot and Region of Waterloo. The industrial lands will allow for new buildings with energy efficient models, which will be detailed through the site plan process.
<i>(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).</i>	If the Draft Plan of Subdivision is approved, each site will become an individual parcel of land that will be subject to site plan approval for future development on site.

4.2 Provincial Policy Statement, 2014

The Provincial Policy Statement (2014) (hereinafter referred to as the “PPS”) applies to planning decisions made on or after April 30, 2014.

The PPS outlines policy for Ontario's long term prosperity, economic health, and social well-being. These objectives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth. The PPS policies relevant to the proposal and subject lands have been reviewed and analyzed as part of this analysis.

Settlement Areas:

Section 1.1.3 of the PPS provides direction for development within Settlement. Areas. In settlement areas, the Provincial Policy promotes efficient development patterns, protects resources, promotes green spaces, ensure effective use of infrastructure and public service facilities and minimizes unnecessary public expenditures.

More specifically, policy 1.1.3.2 provides direction for land use patterns within settlement areas. It states that land uses within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 1. Efficiently use land and resources;
 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. Support active transportation;
 5. Are transit-supportive, where transit is planned, exists or may be development; and
 6. Are freight supporting, and
- b) A range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.6 also states that new development taking place in the designated growth areas should occur adjacent to the built up area and shall have compact form, a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development efficiently uses the land which has previously been designated by the Township of Wilmot as an industrial park. The lands are located within the urban area, in proximity to the built up area and provide for intensification through the creation of employment lands.

The subject lands are efficiently planned and create thirteen parcels of land planned for a range of industrial uses. All parcels will be subject to future site plan approval where energy efficiency principles can be incorporated into the detailed design.

The current zoning of the site permits a wide range of industrial uses which will cater to many forms of employment for the Township and Region. The location of the property for shipping goods from the various industrial uses is ideal as trucks and delivery services can utilize the proximity to Highway 7/8 and access to the 401.

Land Use Compatibility:

Section 1.2.6 of the Provincial Policy Statement provides direction for Land Use Compatibility for major facilities as they relate to sensitive land uses. The policy states that the industrial use should be designed, buffered and/or separated from each other to prevent and mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety and ensure the long term viability of major facilities.

The lands are appropriately buffered from nearby residential uses on the eastern side of New Hamburg. The adjacent proposed Plan of Subdivision (Badenview Development Inc.) will provide an appropriate transition of uses, as light industrial uses (office, warehouse, biotechnological, etc.) are proposed adjacent to the residential uses. An Air Quality and Noise Compatibility Study completed by Novus Environmental Inc. for the adjacent proposed development recommends an earthen berm be developed and that loading areas front onto the future road rather than adjacent to residential uses.

The New Hamburg lands are appropriately set back from roads and buffered by the woodlot from neighbouring rural residential uses. The subdivision is proposed to permit Class III industrial uses. As per the Provincial D-6 Industrial Guidelines, the required setback of 300 metres from sensitive uses is met by the proposed Draft Plan of Subdivision as the development will be at least 575 metres away from the New Hamburg settlement area.

It is our understanding that site specific issues can be addressed through future site plan applications and studies, the proposed industrial plan of subdivision should be considered compatible with adjacent industrial and residential uses in accordance with the Provincial Policy Statement.

Employment:

The Provincial Policy Statement directs for municipalities to provide for an appropriate range of employment uses to meet long term needs. Policies 1.3.1 and 1.3.2 of the Provincial Policy Statement encourages municipalities to have a plan for employment uses for the next 20 years and ensure these areas are protected and that necessary servicing infrastructure is available to service them.

The lands are designated industrial. The plan of subdivision intends to implement the Township's Official Plan and provide services employment lands to satisfy long-term employment needs of the Township and Region.

Infrastructure:

The subject lands are located within a Greenfield area and require the extension of infrastructure (stormwater, sanitary and water) to service the proposed Plan of Subdivision. The Provincial Policy provides direction to municipalities for planning the extension of the future services.

Section 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing within settlement areas. A Functional Servicing Study has been prepared by MTE to evaluate how the proposed lots will be serviced.

The lands are intended to be serviced by the existing sanitary sewer, located at the southern property line of the subject lands. The existing 450mm diameter trunk sanitary sewer currently services the neighbouring subdivision and the Wilmot Recreation Complex. MTE's report confirms that there is sufficient capacity to convey peak sanitary flows from the proposed drainage areas through the existing sewer network to the 450mm diameter trunk sanitary sewer without surcharging.

The proposed development can be adequately serviced through the extension of the existing gravity sewers to the north. There is also adequate capacity in the Morningside Wastewater Treatment Plan to accommodate the proposed subdivision.

Storm drainage for the proposed development will be provided through a combination of minor (piped) and major (overland), and combined minor and major (drainage channels) drainage systems. The proposed SWM facility will accommodate drainage for the contributing drainage area, including both proposed industrial subdivisions.

All other utilities will be connected through the extension of services from Hamilton Road and Nafziger Road (hydro, gas, telephone and cable services).

Transportation and Infrastructure Corridors:

Section 1.6.8 of the Provincial Policy Statement provides direction for the protection of transportation and infrastructure corridors. The proposed access from Nafziger Road via the Township's road allowance will access Highway 7/8 and the 401 for the transportation of good as well as use by employees in the industrial area or commuters. The proposed subdivision will not negatively impact the corridor as it is specifically designed to service the Township of Wilmot Employment Lands.

Natural Heritage:

Section 2.1.1 of the Provincial Policy Statement provides policy to protect the natural features and areas for the long term. Policy 2.1.2 and 2.1.3 state that natural heritage systems be recognized and protected and that linkages be maintained between features. As previously discussed, the significant woodlot located on the northern portion of the lands has been conveyed to the Township, and the required 10 metre buffer between the proposed development is to be maintained. This environmental feature is protected and shall not be impacted by the proposed industrial development.

Based on the above analysis of the Provincial Policy, the proposed Industrial Plan of Subdivision is consistent with the province's direction relating to settlement areas, employment lands, land use compatibility, infrastructure, transportation and infrastructure corridors, natural heritage and natural hazards. Therefore, the applications are consistent with the Provincial Policy Statement.

4.2 Growth Plan for the Greater Golden Horseshoe, 2017

The 2017 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was released on May 18, 2017 and came into effect on July 1, 2017. The Growth Plan is a framework for implementing the Provincial Government’s vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe.

Managing Growth

Section 2.2.1 of the Growth Plan states that future growth in the Greater Golden Horseshoe should be located in settlement areas where there is a delineated built boundary and have existing or planned municipal water and waste water services and can achieve complete communities.

Section 2.2.1.4 describes a complete community as one that supports a diverse mix of land uses, including residential, employment and convenient access to local stores, services and public service facilities as well as improving social equity, providing a range of housing options (affordability), etc.

The proposed development is planned within the settlement area on lands planned for employment uses. The proposed subdivision will be municipally serviced.

Employment

Section 2.2.5 of the Growth Plan provides policy for employment lands within the Greater Golden Horseshoe.

Policy 2.2.5.1 b) states that municipalities should ensure the availability of sufficient land, in appropriate locations for a variety of employment to accommodate forecasted employment growth. Policy 2.2.5.5 requires municipalities to develop an employment strategy that identifies a minimum density target, identifies opportunities for intensification of employment areas served by active transportation and planned transit. Policy 2.2.5.6 states that municipalities shall designate all employment areas including prime employment areas in Official Plans and protect them for appropriate employment uses in the long term.

The Region of Waterloo Official Plan identifies the subject lands and surrounding area for Greenfield Development. These lands will help the Region achieve employment targets for the long term. The subject site will provide for 6 parcels of industrial land.

Policy 2.2.5.8 states that municipalities should locate employment areas adjacent to or near major good movement facilities and corridors, including highway interchanges. Direct connection to other major corridors in the Region is also provided. The location of the lands along a major provincial highway with connections to the 401 allows for the movement of goods across southwestern Ontario.

Natural Heritage System

Section 4.2.2 of the Growth Plan provides policies to protect the Natural Heritage System. There are natural heritage features which are located north of the subject lands which include a woodlot.

Policy 4.2.2.3 states that new development or site alteration will demonstrate that there are no negative impacts to key natural heritage features or key hydrologic features or their functions, that features should be connected (where possible) and that removal of any natural heritage features be avoided.

The woodlot located north of the subject lands was originally owned by the applicant, but have now been conveyed to the Township. A 10 metre setback between the conveyed lands and the proposed development ensures future development will not have negative impacts on the woodlot/natural heritage features.

The proposed Draft Plan of Subdivision conforms to the Growth Plan for the Greater Golden Horseshoe, 2017.

4.3 Waterloo Regional Official Plan, 2015

The subject lands are identified as the following in the Regional Official Plan:

- Map 3C Urban Area: Township Designated Greenfield Areas (please refer to **Figure 6** in this report)

An analysis of the relevant planning policy is described in the section below demonstrating how the proposed development is consistent with the intent of the Regional Official Plan Policies.

Township Designated Greenfield Areas: Development Policies

The Region of Waterloo has designated the subject lands and surrounding area as Township Designated Greenfield Areas. This designation identifies lands within Township Urban Areas that are outside the built boundary as identified by the Province. Policy 2.D.1 outlines the general development policies for the Region:

2.D.1 *In preparing or reviewing planning studies, or in reviewing development applications or site plans, the Region and/or Area Municipalities will ensure that development occurring within the Urban Area is planned and developed in a manner that:*

(a) supports the Planned Community Structure described in this Plan;

(b) is serviced by municipal drinking-water supply system and a municipal wastewater system;

(c) contribute to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and use of transit;

(d) protects the natural environment, and surface water and groundwater resources;

(e) conserves cultural heritage resources and supports the adaptive reuse of historic buildings;

(f) respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;

(g) facilitates residents' access to locally grown and other healthy foods in neighbourhoods; and

(h) promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.

In response to the Region's Development Policies, the proposed development supports the planned community structure of the Official Plan as they are within the Township's Urban Area, outside of the built boundary. The lands are proposed to be serviced by municipal drinking-water supply and a wastewater system.

The proposed development contributes to the creation of complete communities in terms of development patterns, densities and an appropriate mix of land uses. The lands are located within the Township's Urban Area Boundary, and provide employment lands for the Township and wider Region that will help achieve the density target of 40 jobs per hectares for serviced employment lands. It is estimated that a density of 46 jobs per net hectare (42 jobs per gross hectare) can be achieved with the proposed development¹.

The proposed development is appropriately buffered from the significant woodlands located north of the subject lands, and have dedicated these lands to the Township for future protection. In terms of scale and surrounding physical character, the proposed development is set back from Nafziger Road, which also includes and permits industrial uses. Future issues of incompatibility are not anticipated due to the existing industrial uses around the subject lands.

The proposed development does not provide for building design and orientation as industrial blocks for future development are proposed. Energy conservation features and the use of alternative energy systems can be reviewed as part of site plan applications for future development within the industrial subdivision.

Transit Oriented Development Policies

The Regional Official Plan provides for transit-oriented development policies that have also been considered as part of this development proposal:

Policy 2.D.17 (c): *Establish a network of continuous sidewalks, community trails and bicycle pathways that provide direct, safe, comfortable and convenient linkages within the neighbourhood and externally to other neighbourhoods, including linkages to transit stops, employment areas, school sites, food destinations and community facilities.*

Policy 2.D.17 (d): *Provide any required easements, land dedications and pedestrian amenities in accordance with Policy 5.A.3 to support walking, cycling and existing or planned transit services for everyday activities.*

¹ Based on an assumption of 0.5 million square feet of industrial gross floor area at an employment density of 1 employee per 1,200 square feet, as per the Township of Wilmot's 2014 Development Charges Background Study (June 12, 2014) prepared by Watson & Associates.

Policy 2.D.17 (g): *Discourage the use of noise attenuation walls and berms through the use of passive noise attenuation measures in accordance with Policy 2.G.15.*

The applicant is committed to providing safe and convenient linkages that connect the proposed development to surrounding uses, the Town of New Hamburg and wider Region. The development of the unopened road allowance will physically connect Hamilton Road and Nafziger Road. The new collector street will include a community trail in the right-of way. The County trail will be 3 metres wide with an asphalt base to accommodate all modes of non-motorized transportation, which provides a direct connection to the Wilmot Recreation Centre.

Township Designated Greenfield Areas

Policy 2.E.6 of the *Region of Waterloo Official Plan* states that *Area Municipalities, in collaboration with the Region, will ensure development occurring in Township Designated Greenfield Areas will be planned to:*

- (a) *Conform to policy 2.D.17 (a), (c), (d) and (g);*
- (b) *Achieve the following density targets:*
 - i. *Areas serving solely an employment function (serviced) will be planned to meet or exceed a minimum density of 40 jobs per hectare;*
 - ii. *Areas serving primarily an employment function (unserved) will be planned to meet or exceed a minimum density of 25 jobs per hectare.*
- (c) *Provide a development pattern and road network that supports the integration of transit services, where planned to be available in the future; and*
- (d) *Require development to be serviced by municipal drinking water supply system and a municipal wastewater system.*
- (g) *Discourage the use of noise attenuation walls and berms through the use of passive noise attenuation measures in accordance with Policy 2.G.15.*

The proposed development conforms to the Township Designated Greenfield Area policies. The development will serve the area through the provision of employment densities meeting or exceeding at least 40 jobs per hectare. The proposed road network supports the future integration of transit, should it become available and will be fully serviced by municipal drinking water and wastewater.

The use of passive noise attenuation measures are encouraged by the Regional Official Plan. The adjacent lands (Badenview Development Inc.) will appropriately transition from the residential area west of the subject lands to general industrial uses on the subject lands. An Air Quality and Noise Compatibility Study was completed for the Badenview lands, and recommends an earthen berm be constructed to mitigate noise impacts from future light industrial uses.

The proposed development meets the minimum separation distance of 300 metres for Heavy Industrial/Class III uses recommended through the MECP's D-6 Guidelines.

Greenlands Network: Core Environmental Feature

The Greenlands Network comprises Landscape Level Systems, Core Environmental Features, Fish Habitat, Supporting Environmental Features and the linkages among these elements, and lands designated within the Provincial Greenbelt Plan as Natural Heritage System.

The Regional Official Plan designates lands north of the proposed Draft Plan of Subdivision as Core Environmental Features (woodlot – Please see **Figure 7**). Site alteration will not be occurring to these lands, and a 10 metre buffer is provided for.

The proposed Draft Plan of Subdivision conforms to the general intent of Regional Official Plan, 2015.

4.4 Township of Wilmot Official Plan, 2006

The Township of Wilmot Official Plan, 2006 designates the subject lands as the following:

- Map 2, Land Use: Baden/New Hamburg Urban Areas
- Map 5, New Hamburg Urban Area: General Industrial (please refer to **Figure 8**)
- Map 7, Transportation: A Primary Township Road Corridor is proposed along the northern portion of the lands.
- Map 3, Environmentally Constrained Lands: Environmentally constrained lands along the southern portion of the lands.

General Industrial

Section 2.1.8 of the Official Plan provides policy direction relating to developments within the designated General Industrial Area. The General Industrial designation only applies to land located within the Baden and New Hamburg Areas which have municipal water and wastewater servicing. The Functional Servicing Report prepared by MTE confirms that the proposed development can be adequately serviced through the extension of the existing gravity sewers located north of the site. The predominant use of land shall be for industrial uses that require open storage of goods and materials, such as manufacturing, processing, assembling, repairing, wholesaling, warehousing, trucking and storage.

As per section 2.1.8.3 and 2.1.8.4, no residential uses are permitted in a General Industrial designation, and all development shall be subject to Site Plan Control.

Environmental Areas

The Township of Wilmot Official Plan identifies Locally Significant Natural Areas north of the subject lands (see **Figure 9**). These areas includes a woodlot. Policy 8.1 states that the ecological functions and interconnections that occur in significant environmental areas should be preserved to maintain the integrity of the landscape and development must be compatible to ensure natural features and functions are conserved and enhanced.

As per policy 8.1.1.3 regarding acquisition of Environmental Areas by the Township, the landowner has conveyed the woodlot located north of the lands to the Township. The proposed development is adequately set back from the Environmental Area in order to preserve its function as a significant woodlot.

Environmentally constrained lands are also identified along the southern portion of the lands, north of Highway 7/8. This area coincides with the regulated floodplain that affects the lands. The stormwater management design for the subdivision is intended to replicate the storage capacity of the floodplain, thus mitigating any on-site or downstream flooding hazards. Further discussion regarding the stormwater management design can be found in MTE's Preliminary Stormwater Management Report.

Based on the above analysis, the proposed development is consistent with the policy of the Township of Wilmot Official Plan.

4.5 Township of Wilmot Zoning By-law

The Township's Zoning By-law (83-38) establishes and regulates land use in the Township by implementing the policies of the Official Plan. Schedule B of By-law 2005-106 identifies the subject property as being zoned Zone 10 (Industrial). Please refer to **Figure 10**.

By-law No. 2005-106 amended By-law No. 83-38 to re-zone the lands from Agricultural to Industrial uses. By-law 2005-106 further prohibits unscreened, open storage of raw or finished materials between the limits of Highway 7/8 and any main building. This by-law also provides that Class III industries shall not be located within 300 metres of any sensitive land use west of the subject lands, in accordance with the D-6 Guidelines. As mentioned above, the subject lands meet this 300 metre minimum distance separation.

Section 16.1 of the Township's Zoning By-law provides that Zone 10 (Industrial) allows for a range of industrial uses including:

- Any manufacturing, fabricating, processing, repair, storage, distribution or transportation operation, except the following:
 - a) A use designated as an offensive trade, business or manufacture by the Public Health Act, R.S.) 1980 and amendments thereto;
 - b) A use which is or may become obnoxious, offensive or dangerous by reasons for the presence, emissions or production in any manner of odour, dust, smoke, noise, fumes, vibration, refuse matter or water carried wastes;
 - c) A use which would require for its operation a standard of services (particularly water supply and waste disposal) which the municipality is unable or unwilling to provide;
 - d) The recycling of animal products or a rendering plan;
 - e) The recycling or refining of petroleum products.
- Veterinary Clinic;

- Residence of caretaker, supervisor or other such employee (as per Section 16.1.3);
- Contractor, building supplies dealer/outlet or sawmill;
- Trade school;
- Signs as accessory uses to the forgoing permitted uses in conformity with the regulations contained in subsection 6.15 of this By-law; and,
- Uses accessory to the forgoing permitted uses, including:
 - a) Outdoor storage
 - b) Retail sale of goods produced or stored on site
 - c) One refreshment vehicles or refreshment cart
 - d) Motor vehicles sales, service and repair.

The zoning regulations for Zone 10 are outlined in Table 3 below:

Table 3: Zone 10 and 10a Regulations

Zoning Provision	Regulation
Minimum Lot Area	With municipal sewer - 695 m ²
Minimum Lot Width	With municipal sewer – 22.5 m ²
Minimum Side Yard	Equal to one-half building height but in no case less than 4.5 metres. On any side where a Zone 10 abuts a Zone 2, 2a, 2b, 2c, 3 or 4, the minimum side yard shall be 7.5 m
Minimum Rear Yard	Equal to the building height but in no case less than 7.5 m. In any zone where the rear yard of a Zone 10 or 10a abuts a Zone 2, 2a, 2b, 2c, 3 or 4, no building, structure, outdoor storage or parking shall be permitted within 7.5 m of the rear lot line. Where any rear yard abuts a railway right-of-way, no rear yard is required.
Buffer Strips	A buffer strip in conformity with section 6.14 shall be provided along lot lines that abut a Zone 2, 2a, 2b, 2c, 3 and 4.
Maximum Building Height	Four (4) storeys
Maximum Lot Coverage	50% of total lot area
Off-Street Parking and Off-Street Loading	Shall be provided in conformity with Section 6.10, 6.11 and 6.12. Parking spaces may be provided in the front and flankage yards in a Zone 10 or 10 in accordance with the following: That a landscaped strip of flowers, grass or shrubs, a minimum of 1.0 metres in width, shall be provided and maintained along and abutting the street, except at the location of the ingress and egress ramps.
Outdoor Storage	Shall be located in the rear or side yard and shall not be located within 4.5 m of any lot line.
Main and Accessory	More than one main building shall be permitted on any lot in this

Buildings	zone and all buildings in Zone 10 or 10a shall be considered to be main buildings.
-----------	--

The proposed industrial blocks are designed at a scale that is appropriate based on the surrounding uses. The proposed subdivision complements the existing residential subdivision west of the subject site.

If approved, the proposed subdivision west of the subject site will transition from light to general industrial uses under Zone 10a and 10, respectively. Therefore, the adjacent development will provide the appropriate transition from residential uses to the heavier industrial uses. The proposed blocks are designed to permit development that would meet the yard setbacks, coverage and other applicable zoning requirements.

The proposed blocks are of sufficient size to permit development that would meet the yard setbacks, coverage, parking and all other applicable zoning requirements when they are developed into industrial lots in the future when they are developed into industrial lots in the future.

The proposed Plan of Subdivision complies with the Township of Wilmot Zoning By-law.

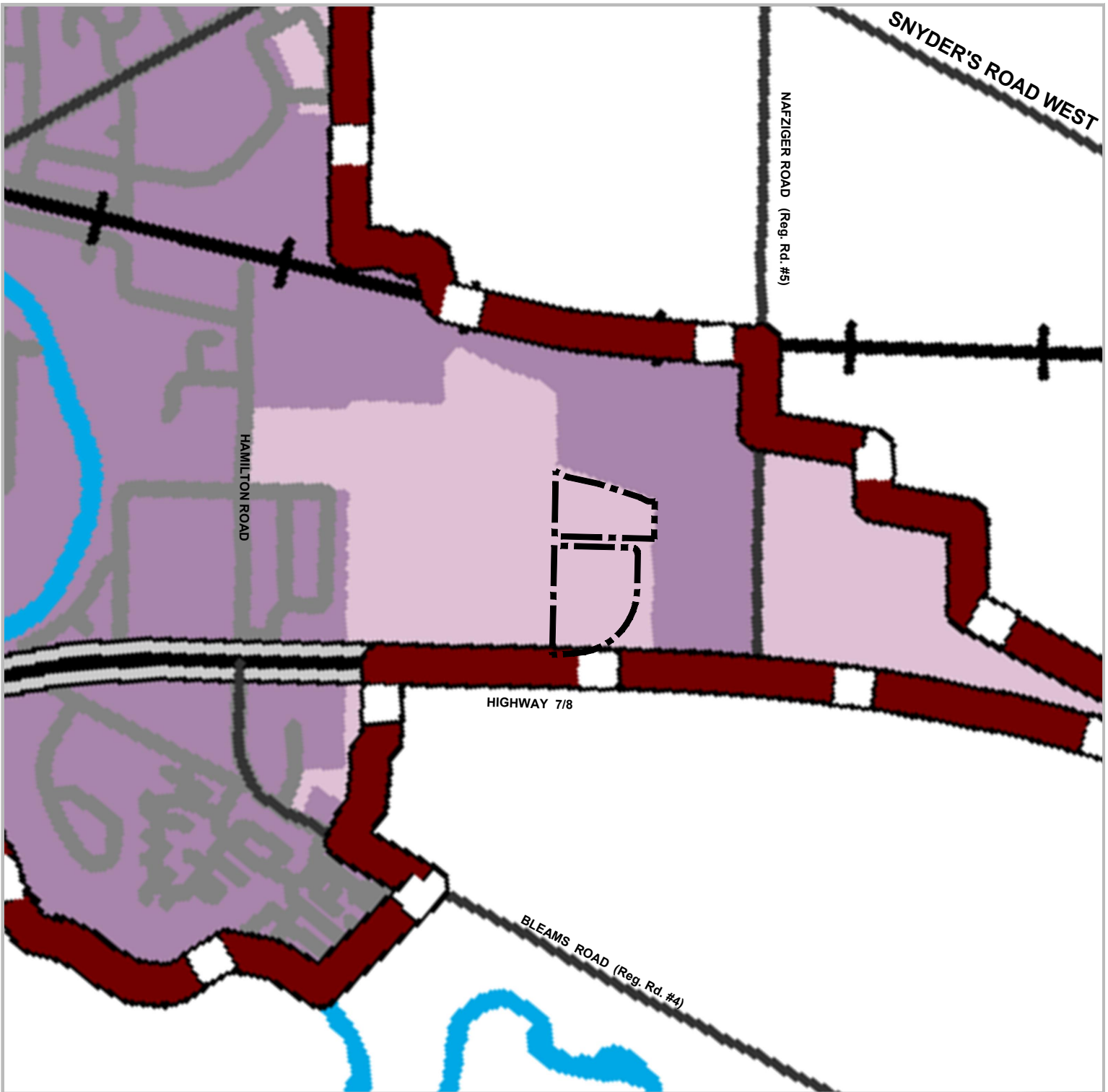



Figure 6
**Region of Waterloo
 Official Plan**
 Map 3c
 Township Designated
 Greenfield Areas

LEGEND

 Subject Lands

Township Urban Area

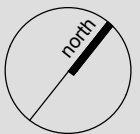
-  Built-Up Area*
-  Township Designated Greenfield Areas
-  Township Urban Area Boundary

DATE: December 18, 2018

SCALE: 1:15,000

FILE: 18157A

DRAWN: DGS



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New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
 Region of Waterloo Official Plan - Map 3c Township Designated Greenfield Areas


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Figure 7
**Region of Waterloo
 Official Plan**
 Map 5
 Greenlands Network

New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO


LEGEND

 Subject Lands

Landscape Level Systems

 Significant Valleys

Core Environmental Features

 Core Environmental Features include: Provincially Significant Wetlands; Environmentally Sensitive Policy Areas; Regional Forests; Forests greater than 4 ha; and Significant Valley Features

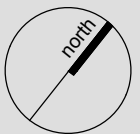
Base Map Source:
 Region of Waterloo Official Plan - Map 5 Greenlands Network

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K:\18157A-NEW HAMBURG-NEW HAMBURGERS INC\RP\TROP MAP 4 GREENLANDS NETWORK.DWG

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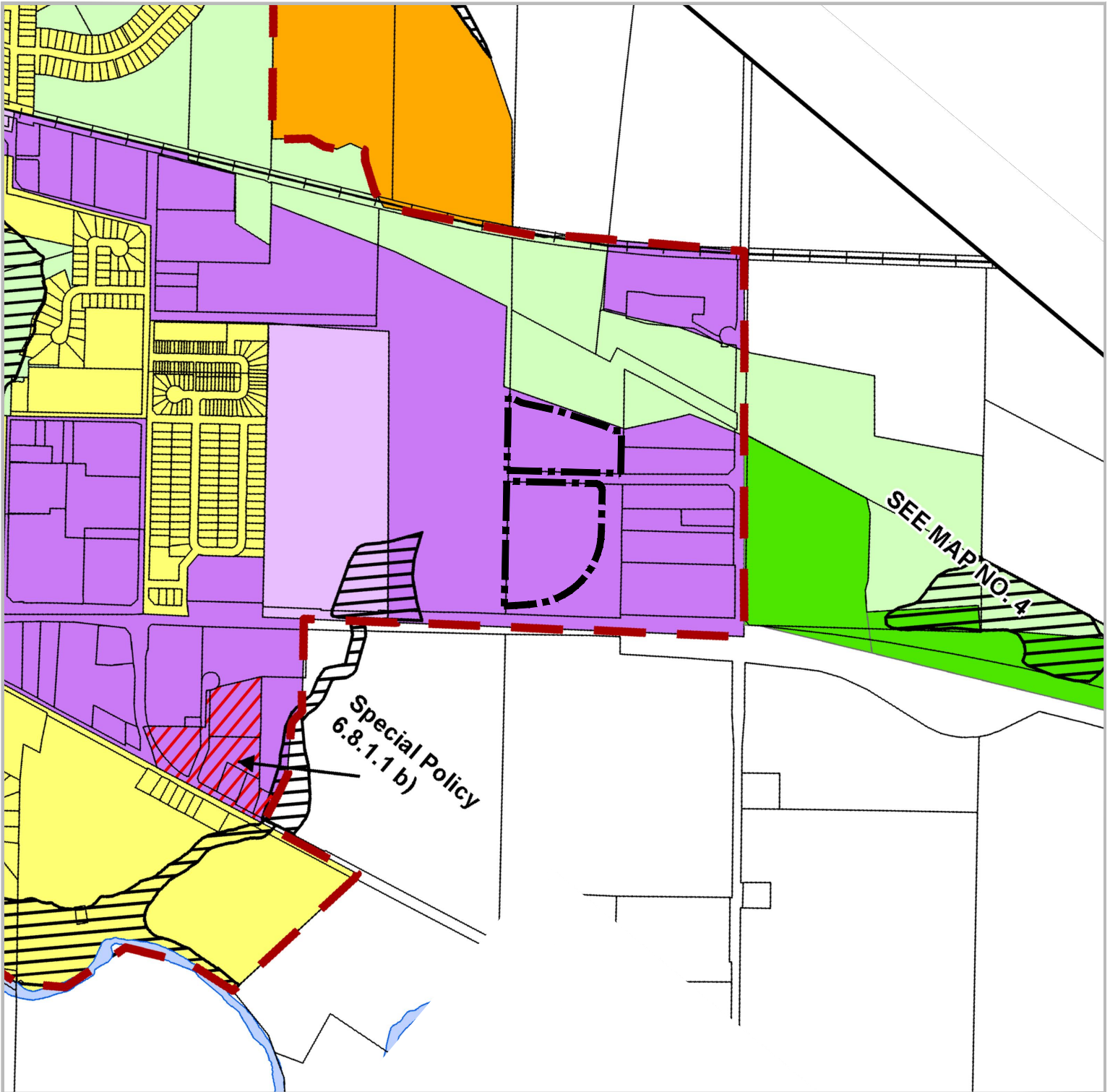












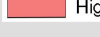


Figure 8
**Township of Wilmot
 Official Plan**
 Map 5
 New Hamburg Urban Area

LEGEND

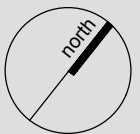
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|---|----------------------|---|--------------------|---|-----------------------------------|
|  | Subject Lands |  | Urban Residential |  | General Industrial |
|  | Urban Core |  | Light Industrial |  | Environmentally Constrained Lands |
|  | Open Space |  | Special Policy |  | New Hamburg Urban Area |
|  | Major Recreation |  | Highway Commercial | | |
|  | Future Land Use Area | | | | |
|  | Highway Commercial | | | | |

DATE: December 18, 2018

SCALE: NTS

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 OP NEW HAMBURG URBAN AREA.DWG

New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
 Township of Wilmot Official Plan - Map 5 New Hamburg Urban Area (June 2012)

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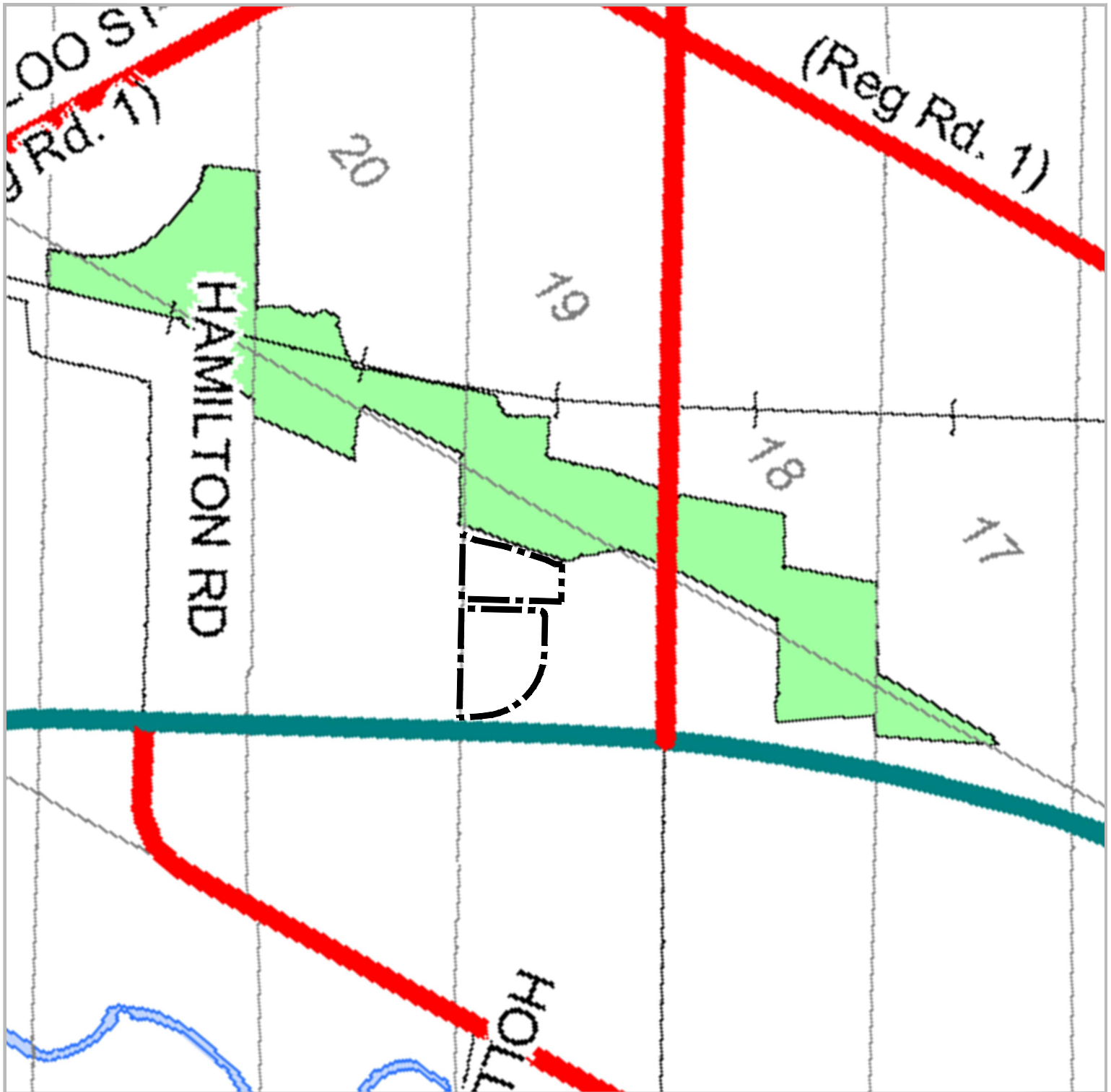




Figure 9
**Township of Wilmot
 Official Plan**
 Map 8
 Environmental Areas

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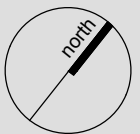
-  Subject Lands
-  Locally Significant Natural Areas

DATE: December 18, 2018

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DRAWN: DGS



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 OF ENVIRONMENTAL AREAS.DWG

New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
 Township of Wilmot Official Plan - Map 8 Environmental Areas

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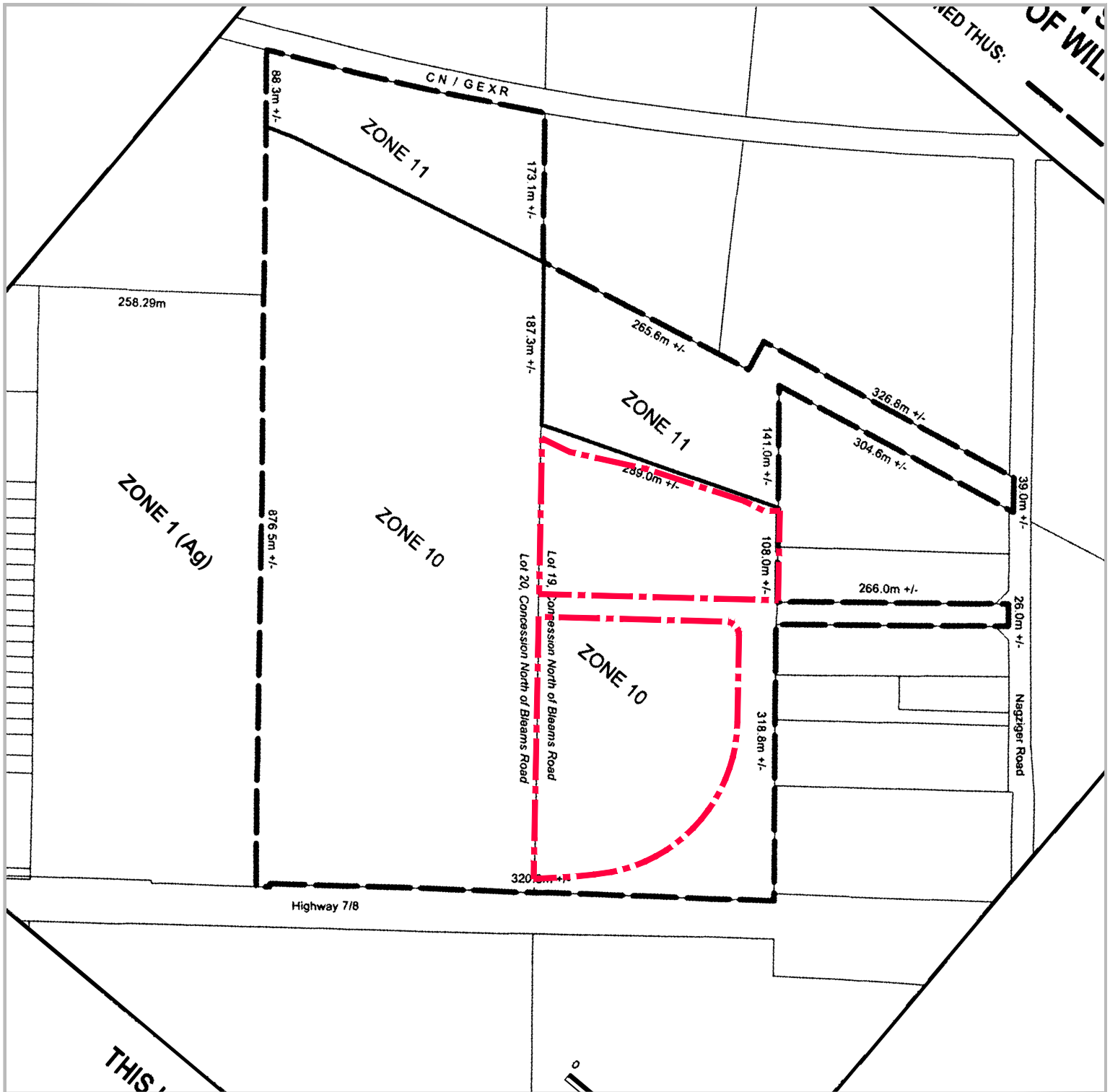



Figure 10
**Township of Wilmot
 Zoning By-law
 2005-106
 Schedule B**

LEGEND

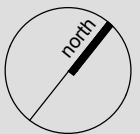
 Subject Lands

DATE: December 18, 2018

SCALE: NTS

FILE: 18157A

DRAWN: DGS



K:\18157A-NEW HAMBURG-NEW HAMBURGLRS INC\RP\TIZING BYLAW
 MAP.DWG

New Hamburglrs Inc.
 PART OF LOT 19, NORTH OF BLEAMS ROAD
 TOWNSHIP OF WILMOT
 REGIONAL MUNICIPALITY OF WATERLOO

Base Map Source:
 Township of Wilmot Zoning By-law 2005-106 - Schedule B (December 12, 2005)

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5.0 SUMMARY OF TECHNICAL STUDIES

The following is a summary of the key findings and recommendations of the supporting technical reports and studies that were required to support the proposed Plan of Subdivision. The content of these reports took into consideration the comments provided by Township and Regional staff and commenting agencies at the Pre-consultation meeting of September 29, 2018.

5.1. Functional Servicing Report

MTE Engineering Consultants have prepared a Functional Servicing Report. Municipal servicing for the lands is proposed to follow the recommendations of the Enhanced Master Drainage Plan and Wastewater Servicing Study for New Growth Areas, prepared by the Township and Region, respectively.

The Functional Servicing Report conclude that the lands can be appropriately serviced. The conclusions of the report are as follows:

- The development can be adequately serviced through the extension of the existing gravity sewers located north of the proposed development;
- There is adequate capacity in the Morningside Wastewater Treatment Plan to accommodate the proposed subdivision;
- Water supply for the proposed development can satisfactorily meet the pressure and flow demands through connections to the existing water municipal distribution system;
- The proposed development can be adequately serviced through the extension of existing utilities including hydro, gas, cable TV and telephone.

5.2. Stormwater Management Report

MTE Engineering Consultants have prepared a Preliminary Stormwater Management Report. Stormwater design for the subdivision is in accordance with the Township's Enhanced Master Drainage Plan.

The findings of the report include:

- Stormwater management for the development can be accommodated by directing the maximum allowance drainage areas to the proposed SWM facility;
- The proposed SWM facility will utilize a wetpond design providing quality control and quantity control of runoff prior to discharge from the subject lands. Total development plans for the proposed SWM scheme include approximately 153.7 hectares of land (both the Badenview and New Hamburglrs lands);
- Enhanced quality control of stormwater runoff can be provided in the proposed SWM facility;
- Quality control targets for post-development peak flow rates can be achieved in the proposed SWM facility;
- The Regulatory Floodplain can be contained within the proposed SWM facility;
- Post-development erosion will be mitigated by the use of extended detention for both the 12.5mm and 25 mm storm events; and,
- A monitoring program will be implemented to ensure that the SWM plan proposed is implemented and performs at an acceptable level. Monitoring will commence during development, and continue post-development.

In conclusion, the stormwater management strategy outlined in MTE's report will provide the site with appropriate levels of quality, quantity, erosion and regulatory floodplain controls to meet the criteria set out for the Wilmot Employment Lands, as documented in the EDMP.

5.3. Water Distribution Analysis

MTE Engineering Consultants have prepared a Preliminary Water Distribution Analysis for the proposed development. The purpose of this analysis is to confirm that adequate pressure and water supply is available to support the proposed development, through connections to the existing/future water distribution network. The preliminary analysis is also used to determine the pipe sizes for proposed internal water distribution network and whether the pressures within the development under various demand scenarios, including fire flow, are within the guidelines set out by the Ministry of the Environment, Conservation and Parks, Region of Waterloo and Township of Wilmot.

The analysis concludes the following:

- Two direct connections to the future proposed transmission watermain will adequately service the proposed Wilmot Employment Lands subdivision;
- The subdivision's water distribution system will adequately provide the required daily water demands above the recommended minimum pressure guidelines for both the average and maximum demand scenarios, and between the minimum and maximum pressure range guidelines for the minimum and peak hour demand scenarios;

- All blocks located where the centreline of the road elevation is below approximately 341.0 , which represents most of the subdivision, may require the installation of individual pressure reducing valves or one larger subdivision pressure reducing valve, in order to reduce the incoming water pressure below the recommended maximum value; and
- Water model results indicate that the proposed water distribution system will adequately provide the recommended FUS fire flows at the minimum MECP pressure.

It is recommended that the water distribution analysis be updated during Final Design of the Wilmot Employment Lands subdivision.

5.4. Hydrogeological Investigation

MTE Engineering Consultants have prepared a Hydrogeological Investigation for the proposed development. The objective of this study was to investigate the potential impacts associated with the proposed development on the subject lands. The investigation assesses the local and regional hydrogeological characteristics; determines the local groundwater elevations and interprets flow direction; determines infiltration opportunities; and, provides a preliminary assessment for the need for construction dewatering.

Key findings from the report include:

- The report concludes that development can still be constructed in the low permeable environment with adequate engineering design in order to move water away from the building foundations (e.g. installing a weeping tile system that collects water pumped out of a designated sump pump system). It is anticipated that sump pumps will only be active for short periods of time.
- The groundwater may be encountered during the installation of services and construction dewatering may be required. The use of cut-off collars is recommended in these areas to prevent the migration of groundwater through pipe bedding and backfill; and
- If the water table is encountered during construction, the volumes produced may not exceed 50,000 litres/day and therefore a Permit to Take Water (PTTW) or Environmental Activity Sector Registry (EASR) may not be required.

MTE recommends the Draft Plan Conditions require the following:

- Continuous groundwater monitoring;
- Updated information should be utilized during final design of the development as well as during the design of the site plan blocks;
- Further assessment of the requirement for construction dewatering, including whether a PTTW or EASR is required;

- During the development application process, existing on-site groundwater monitoring wells be maintained in accordance with Ontario Regulations 903; and
- Prior to construction activities, monitoring wells located within proposed construction areas will need to be decommissioned in accordance with Ontario Regulation 903.

5.5. Geotechnical Study

Peto MacCallum Ltd. prepared a geotechnical study of the lands to explore the subsurface soil and ground water conditions at the site and to provide geotechnical recommendations for the proposed development. The study concludes the following:

- The site is generally underlain by firm to very stiff clayey silt. It is feasible to support buildings on conventional spread or strip footings;
- The location and details of the existing agricultural and municipal drains should be confirmed prior to construction and if necessary, rerouted into easements away from building areas, or be decommissioned where appropriate.
- It is recommended that test pits be carried out through the tendering stage of the project in order that prospective contactors may familiarize themselves with soil and groundwater conditions and any dewatering requirements that may be required.

For additional details on the Geotechnical study findings, please refer to the full report, which has been submitted with this report.

5.6. Land Compatibility Study

Novus Environmental Inc. was retained to undertake an Air Quality and Noise compatibility Study for the lands. This study focuses on potential air quality and environmental noise impacts on nearby sensitive residential receptors in support of the rezoning application. Novus assessed potential air quality and noise impacts from the development with respect to the Ministry of Environment, Conservation and Parks (MECP) Guideline D-6 – *Compatibility Between Industrial Facilities & Sensitive Land Uses*.

The findings of the study support a recommendation for a 2.5 metre high earthen berm to be located along the western edge of Block 2 (Stage 2). The report further recommends that when future industry purchases/leases a lot, they will need to conduct a noise assessment for their building/proposed use. The earthen berm will provide mitigation for ground levels and outdoor amenity areas for the existing residential uses and allow industries of the development to install an additional noise wall on top of the berm if future noise studies indicate these to be required.

Novus recommends that loading areas in Block 2 be located between Street 2 and future buildings to create a built buffer between future development and residential uses. If this scenario is implemented, the applicable MECP air quality and noise regulations, guidelines and policies will be met; the requirements of

MECD Guidelines D-6 are met; and the potential for adverse impacts from air quality and noise sources associated with the development is negligible.

5.7. Transportation Impact Study

A Transportation Impact Study (TIS) was prepared for the subject lands and adjacent industrial subdivision lands (Badenview Development Inc.) by Paradigm Transportation Solutions Ltd. Analysis was based on the two proposed municipal road connections: West Road connecting to Hamilton Road and East Road connecting to Nafziger Road. The purpose of the TIS was to determine the impacts of development traffic on the surrounding road network and to identify any improvements necessary to accommodate projected traffic from the development.

The Traffic Impact Study addressed two scenarios:

- 1) Existing Highway 7/8 intersection configurations at Hamilton Road and at Nafziger Road;
- 2) Future configuration involving at-grade improvements at the Hamilton Road intersection, and a new interchange at Nafziger Road.

The main findings of the TIS relative to the subject lands are as follows:

- In terms of existing traffic conditions, the study area intersections operate with generally acceptable levels of service during the peak hours.
- At the two existing Highway 7/8 intersections, individual turning movements are forecast to operate with level of service deficiencies.
- The Hamilton Road and West Road intersection will require stop sign control on West Road and a southbound left-turn lane with a storage length of 50 metres.
- The Nafziger Road and East Road intersection will require traffic signals along with an eastbound left-turn lane with a storage length of 100 metres. The results of an initial screening analysis for providing a roundabout instead of traffic signal control indicates that an Intersection Control Study (ICS) is justified for further investigation to determine which alternative would be appropriate at this location.
- At the Highway 7/8 intersection of Hamilton Road and Nafziger Road, southbound left-turn lane storage at both intersections should be extended as part of the road modifications.

For additional details on the Traffic Impact Study findings, please refer to the full report, which has been concurrently submitted with this report.

6.0 PUBLIC CONSULTATION STRATEGY

The Planning Act (specifically O. Reg 544/06, amended by O. Reg. 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

We propose that the public consultation process for the proposed Zoning By-law Amendment follow the Planning Act statutory requirements. The following points of public consultation are proposed:

- A public meeting advertised by the Township and heard by the Planning Committee.
- Direct written responses to comments raised through the public consultation process will be provided to Township Staff for their review and consideration in the preparation of a Township Staff Report.
- Preparation of a Township Staff Report, with the Report to be available to the public in advance of Township Council's consideration of the applications. This will include the Township Staff Report and may also include technical studies and reports prepared in support of the applications.
- A Planning Committee Meeting at which time Staff Report, all available information, and public input will be considered.
- A Council Meeting will be held, at which time the Staff Report, all available information, and public input will be considered in Council's final decision.

7.0 CONCLUSION

The purpose of this planning report was to evaluate the proposed Plan of Subdivision and Zoning By-law Amendment for the subject lands in the context of existing land use policies and regulations, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, and the Township of Wilmot Official Plan and Zoning By-law.

The proposed Plan of Subdivision for New Hamburg Irs Inc.'s Industrial subdivision represents good planning. This opinion recognizes the following:

1. The proposed Plan of Subdivision proposes an industrial subdivision on designated lands within the urban boundary. The subject land will be serviced by full municipal services, and is in close proximity to major transit corridors.
2. The proposed Plan of Subdivision is consistent with the Provincial Policy Statement, 2014, and conforms to the Growth Plan for the Greater Golden Horseshoe, 2017.
3. The proposed Plan of Subdivision conforms to the Regional Official Plan, 2015, the Township of Wilmot Official Plan, 2006 and the Township of Wilmot Zoning By-law.
4. The proposed development will provide for much needed serviced employment lands to the Township.
5. The development meets the Province's D-6 Guidelines which will ensure impacts are mitigated on surrounding sensitive land uses.
6. Vehicular and pedestrian connections will be provided from the established New Hamburg settlement area to Nafziger Road and other community facilities (e.g. Wilmot Recreation Centre).
7. Adjacent natural heritage features will be protected and buffered.
8. The development will facilitate the extension and looping of services.
9. Stormwater management is comprehensively addressed in accordance with the Master Drainage Plan for the Wilmot Employment Lands.

Respectfully submitted,

MHBC



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