

From: [Caralee Schneider](#)
To: [Angie Hallman](#); barry.fischer@wilmot.ca; [Cheryl Gordijk](#); [clerks](#); [Jeff Gerber](#); [Jennifer Pfenning](#); [Les Armstrong](#); mike.harrisco@pc.ola.org
Subject: Stop the MZO in Wilmot Township
Date: Sunday, January 9, 2022 11:53:58 AM

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

Today is January 7th, 2022

I am a lifelong resident of Wilmot Township and I am writing my email in regards to recent MZO that was proposed over Christmas. I am emailing a number of government officials and the clerks office today so my questions will be forwarded to the developer and included in the public record.

I am strongly AGAINST THE MZO and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents. Please strongly say no to this MZO and set a example that this is NOT the way development should happen- community engagement and planning are fundamental in keeping Wilmot great!

Please see my list of questions below.

Thank you,

Caralee Schneider (Eichler)
New Hamburg, ON

Wilmot is our home and it is our duty in this stage to carefully examine what we are potentially signing up for: who we are working with; what their intentions are; and how much thought they have put into this development. In particular I question:

- How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
- Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps?
- What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
- Is our Fire Services infrastructure capable of this development? If not, what are the deficiencies?
- My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this

development?

-Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? How will guest parking be accommodated? How many traditional parking spaces per home are going to be available?

-New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.

-What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO?

-Will this development effect water quality within the township? What studies will be conducted to ensure it does not?

-Why is the Park disconnected from the Trail and far from the senior center?

-How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration?

-What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?

-Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

-What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

-How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

-What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

-What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

-What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

-What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

-What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

Sidewalks/Bike Lanes non-existent

CN Railway Crossing for Pedestrians

Current speed of 80 KM/H (if observed by motorists) – need to lower to 60

No street lighting present on Nafziger Road

Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights?

Turning lanes? No turning mechanisms?)

-What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

-What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

Thank you for your time.

Tracey Murray

From: anita hardy
Sent: Friday, January 28, 2022 9:50 AM
To: Jeff Gerber; barry.fisher@wilmot; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: Say No To The MZO

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

Good morning;

I'm writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers please.

I'm strongly AGAINST THE MZO and believe that we can do better for the growth of our community. I have some concerns I would like the councillors to examine and for the developer to answer. As our representatives you stand up for us and make the decisions that are right for the community. Please say no the the MZO and let them go through the proper channels and not to by pass quickly. This development can either be a positive thing for the community or a disaster. We need you to look at all the aspects NOW not later which will be to late. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, and how this will affect the entire community before you vote.

Here are some of my questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will this developer help the ongoing infrastructure of our community? For example schools, sewage, emergency services, garbage pick up and so on...

2. Why are they by passing the proper channels and asking for the MZO. No fast tracking. If they aren't in a hurry then let them follow the steps like every other developer. Are we in a rush? Do we need these housing development asap? Shouldn't a proper examination be the best outcome for all.

3. Is anything being put in place for them to be accountable to a high standard for the future? What is there are problems?

4. Schools are another thing on my mind. We are bursting out of the seems now with the schooling. We have over capacity of children in all our schools. and had to accommodate portables for them. Do we build another school? Do we add more portables? Busing? Classroom sizes as well. How will this effect the busses. Another school does that mean more taxes?

5. Can our emergency department support the new homes that will be development?

6. Where will these families be parking. If there are 2-3 vehicles per household and one or two parking for them and a few guest parking where will the over flow go? On Nafzinger Rd? That road is heavy travelled as we speak. More vehicles means more congestions which will cause more safety issues.

Do we add sidewalks, do we lower the speed limit, street lights etc etc.... These all have to be look at before we allow them to build.

7. Will this development affect our recreation centres. More people means shorter times on ice, quantity on how many can it hold.

8. One last item. Who will Cachet be supporting in building this development. Would it be local trades in this area? Or will they be bringing tradesman from outside of our community?

All these questions should be asked before we go ahead and approve the MZO. It is better to have all the knowledge now then later saying "Wish we would of..."

Thank you for taking the time in reading my email. Lets do our community proud and say NO.
Mrs. Anita Hardy

From: [Angie Hallman](#)
To: [Anne Loeffler](#)
Cc: [clerks](#)
Subject: RE: comment on MZO
Date: Monday, January 10, 2022 7:01:43 PM

Good evening Dawn and Tracey,

Please include Anne's comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

From: Anne Loeffler
Sent: Monday, January 10, 2022 6:46 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: comment on MZO

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

Dear Councillor Hallman,

I want to go on record as opposing the MZO proposing the new development between New Hamburg and Baden.

The local sewage treatment plant does not have any capacity for further wastewater volumes. I also object to having the local planning process overridden.

I hope the Township will be successful in fighting this.

Yours truly,
Anne Loeffler
New Hamburg

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: MZO development
Date: Saturday, January 22, 2022 7:26:18 PM

From: Anne Morgan
Sent: Wednesday, January 12, 2022 3:37 PM
To: Angie Hallman <angie.hallman@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; mike.harris@pc.ola.org
Subject: MZO development

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To Mayor and Wilmot Coucillors and Mike Harris,

I am appalled by the very sneaky move to bring this MZO to council on December 24th when all attention was focused elsewhere for the holiday. Did you think this could be slipped by quickly without residents noticing???? You called a council meeting for the first day back (January 4th) with almost no ability for the public to reach staff for information, no time for media coverage and during a serious Covid outbreak.

This has been an attempt to by-pass proper Planning procedure governed by the Regional Official Plan, and get immediate approval for developers who have only one concern ...MONEY!

We do not want these MZO's to destroy all the good planning that our region has put in place.

Another concern regarding these MZO's introduced by Premier Ford is that we need thorough environmental assessments before development permissions can be given. Local residents need time to hear and understand the implications of any future development being planned for their area.

Loss of local farmland and green space is serious. We need to preserve all farmland for local food production and any green spaces we have are critical to act as carbon sinks and provide areas for pollinators without which there will be no food. There is also a tremendous and growing need to mentally de-stress in these times of rapid covid spread and relief is provided by green space and natural areas, not by more housing and additional traffic!

PLEASE reject this very poorly planned MZO and think about the future when farmland and green space will be so important and cannot be reclaimed or re-created.

Sincerely,

Anne Morgan Ph.D.

Alan Morgan Ph.D.

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From: [Allyssa Schnurr](#)
To: [Barry Fisher](#); [clerks](#); [Les Armstrong](#); mike.harris@pc.ola.org; [Planning](#); [Sharon Chambers](#)
Subject: Proposed MZO in Wilmot
Date: Thursday, January 6, 2022 7:35:14 PM

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Hi,

As a resident of Baden I wanted to reach out to advise you that I am completely against the proposed MZO in Wilmot. There are other ways to grow this community as this MZO is not an acceptable means of growth. I would like my email included in the public record.

Thank you,
Allyssa Schnurr

From: [Andy Shinnie](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Stop the MZO! Questions if the Day
Date: Friday, January 21, 2022 10:29:48 AM
Attachments: [image0.jpeg](#)

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Does farmland matter to you? Are you concerned about the loss of farmland and the consequences associated with it? Then this MZO should concern you!

Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario.

Is Wilmot doing enough to protect our valuable farmland from development Does our township know how many farms are owned by developers How many others will request an MZO if this one is allowed How much of our valuable farmland can we afford to lose Has our township mapped out all of the farmland that will be lost to future development Is it sustainable Are we effecting biodiversity within Wilmot I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments

At the rate we are paving over farmland there won't be any left in the coming decades... what is wilmot going to do to ensure that doesn't happen



From:
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: MZO question of the day- part 2
Date: Tuesday, January 25, 2022 12:45:20 PM
Attachments: [image0.jpeg](#)

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Are you someone who is affected by flooding in Wilmot? Then this MZO may effect you!

Proper planning processes allow us to conduct a number of studies to ensure surrounding areas aren't effected by new development. It's import at to think of development in terms of the whole system and how it may effect other areas of concern for Wilmot.

It may seem like it's just another field being developed but it will cause more run off and so close to the Nith. How will this effect flooding issues Has the developer taken the current flooding issues into consideration Will this development add to our flooding issues What tests/studies are being done to ensure it won't add to the current issue of flooding What is Wilmot council doing to help combat the flooding that is getting more and more extreme How can Wilmot planning do better to address this concern for many citizens and businesses that are effected



From: [Andy Shinnie](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Stop the MZO
Date: Friday, January 7, 2022 11:18:39 AM

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

Today is January 7th, 2022

I am a lifelong resident of wilmot township and I am writing my email in regards to recent MZO that was proposed over Christmas. I am emailing a number of government officials and the clerks office today so my questions will be forwarded to the developer and included in the public record.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents. Please strongly say no to this MZO and set a example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping wilmot great!

Please see my list of questions below.

Thank you,
Andrea Berwick (Shinnie)

It is our duty in this stage to make sure we cross our t's and dot our i's. We need to know what we are signing up for, who we are working with, what their intentions are, and how much thought they have put into this development.

- How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
- Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps?
- What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
- Is our Fire Services infrastructure capable of this development? If not, what are the deficiencies?
- My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
- Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? How will guest parking be accommodated? How many traditional parking spaces per home are going to be available?
- New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
- What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO?
- Will this development effect water quality within the township? What studies will be conducted to ensure it does not?
- Why is the Park disconnected from the Trail and far from the senior center?
- How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
- How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration?
- What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and

management be left to the township and use more tax payer dollars?

-Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

-What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

-How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

-What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

-What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

-What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

-What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

-What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

Sidewalks/Bike Lanes non-existent

CN Railway Crossing for Pedestrians

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No street lighting present on Nafziger Road

Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes? No turning mechanisms?)

-What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

-What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

Sent from my iPhone

Tracey Murray

From: Adrienne Shinnie
Sent: Thursday, January 27, 2022 4:00 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: Say NO to MZO

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

To all

I am not in favour of the Wilmot MZO.

Please include my email in public record and forward my questions to Cachet Homes and Wilmot council to be answered.

No person or corporation should be allowed to circumvent award winning and vital Regional and Municipal planning which has been necessary for all years since these entities existence?

Why does Cachet Homes think they should have such a privilege while other developers have never had such an opportunity to date?

Why do any Wilmot councillors think Cachet Homes should have such a privilege while other developers have never had such an opportunity to date?

No person or corporation should be allowed to circumvent public input into any development, especially one that is so large.

Any mayor or councillor who approves the MZO is obviously actively taking away citizens rights whom they swore to represent which is completely inappropriate.

Any mayor or councillor who approves the MZO is essentially making their jobs easier by taking themselves out of the development process, making themselves redundant in their capacity to oversee development in our community which clearly is negligence of their sworn duty to the residents of Wilmot.

Why do councillors wish to make themselves redundant and not carry out their sworn duty to Wilmot residents in terms of overseeing "community changing" developments in Wilmot?

Many local developers have been waiting a long time for sewage capacity to be increased to develop their lands. Allowing a developer from outside our community to come into our community and use up the "just increased" sewage capacity is completely inappropriate.

How long have local developers been waiting for increased sewage capacity to proceed with their developments?

How much sewage capacity is currently available?

How much sewage capacity will the MZO use as a percent of total currently available?

How long does Wilmot expect current capacity to last until another sewage capacity upgrade is required?

Local developers tend to use more local tradespeople, realtors, lawyers, banks etc while it is very uncertain if Cachet homes will do the same.

It is important that development within our community benefits the community on many levels including employment opportunities during the development.

To what extent will Cachet Homes hire local tradespeople as a percent of its total workforce? What kind of jobs will Cachet Homes be hiring local people to carry out? Will Cachet Homes employ local realtors to sell their homes?

The proximity of the MZO to Alpine is a recipe for disaster. Is Wilmot prepared to accept this liability? I say absolutely no.

Any mayor or councillor who approves the MZO essentially puts all residents at risk of a huge insurance liability as Wilmot will be held responsible for letting development occur in far too close proximity to potentially deadly chemical plant. Further, Wilmot is not even prepared to deal with should such disaster occur but would be beholden to Kitchener or Waterloo Fire Departments.

What is council doing to protect its residents from insurance liability if there is a chemical spill/incident at Alpine?

Why would council approve a development so close to the potential danger of Alpine?

What will Cachet Homes contribute to community to ensure all residents safety and ensure free from liability of such a disaster?

How can Wilmot make Cachet Homes responsible for this liability rather than placing that liability on its residents?

In conclusion, I am against approval of this MZO. I will lose respect for any mayor or councillor who approves the MZO. Those persons will not be getting my vote in future and I will lobby with local residents to follow my suit and vote out any person who approves the MZO.

Regards
Adrienne Shinnie

Sent from my iPhone

From: [Andrew Geekie](#)
To: [clerks](#)
Cc: [Aaron Sousa](#)
Subject: Resident concerns - Cachet Development MZO Proposal
Date: Saturday, January 22, 2022 9:21:29 AM

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January 22, 2022

Dawn Mittelholtz
Director of Information and Legislative Services / Municipal Clerk
The Corporation of the Township of Wilmot
60 Snyder's Road West
Baden, Ontario N3A 1A1

Dear Ms. Mittelholtz,

We are writing this email with a great deal of concern. Our names are Andrew and Aaron Geekie-Sousa, and we are settlers on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee, and Mississauga peoples in New Hamburg, Ontario (Ward 4).

We are calling on you and our elected officials to **deny/not support** Cachet Developments (NH) Inc. and Cachet Developments (NH West) Inc.'s Minister's Zoning Order (MZO) submission request.

All developers interested in expanding our community must follow the usual process to ensure we respect our policies (Example: Planning Act) and procedures, our Official Plan, and that public engagement, specifically with our Indigenous Peoples, is upheld to ensure we are meeting the needs of our community. We need to ensure we are good stewards of our land. While we are not opposed to community growth, we are firm believers that we must not shy away from being bullied into making a decision that may have significant long-term impacts.

Thank you for taking the time to listen to our concerns. We look forward to receiving a response from you on this matter.

Yours sincerely,

Andrew and Aaron Geekie-Sousa
New Hamburg, ON

613-888-8364, 226-338-0721

From: [Amy and Jason](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Say No to the Wilmot MZO
Date: Thursday, January 13, 2022 4:08:31 PM

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Good afternoon,

As a citizen living in Wilmot Township, I am against the MZO for a number of reasons, not the least of which is the sneaky way it was introduced... immediately before a holiday break in the middle of the worst wave yet of a global pandemic. Sneaky methods aimed at bypassing community input will not strengthen relations between citizens, the region and council. I am not against growth. I am against this MZO.

As a citizen paying taxes in this township, I have numerous questions that deserve thoughtful, quantitative answers before any kind of development should be agreed upon, including, but not limited to, the following:

Can our Fire & Rescue infrastructure support this development?

Do we have what we need to keep citizens safe? Please explain with detailed answers.

How much will it cost tax payers to upgrade & accommodate this development?

How will this MZO affect flooding issues?

Has the developer taken the current flooding issues into consideration?

Will this development add to our flooding issues? How/or why not?

What tests/studies are being done to ensure it won't add to the current issue of flooding?

What kind of precedent are we setting for our neighbouring rural communities such as Wellesley, Elmira, Ayr, Tavistock, etc? All are surrounded by prime farmland. This is about more than just our community... this is about a government bent on destroying prime agricultural land necessary for feeding communities beyond our borders and all small rural towns in Southern Ontario. If this MZO is passed, could it make it easier for other developers to follow suit? If passed, what would it take to deny a developer from using the MZO process?

Many of our local schools are already at capacity or over! We can't keep adding more portables. And the answer of bussing kids out of town also doesn't seem possible because the closest surrounding schools are also at capacity. Also, people move to a community to raise their families as part of that community, to have their children attend that community's schools... not to be bussed out of it.

Where will children in this new development go to school?

Will this development affect my child's education and classroom size?

Will their school experience suffer because of the poor rushed "planning" with the MZO?

This email is to be included in the public record. As the Mayor and/or Councillors and elected representatives of Wilmot Township I believe it is your duty to represent the voices and concerns of the citizens of this township. The above questions and concerns must be addressed, citizen opinions taken into consideration and all citizen questions regarding all aspects of this MZO must be substantially, quantitatively answered and addressed during

meetings and the final vote. I am against the MZO.

Sincerely,
Amy Wewiora

From: [Andrew Wilson](#)
To: [Les Armstrong](#); [Angie Hallman](#); [Cheryl Gordijk](#); [Barry Fisher](#); [Jeff Gerber](#); [Jennifer Pfenning](#)
Cc: [clerks](#); mike.harris@pc.ola.org; [Sharon Chambers](#); [Harold O'Kafka](#)
Subject: Wilmot MZO - further comments
Date: Wednesday, January 19, 2022 2:30:19 PM

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

Dear Mayor Armstrong and Councillors;

Who likes it when people jump in front of you in line at the grocery store or event ticket line so they can get in before you? Who likes it when a car drives past you on the shoulder of the road to get in front of you on a busy road? This is what this MZO will do. This project will pass around all those developers who play by the rules and are waiting their turn for their projects and are contributing to smart growth. This isn't fair and it will anger many people. It also bypasses all the hard work performed by Wilmot Planning department staff over many years. One might ask why have a Planning Department if their efforts are going to be ignored.

The Township of Wilmot has grown into a vibrant community of small towns while being able to protect our farmlands from development. Wilmot has grown according to the wishes of the majority of its residents and that is proof enough that the planning process works.

The most important point is the finality of an MZO. Under the MZO rules, there is no transparency, there is no public input or engagement, and there is no appeal or consultation for the residents of the Township of Wilmot, Council or township staff. Despite developer comments to the contrary, once it is the minister's order, the developer only needs to talk to the province. This is NOT just a zoning change.

Some key questions, updated since my presentation on January 4, 2022;

Question 1: Why a Minister's Zoning ORDER? I understand that an MZO is for urgent development critical for a community, such as the rebuilding of a collapsed parking garage in Elliot Lake. The development of this farmland does not appear to be urgent. Why not follow the usual practices for making decisions about development proposals? Furthermore, the keyword is ORDER. I understand that once an MZO is issued, there is no ability to appeal, adjust or modify the application. Wilmot will have to provide infrastructure and services for this development and won't have any ability to ask for changes to correct problems. For example, is there sufficient infrastructure, such as sewage, above and beyond that required for currently committed development? If not, upgrading infrastructure can be very costly for the taxpayers and the environment. In addition, in the rush to get this MZO approved, is there not a risk that something critical will be missed. Note also that if this is approved, it could unleash a whole lot of other MZOs both in Wilmot around the Region as other developers decide this is the way to get their projects approved.

Question 2: Further to “a risk of something critical could be missed” - What about potential toxic fumes from the chemical fertilizer plant adjacent to the proposed development? What chemicals are stored there and what regulations apply to how close this plant can be to a residential area? Perhaps the current location of the fertilizer plant is due to such regulations. Fertilizer Canada documents state that anhydrous ammonia, a common component of fertilizer, needs to be stored 1.5 km from any town boundary or any building intended to be occupied by people. Recommended best practices is 3 km. I understand that as of 2019 there was approximately 200 tonnes of ammonia either in rail cars or storage at the plant (see <https://www.alpinepfl.com/wp-content/uploads/2019/12/TRA-2018-Summary.pdf>). How much is there now? This needs to be checked. If an MZO is issued, environmental protections are bypassed. There will not be any ability to make any changes to the development to address any such problems. There isn't any mention of this issue in the developer's documents.

Question 3: How does this application fit within the upcoming Regional Official Plan Update? The Region of Waterloo works in partnership with the Province of Ontario and the seven area municipalities to put planning policies in place that guide decisions related to how our community grows and develops. Will this development application fit within the guidelines of that plan? Would it be allowed under the lens of the new Official Plan? This MZO will ignore the Region's Official Plan and will move this development to the front of the development queue. This IS NOT just a zone change from agricultural to residential/mixed use. This MZO could risk destroying the collaborative relationship Wilmot has with the Region and the other municipalities.

Question 4: How does this development fit into Wilmot's commitment to action on climate change? The township recently agreed to taking action on climate change including reducing greenhouse gas emissions by 50% by 2030. This is not an infill project, that enhances and uses existing amenities and infrastructure, where people can get to those facilities without having to get into a vehicle. Anything outside of this development will be beyond the 15 Minute Neighbourhood (a resident should be able to walk to shops, parks, restaurants, schools, gyms, medical services, churches, libraries and transit stations within 15 minutes of their residence) and no one will be walking from this development to Baden or New Hamburg. Note that even the Recreation Complex is also outside of the 15 Minute Neighbourhood. Therefore, vehicles will have to be used. Also, it is very likely that significantly more parking will be needed than is allowed for in the proposal for the needed vehicles. Furthermore, will there be EV charging infrastructure? It isn't mentioned. This development will result in more vehicles on the roads and unless they are EVs, it could create significant barriers to Wilmot's ability to achieve the promised reduced emission targets and to Wilmot acting on climate change.

Question 5: What are the discrepancies between the MZO document and the developer's material submitted to Wilmot and what impact will that have on the final development?

The "Zoning Order – Township of Wilmot" document includes a list of everything to be included in the Zoning Order. Anything that is not listed in it is not part of the zone change even if they are mentioned in other documents. For example, the “transit hub” is not part of the MZO, so it may not be built. People living in this development will have to drive to get to local businesses, libraries, schools, etc.

Question 6: Who will ensure the viability, investment and staffing of the medical centre, businesses and shops?

We do not believe the developer will be able to staff the proposed medical centre. It is difficult enough to get doctors to set up practice in New Hamburg or Baden. Why would a business set up a grocery store or other business in this development when such businesses already exist in New Hamburg and Baden? What will happen to the business space in the development? We should be supporting existing businesses in Wilmot, not creating new ones that provide similar services.

Question 7: Does this project plan adhere to current Wilmot development guidelines?

It appears that it does not. For example, I understand that the Wilmot building code says buildings cannot be more than three stories tall. This project has six story buildings.

Conclusion: I ask that Council reject this request for an MZO. There appears to be lots of reasons this project should follow proper regular procedure. It is not urgent. The development application should fit within the new Regional Plan and meet all Wilmot planning guidelines and all environmental laws. We need planned growth that follows the Township's and Region's official plans.

From: [Angela W](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: AGAINST THE MZO
Date: Monday, January 10, 2022 6:43:27 PM

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

Good evening MPP, Mayor, Councillors & the Clerks Office,

We would like to have noted with the public record, staff report and to be shared with the developer that we are AGAINST THE MZO.

Having local planning authority, expert analysis, the ability to appeal and public input overridden by an MZO is not ok and we believe, it will not serve the community well.

There are so many factors to consider and plan appropriately for when looking at growth and expansion.

While some steps toward improvement seem to be in rather early stages or discussions, we seem to already have struggles to keep up with community needs - with the population we already have.

When considering growth, there is so much more than just physical homes that needs to be established and built into future plans.

Wilmot is a great place to live, let's keep it that way by stopping the MZO and growing the township the way we want to, as a community.

Thank you,

Angela Woodley & Jamie Woodley
Baden

January 20, 2022

Harold O'Krafka
Director of Development Services
Township of Wilmot
60 Snyder's Road West
Baden, ON N3A 1A1

Dear Mr. O'Krafka:

RE: Cachet's MZO Proposal- Township of Wilmot, Region of Waterloo

MHBC acts on behalf of Activa with respect to their lands located within the Township of Wilmot. Our client's lands are both within and adjacent to the Baden and New Hamburg Township Urban Area (TUA) and are shown on the attached plan. Our client has asked that we provide commentary and input on their behalf relative to Cachet's MZO request.

Planning Status of Activa's Lands within the TUA and Next Steps

As you are aware, our client's lands are designated as Township Urban Area (TUA) in both the approved Regional Official Plan (ROP) and Township Official Plan. Our client's lands are also designated for residential purposes in the Township Official Plan.

MHBC has been retained by Activa to work with a multi-disciplinary project team in preparing and submitting complete zone change and plan of subdivision applications. The pre-submission meeting process has confirmed report and information requirements. Reports that are required to support "complete applications" include:

- 1) Hydrogeological Report
- 2) Geotechnical Report
- 3) Groundwater Monitoring Report
- 4) Environmental Impact Study (EIS)
- 5) Functional Servicing Report (FSR)
- 6) Storm Water Management Report
- 7) Archaeological Reports (including First Nations consultation)
- 8) Preparation of a detailed Existing Conditions Plan and related topographical survey
- 9) Planning Justification Report
- 10) Design Guidelines
- 11) A Traffic Impact Study (TIS) prepared in accordance with approved Terms of Reference.
- 12) Proposed public consultation

All of these reports are part of a planning process that has a "front-end tilt" intended to assist public and agency review and to provide the basis for thoughtful and informed decisions. The Planning Act directs

that information and material provided to a municipality or approval authority is to be made available to the public.

Our client's consultants have been collaborating with agencies and working diligently to prepare all required reports and information. Submission of applications will occur shortly and we anticipate engaging with review agencies and the public throughout the planning process.

Cachet's MZO Bypasses Study and Consultation Requirements

Our client was surprised to hear that Cachet proposes to bypass the normal planning process and seek approval of a MZO in advance of completing reports and public/agency engagement as input to an informed land use planning decision.

The Effect of Cachet's MZO

If approved, Cachet's MZO effectively:

- 1) Bypasses, undermines and presupposes the outcome of the Region's municipal comprehensive review process.
- 2) Achieves a defacto expansion of the Township Urban Area on an incremental basis rather than on a comprehensive basis as contemplated by the land use policy framework that is in effect.
- 3) Achieves a Township Urban area expansion without a Land Needs Assessment (LNA) prepared in accordance with the land use policy framework that is in effect.
- 4) Achieves defacto land use designations on the basis of the zoning that is proposed without adequate community and agency consultation and in the absence of detailed analysis and reports that are typically required.
- 5) Achieves zoning which in the normal course of events, would be considered concurrently with a plan of subdivision and required studies.
- 6) Defers any real agency and public input to the plan of subdivision process which is not subject to appeal by the citizens of the Township of Wilmot.
- 7) Leapfrogs the Cachet lands ahead of other lands within the Township from a planning approvals and priority perspective.

Rationale for MZOs

MZOs have historically been used in Ontario on a limited basis and in areas that generally lack planning controls or to address matters of Provincial interest in situations where urgency is required. Cachet's underlying rationale in support of their MZO does not fit within this framework. In this particular case, there is insufficient justification to override local planning authority and public/agency engagement.

No Apparent Planning Rationale in Support of Cachet's MZO

We have carefully considered the presentation made on behalf of Cachet together with Cachet's response to the questions that were raised on January 4, 2022. There are no apparent planning reasons that support the timing of Cachet's request to by-pass the local planning process and undermine the Region's ongoing municipal comprehensive review process.

We understand Cachet's underlying concern relates to their inability to appeal the Region's Land Needs Assessment (LNA). Cachet have not been singled out and are not alone with respect to this issue. All landowners and stakeholders are in the same situation. The inability to appeal provincial approval of the

Region's LNA speaks to the importance of working with the Region in an open and collaborative manner. Activa has been fully engaged in and is committed to collaborating with the Region.

Cachet's concerns were considered by Regional Council on December 15, 2021. At that time, Regional Council requested Regional staff to consult with stakeholders in the Land Needs Assessment (LNA) process. Cachet's MZO request: does not consider Regional Council's direction, pre-supposes the outcome of the LNA/process, jeopardizes efforts to achieve a "made in Waterloo Region" solution and undermines the public engagement that has occurred to this point including Activa's extensive input.

Lack of Urgency and Comprehensive Planning is Required

Our client questions the urgency and timing of the MZO given the Cachet lands are currently outside the Township Urban Area and are dependant upon the construction of services through lands owned by others in order to develop. The Township Official Plan directs that a comprehensive planning process will be required prior to the designation of extensive new areas of development in New Hamburg. Such a process is to include consultation with agencies and the public with aspects of the community plan to be designated in the Official Plan. Cachet's MZO is proceeding in the absence of a comprehensive and consultative process as contemplated by the official plan. Bypassing this process is not justified in this instance given comprehensive planning requirements and the logical staging of servicing and development.

Cachet's Land Are not in Priority

Although our client's are not opposed to the principle of development on the Cachet lands, consideration should be given to the logical staging of development and approvals. Priority should be given to processing plans and assigning servicing capacity to lands that are now designated for development. Cachet's proposal is contrary to the Township Official Plan that directs a logical and orderly program of approvals, and development. Cachet's MZO proposal would (if approved) undermine planning processes that are now underway and lands that are in priority from a planning and servicing perspective.

A Functional Servicing Report and Confirmation of Servicing Capacity Should be Required

We have reviewed the two-page preliminary servicing overview prepared by Walter Fedy. In our experience, the overview does not satisfy the requirements of a Functional Servicing Report (FSR) or Stormwater Management Report. The overview report does not include a detailed analysis of available water capacity or sewage treatment plant capacity having regard to intensification, vacant lots in registered plans, draft approved, pending plans and uncommitted lands within the Township Urban Area. Available servicing capacity should be confirmed by the Region of Waterloo, prior to any consideration of Cachet's MZO proposal.

The MZO Represents a Leapfrog Approval- Other Servicing Studies are Required

Cachet's servicing scheme is different than what is shown in the approved Master Servicing plan prepared by Conestoga Rovers and Associates. Servicing the Cachet lands is subject to updating broader based servicing plans through the Region's on-going Master Servicing Plan. There is no urgency to endorse Cachet's MZO given servicing studies have yet to be finalized and in consideration of the logical staging and construction of services.

Summary

In summary, the basis for and timing of Cachet's MZO is questionable and approval is considered to be both premature and pre-emptive. From our client's perspective, Cachet's MZO proposal represents a "leap frog" and incremental approach to planning and development. Comprehensive planning should be coordinated with infrastructure planning and be informed by a thorough understanding of available servicing capacity. Available servicing capacity should be assigned to lands within the TUA in priority to lands that are outside the TUA. Approval of the MZO effectively rewards Cachet for the approach they have taken and penalizes community based businesses and stakeholders who are working with the Region in a collaborative manner to achieve a "made in Waterloo Region" solution.

Yours truly

MHBC



Paul R. Britton, M.C.I.P., R.P.P
PRB:jb

C. Peter Armbruster
Tony Giovinazzo
Mayor Armstrong and Township Council
Regional Chair, Karen Redman
Mike Harris Jr., MPP

Township of Wilmot
Official Plan
Map 4.1 Baden Urban Area

Activa - Baden Lands
Township of Wilmot
Region of Waterloo

LEGEND

Urban Area Boundary

Urban Growth Centre Overlay

Environmentally Constrained Lands

Special Policy Areas

Urban Residential

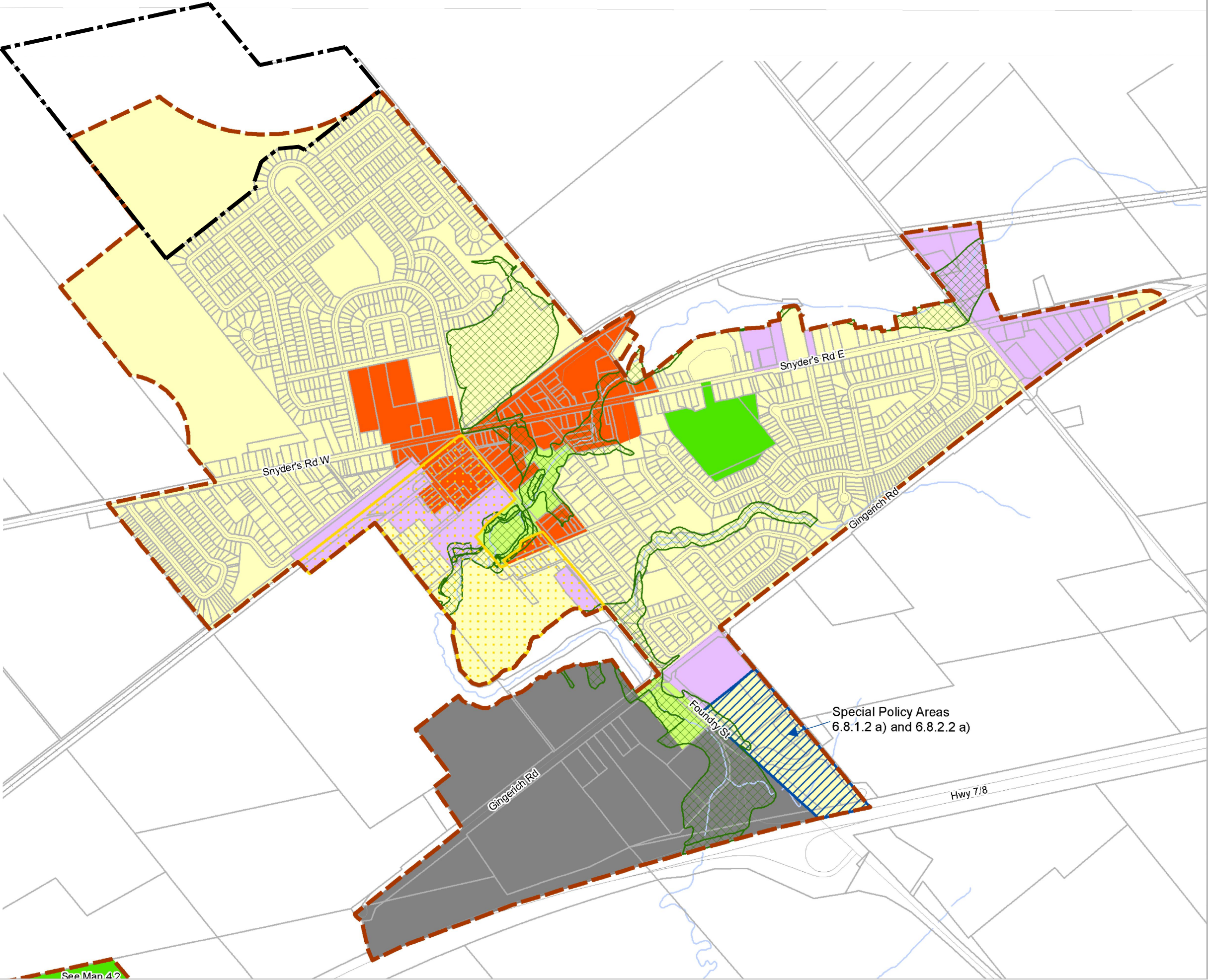
Urban Core Area

General Industrial

Light Industrial

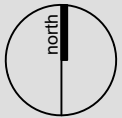
Open Space

Major Recreation



Source:
Township of Wilmot Official Plan Map 4.1 Baden Urban Area (2019)

DATE: January 20, 2022
FILE: 8784BB
SCALE: ±1:10,000
DRAWN: DGS



K:\8784BB-ACTIVA BADEN\RPT\WILMOT OFFICIAL PLAN MAP4.1 BADEN URBAN AREAS.DWG

From: [Ben Berwick](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); mike.harrisco@pc.ola.org; [clerks](#)
Subject: MZO
Date: Saturday, January 8, 2022 2:35:33 PM

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

Today is January 8th, 2022

I am a lifelong resident of wilmot township and I am writing my email in regards to recent MZO that was proposed over Christmas. I am emailing a number of government officials and the clerks office today so my questions will be forwarded to the developer and included in the public record.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents. Please strongly say no to this MZO and set a example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping wilmot great!

Please see my list of questions below.

Thank you,
Ben Berwick

It is our duty in this stage to make sure we cross our t's and dot our i's. We need to know what we are signing up for, who we are working with, what their intentions are, and how much thought they have put into this development.

-How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?

-Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps?

-What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?

-Is our Fire Services infrastructure capable of this development? If not, what are the deficiencies?

-My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

-Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? How will guest parking be accommodated? How many traditional parking

spaces per home are going to be available?

-New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.

-What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO?

-Will this development effect water quality within the township? What studies will be conducted to ensure it does not?

-Why is the Park disconnected from the Trail and far from the senior center?

-How wide are the sidewalks? How big are the boulevards? Will there be a biking lane?

Describe how this community will encourage pedestrian walking and cycling beyond trail.

How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration?

-What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?

-Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

-What impacts on Taxes does the Township predict with this development (short/long term)?

Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

-How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

-What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

-What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

-What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed?

What happens if a transit hub isn't established, what is your "Plan B" with the land?

-What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

-What safety risks are involved with Children/Seniors/General Public using Nafziger Road?

How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

Sidewalks/Bike Lanes non-existent

CN Railway Crossing for Pedestrians

Current speed of 80 KM/H (if observed by motorists) – need to lower to 60

No street lighting present on Nafziger Road

Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights?

Turning lanes? No turning mechanisms?)

-What consultations with the Indigenous Community have taken place, and will they be

consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

-What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: MZO application January 4 Council Meeting
Date: Wednesday, January 5, 2022 1:51:52 PM

Good afternoon Dawn and Tracey,

Please include Elisabeth's comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

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

From: Elisabeth Daub
Sent: Monday, January 3, 2022 7:31 AM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO application January 4 Council Meeting

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Hi Angie

Sure, that is fine with us to include our comments in the public record.

Thanks for all your hard work on this and many other issues. Having you on Council is terrific!

Betsey Daub

> On Jan 2, 2022, at 10:24 PM, Angie Hallman <angie.hallman@wilmot.ca> wrote:

>

> Good evening Betsey and John,

>

> I share many of your thoughts and concerns over the MZO process. Do I have your permission to ask staff to included your comments in the public record.

>

> Be well,

> Angie

>

> -----Original Message-----

> From: Elisabeth Daub

> Sent: Sunday, January 2, 2022 10:11 PM

> To: Les Armstrong <les.armstrong@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>

> Cc: John Honek Betsey Daub

> Subject: MZO application January 4 Council Meeting

>

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>

>

> Hello,

>

> We are writing with our concerns about the news that Wilmot Township is considering an MZO to develop a section of land between New Hamburg and Baden. The timing of releasing this MZO request just before Christmas makes it very difficult to reach township staff to get more information about the MZO request, and there is minimal opportunity for local media coverage to inform the public. The MZO appears to be for residential development beyond the current urban boundary. Moreover, it is on the other side of existing farms such as Pfenning's Organic farm, which now would put pressure on developing these lands as well. Neither of us is an expert on city planning, but we are told that this could involve breaching the Countryside Line. This then would set a precedent for developers to be able to circumvent what is supposed to be permanent farmland protection by requesting a MZO and using the provincial government to overturn local environmental and farmland protections.

>

> Another aspect of this development regards infrastructure. Does Wilmot Township have adequate infrastructure, especially sewage capacity to accommodate this future development? If not, upgrading infrastructure can be very costly for the taxpayers and the environment. Sprawling residential development like this that is distant from existing neighbourhoods will result in more cars on the road and limit our ability to achieve reduced emission targets.

>

> I (Betsey Daub) have been involved in community efforts regarding convincing Wilmot Township to take Climate Change seriously. Wilmot Township signed on to the Blue Dot Movement in August 2015, and declared a Climate Emergency in September 2019. This MZO is NOT in the spirit or the letter of these commitments made by Wilmot Township.

>

> In order to proceed with this project, much more has to be done, in particular, the citizens of Wilmot Township need to have more information about the MZO. The timing of the application is very suspect, to say the least. The urban sprawl that this project will create is NOT conducive of an environmentally sound plan. This process must be re-examined.

>

> John Honek

> Betsey Daub

> 1897 Notre Dame Dr.

> St. Agatha, ON

>

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Tracey Murray

From: Brad Ellig
Sent: Thursday, January 27, 2022 5:19 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: MZO

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Hello,

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will effect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of wilmot for many years? What is being put in place to hold them accountable to a high quality standard?
3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?

4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does

our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to loose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilmot going to do to ensure that doesn't happen?

25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Thank you,
Brad Ellig

Sent from my iPhone

From: [Cheryl Gordijk](#)
To: [clerks](#)
Cc: [Julie Truong](#)
Subject: FW: MZO
Date: Wednesday, January 5, 2022 4:52:27 PM
Attachments: [D8708A1FB99742838868019DB0C00B5E.png](#)
[image003.jpg](#)

Good afternoon Dawn & Tracey

Please see email below. Mr and Mrs Haid would like both their emails included in the public record.

Regard,

Cheryl Gordijk (she/her) | *Councillor* – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 | cheryl.gordijk@wilmot.ca
www.wilmot.ca



Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

From: Brenda
Sent: Wednesday, January 5, 2022 4:42 PM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Cc: Angie Hallman <angie.hallman@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>
Subject: RE: MZO

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

Cheryl.....FIRST of all I would like to THANK YOU for being STRONG! THANK YOU for using your VOICE! THANK YOU for having a BACK BONE. In watching the meeting, our women councilors were not the puppets the developer wants. You used your voice and was up front with your concerns. He kept saying this isn't how we wanted to go. He was all sunshine and roses. ONLY WHAT IS IN WRITING matters. Also WHAT ISN'T IN WRITING MATTERS....as one delegate pointed out,...check the fine print. The developer was 'VERY VERY CAREFUL' in responding to your little issue about not paying the \$5000.00 saying we have "no problem" paying that fee "IF REQUIRED". Every time he said it he added "if required". He is not stupid, rather very cunning. He is telling everyone what they want to hear....we want the communities input, we want to do

this right, we want etc etc....**ONLY WHAT IS IN WRITING** matters!!!!!! Again, **ONLY WHAT IS IN WRITING MATTERS!** They don't even have every thing done that they want as one of them pointed out, we have done a "preliminary" this or not got that yet or "still working on" or hasn't been completed yet. If we pass this, they won't have to do any of it so it sounds. MZO's seem to bypass all those "requirements" and he will be laughing all the way to the bank.

I have sent my same email previous, to all the councilors and Mike Harris and Tim Louis. In my email I believe it says "I am writing and want this as public record". As well you can make **THIS EMAIL** as public record as well! This MZO process is so wrong on so many levels. And this **WILL** set a "**PRECEDENT**" for other communities, ... this fact **ALONE** should tell all the councilors to vote **NO NO NO!** You cannot bypass the process, you cannot leap frog other developments, you can't bully townships or small towns. Why do we even **NEED** township council if this kind of process is allowed to happen?!!!

I also am not against "development". This project for us could mean "work" putting in foundations! **BUT NOT AT THE COST** of our Townships integrity. We could be the laughing stock of the province by giving in and being "stupid" (harsh word I hate to use but it fits) enough to fall for this "pretense" of "we didn't want to have to take this route".... "Wilmot needs more housing"... "we will consult with the community". **NONE** of this is genuine in my opinion! They are words to get past council and on to making them money. That is the true bottom line. If it wasn't they wouldn't need to come way out of Toronto into communities as small as ours and they wouldn't need to "take this route" that they say they didn't want to do.

It is **NOW** and **WILL ALWAYS** be our **VOTE NO** against this MZO because regardless of what the answers are to **ANY** questions, this process is **MORALLY** wrong. You will piss off other developers who are doing the correct process, we will be known for being easily manipulated as a community. If they are so on the **UP AND UP** then they can follow the process. He mentioned it would take years to get through the correct process....something about land designation or something...well **GET IN LINE**. The other developers have had to do just that. I don't have any respect for people/companies like that who think they are better than others because they are "smart" (and they are, this is a brilliant move from a business standpoint) or for people that enable them.

Thank you Cheryl and Councilor Hallman for standing up for our community and demanding answers to questions and being willing to do the homework and demanding the time to read the fine print. I hope all the other councilors can do the same!!! And all have a backbone to defend our community against this **BULLYING!!!** And keep your heads held high. Don't allow this bullying as this is exactly what an MZO is. Don't go against morals and let them manipulate us. Make them "get in line".

Regards.....Brenda & Donald Haid

Sent from [Mail](#) for Windows

From: Cheryl Gordijk

Sent: Wednesday, January 5, 2022 12:48 PM

To: [Brenda Haid](#)

Subject: Re: MZO

Hello Brenda

Thank you for your letter.

First, I see that you have addressed this email to me and not sure if you have copied in the other councillors. If not, are you okay with me sharing your email. Also would you like this email to be part of the public record?

If so, I need your permission so that I can forward it to our clerk for inclusion in any reports coming forward regarding this MZO application.

Second, I am in total agreement with you. While I would love to see more affordable and accessible accommodations within Wilmot, I would like our planning process to remain within our planning procedures/policy guidelines, not the province's.

This MZO application, if council accepts the recommendation would open the door to more applications. This MZO would remove all of the proper assessments from the School Board, from the GRCA, from Land Needs assessment, from everyone and the application would be unappealable by the township. Once we open the door, we can go back and say 'hey wait a minute, we didn't approve this' if the plan submitted yesterday changes in any way.

Finally, I would also suggest you contact our local MPP, Mike Harris Jr, to voice your concerns. His government has passed more MZOs in the past year than all previous Ontario provincial governments combined. When climate change and other environmental concerns are washed over with MZO's this is not a way to successfully plan for our or the next generations future.

Regards,

Cheryl

Get [Outlook for Android](#)

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> on behalf of Brenda Haid

Sent: Wednesday, January 5, 2022 12:01:45 PM

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

Subject: MZO

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

My husband+myself have lived in Wilmot township for 60+ years. I am writing + want it part of public record that we are against the proposed MZO. In listening to meeting there is a lot of buzz words used but no specifics. What does "good planning" even mean! There is no community input. It feels like our township is being railroaded into something. It is not up to the developer to dictate timing of how or when something happens within our community. We do not have to respond to them just because they request so! We should be taking as much time as our community feels comfortable doing, requiring, requesting or needing to respond to new and large

developments within our township. The presentation I saw was minimal. There was nothing presented about traffic, schools, fire, police, major needs and of the community. I kept hearing "it will be good for Wilmot and they need it". Also where the proposed site for this is will take away a lot of our agricultural runoff land. If you look at grca maps that land is used for a lot of water runoff. Is this going to contribute to more flooding in our Township. Who are they to determine what we want/need. We, Donny and Brenda Haid are 100% against this proposed MZO. You and the rest of council are our voices and OUR representatives. As our representatives, I couldn't possibly understand how yourself or the rest of council could possibly morally go ahead and be bullied by this proposal and vote for this when so many questions are unanswered and community members are coming forward and voicing our concerns for how this is being pushed down our throats. I believe this could present a precedent for many other communities to also be bullied by these developers. As it is many properties are being bought by Toronto developers and investors to rent out existing homes. Please be strong. Please be our voices. Please vote NO for the MZO and put in place policies that prevent this kind of bullying coming at our township.

BRENDA+DONALD HAID

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkGhd8LKy6WMweQuAleQuAl>

This email was sent to you by Brenda Haid<haid532@rogers.com> through <https://www.wilmot.ca>.
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From: [Les Armstrong](#)
To: [Tracey Murray](#)
Subject: Fwd: AGAINST MZO Application
Date: Wednesday, January 5, 2022 8:26:31 PM

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

Sent from my iPhone

Begin forwarded message:

From: Brenda Haid
Date: January 5, 2022 at 12:03:33 PM EST
To: Les Armstrong <les.armstrong@wilmot.ca>
Subject: AGAINST MZO Application

My husband+myself have lived in Wilmot township for 60+ years. I am writing + want it part of public record that we are against the proposed MZO. In listening to meeting there is a lot of buzz words used but no specifics. What does "good planning" even mean! There is no community input. It feels like our township is being railroaded into something. It is not up to the developer to dictate timing of how or when something happens within our community. We do not have to respond to them just because they request so! We should be taking as much time as our community feels comfortable doing, requiring, requesting or needing to respond to new and large developments within our township. The presentation I saw was mininal. There was nothing presented about traffic,schools,fire, police,major needs and of the community. I kept hearing "it will be good for Wilmot and they need it". Also where the proposed site for this is will take away a lot of our agricultural runoff land. If you look at grca maps that land is used for a lot of water runoff. Is this going to contribute to more flooding in our Township. Who are they to determine what we want/need. We, Donny and Brenda Haid are 100% against this proposed MZO. You and the rest of council are our voices and OUR representatives. As our representatives, I couldn't possibly understand how yourself or the rest of council could possibly morally go ahead and be bullied by this proposal and vote for this when so many questions are unanswered and community members are coming forward and voicing our concerns for how this is being pushed down our throats. I believe this could present a precident for many other communities to also be bullied by these developers. As it is many properties are being bought by Toronto developers and investors to rent out existing homes. Please be strong. Please be our voices. Please vote NO for the MZO and put in place policies that prevent this kind of bullying coming at our township. BRENDA+DONALD HAID

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkHd8LK6WMweQuAleQuAl>

This email was sent to you by Brenda Haid through <https://www.wilmot.ca>.
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Tracey Murray

From: Becky Huffman
Sent: Thursday, January 27, 2022 7:41 PM
To: clerks
Subject: Say No To MZO

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

Hi there,

I am sending this email as official documentation to inform council that I am not in favour of the Wilmot MZO, and as a resident of Wilmot I am sending a plea for council to NOT support or approve the MZO.

No person or corporation should be allowed to circumvent award winning and vital Regional and Municipal planning which has been necessary for all years since these entities existence.

Why does Cachet Homes think they should have such a privilege while other developers have never had such an opportunity to date?

Why does Doug Fords provincial government and Wilmot councillors think Cachet Homes should have such an unprecedented privilege?

No person or corporation should be allowed to circumvent public input into any development, especially one that is so large.

Any mayor or councillor who approves the MZO is actively taking away Wilmot citizens rights whom they swore to represent which is completely inappropriate.

Any mayor or councillor who approves the MZO is essentially making their jobs easier by taking themselves out of the development process, making themselves redundant in their capacity to oversee substantial development in our community which clearly is negligence of their sworn duty to the residents of Wilmot.

Many local developers have been waiting a long time for sewage capacity to be increased to develop their lands. Allowing a developer from outside our community to come into our community and use up the "just increased" sewage capacity is completely inappropriate.

How much sewage capacity is currently available?

How much sewage capacity will the MZO use as a percent of total currently available?

How long does Wilmot expect current capacity to last until another sewage capacity upgrade is required?

Local developers tend to use more local tradespeople, realtors, lawyers, banks etc while it is very uncertain if Cachet homes will do the same.

It is important that development within our community benefits the community on many levels including employment opportunities during the development.

To what extent will Cachet Homes hire local tradespeople as a percent of its total workforce? What kind of jobs will Cachet Homes be hiring local people to carry out? Will Cachet Homes employ local realtors to sell their homes? Will Cachet Homes be using local solicitors? Will Cachet Homes be using local banks?

The proximity of the MZO to Alpine is a recipe for disaster. Is Wilmot prepared to accept this liability? I say absolutely no.

Any mayor or councillor who approves the MZO essentially puts all residents at risk of a huge insurance liability as Wilmot will be held responsible for letting development occur in far too close proximity to potentially deadly chemical plant. Further, Wilmot is not even prepared to deal with such an event should such disaster occur but would rather be beholding to Kitchener or Waterloo Fire Departments to respond to the event. How long will that take? How much time will be lost since Wilmot not prepared for such an event?

What is council doing to protect its residents from insurance liability if there is a chemical spill/incident at Alpine?

Why would council approve a development so close to the potential danger of Alpine?

What will Cachet Homes contribute to community to ensure all residents safety and ensure free from liability of such a disaster?

How can Wilmot make Cachet Homes responsible for this liability rather than placing that liability on its residents?

In conclusion, I am against approval of this MZO. I will lose respect for any mayor or councillor who approves the MZO. Those persons will not be getting my vote in future.

Sincerely,
Becky Huffman

Sent from my iPhone

Tracey Murray

From: Brandon James
Sent: Thursday, January 27, 2022 3:40 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: New Hamburg and Baden MZO

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

Hello

My name is Brandon and I am a resident of New Hamburg and greatly concerned about the purposed development in the area known as the MZO.

One of my biggest concerns is Wilmot turning into my former home town- brantford. That once "small town" exploded with developments which cause the city to be clogged with traffic and limiting the spaces available in sports and clubs for children and even adults. Thankfully the city got ahead of it eventually and increased their services and amenities.

The questions I would like added to public record and addressed are:

What, if any local services and infrastructure will the developers in this deal be building and or contributing to in order to ensure current and incoming residents and their children do not miss out on the "smaller town" amenities we all moved here for or remainder here to enjoy?

Have traffic volumes and route been studied and explored to ensure not only citizens but mainly emergency services can move about freely without dealing with the massive influx of vehicles and people? For example the intersections of Hamilton and Peel Street at hwy 7/8 where it is already clogged most days without the MZO.

What will this development do to the already full schools our children will be attending?

What are the developers obligations as far as addressing future density and amenity issues? As the area continues to grow and expand there will be no doubt further need for the towns(s) to grow with it. What planning has been done on this front?

What is Wilmot Townships plan with respect to its public service growth? With a development of this size the current town hall cannot possibly hold and allow proper access to its services - which, as we know are already stretched. New building, increased staffing? Who pays for this?

Lastly, along the same lines. What does all this growth do to my property taxes?

I would appreciate that my questions be included in the public planning and sessions and also a quick acknowledgment for everyone receiving this email just so I know who has received and read it.

Many thanks
Brandon James

Get [Outlook for iOS](#)

From: [Bonnie Jokic](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); [Mike.harrisco@pc.ol.org](#)
Subject: Saying NO to MZO letter
Date: Monday, January 24, 2022 10:34:10 PM

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. Cross your t's and dot your i's. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, and how this will affect the entire community before you vote.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1.
How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2.
Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you

skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high quality standard?

3.
What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4.
Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5.
My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
6.
Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7.
New Hamburg struggles with annual flooding. Have an environmental

study been conducted to ensure this development will not add to our annual flooding issue.

8.
Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9.
Why is the Park disconnected from the Trail and far from the senior center?
10.
How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11.
How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12.
What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13.
Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14.
What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15.
How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16.
What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

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19.
What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20.
Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
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What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22.
What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
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What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24.
Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by

developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to loose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilmot going to do to ensure that doesn't happen?

25.

What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Bonnie Jokic
New Hamburg, ON

From: [Briana Reiner](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: No to the Wilmot MZO
Date: Saturday, January 8, 2022 8:17:54 AM

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

To My Elected Representatives,

I am writing to state I am against the proposed Wilmot MZO, and to ask that you represent me during the final vote and include my email in the public record.

While I am still learning more about this proposed development and development process, I have several immediate concerns. As a lifelong resident of Wilmot (Baden specifically), I have seen so much growth and development of our small community. I believe that going through the proper channels for development and ensuring that we have rights for consultation and appeal are important for sustainable growth in our community. There are several questions about the impacts that this would have on our infrastructure, environment, and community services that are valid, and giving up our right for input into these areas could be detrimental for our residents.

I appreciate your time and consideration into this matter.

Thank you,
Briana Reiner

Sent from my iPhone

Tracey Murray

From: Tracey Murray
Sent: Tuesday, February 1, 2022 2:44 PM
To: Tracey Murray
Subject: FW: Letter to Wilmot Council and Cachet Homes

From: Barbara Schumacher
Sent: Wednesday, January 26, 2022 9:03 PM
To: clerks <clerks@Wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>
Cc: Harold O'Krafka <harold.okrafka@Wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>; Mike Harris <mike.harris@pc.ola.org>
Subject: Fw: Letter to Wilmot Council and Cachet Homes

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Please forward these questions to Cachet Homes. Thank you, Barbara

Dear Sirs,

You may recall that I delegated at the January Wilmot Council meeting on behalf of 50by30WR which is a region wide grassroots volunteer group. We are dedicated to supporting the Region of Waterloo, it's three cities and four townships, in their commitment to implement the climate mitigation and adaptation strategies in the Transform WR report and carbon emission reduction by 50% by 2030 (approved in June 2021 by all levels of government in the Region). Here are questions on behalf of 50by30WR:

1. Given the latest IPCC report released before COP 26, what actions are you, Cachet Homes, undertaking to reduce your organization's green house gas (GHG) emissions to hold the global temperature rise to 1.5 degrees F by 2050?
2. What building/construction methods are you employing to reduce GHG emissions? Please provide the number of tonnes in emissions which will be produced in the construction of your proposed plan? How much are these emissions reduced from emissions generated by current building/construction practices?
3. Will you commit to building zero emission dwellings?
4. What heat source will be installed, given the use of natural gas heating will be subject to an escalating price on carbon and finally phased out?
5. If you plan on installing natural gas furnaces, how do you propose the affordable units will be financed to remain affordable given the escalating price on carbon?
6. Please describe your discussions with the fire department in detail. Does the fire department have the equipment required to manage fires in the multi storey buildings? Who will pay for this equipment, training and additional staff?
7. Please describe your plans for urban tree canopy, parks and green spaces. How many inches of topsoil will you use to prepare the green spaces? Who will pay for the development and maintenance of these natural features?

8. How many charging stations will you install? Will these be solar powered - as they are at Evolv, David Johnston Research Park?
9. Please explain the features of your development plan which qualify your plan to be described as a 15-minute community. Some of the essential features of a 15-minute community are sidewalks, bike lanes, car-free plazas and public transit with electrified vehicles, all of which get people out of cars. Since your plan does not include concurrent development of the Transit Hub at the time the residences are built, how will you ensure that people who purchase homes or rent will be prepared to give up their cars in favour of using public transit in the future when the hub is built? What other features of 15-minute communities will you offer?
10. Drawing your attention to the Government of Canada's website instructions for disaster mitigation "Mitigation activities should incorporate the measurement and assessment of the evolving risk environment", one such assessment is the flood plain mapping. Given the history of flooding of the Nith, please provide your flood plain mapping. Please describe your plans for flood mitigation in detail as they relate to the flood plain mapping. Who will pay for this infrastructure?
11. How are you planning for public gathering places within buildings and outside?
12. Please describe your plans for the Agri Hub. Who will manage the uses, activities, maintenance? If community gardens are planned there must be a water source at minimum. Are washrooms, kitchen, gathering spaces and parking planned. Will this area be developed in the future - under what circumstances?
13. How will Cachet Homes ensure a diverse number of businesses and services which are a necessary part of 15-minute communities? What is being done to include essential services including grocery, Pharmacy and bank? If essential services are not part of the plan what distances are these services from the development?
14. Please provide information about plans for the management of the affordable housing and how many years there will be a commitment to remain affordable.

Thank you for answering these questions.

Barbara Schumacher,
Research team lead,
50by30WR

MZO Application – Questions for Cachet Developments
Barry Wolfe, Baden

If Cachet is willing to take the time to respond to these questions, it may simply use a different colour font and fill in responses below each item and return the package to the Wilmot Clerk.

- 1) How do the concerns between Cachet developments and the Region of Waterloo regarding the discussions about the MCR process get resolved by a MZO application to Wilmot Township?
- 2) Using the sketch on page 43 and the charts on pages 44 & 45, which of the following conclusions are **True or False** and, if false, why:
 - a) 5 of the residential and mixed-use buildings are 6-storeys (75 1/2 feet, high) and contain 800 of the 1200 units (67% of all units).
 - b) 5 of the residential and mixed-use buildings are 6-storeys (75 1/2 feet high) and contain 950 of the 1500 units (64% of all units).
 - c) of the 1200 units, then 2/3rds, or 1,353.933 persons will be living in a -storey building
 - d) of the 1500 units, then 2/3rds, or 1,692.41667 of the total 2,538.6258 persons will be living in a -storey building
 - e) each unit in 4 of the 5 buildings are designed to hold 1.276 persons each, and each unit in the 5th building are designed for 2.369 persons each
 - f) 100 of the 1200 units are designed to accommodate 3.002 persons each
 - g) Not one of the 1200 or 1500 units is designed to accommodate a family of 4 or more persons (2 parents, 2 children, cat, dog, budgie, gerbil, fish)
- 3) Questions - general
 - a) if the density moves from 1200 to 1500 units on the same footprint (sketch page 43, how does Cachet plan to accommodate that increase density?
 - b) Is Cachet homes using the 6-storey proposal as an opening bid and has considered buildings of fewer storeys?
 - c) How does Cachet's request for 6-storey buildings align with urbanMetrics statement that people are moving westward for ground-related reasons (search for single-detached, semi-detached, row units?

MZO Application – Questions for Cachet Developments

Barry Wolfe, Baden

- d) What is the persuasive, logical argument that Cachet has as rationale for its request for a 65 pj/ha knowing that Wilmot's is 45 pj/ha, Golden Horseshoe is 50 pj/ha and Waterloo Region is 60 pj/ha?
 - e) Is Cachet prepared to provide an artist's drawing, to scale, of the view of the eastern exposure of the development along Nafziger line, from ground level (side view) from an angle that illustrates the relative heights of the mixed-use and singles in background, i.e. as if standing at southern point of trail, and looking along the trail toward the northwest?
 - f) If a MZO authorization was to be approved, explain why this would not be an estoppel binding Wilmot Township (and potentially surrounding Municipalities in Waterloo Region) in its planning criteria in future?
 - g) Why was there not an archaeological assessment report included in this application?
 - h) Why did Cachet not pay the zoning amendment application fee of \$5000?
- 4) Questions arising out an alignment of the sketch on page 43 (of agenda package), the Zoning Application pages 21 – 25 (of agenda package), and the Master Plan "Storeyline" roads map page 79 (of agenda package):
- a) What are the **road widths** from curb to curb?
 - b) What is the **distance** from the edge of the roadway to the base of the building at its foundation, particularly in the residential areas?
 - c) What is the **width** of a snowplow blade when resting on the road pathway?
 - d) Are the **roads wide enough** to accommodate a snow plow and oncoming vehicles to pass each other safely?
 - e) Will there be **on-street parking** available on both sides of all roads (main collector and internal streets) where there are residential units?
 - f) Where are **garbage and recyclable containers** to be placed by residents ready for pickup?
 - g) i) How is **garbage** managed in the 6-storey high rise buildings?
ii) Will there be inside or outside "dumpsters" located at any place in the entire development, and if so how many and where are they to be located,
iii) Who is responsible for the cost of the collection in "public / commercial" areas?

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- h) The rear-lane town houses are 37 ½ feet high and have a **private lane** running along the rear of each row.
 - What is the width of the lane from lot line to lot line?
 - If the lane behind the rear-lane townhouses is private, and a vehicle accident occurs, then the vehicle's driver / owner will be unable to call police to investigate and enforce their legal rights as the event occurred on that lane which is deemed private property. How do vehicle owners access their legal rights under the law on these rear-lane routes?
- i) How is the **snow** cleared from the rear of the rear-lane town houses along the private lane?
 - Where is the snow then deposited?
 - If the snow is piled somewhere how is potential salt leakage from plowed snow remediated for environmental purposes?
- j) Is there **street lighting** provided for security along all roadways?
- k) Is there **street lighting** provided for security along the private laneways?
- l) The front yard setback to the foundation of all buildings is 4.5 metres, or 14 feet 9 inches, or less than the length of two sheets of plywood placed end to end. Off-street parking per dwelling is 1.25 spaces.
 - Is there a **vehicle driveway** at the front of each residence or just a walkway to access the residences?
 - If there are driveways, is each **driveway long enough** to park a standard pickup truck in it without encroaching on the roadway?
 - Are there **interior vehicle garages**, with an 8 feet wide garage door, designed into the buildings for every i) single detached, ii) semi-detached, iii) townhouse, iv) back-to-back townhouse?
 - If there is an **interior garage** provided for each residence, what design features are anticipated to eliminate the **street line effect of garage doors** looking like a row of mailboxes lined up beside one after each other?
 - After the snow plow passes along the streets where is all the **accumulated snow** pushed on a lot 14 ¾ feet deep and 29 1/2 feet wide, before you subtract the width of the driveway itself?
- m) NOTE: This rear-lane design concept is one imported from some developments in the GTA that do not have driveways or garages and have multiple modes of easily accessible public transit to many destinations, and the rear lane is used there for access to back-yard parking, garbage storage / collection.

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- Is it anticipated that there may be **rear parking along the private lane** between the rear-lane townhouses?
- n) There is a provision for **off-street parking for visitor** and non-residential vehicles.
 - Where on the plan is this parking located, and how many spaces are provided for in the plan?
- o) The proposal provides for a “**high occupancy vehicle facility**”.
 - What is this, a multi-level parking garage, a bus barn?
 - Where is it to be located on the plan?
 - Is this just consultants’ language for Transit Hub or bus stop?
- p) The lot frontage for each single detached residence is 9 metres, 29 ½ feet or 3 ½ sheets of plywood wide. The interior side yard setback (space between each residence is 1.2 metres, less than 4 feet, less than the width of a sheet of plywood. The math calculates a house width (exterior dimensions not the floor area inside the walls) as about 21 feet wide, or about 2 ½ sheets of plywood wide. All given dimensions are for buildings’ exteriors, but people eat, sleep, bath and watch TV inside.
 - What is the **occupiable floor area / living space** (after exterior and interior wall widths have been deducted) on each level for each type of residence?
 - **How many rooms**, including bedrooms, bathrooms. kitchens, eating area, living room, storage closets are designed into each type of residence (single, semi, townhouse, back-to-back, cluster)?
- q) The mixed-use commercial zone consists of 6-storey buildings, 75 ½ feet tall.
 - Are these buildings going to **wooden frame construction**, or have poured **concrete** floors and support columns?
 - What are the anticipated design options for these high-rise buildings; ex. Commercial on ground floor and residential stacked on upper 5-storeys?
- r) The occupancy rate for each type of residential unit is specified on page 45. The occupancy for seniors, for example, is 1.276 per unit.
 - Is it accurate to conclude that the .276 is not the vase on the mantel containing the ashes of the resident senior’s spouse? (Sorry, I threw that one in to see if you were paying attention. You can smile if you want.)
- s) The occupancy rate for affordable housing, rental apartments, condominium apartments, mixed-use condominium apartments are also 1.276 persons. In other words, these are all designed

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accommodate either one person comfortably or two people who are crammed in tightly in less than optimum living conditions.

The total population, that this MZO application proposal provides for is calculated by the number of units times the individual occupancy rates, which equals 2,030.9 persons. (page 45)

- Five of the proposed unit types in the MZO application will accommodate only one person comfortably.
- Two of the proposed unit types in the MZO application will accommodate only two people comfortably.
- The 100 single detached dwellings will accommodate only 3 people comfortably.
- All units in this proposal are so small that not one of the units has enough space for a family of 2 parents and 2 or more children with or without pets. In other words, *I postulate that the opportunity for families to live in this development does not exist.* You can provide rationale for disagreeing.

How does this inability for a family of 2 parents, 2 children and pets to live here somehow help Wilmot become a “complete community”? (definition page 42)

- How does this compressed living space align with the stated desires of potential buyers of accommodations in Wilmot Township looking for “**ground-related**” housing? (page 103)

5) Who pays for What?

- a) The MZO application proposal includes a **transportation hub** to allow residents access to services offsite.
 - Who will bear the costs for developing the physical infrastructure for this site?
 - There does not appear to be any calculation of the effect of large vehicles such as buses entering and leaving the Mixed-Use / Transit Hub. Who bears the cost of widening the southern site road to accommodate these large vehicles?
- b) The proposed lands are situated in a relatively isolated spot. The MZO application deals with essential services (page 50) that must be in place before the Cachet’s proposed development is able to have residents legally move in. **These essential services have costs.** At the Ira Needles Developments, for example, the essential support infrastructure costs were and are being carried by the developer(s). As the developer of this proposed Nafziger Road development, will Cachet Developments be paying for the required services costs for:

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- stormwater management ponds, (page 50)
- on site pumping station(s),
- sanitary sewers,
- wastewater sewers,
- potable water main supply connecting lines from treatment plant(s), (page 50)
- storm water sewers, (page 50)
- sewage watermains and connecting lines to treatment plant(s), (page 50)
- provision and installation of appropriate traffic control signage (traffic lights and / or roundabouts) at the central access and the southern access where the transit hub is located, (page 50)
- widening of Nafziger Road in anticipation of increased and potentially congested north-south traffic flow, (page 50)
- installation of at least 2 'storage lanes' to accommodate traffic congestion for those north-bound vehicles waiting to enter the proposed development area off Nafziger Road, and provide for traffic exiting the proposed development onto Nafziger Road both to north and south, (page 50)
- installing, safety security, and maintenance of the SWM Pond of 2.09 ha at the south end of the proposed development, (page 43)
- play equipment, benches, walkways at the park at the north end, (page 43)
- provision and installation of fencing of the perimeter, and appropriate landscaping throughout the development, (page 43)?
- If the answer to any or all of the above costs questions is, "No. Cachet Developments will not pay for these development costs.", then **who, does it propose, will pay to provide which services?**

6) Align Development Components to a Timeline

a) **Medical Building:** There is provision for a 6-storey building described as "medical".

- When is this going to be built / completed?
- Does the developer have a sub-contractor willing to **complete construction** on this 6-storey building simultaneously with the residential occupations?
- Does the developer have a plan to get all the medical professionals to fill such a building?
- This medical building that is designed as being bigger i.e., (taller at 6-storeys vs 4) and longer than each medical building at Ira

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Needles in Kitchener. Ira Needles draws on the entire population of Kitchener, Waterloo, and surrounding townships including Wilmot. Does Cachet have a viable business plan based upon demographic research that indicates that “Wilmot Village”, with a population of 2,030.9 potential inhabitants can fill such a medical facility?

- b) **Mixed-Use / Employment:** There is 3.41 ha set aside for future employment opportunities. The rationale in the cover documents is that people who live here will be able to work here, and thus it becomes “**complete community**”. It’s implied that the community will be complete because it will be self-supporting. If you buy in, move there, you will be able to walk to work there. The population projection is for 2,030.9 persons.
- Eliminate the seniors. Does Cachet have connections that indicate that it has knowledge that 1,000 or more people in Wilmot Village are going to find work on site that will pay them enough to live there?
 - Do the local Chambers’ of Commerce agree that this is a practical option in the short run?
- c) **4 Office Buildings:** The application indicates that there will be four 6-storey office buildings located here. If we guess at 50 people per storey, times 6-storeys, times 4 buildings, that’s 1200 people working there.
- Are they all going to work AND live there?
 - 800 of the living units are designed for one person. Are 2/3 of the office workers, assumed to be living and working there, going to be “singles”?
 - In 4 buildings, with 6-storeys each, is a reasonable estimate that somewhere between 24 – 72 different businesses need to be attracted to Wilmot Village to fill 24 storey in 4 office buildings?
 - Has Cachet been in contact with the appropriate Chambers of Commerce to get any indication of how successful they have been so far in attracting businesses in this area?
 - Does Cachet have a builder willing to construct four 6-storey office buildings?
 - Does Cachet, or is Cachet persuaded that office buildings’ contractors have signed commitments to locate there as future tenants?
 - How long do you estimate it will take to fill 4 office towers?

Summary Comments

Everyone wants a place to live.

Additional living space is needed in Wilmot.

Potential development in Wilmot would be good, *depending on the details of what, where, how much, and **how** it is done.*

Developers play an essential role in communities' growth and assume some risks which they attempt to mitigate using their experience, connections and any possible method of getting approvals through quickly and cheaply.

Reasonable profit for business is good.

Fiscal due diligence and not using a MZO process by a municipality is best.

Is Cachet Developments willing to use the traditional (non MZO) process to continue negotiations with Wilmot Township to potentially develop its holdings on Nafziger Road?

Last Question

How many of all the people (including consultants) who are participants in the production of this application would be willing to buy and live in one of these units, if they could 'work from home' in Wilmot Village or in one of the office buildings?

From:
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: questions about proposed MZO by Cachet in Wilmot.
Date: Tuesday, January 25, 2022 9:37:43 AM

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

Good morning,

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. Cross your t's and dot your i's. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, and how this will affect the entire community before you vote.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how

do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high quality standard?

3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilmot going to do to ensure that doesn't happen?
25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?
 - Sidewalks/Bike Lanes non-existent
 - CN Railway Crossing for Pedestrians
 - Current speed of 80 KM/H (if observed by motorists) – need to lower to 60

- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Thank you for your time in consideration of these questions,

Ben Grose

From: [Cheryl Gordijk](#)
To: [clerks](#)
Subject: FW: MZO -
Date: Saturday, January 8, 2022 12:20:34 PM
Attachments: [image002.jpg](#)

Please see permission from Ms Dusky to include her email in the public record.

Cher

Cheryl Gordijk (she/her) | *Councillor* – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 | cheryl.gordijk@wilmot.ca
www.wilmot.ca



Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

From: csdusky
Sent: Saturday, January 8, 2022 12:19 PM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; **Subject:** RE: MZO -

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

Good Morning

Yes you may forward on and include in public record.

I beleive these issues are important for those of us that will have to deal with the issues this development will create.

Thank you

Colleen

Sent from my Bell Samsung device over Canada's largest network.

----- Original message -----

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

Date: 2022-01-08 11:59 a.m. (GMT-05:00)

To: Colleen Dusky

Subject: RE: MZO -

Good morning Colleen

Thank you for your email. This is an important issue that has been presented in Wilmot and I appreciate you letting us know your concerns.

Would you like me to forward your email to my fellow councillors and our clerk for inclusion in the public record? I will need your permission to do so.

Kind regards,

Cheryl Gordijk (she/her) | Councillor – Ward 2 Township of Wilmot

60 Snyder's Road West, Baden, ON N3A 1A1

P.519.998.8317 | cheryl.gordijk@wilmot.ca

www.wilmot.ca

Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

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

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

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

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

Subject: MZO -

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

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

Origin: [https://www.wilmot.ca/Modules/contact/search.aspx?
s=rKJmm1wnArkgHd8LKy6WMweQuAleQuAl](https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkgHd8LKy6WMweQuAleQuAl)

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Tracey Murray

From: Chris Finnie
Sent: Thursday, January 27, 2022 9:24 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: Wilmot Development

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

To Wilmot Council

I recommend that the Township of Wilmot Council say no to the request for the MZO by Cachet Developments (NH) INC. / Cachet Developments (NH WEST) INC and below are the reasons why.

I don't understand why this plan needs to be rushed through. Why can't the normal development process be followed where regular citizens have a say? What about traffic and environmental studies? More citizens would get behind a plan like this if the proper research was completed and presented.

There have been a number of initiatives to improve our infrastructure from roads to sewage and water. All of those projects won't be effective anymore and even more work will need to be done. As a parent, I worry about the strain that it will put on the schools of my children, who already had to have an expansion put on at Sir Adam Beck.

The proposed plan is very vague and does not have the specifics of buildings and dwellings to be built. Why would an ambiguous plan be approved?

Any large plan like this needs to have regular citizens be a part of the plan. They need to be properly informed and their voices need to be heard. If that doesn't happen, there are going to be many upset citizens that will keep this in mind at the next municipal election that will be happening very soon.

Thank you for taking the time to read this and I hope you will do the right thing and not push this ambiguous and rushed plan ahead.

Chris Finnie
Baden resident

Tracey Murray

From: Joecatey Fischer
Sent: Thursday, January 27, 2022 6:25 PM
To: clerks

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

To whom it may concern

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. Cross your t's and dot your i's. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, and how this will affect the entire community before you vote.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of wilmot for many years? What is being put in place to hold them accountable to a high quality standard?
3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their

thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilnot going to do to ensure that doesn't happen?

25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)
-

Sincerely,

Catey Fischer

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Tracey Murray

From: Cheryl Weber Good
Sent: Thursday, January 27, 2022 6:35 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: MZO concerns in Wilmot

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

Wilmot has been known for its careful control over land use. I do not understand why the township would allow MZO to take over. I understand that housing is needed, and more farmland needs to be taken, but I would be much more in support if Wilmot could oversee the project rather than letting MZO over ride.

Take care, Cheryl Good

From: noreply@esolutionsgroup.ca on behalf of [Caleb Jukes](#)
To: [Township of Wilmot](#)
Subject: MZO
Date: Thursday, January 6, 2022 11:03:21 AM

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To The Clerks Office,

Good Morning,

I am writing to express my concern about the recently proposed development and the MZO associated. I have lived in New Hamburg since I was a young boy, and have been running Focus Computers since 2014, so I would say I'm quite familiar with the workings of the town and the people that live here.

Some of what is being proposed isn't necessarily a bad thing, stuff like affordable housing, I do have a number of concerns though. The first one being the parking situation. Parking in nearly any shopping area in town is already a difficult situation, and adding hundreds or thousands of people to the area nearly overnight (when it's finished) will make things even more difficult. Nearly every day I see people parking in front of the stop sign at Home Hardware because they either can't find another spot, or they can't be bothered to look. That is an example I can give because I work right beside it every day, although I'm sure there are others.

Another concern is road traffic itself. Peel St and Huron St can get pretty clogged up as it is, is adding more to that a good idea?

Of course, the main issue is the ability for them to essentially go ahead and build whatever they want without permission from the community that has lived here for 10, 20, or like my grandparents, 80 years! What if they decide they don't want to build what they proposed already? It seems that is almost likely to be the case, as it was stated that those plans were preliminary and could very possibly be changed.

In conclusion, I would like to state I am certainly not against growth of the town in general. That being said, if we allow developers come in to our humble community and bully us into letting them do whatever they want, we will never lose them. Let the small towns of New Hamburg and Baden grow on their own terms, by their own means, and with the people who live and love them.

Sincerely,
Caleb Jukes, Owner of Focus Computers Inc.

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkHd8LKy6WMweQuAleQuAl>

This email was sent to you by Caleb Jukes through <https://www.wilmot.ca>.

From: [Caitlin Kelly](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Against the MZO
Date: Sunday, January 23, 2022 8:06:40 PM

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerk's office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councilors to examine and for the developer to answer. As our voted in representatives, you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and its residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will affect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, etc.?
Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped, how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast, how do we know they won't cut corners throughout the process

and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high-quality standard?

What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?

Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost taxpayers to upgrade & accommodate this development?

My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?

New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.

Will this development affect water quality within the township? What studies will be conducted to ensure it does not?

Why is the Park disconnected from the Trail and far from the senior center?

How wide are the sidewalks? How big are the boulevards? Will there be a biking lane?

Describe how this community will encourage pedestrian walking and cycling beyond trail.

How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?

What is an Agri Hub and how will your organization contribute to its long-term success? Will the maintenance and management be left to the township and use more tax payer dollars?

Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

What impacts on Taxes does the Township predict with this development (short/long term)?

Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

What costs will the Township incur relating to infrastructure, and will the development fees

pay for the entire infrastructure bill?

What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" be reserved for? Years? Decades? Indefinitely?

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed?

What happens if a transit hub isn't established, what is your "Plan B" with the land?

What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

Wilmot has some of the most fertile, productive and prosperous agriculture in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers?

How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we affecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval?

How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... What is Wilmot going to do to ensure that doesn't happen?

What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

Sidewalks/Bike Lanes non-existent

CN Railway Crossing for Pedestrians

Current speed of 80 KM/H (if observed by motorists) – need to lower to 60

No street lighting present on Nafziger Road

Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights?

Turning lanes? No turning mechanisms?)

Caitlin Jackson

From: [Communications](#)
To: [damavel939](#)
Cc: [Communications](#); [clerks](#)
Subject: RE: Re MZO
Date: Thursday, January 6, 2022 9:04:58 AM
Attachments: [image003.png](#)

Good Morning Dawn and Michael,

At this time, we would request that community feedback on the proposed MZO be submitted to the Office of the Clerk for distribution to the appropriate individual(s).

Please submit your feedback to clerks@wilmot.ca

Regards,



Corporate Communications
Office of the CAO | Township of Wilmot

www.wilmot.ca
60 Snyder's Road West, Baden, ON N3A 1A1

t. 519-634-8444
toll-free. 800-469-5576
TTY. 866-620-2994

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-
Wilmot is a cohesive, vibrant and welcoming countryside community.

From: damavel939
Sent: January 6, 2022 8:33 AM
To: Communications <communications@wilmot.ca>
Subject: Re MZO

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How where do we voice or concerns about this MZO and future Development.
This plan is TOO BIG for this community. We do need development in this area but NOT A CITY
.Which is what this plan is wanting to bring
How would our infrastructure .schools cope with such a big plan .Too much too soon Too much loss
Too many people and a loss of our environment. PLEASE SAY NO TO MZO ,and this Development

Thanks Dawn and Michael Aveline

Sent from my Galaxy

Tracey Murray

From: dawn aveline
Sent: Wednesday, January 26, 2022 5:17 PM
To: clerks
Cc: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: RE MZO and CACHET DEVELOPMENT

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

Goodmorning Wilmot Councilors and Mr. Harris, we would like our voices heard :

We are totally against the MZO . pushing through this development

We are **greatly concerned about** how the infrastructure in Wilmot Township could cope with such a large development. Our waterways our sewerage and hydro are already struggling with what we have here now. So are the **Wilmot schools. AND OUR FIRE DEPARTMENT,**

This is a greedy, bully trying to bring a CITY TO A SMALL TOWN.

There will be huge loss and consequence going forward if this is approved .

We **do** feel OUR Township is in need of developing ,it is lacking in many things and has become a 'bed room Community '
BUT :-

This proposal from Cachet is way over board .

Not looked into properly . Much more careful planning is needed. by Council ,

We do not need a 'Village' of this magnitude, built at this rate in Wilmot Township , crammed into this proposed site.

SAY NO ,TO MZO. and high-density housing .

There's is a saying :

Give them a inch they'll take a mile .

From what I have read, this is happening in too many small communities already

If we do not stop this ..,where will it end?.

There will be nothing left of our beautiful peaceful community. Look what has happened and happening in other communities. Building after building , and mostly empty .

All green spaces covered with concrete.

I caution Wilmot Council of any proposal by Cachet Development.

WILMOT TOWNSHIP **Does not need buildings greater than 3 stories. nor HIGH-DENSITY HOUSING .**

This will ruin our landscape and bring too many people. to this community .
We also question the need for a proposed transit hub ,among many other things proposed by this developer.

This is not Mississauga
This a small rural Township
The for site of this plan is frightening

PLEASE LISTEN TO THE COMMUNITY and **Stop this MZO.** and **carefully** review CACHET Developments.
Before it is too late

Yours truly Dawn and Michael Aveline , Baden

Please have our email included in the public record

From: [Deborah Baker](#)
To: [Barry Fisher](#)
Cc: [Jeff Gerber](#); [Angie Hallman](#); jennifer.phenning@wilmot.ca; [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Wilmot MZO
Date: Sunday, January 16, 2022 10:24:40 AM

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

Hi Barry and all councillors,

I just wanted to voice my concern and opposition against the proposed mzo for Wilmot. There are so many reasons that people chose to live out here, with the main reason being that we wanted a small town life. I already have immense concern with the current amount of building that has been approved, but to allow an MZO, especially of this size, is just plain stupid.

As it is, we have full schools and portables, skating rinks that are absolutely packed from lessons and hockey, many are unable to even get in to swimming lessons, and roads that are busier than they were made for and are current raceways.

What about future schools and parks (we already don't have enough parks or green space)? Sewer system, water systems, poor internet systems are already strained, EMS that are already rarely out here, fire dept's, the lack of police and increasing crime rates? And what about our farm land and the Nith river? Environmental and noise pollution. Disruption to wildlife. We already have a conservative gov't that has shown incredible disregard for the environment, which is why we are now seeing these MZO's being pushed through, and I would hope our own elected officials would not follow suit. And again, add in the fact that I'm yet to speak with a single person who wants to see this urban sprawl built, let alone by a shoddy builder, and we have enough reasons to turn this down and fight against it.

I really hope you all do the right thing here. We have a wonderful place to protect that we call home.

Thank you,
Deborah and Jason Baker

Sent from my iPad

Tracey Murray

From: Tracey Murray
Sent: Tuesday, February 1, 2022 2:45 PM
To: Tracey Murray
Subject: FW: No MZOs for Wilmot Township. No development without community consultation.

From: Dana Snell
Sent: Thursday, January 27, 2022 4:30 PM
To: mike.harris@pc.ola.org; Les Armstrong <les.armstrong@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; clerks <clerks@Wilmot.ca>; Harold O'Krafka <harold.okrafka@Wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>
Subject: No MZOs for Wilmot Township. No development without community consultation.

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

To Whom It May Concern,

Late on Christmas Eve, citizens discovered that the Township of Wilmot had just posted notice of a Ministerial Zoning Order (MZO) request.

The MZO request has caused considerable concern in the community as MZO's have become so ubiquitous and despised elsewhere in Ontario and have been largely avoided in Waterloo Region. The timing of this MZO is highly suspicious – being announced at the last minute late on Christmas Eve with a Special Council Meeting scheduled at dinner time on the first day back (January 4th), almost no information available during the holidays, at a time with almost no ability to reach Staff, and little opportunity for local media coverage, while also in the midst of the most serious COVID-19 variant seen thus far.

When Wilmot finally released information a week later, it wasn't just for a subdivision as feared but an entirely new town – Wilmot Village – between New Hamburg and Baden with homes for thousands of people, seniors apartments, supposedly affordable housing, employment lands, retail stores, a transit hub, and even an agrihub (whatever that is). Citizens and community groups in Wilmot scrambled to delegate at the January 4th meeting and with 200+ people in attendance at the virtual meeting more than a dozen delegations raised considerable concerns about the development proposal and the MZO request.

The developer struggled to provide answers and justify the need for the MZO other than they were using it in an attempt to bypass the Regional Official Plan Review currently underway, bypass proper planning procedures and get immediate approval. Wilmot Councillors, concerned with so many issues being raised by the public and seeing the developer woefully unprepared have asked that questions be submitted to the Township to be addressed by the developers at a Special Council meeting planned for February 14th.

While it initially appears that this MZO is just about two farms in Wilmot, it actually has far-reaching consequences for the Region of Waterloo and all upper-tier governments across the province. It appears that the primary purpose of the MZO is to bypass the Regional Official Plan Review currently underway and destroy the proper regional growth and infrastructure planning process by having the Minister arbitrarily order the approval of these developments immediately, in isolation, and with little regard to all integrated planning usually required.

This MZO bomb of Wilmot elbowing others out of the way to get this significant growth at any cost could likely set off a chain reaction of competing MZO's from other developers, and raise animosity between previously cooperative municipal governments such as North Dumfries Township and Wellesley Township, who will then race for their own MZO's to get their desired growth. **40+ years of shared success here in Waterloo Region could be in jeopardy.**

Should Wilmot Township approve the MZO, they will have pulled the trigger and launched an unprecedented attack on Wilmot's Regional government and neighbours – purposely seeking to cut them out and bypass our upper-tier and destroying the ability for the Region of Waterloo to guide growth, intensify our core areas, co-ordinate plans, protect our countryside, and continue our incredible success.

Almost everything that we take for granted today is a result of good planning, collaborative governments, and communities working together that will no longer exist when it is a free-for-all of developers and municipalities by-passing all local and regional planning processes for an avalanche of MZO's from the Minister and Premier so eager to issue them.

We have detailed Regional Official Planning processes for good reason. They have served us well to date creating our leading communities and success – in fact, so much of our success in Waterloo Region has come from doing this integrated, progressive planning better than most others and creating the smart growth, balance, and results that most others only dream of. People too often underestimate how long it takes to create good things and how quickly it can all be destroyed.

Minister Clark has stated that he won't approve an MZO without local Council approval first that has to involve public feedback. The use of MZO's are inappropriate for planning the future of our community and the chain reaction that this MZO could unleash could destroy our Regional Official Plan Review and all the good planning responsible for our success that we too often take for granted.

It is shameful to see developers even trying to use MZO's here in Waterloo Region when we are renowned for good planning and lead the province with our SmartGrowth success. This MZO is designed solely to bypass our Regional government and our Regional Official Plan Review currently underway regardless of the costs and potential implications.

Cancel the MZO and consult the community through the proper channels.

Thank you,

Dana Snell

From: [Angie Hallman](#)
To: [clerks](#)
Cc: [Deb Swidrovich](#)
Subject: FW: MZO request for 1265 and 1299 Waterloo Street, New Hamburg
Date: Wednesday, January 5, 2022 1:45:57 PM

Good afternoon Dawn and Tracey,

Please include Deb's comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

From: Deb Swidrovich
Sent: Wednesday, January 5, 2022 1:43 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO request for 1265 and 1299 Waterloo Street, New Hamburg

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

Hello Angie:

Certainly, please use my comments. And... thank you for your comments and questions last night. Much appreciated.

Deb Swidrovich
519-746-5287

On Wed, Jan 5, 2022 at 1:37 PM Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Deb,

I share many of your thoughts and concerns over this MZO process.

Thank you for taking the time to write to use and provide your comments. Can I have your consent to have them included in the public record.

Be well,

Angie

From: Deb Swidrovich

Sent: Tuesday, January 4, 2022 2:31 AM

To: Les Armstrong <les.armstrong@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>

Subject: MZO request for 1265 and 1299 Waterloo Street, New Hamburg

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

Mayor & Councillors:

After reviewing the MZO request for 1265 and 1299 Waterloo Street, New Hamburg, I am requesting that you postpone any decision on this matter until the Regional Land Needs Assessment and the review of the Regional Official Plan have been completed.

I understand staff's interest in having local control over the direction of development, but the MZO process is not the way to accomplish those goals especially if it limits the very people who elected you from being heard at all levels of government. It is also disappointing to think of the environmental effect of another bedroom community that likely will not bring enough employment to the area resulting in thousands of air polluting trips from New Hamburg to the larger communities.

The Region of Waterloo has an excellent track record across Canada with regard to environmental planning. Please turn down this MZO request and work together with your constituents and the Region to ensure planning that is inclusive and environmentally sustainable.

Thank you,

Deb Swidrovich

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disclosure under applicable law and is for the sole use of the intended recipient(s). If the receiver of this information is not the intended recipient, or the employee/agent responsible for delivering the information to the intended recipient, you are hereby notified that any use, reading, dissemination, distribution, copying or storage of this information is strictly prohibited. If you have received this information in error, please notify the sender by return email and delete the electronic transmission, including all attachments from your system. If you have received this message as part of corporate or commercial communications and wish not to receive such please send a request to unsubscribe@wilmot.ca

Questions for Cachet Development's MZO request in Wilmot Township

How do you think your proposed development will have an impact on the housing crisis when one of the main contributors to the housing crisis is that housing is too expensive for most people especially young families? Only about 1/3 of the units in the proposed development appear to be suitable for families and none of those units are rental apartments or condos, which would be the least expensive type of accommodation.

You indicated at the meeting on January 4th that one of your reasons for seeking an MZO was because you did not agree with the Region of Waterloo's approach to the Official Plan update. How does that justify taking away the rights of Wilmot Township and its residents to have some control over how this community is developed? What in particular don't you like about the Region's process? The Region of Waterloo has done a very good job of protecting farmland and natural areas. There are many of us living here who appreciate that and know that future generations will appreciate it as well.

How do you justify using an MZO to rush ahead with getting your development proposal approved and cutting ahead in line of other developers who have followed the proper planning and consultation processes?

What investigations have been undertaken to determine the safety of having a residential development so close to a fertilizer plant that has hazardous products onsite and could pose an environmental threat to the nearby residents?

What consideration has been given to evacuation routes from the proposed development in the event of an accident at the fertilizer plant?

What considerations have been given to the conservation and protection of water in this development? We are very dependent on ground water in Wilmot and it is critical that we don't waste it or pollute it. Have you considered landscape features such as permeable driveways and parking lots and trees and other vegetation that will allow water to seep into the ground to help recharge ground water sources instead of escaping into storm drains and possibly contributing to flooding in extreme weather events? What plans do you have for developing rain water capture systems in the buildings and using rain water for plumbing functions such as toilets and outside watering that don't require treated water?

Is there sufficient green space in the residential and business areas for shade trees? How many trees will be planted and will they be of sufficient size to be able to provide shade in a few years? Who is responsible for providing those trees?

The Township of Wilmot and all the other municipalities in the Region plus the Region itself have committed to reducing greenhouse gas emissions by 50% by 2030. How will your development support the township's goal in this regard?

The proposed design and location of this development seems to guarantee that the majority of residents and people that come to the area for work will be car dependent. What are your plans for accommodating the traffic flow, the parking needs and the need for EV charging capability in multi-unit buildings, residences, and business parking lots?

We understand there is no sewer line along Nafziger between Waterloo Street and the highway. Are you planning to pay for its installation or are you expecting Wilmot Township to pay for and provide a sewer trunk line for you?

Have you investigated if there is sufficient sewage treatment capacity in Wilmot for this development on top of other committed developments in the area? If not, will you be providing funds to upgrade the sewage treatment plant.

Is there a fresh water line on Nafziger? Is it sufficient for the development or will it need to be upgraded? Who is to pay for the upgrade?

What guarantee is there that this development won't force Wilmot Township or the Region to pay for unplanned infrastructure enhancements such as widening of Nafziger Road?

How will hydro-electricity requirements for the buildings, housing, parks, street lights, etc. be provided? Will a new hydro substation be required? Are there any plans to install solar panels to provide electricity?

Don & Janet Worthington

New Hamburg ON

January 19, 2022

By Email to clerk@wilmot.ca

Dawn Mittelholtz, Clerk
Wilmot Township

Dear Ms. Mittelholtz

RE: MZO for development of 1265 and 1299 Waterloo Street, New Hamburg

Please forward these questions to Cachet Developments for a response prior to the February 14, 2022, council meeting:

Our questions to Cachet Developments are as follows:

1. What studies has Cachet Developments done to learn about Wilmot Township, its citizens, its culture, its needs, and the values of people who have chosen to live here?
2. How is this development going to benefit Wilmot Township? Has the developer considered how the proposed development will affect the existing infrastructure and what it will cost the Township to upgrade infrastructure and service this development?
3. Will Cachet Developments build schools as is proposed by a development application submitted for a property in Baden? Has the developer considered where children living in Wilmot Village will attend school, given that our local schools are at capacity?
4. Has the developer conducted a study of the long-term potential health damage to people living in close proximity to a fertilizer manufacturing plant?
5. Has Cachet Developments created a plan that will actively contribute to Wilmot Township's climate change goals?
6. Has Cachet Developments contacted area transportation services as to whether they would use the transit hub?
7. Has Cachet Developments contacted potential commercial entities as to whether they may be interested in renting the commercial areas of the development?

8. If this development was ready to sell properties in 2022, please provide an estimate of the cost of a single-family residence, a condominium, and a townhouse in Wilmot Village. What do you estimate the condominium fees would be? Would young families with parents working in minimum wage jobs with two children, seniors without a significant pension, and empty nesters be able to afford these residences, given “affordability has eroded significantly.”
9. Why can Cachet Developments not wait until the Region’s Official Plan has been updated?

Kindly acknowledge receipt of this email. Many thanks.

Sincerely,

Don & Janet Worthington

From: [Deb curtis-sadler](#)
To: [clerks](#)
Date: Monday, January 24, 2022 10:03:06 AM

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping to the needs of Wilmot residences.

Deborah Curtis-Sadler

From: [Susan Fulop](#)
To: [clerks](#)
Cc: [Les Armstrong](#); [Angie Hallman](#); [Cheryl Gordijk](#); [Barry Fisher](#); [Jeff Gerber](#); [Jennifer Pfenning](#); [mike.harris@pc.ola.org](#)
Subject: MZO request for Wilmot Township- Question for the developer
Date: Thursday, January 6, 2022 7:56:19 AM

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

My question to the developer is how is his proposed development meeting the MZO criteria of extraordinary urgency? I was at the council meeting on Jan. 4, 2022 and I did not hear any reasons from the developer that his proposed project is an extraordinary urgent project.

Dr, Susan Fulop

From: [Angie Hallman](#)
To: [clerks](#); [Council](#)
Subject: FW: MZO request for Wilmot Township
Date: Wednesday, January 5, 2022 1:53:40 PM

Good afternoon Dawn and Tracey,

Please include Dr. Fulop's comments as part of the public record.

Her consent is below.

Collogues – Please see her email for your information.

Cheers, Be well,
Angie

From: Susan Fulop **Sent:** Monday, January 3, 2022 6:45 AM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO request for Wilmot Township

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

Hi Angie,
You have my permission to share my e-mail with elected colleagues, staff and have it included in the public record.
Dr. Susan Fulop

On Sunday, January 2, 2022, 07:39:14 p.m. EST, Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good evening Dr. Fulop,

I share many of your thoughts and concerns over the MZO process. Do I have your permission to share this email with my elected colleagues, staff and to have it included in the public record.

Cheers, be well,
Angie

From: Susan Fulop
Sent: Saturday, January 1, 2022 8:57 AM **To:**
Angie Hallman <angie.hallman@wilmot.ca>
Subject: MZO request for Wilmot Township

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

Dear Angie

As an Ontario resident I am concerned about the current governments misuse of MZOs. These MZOs are meant for situations of extraordinary urgency. Please explain to Ontarians how the the request for MZO for Wilmot Township meets this criteria of extraordinary urgency.

If the council was comfortable with validity of the MZO request why did they furtively release their Staff Report at 6:30 on Christmas Eve and then schedule a meeting to discuss it on Jan. 4th,2022? This timing suggests wanting to fly under Wilmot residents' radar and then not giving concerned residents sufficient time to respond.

To plan for climate change mitigation, development has to be properly planned or irreversible mistakes will be made. Zoning bylaws and environmental impact studies that have taken years to create should not be tossed out at this crucial moment in time.

Please listen to the science and not the developers.

Dr. Susan Fulop

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Tracey Murray

From: Ellen Berwick
Sent: Friday, January 28, 2022 10:04 AM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: MZO concerns

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerk's office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers. Please take all things inconsideration.

I am strongly AGAINST THE MZO and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councilors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, etc?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high quality standard?
3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where

parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?

7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is Wilmot going to do to ensure that doesn't happen?
25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Ellen Berwick
New Hamburg ON

Tracey Murray

From: Erin Coccimiglio
Sent: Thursday, January 27, 2022 3:06 PM
To: Angie Hallman; Barry Fisher; Cheryl Gordijk; Harrisco, Mike; Jeff Gerber; Jennifer Pfenning; Les Armstrong; clerks
Subject: MZO concerns

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will effect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of wilmot for many years? What is being put in place to hold them accountable to a high quality standard?
3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all

- new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
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 11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
 12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
 13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
 14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
 15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
 16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
 17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
 18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
 19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
 20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
 21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
 22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
 23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
 24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a

development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilnot going to do to ensure that doesn't happen?

25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes? No turning mechanisms?)

Thank you for your consideration.

Tracey Murray

From: Elaine Finnie
Sent: Thursday, January 27, 2022 8:47 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: MZO concerns

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

To Wilmot Council

I recommend that the Township of Wilmot Council say **no** to the request for the MZO by Cachet Developments (NH) INC. / Cachet Developments (NH WEST) INC and below are a few reasons why I am very concerned as a community and environmentally conscious member of Wilmot township.

-
-
- We can't lose more prime farmland. Ontario is losing farmland at a rate of 175 acres a day. Are
- we doing enough to protect our biodiversity and farmland?
-
-
-
- Flooding around the Nith River is increasing. Paving over farmland increases the amount of rain
- runoff. Will this increase flooding?
-
-
-
- This development is still urban sprawl.
-

Please include this email in the public record.
Elaine Finnie

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: MZO
Date: Saturday, January 8, 2022 9:43:19 PM

From: Ernie Ritz **Sent:** Wednesday, January 5, 2022 2:48 PM **To:** Angie Hallman
<angie.hallman@wilmot.ca> **Subject:** Re: MZO

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

Hi Angie: A further thought I have is that the area in question is already covered by a plan which I understand has been prepared and paid for by the Township through the normal channels of salaries, time spent and expertise.

You have my permission to include my opinion as requested. Ernie

On Jan 5, 2022, at 12:51 PM, Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Ernie,

I share many of your thoughts and concerns over this MZO process.

Can I have your consent to have this email included in the public record?

Be well,
Angie

From: Ernie Ritz **Sent:** Tuesday, January 4, 2022 2:52 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: MZO

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

Councillors: Let me record my opposition to the MZO imposed on Wilmot township by the Province. It must be given time (at least six months) for detailed consideration and especially public

consultation.

In addition, our MLA Michael Harris should be invited to an open Council meeting to indicate whether he will act in our interests to have the MZO removed from the Provincial plans.

Wilmot and area has a sufficient number of very competent contractors and developers who can be engaged to fill the needs of local development in a time frame which Wilmot township can accommodate, particularly in servicing requirements.

Ernie Ritz, former Mayor.

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From: [Angie Hallman](#)
To: [Erin Suriano](#)
Cc: [clerks](#)
Subject: RE: Wilmot MZO
Date: Monday, January 10, 2022 4:37:04 PM

Good afternoon Dawn and Tracey,

Please include Erin's comments as part of the public record.

Consent is below.

Cheers, Be well,
Angie

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

From: Erin Suriano
Sent: Monday, January 10, 2022 4:30 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: Wilmot MZO

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Yes, of course!

Sent from my iPhone

> On Jan 10, 2022, at 4:11 PM, Angie Hallman <angie.hallman@wilmot.ca> wrote:

>

> Good afternoon Erin and Patrick,

>

> I share many of your thoughts and concerns over this MZO process.

>

> Thank you for taking the time to write to us and provide your comments. Can I have your consent to have them included in the public record.

>

> Be well,

> Angie

>

> -----Original Message-----

> From: Erin Suriano

> Sent: Monday, January 10, 2022 3:05 PM

> To: Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; clerks <clerks@Wilmot.ca>; mike.harrisco@pc.ola.org

> Subject: Wilmot MZO

>

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>

>

> With regards to the MZO, I have the following questions (below).

> I have serious concerns about the MZO and the direct effects on our community. I hope our concerns are being taken seriously.

>

> -How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?

> -Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps?

> -What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?

> -Is our Fire Services infrastructure capable of this development? If not, what are the deficiencies?

> -My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

> -Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? How will guest parking be accommodated? How many traditional parking spaces per home are going to be available?

> -New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.

> -What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO?

> -Will this development effect water quality within the township? What studies will be conducted to ensure it does not?

> -Why is the Park disconnected from the Trail and far from the senior center?

> -How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.

> How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration?

> -What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?

> -Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

> -What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

> -How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

> -What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

> -What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

> What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.}) -What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?

> Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

> -What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA -What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

> Sidewalks/Bike Lanes non-existent

> CN Railway Crossing for Pedestrians

> Current speed of 80 KM/H (if observed by motorists) – need to lower to 60 No street lighting present on Nafziger Road Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes?

No turning mechanisms?) -What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

> -What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

>

> Sincerely, Erin and Patrick Suriano

>

> Sent from my iPhone

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From: [Erez Zukerman](#)
To: [Angie Hallman](#); [clerks](#)
Subject: Re: Christmas eve MZO
Date: Monday, February 7, 2022 10:43:34 AM

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Hi Angie and clerks,

As a resident of Wilmot (New Dundee) I would like to express my concerns with regards to the MZO. Specifically, I am concerned about due process. Not only is an MZO a "blunt instrument" that inhibits community participation, but the timing in which this MZO was "announced" (Christmas Eve??) does not leave a good taste. This feels like quite a deliberate attempt at precluding public participation.

I recognize the need for more housing in the area — but any development effort must take into account the people who already live here, the wildlife, and the agricultural environment. Please allow for proper public participation and full transparent consultation without resorting to the kind of tactics used with this MZO far.

Thank you,
Erez

On Thu, 3 Feb 2022 at 12:41, Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Erez,

I have several concerns with this MZO request and the impacts it would create for Wilmot and the entire Region.

If you would like to share your thoughts for the public record please email them to me or the clerks prior to February 14th.

clerks clerks@Wilmot.ca

If you would like to discuss further please let me know.

Be well,

Angie

From: Erez Zukerman
Sent: Monday, January 31, 2022 2:01 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Christmas eve MZO

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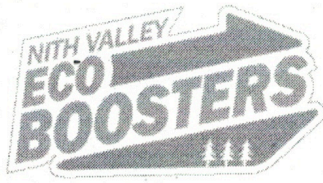
Hi, Angie!

What is your stance re the MZO announced Christmas Eve for the new subdivision development?

Best,

Erez

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- committed to achieving and supporting a long-term healthy environment in Wilmot and Wellesley Townships through education, action and collaboration.
<https://nvecoboosters.com>

January 18, 2022

Ms. Dawn Mittelholtz
Municipal Clerk
Township of Wilmot
60 Snyder's Rod West
Baden, ON N3A 1A1

Dear Ms. Mittelholtz, Mayor Armstrong, Councillors Fisher, Gerber, Gordijk, Hallman and Pfenning,

Re: The application for an MZO to develop 1265 and 1299 Waterloo Street

The Nith Valley EcoBoosters is a not-for-profit, politically non-partisan volunteer group committed to achieving and supporting a long-term healthy environment in Wellesley and Wilmot Townships through education, action and collaboration. Since our inception in 2015 as a community based environmental group, we have been diligent about adhering to our mandate. We have held at least 2 community educational events every year that have focused on environmental issues. We have taken action to voice our concerns about the recent staff recommendations for the Region of Waterloo Official Plan update. We have collaborated with other organizations both local and further afield on actions and events. An example is the Kitchener Conestoga 100 Debates on the Environment that we co-hosted prior to the fall election. Members of our group have delegated to Wilmot Council – most recently in June 2021 to advocate for stronger climate goals.

The Nith Valley Ecoboosters group is serious about protecting the environment and we would like you to take our concerns about the ramifications of approving the MZO for a proposed development at 1265 and 1299 Waterloo Street seriously. These concerns are as follows:

Lack of adherence to the Township's planning policies

Wilmot Township's 2019 Official Plan "establishes the direction for development" in our community. The Township Council needs "to ensure that development proceeds in accordance with the objectives of this Plan". The Plan was created to ensure that "public services are available for the health, safety and convenience of residents of the Township". We are concerned that if this MZO is approved, the proposed development may not adhere to the policies in the Official Plan. We are particularly concerned that lack of proper oversight could result in negative effects on the environment because of a lack of an environmental assessment. There is no mention in the proposed development plan about the fertilizer plant that is adjacent to the south end of the property. Proper distances need to be maintained between residential properties and that type of business. In addition, evacuation routes need to be planned in case of a leak or some other disaster at the plant. These are important considerations for this development and should not be overlooked.

Reduced ability of the Region to protect our rural areas

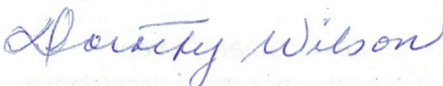
Waterloo Region has a reputation for thoughtful planning that has protected farmland and environmentally sensitive landscapes. The Region is in the midst of updating its Official Plan. All the municipalities in Waterloo Region have agreed that we are in a climate emergency so the Official Plan update will certainly be taking that into consideration. If Wilmot Council approves the MZO, there will be no guarantee that the proposed development fits within the guidelines of the updated Region of Waterloo Official Plan. Furthermore, other developers may follow the MZO route to ensure their projects are approved leaving the entire Region powerless to continue protecting our rural areas resulting in reduced food production and increased susceptibility to the effects of climate change.

Lack of strategies to reduce greenhouse gas emissions

Both the township and the region have agreed to significant reductions in greenhouse gas emissions in the coming years. The proposed development will make it difficult to meet those commitments since it is entirely car dependent. Even though the plan for the development includes a transit hub, there are no guarantees that access to public transit will be available at any time in the near future since expansion of public transportation requires collaboration between municipal, regional and provincial governments. Development of public transit also requires a certain level of population to make investments worthwhile. It is questionable whether the proposed community would qualify. In addition, the proposed plan lacks any mention of sustainable energy features which would help with reducing greenhouse gas emissions. Some examples would be installation of rooftop solar panels on all buildings; EV charging capability built-in to all residential and commercial buildings; and geothermal heating systems, to name a few.

We know that you have heard from other groups and individuals who have similar plus additional concerns about the proposed development. We hope that these concerns have convinced you that it is imperative for the long-term health of this community's environment that you refuse to support the developer's request to approve his MZO application.

Yours sincerely,



Dorothy Wilson
Communication Team
Nith Valley EcoBoosters

CC: Mayor Armstrong; Councillors Fisher, Gerber, Gordijk, Hallman, Pfenning; MPP Mike Harris



- committed to achieving and supporting a long-term healthy environment in Wilmot and Wellesley Townships through education, action and collaboration.

<https://nvecoboosters.com>

Nith Valley EcoBoosters' questions for Cachet Developments
January 27th, 2022

1. How can you assure Wilmot residents that the proposed development will adhere to the township's official plan which was created to ensure that "public services are available for the health, safety and convenience of residents of the Township"? Examples of public services that need to be addressed include provision of water and sewage services, access to firefighters, flood control, protection from toxic chemicals and access to goods and services within a 15-minute walk or bike ride.
2. Has an investigation been done to determine whether the township's existing sewer capacity infrastructure can accommodate this proposed development? It is our understanding that the township's water treatment facility has just been upgraded to meet the needs of currently planned developments which would mean that there is no capacity for this large proposed development. If it is not sufficient for both currently planned developments plus the needs for this project, how will you ensure that it gets upgraded so that the residents of Wilmot will not face a huge tax burden?
3. How do you justify the possible disruption of the efforts of Waterloo Region to continue its long-term and well-respected path of protecting farmland and environmentally sensitive landscapes which will likely occur if the MZO application is approved? We believe that intensifying development within existing built-up areas could help address the housing crisis and continue to protect farmland.
4. In the interest transparency, what investigations have been undertaken to determine the safety of having a residential development so close to a fertilizer plant that has hazardous products onsite and could pose an environmental threat to the nearby residents? What have been the results of these investigations?
5. What consideration has been given to evacuation plans from the proposed development as well as from multi-unit buildings in the event of an accident at the fertilizer plant?
6. What landscaping features will the proposed plan have that can mitigate the effects of climate change, eg. community or individual garden plots, planting of trees to offer shade and slow the accumulation of water in heavy rain; permeable driveways and parking lots to reduce runoff in heavy rains; rain water capturing to reduce use of treated water, etc.?
7. What plans do you have to ensure that the proposed development supports Wilmot Township's goal of reducing greenhouse gas emissions by 50% by 2030? For example, light-coloured roofs to reflect heat, rooftop solar panels, geothermal heating infrastructure and heat pumps to reduce reliance on natural gas.
8. Will all single and multi-unit residences as well as commercial parking areas have EV charging capability?
9. Are you aware of the expenditure of GHG emissions the proposed development would produce? How would you offset this? Have you explored other styles of development to minimise GHG emissions and optimize net zero building structure? This would set an example for all future developments.

From: [Tracey Murray](#)
To: [Tracey Murray](#)
Subject: FW: Concerns Over MZO Application
Date: Tuesday, February 1, 2022 2:34:02 PM

From: Holly Bast
Sent: Friday, January 28, 2022 12:45 PM
Subject: Concerns Over MZO Application

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

Greetings,

Our community has been very vocal about their concerns around this potential development and the significant impact it would have on the existing infrastructure as well as a number of services across the Township of Wilmot. On behalf of the Wilmot Girls Hockey Association, together with New Hamburg Hockey Association, the New Hamburg Figure Skating Club, and The New Hamburg Firebirds, we are reaching out to you to express the serious concerns we have over the MZO Application that has been submitted.

As volunteers of just some of the many community associations serving the recreational needs of our community, we already struggle to meet the demand within our community, due to the availability of ice time for the ice user groups at the WRC. We believe we have valid concerns around what will be done to address the significant increase in demand we would experience if this MZO moves forward. Each year our ice user groups sit down with Township staff to try to negotiate more ice time for our respective groups. With only two ice pads available, we recognize that one association's gain in ice time comes at a loss for another association. As a result, for many years, our association has had to pursue other options at facilities outside of Wilmot, such as Wellesley, Tavistock, and Plattsville. We deal with pushback from parents around 6:30 am practices in Tavistock, when parents are trying to get their children to school. We deal with pushback from coaches when they do not have their own dedicated ice time for practice, but instead have to share with another team. Those who live in our community should have access to reasonable services where they pay taxes. We have been dealing with these issues for years, and we are excited that the plans for an additional ice pad are finally in progress now. But these things take time - does the study just recently completed to determine what facilities we need even consider the growth that will be experienced if this MZO is approved?

We know now more than ever that being active and participating in organized sports and community activities is important not only for our physical health, but for our social and mental wellbeing. We cannot afford to be in a position to turn people away because we cannot meet the community demand.

We recognize that Wilmot will continue to grow - we understand and support that. However, if there is not responsible, coordinated planning within the community, the quality of life as we know it will be impacted. We urge you to consider how we can work together to ensure the wellbeing of

our community members. Supporting this MZO is not in the best interests of our community.

Holly Bast

President

Wilmot Girls Hockey Association

Tracey Murray

From: Gail Schenk
Sent: Friday, January 28, 2022 2:55 AM
To: clerks
Cc: Les Armstrong; Angie Hallman; Cheryl Gordijk; Barry Fisher; Jeff Gerber; Jennifer Pfenning; Harold O'Kafka; mike.harris@pc.ola.org; Sharon Chambers
Subject: My questions to Cachet developers re:

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

As a resident of Waterloo Region I am sending to the <clerks@wilmot.ca> my questions to Cachet Development re: their request to use and MZO to build their development project between Baden and New Hamburg. Cachet has agreed to respond to citizens' concerns regarding this development.

My questions are:

1. You indicated at the meeting on January 4th that one of your reasons for seeking an MZO was because you did not agree with the Region of Waterloo's approach to the Official Plan update. How does that justify taking away the rights of Wilmot Township and its residents to have some control over how this community is developed? What in particular don't you like about the Region's process? The Region of Waterloo has done a very good job of protecting farmland and natural areas. There are many of us living here who appreciate that and know that future generations will appreciate it as well.

Therefore, how do you justify using an MZO to rush ahead with getting your development proposal approved

and cutting ahead in line of other developers who have followed the proper planning and consultation processes?

2. What considerations have been given to the conservation and protection of water in this development? We are very dependent on ground water in Wilmot and it is critical that we don't waste it or pollute it. Have you considered landscape features such as permeable driveways and parking lots and trees and other vegetation that will allow water to seep into the ground to help recharge ground water sources instead of escaping into storm drains and possibly contributing to flooding in extreme weather events? What plans do you have for developing rain water capture systems in the buildings and using rain water for plumbing functions such as toilets and outside watering that don't require treated water?

3. Is there sufficient green space in the residential and business areas for shade trees? How many trees will be planted and will they be of sufficient size to be able to provide shade in a few years? Who is responsible for providing those trees? The Township of Wilmot and all the other municipalities in the Region plus the Region itself have committed to reducing greenhouse gas emissions by 50% by 2030. How will your development support the township's goal in this regard?

4. The proposed design and location of this development seems to guarantee that the majority of residents and people that come to the area for work will be car dependent. What are your plans for accommodating the

traffic flow, the parking needs and the need for EV charging capability in multi-unit buildings, residences, and business parking lots?

5. We understand there is no sewer line along Nafziger between Waterloo Street and the highway. Are you planning to pay for its installation or are you expecting Wilmot Township to pay for and provide a sewer trunk line for you?

6. Have you investigated if there is sufficient sewage treatment capacity in Wilmot for this development on top of other committed developments in the area? If not, will you be providing funds to upgrade the sewage treatment plant.

7. Is there a fresh water line on Nafziger? Is it sufficient for the development or will it need to be upgraded? Who is to pay for the upgrade?

8. What guarantee is there that this development won't force Wilmot Township or the Region to pay for unplanned infrastructure enhancements such as widening of Nafziger Road?

9. How will hydro-electricity requirements for the buildings, housing, parks, street lights, etc. be provided? Will a new hydro substation be required? Are there any plans to install solar panels to provide electricity?

11. The Cachet document on Wilmot Village Proposal p. 46 states:

- Incorporate Low Impact Development Strategies (LIDS) such as green roofs, permeable pavements, infiltration galleries and bio-swales as landscape and streetscape features.

Is Cachet committing to paying for installing LIDS as defined above? If so to what extent (how many and where)?

12. The Cachet document on Wilmot Village Proposal p. 47 states:

More specifically, the Master plan proposes a 100-unit mid-rise seniors housing building, and two 100-unit rental apartment buildings, one of which will accommodate 50 affordable housing rental units and 15 affordable seniors housing units. These affordable housing units will have rents that are equal to or less than 80% of the average market rent in the regional market area. The proposed single detached and townhouses units will add to Wilmot's housing supply of market demand housing and maintain affordability. The provision of a variety of housing types and tenures achieves numerous policy objectives articulated in Provincial, Regional, and local planning policies and will address Wilmot's housing needs as described in the CALNA.

In reference to the above paragraph in the Cachet document, how has Cachet established that these numbers (100-unit mid-rise seniors housing buildings, and two 100-unit rental apartment buildings, one of which will accommodate 50 affordable housing rental units and 15 affordable seniors housing units) will be adequate for present and future needs in Wilmot Township, as part of Waterloo Region, in meeting the housing needs for seniors, affordable housing rental units and affordable seniors housing units. On what sources are you basing these projected numbers?

Thank you to Cachet Developments, Wilmot clerks, Planning staff, Wilmot Council and MPP Harris for your time in responding to public input re: this development.

sincerely,
Gail Schenk
Kitchener

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: MZO letter to representatives
Date: Sunday, January 23, 2022 7:40:59 PM

From: gerri thomas
Sent: Sunday, January 23, 2022 12:15 PM
To: Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>
Subject: Fwd: MZO letter to representatives

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The MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in

representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will effect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1.

- 2.
3. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate
4. this large development- school, emergency services, sewage, ect?
- 5.
- 6.
- 7.
8. Following proper planning, conducting impact studies, and including community in the design of new
9. development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't
10. they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying
11. to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners
12. throughout the process and make something we can all be proud to call part of wilmot for many years? What is being put in place to hold them accountable to a high quality standard?
- 13.
- 14.
- 15.
16. What is the current capacity in our local schools? Where will children in this new development go to
17. school? How will this affect my child's classroom sizes?
- 18.
- 19.
- 20.
21. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens
22. safe? How much will it cost tax payers to upgrade & accommodate this development?
- 23.
- 24.
- 25.
26. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice
27. pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because
28. our amenities aren't growing at the rate of housing with this development?

- 29.
- 30.
- 31.
32. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into
33. consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want
34. to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
- 35.
- 36.
- 37.
38. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this
39. development will not add to our annual flooding issue.
- 40.
- 41.
- 42.
43. Will this development affect water quality within the township? What studies will be conducted to ensure
44. it does not?
- 45.
- 46.
- 47.
48. Why is the Park disconnected from the Trail and far from the senior center?
- 49.
- 50.
- 51.
52. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this
53. community will encourage pedestrian walking and cycling beyond trail.
- 54.
- 55.
- 56.
57. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration?
58. What about boulevard soil depth requirements?
- 59.
- 60.
- 61.
62. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance
63. and management be left to the township and use more tax payer dollars?
- 64.
- 65.

- 66.
67. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and
68. why, and how were they resolved?
- 69.
- 70.
- 71.
72. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of
73. property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
- 74.
- 75.
- 76.
77. How will traffic and commute times be affected by this development? Many people in Baden have to travel
78. regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
- 79.
- 80.
- 81.
82. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the
83. intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
- 84.
- 85.
- 86.
87. What costs will the Township incur relating to infrastructure, and will the development fees pay for
88. the entire infrastructure bill?
- 89.
- 90.
- 91.
92. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations,
93. part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
- 94.
- 95.
- 96.
97. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned
98. for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
- 99.
- 100.
- 101.

102. Can you provide a detailed timeline from MZO approval to initial occupancy?
Will this development be
103. built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
- 104.
- 105.
- 106.
107. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater,
108. and has it been peer reviewed by Regional Planning, GRCA
- 109.
- 110.
- 111.
112. What consultations with the Indigenous Community have taken place, and will they be consulted prior
113. to Wilmot Council's decision? If yes, with whom? If not, why?
- 114.
- 115.
- 116.
117. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability,
118. timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
- 119.
- 120.
- 121.
122. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need
123. to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers?
124. How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we affecting biodiversity
125. within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs-
126. what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is Wilmot going to do to ensure that doesn't happen?

127.

128.

129.

130. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the

131. Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

132.

-
-
- Sidewalks/Bike Lanes non-existent
-
-
-
- CN Railway Crossing for Pedestrians
-
-
-
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
-
-
-
- No street lighting present on Nafziger Road
-
-
-
- Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning
- lanes? No turning mechanisms?)
-



January 13, 2022

Harold O'Krafka
Director, Development Services
Township of Wilmot
60 Snyder's Road West
Baden ON N3A 1A1
harold.okrafka@wilmot.ca

**Re: Proposed Ministerial Zoning Order
1265-1299 Waterloo Street
Cachet Developments**

Dear Mr. O'Krafka,

The Grand River Conservation Authority (GRCA) has reviewed Cachet Developments' request for a Minister's Zoning Order (MZO) under the Planning Act for 1265-1299 Waterloo Street. We understand that the request is to endorse the use of an MZO to rezone the subject lands from Z1 (agricultural) to allow for a mixed-use development, which will later be subject to Draft Plans of Subdivision and Site Plan approvals. Information currently available at our office indicates that the subject lands contain a portion of the Ivan Gingerich Drain and its associated floodplain. As such, GRCA has an interest in this MZO request. Any development within the regulated area of the subject lands will require the prior issuance of a permit from GRCA subject to Ontario Regulation 150/06.

Typical standard requirements for zoning applications such as this would include a number of plans and reports. The GRCA recommends that prior to endorsement of the MZO or as part of the normal planning process, the following be submitted for this proposal, in addition to any reports identified by Township and Region of Waterloo staff:

1. Hydraulic Analysis

Ivan Gingerich Drain is a regulated watercourse with an estimated floodplain. Initial results from a hydraulic analysis in the vicinity of this site indicate that a true floodplain under a Regional Storm event would extend more than 15 metres from the watercourse in most areas.

This area of floodplain is considered a One Zone Floodplain and no new development would be permitted in the floodplain. Prior to the endorsement of an MZO, we recommend that the applicant undertakes a hydraulic analysis and a topographical survey to:

- Confirm the extent of the floodplain on the subject lands;
- Ensure that none of the proposed development lands are subject to a flooding hazard; and
- Verify that development will not increase flooding for upstream or downstream landowners.

The Preliminary Servicing Overview (WalterFedy, December 8, 2021) states that backwater effects occur due to culverts along Ivan Gingerich Drain. If the applicant wishes to explore reducing the backwater effects, the hydraulic analysis will be required to demonstrate backwater effects are occurring, and confirm reductions from culvert removal and other modifications. Any modifications would need to be in accordance with GRCA's policies for the Administration of Ontario Regulation 150/06. Approval of a GRCA permit to remove obstructions will be required prior to permitting development in the reduced backwater areas.

2. Preliminary Stormwater Management / Servicing Report

We recommend that the applicant completes a Preliminary Stormwater Management / Servicing Report which:

- Confirms the catchments and receivers, as well as the water balance on the properties;
- Allows post-development infiltration matching pre-development levels;
- Controls stormwater quantity to pre-development levels;
- Achieves enhanced stormwater quality; and,
- Does not exceed erosion thresholds in the receiving watercourse(s).

In the event that Council proceeds with endorsing the MZO, the associated Regulation should reflect appropriate zoning based on the natural hazard feature present (watercourse). This would ensure that any future development is located outside of floodplain.

We trust that Council will consider the above in the review of the request for an MZO for this site and any endorsement of such. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

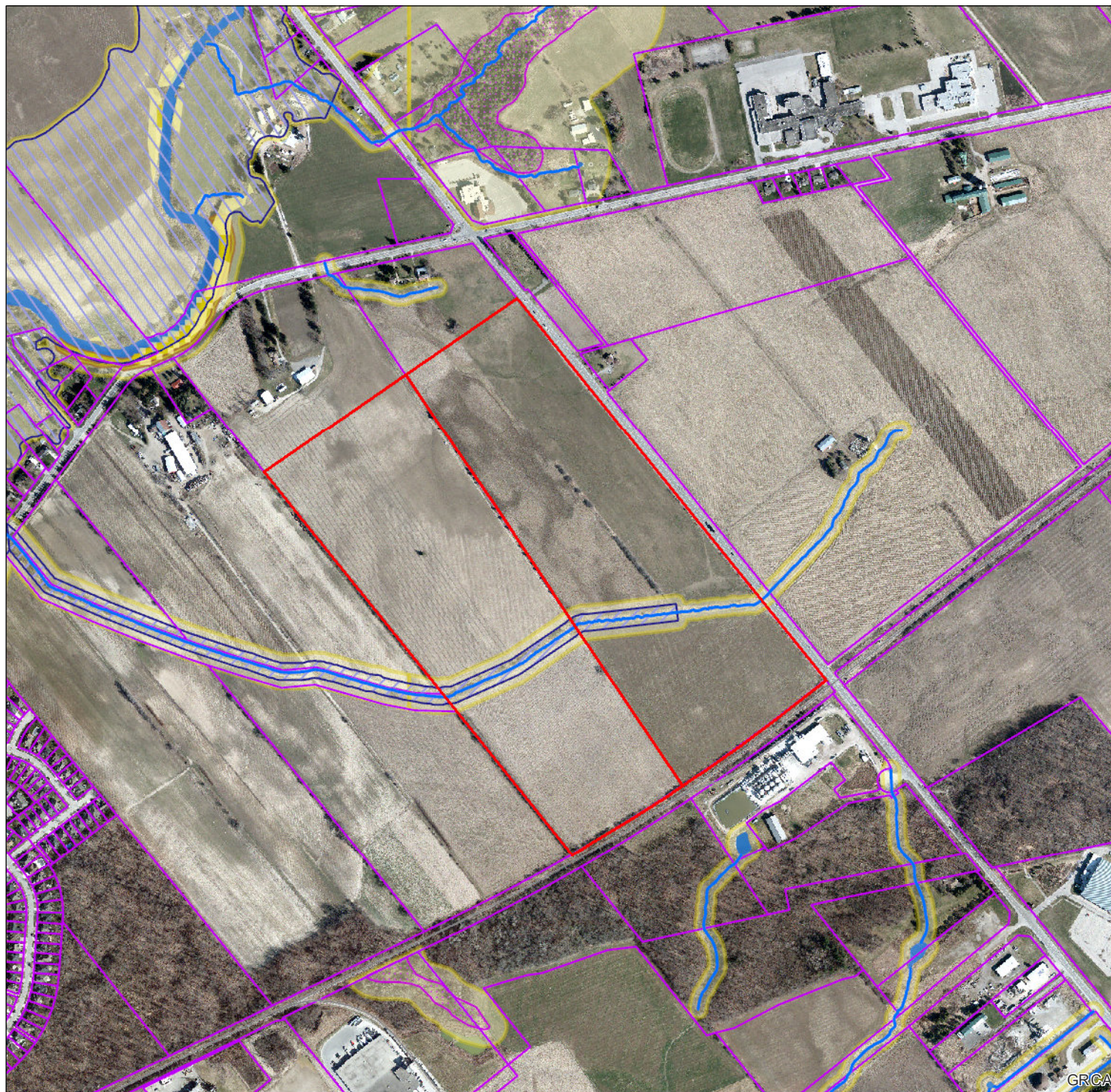
Sincerely,

A handwritten signature in black ink, appearing to read 'T. Heywood', written over a horizontal line.

Trevor Heywood
Resource Planner
Grand River Conservation Authority

Attachment

c.c. Melissa Larion, GRCA



Grand River
Conservation Authority

Date: Dec 31, 2021

Author: TH

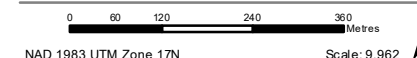
1265-1299 Waterloo St, New
Hamburg

Legend

- Regulation Limit (GRCA)
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Floodplain (GRCA)
 - Engineered
 - Estimated
 - Approximate
 - Special Policy Area
- Slope Valley (GRCA)
 - Steep
 - Oversteep
 - Steep
- Slope Erosion (GRCA)
 - Oversteep
 - Toe
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)

This legend is static and may not fully reflect the layers shown on the map. The text of Ontario Regulation 150/06 supercedes the mapping as represented by these layers.

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The source for each data layer is shown in parentheses in the map legend. For a complete listing of sources and citations go to: <https://maps.grandriver.ca/Sources-and-Citations.pdf>



Map Centre (UTM NAD83 z17): 524,732.17 4,804,676.55

This map is not to be used for navigation | 2020 Ortho (ON)

NAD 1983 UTM Zone 17N

Scale: 9,962

GRCA

From: [Jeff Gerber](#)
To: [Dawn Mittelholtz](#)
Cc: [Sharon Chambers](#); [Harold O"Kafka](#)
Subject: Questions for developer (and some potential thoughts for staff as well)
Date: Monday, January 10, 2022 6:56:18 PM

Good evening,

Sorry for the delay in sharing these with you. I think you are still in the process of gathering questions for the developer. Please pass along these questions for consideration by the proponent of the MZO:

1. Why did you feel it was necessary to submit an MZO for this development proposal rather than follow the regular process for development?
2. Can you explain the timing for the submission of the MZO? Why was it submitted in the midst of the holidays which limited the capacity of both staff and the public to comment fully?
3. If the Minister were to approve your MZO proposal, what guarantees are there moving forward that the outlined components of the proposal (ie. seniors housing, affordable housing, office space, transit hub, medical centre, agri-food hub, other forms of housing, density levels) would come to fruition?
4. What are the implications to the tax base of the potential revenue (DC charges for example related to the proposal) vs the costs associated with the proposed MZO development (infrastructure like roads, water, sewer, fire services capability etc.)?

Also some other thoughts that staff may want to comment on in their report for Feb 28 include:

- outlining what greenfields are already slated for development in the next 10 years or so, as people may not be aware of some of the decisions already made and subdivisions already in the pipeline (I believe there are 4? Baden we already talked about, Wilmot Woods/Pfenning land, 2 more?)
- timelines for when the proposed development in the MZO would be built
- timelines on some of the other greenfield developments already in the pipeline for information
- staff thoughts on the 4 questions (1,2,3,4) above for the developer might also be useful
- potential ramifications of not recommending the MZO for future development in Wilmot in light of the Region's MCR exercise (is this too speculative?)
- in the absence of the MZO when might the greenfields encompassed by the MZO be slated for development given they are inside the updated countryside line?
- does turning down this MZO set back growth in the Township?
- implications of endorsing an MZO when it comes to "encouraging" other potential MZOs and drawing the ire of other local municipalities in the region
- any helpful thoughts as to the implications of the Region's MCR process that Cachet say

have prompted the MZO, is the MCR process not working for Wilmot to date, should we be bringing light and/or public pressure to bear on that MCR process or not? do we need more land brought into the urban boundary currently? or is it simply not working for Cachet? Or don't comment on this aspect at all if you feel it is not helpful to the big picture

Appreciate all the work you are doing to facilitate all that goes with this MZO.

I would also add that I was a little chagrined that we did not foresee that Jan 17th was not going to work to make a decision. We have a pattern of changing things on the fly (and I understand that Council often plays a role in that). I was optimistic that in this case, and moving forward maybe, we might be out in front of things and be able to follow through with announced timelines. Or at least we as Council might have got a heads up that we would be potentially changing the timelines on the fly. This might help us be a bit more proactive. And I get Covid has dealt us another curve ball with respect to budget as well, so please take this with a grain of salt. I don't want to seem insensitive in sharing these thoughts! Just trying to stay out in front of things.

So in the spirit of being proactive, might we perhaps before the Jan 17 meeting see a plan for what Feb 14th and Feb 28th might look like, share some thoughts, and then confirm a plan for Feb 14 and Feb 28 at the Jan 17 meeting?

Jeff Gerber
Ward 4 Councillor
Wilmot Township

From: [Jenna Haskins](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Against MZO
Date: Saturday, January 22, 2022 9:47:36 AM

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

Good morning,

I am against the MZO.

I have many concerns if this this were to be approved.

My family moved to Baden because it's a small community, surrounded by farms, fields and not buildings. It is a beautiful community that would never be the same if the MZO was approved. I worry about traffic, an overload to services such as the Recreation centre (swimming, hockey classes etc) and the local schools, which are already full. There is so much I love about this community and I know all of that would change if the MZO was approved.

I would like this email to be included in the public record. I also ask that my councillors and mayor represent me during this process and voice the opinions of the town members at the meetings during the final vote.

Thank you,

A concerned member of the community (Jenna Haskins)

From: [JOHN HONEK](#)
To: [clerks](#)
Cc: [John Honek](#)
Subject: Cachet's MZO proposal
Date: Thursday, January 20, 2022 12:43:46 PM

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

Dear Clerk:

I am deeply concerned that a proposal (Cachet's MZO) for such an extremely massive project seems to be so easily getting ready to pass in this region! The project is so massive that it proposes to make a large number of dwellings available THAT THE NUMBER OF PEOPLE IN THIS PROJECT WOULD DWARF MOST CURRENT VILLAGES IN WILMOT TOWNSHIP SUCH AS ST. AGATHA, BADEN, PETERSBURG, ETC.

How could such a project, that is in effect the making of an entire town(!), be so easily proposed and supported by administrative officers of Wilmot Township. Is anyone thinking clearly in the Wilmot township offices?

I just can not understand the utter ridiculous situation we find ourselves in in this township with respect to this massive project.

Sincerely,

John Honek
St. Agatha, ON

From: [Cheryl Gordijk](#)
To: [clerks](#)
Cc: [Julie Truong](#)
Subject: FW: MZO for Wilmot
Date: Wednesday, January 5, 2022 4:40:13 PM
Attachments: [image002.jpg](#)

Good afternoon Dawn & Tracey

Please include Mr. Jordan's email into public records with regard to the MZO reports.

Thank you,

Cher

Cheryl Gordijk (she/her) | *Councillor* – Ward 2 Township of Wilmot

60 Snyder's Road West, Baden, ON N3A 1A1

P.519.998.8317 | cheryl.gordijk@wilmot.ca

www.wilmot.ca



Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

From: John Jordan **Sent:** Wednesday, January 5, 2022 4:37 PM **To:** Cheryl Gordijk
<cheryl.gordijk@wilmot.ca> **Subject:** Re: MZO for Wilmot

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Consent granted

John Jordan

On Jan 5, 2022, at 1:39 PM, Cheryl Gordijk <cheryl.gordijk@wilmot.ca> wrote:

Thank you John for your email.

Would you like me to forward this to the clerks for inclusion in the public record?

Cher

Cheryl Gordijk (she/her) | Councillor – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 | cheryl.gordijk@wilmot.ca
www.wilmot.ca

Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

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

From: John Jordan

Sent: Tuesday, January 4, 2022 3:57 PM

To: Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>

Subject: MZO for Wilmot

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

Good afternoon Wilmot Council

I want to express my thoughts on the recent information that has been provided regarding the Minister's Zoning Order for Wilmot Township.

Although in principal I am in no way opposed to sustainable and balanced development, as long as it's done by using the proper processes and in the way where Council and the citizens of the community are able to participate in the democratic process.

In no way, is an MZO democratic and it completely shuts out the citizens voices as well as Council.

This is good for no one in the community. By circumventing the proper process will have repercussions in the future as well. This is likely to get the ire up of the rest of the municipalities in the Region and the Region itself. If voted in favour for, it will set a very dangerous precedent for years to come to say to developers "it's ok to do this and we'll bypass all of the red tape". Well if we do that, how will the new infrastructure needed be paid for other than increasing everyone's taxes?

The local services will need to be propped up such as the Wilmot Family Resource Centre as they won't have the capacity to handle the great increase in the population - 1200 - 1500 homes house a lot of people.

Residential taxes on the whole, to my understanding, never are enough to pay for all of the services that are needed to supply them. It's simply going to be made into a big "Ponzi" scheme as there will need to be another development done in order to prop up the last one and so on and so on. That's why there needs to be balanced growth and development - the proper mix of residential, commercial, industrial and agriculture. This proposed development does not achieve balance and the commercial/industrial has been touted for the last 24 years or more and nothing has moved on that front which brings no balance.

I believe the other message that this will send to the Region is that they will want to open up the books again on amalgamation, as if the MZO is approved, the Region will not look favourably on this and if all the Townships want to do is circumvent, the Region can put a stop to it by amalgamating.

If this is the Legacy you want to create and leave, then that's your prerogative, but I feel that this is not what you would want to see happen. Keep in mind that this one decision has major ramifications for generations to follow - ramifications that are not very favourable.

Regards,

John Jordan

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From: [John Jordan](#)
To: mike.harrisco@pc.ola.org
Cc: [Angie Hallman](#); [Cheryl Gordijk](#); [Barry Fisher](#); [Jeff Gerber](#); [Jennifer Pfenning](#); [Les Armstrong](#); [Sharon Chambers](#); [clerks](#); [Tom Molloy](#); doug.fordco@pc.ola.org; [Stephen Tisdall](#); [Tony Stevenson](#); [Martin Meehan](#); [Karen Redman](#); ahorwath-q@ndp.on.ca; info.leader@ontarioliberal.ca
Subject: Wilmot Township MZO - Points for Clarification
Date: Thursday, January 13, 2022 8:34:30 PM

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

Mr. Harris

I read the recent Q & A with you in the January 13, 2022 article with Veronica Reiner in The Wilmot-Tavistock Gazette and I would appreciate if you could clarify and confirm some of the points you provided in this article.

1. You stated that the “housing supply” is an emergent process right now. The Ontario Government, and moreover within the MMHA, must have guidelines as to the parameters of a project that would be considered an emergent process and then be considered for an MZO. You further mention Long Term Care Homes in the article but this development has no Long Term Care Homes. Can you please provide me with these guidelines as I’m sure issues as important as these can not be arbitrary? I realize that an MZO is not ratified unless it’s been supported by the Municipal Council but the Ontario Government must still approve it within their scope.
2. You stated in the article “I think there have been studies that have shown that this particular area of farmland is not as fertile as other areas in Wilmot Township.” Can you please provide me with these studies that back up this statement?
3. You stated in the article that the land in this issue is within the settlement boundaries of Baden. Can you please provide me with the settlement map showing that this land is in the settlement area of Baden.

I look forward to your response to these very important issues so that these can strengthen the points that you have provided.

Kindest regards,

John Jordan

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: MZO concern
Date: Tuesday, January 18, 2022 12:10:40 PM

Good afternoon Dawn and Tracey,

Please include Julie's comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

From: Lynn & Julie
Sent: Monday, January 17, 2022 6:06 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO concern

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Yes, please do Angie,
thanks very much
Julie Jutzi

On Mon, 17 Jan 2022 at 17:54, Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Julie,

I share many of your thoughts and concerns over this MZO process.

Thank you for taking the time to write to use and provide your comments. Can I have your consent to have them included in the public record.

Be well,
Angie

From: Lynn & Julie

Sent: Thursday, January 13, 2022 2:45 PM

To: clerks <clerks@Wilmot.ca>; Harold O'Krafka <harold.okrafka@Wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Les Armstrong <lesarmstrong@regionofwaterloo.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>

Subject: MZO concern

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

Hello,

Hope you are all doing well.

I want to express my concern for allowing an MZO to be applied to the Township of Wilmot, circumventing the normal order of business when developing land.

In this day and age wouldn't it be prudent to employ practises that are good for our community and not for a developer.

We need to be cognizant of the impact this could have on our natural environment as well as our agricultural base.

Why does an MZO need to be employed in this certain case??

Thank you

Julie Jutzi

Nith Valley EcoBooster and citizen of Wilmot Township

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From: [Julie Molenaar](#)
To: [Les Armstrong](#)
Cc: mike.harrisco@pc.ola.org; [Tracey Murray](#)
Subject: MZO Proposal
Date: Wednesday, January 5, 2022 3:51:23 PM

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

Dear Mr. L. Armstrong,

My husband and I have lived in Wilmot Township for 16 years. We chose this Township because of the amazing people and the small community. Honestly, I don't like the idea of adding anymore buildings to our Township but especially affordable housing. It will in my opinion bring our properties down in value and cause problems for our community kids.

I have been on The Property Standards Committee for 3 years. I know you don't know who I am because I don't get many calls. I would love to be more active in our Community and anytime for anything please call on me.

We are against the MZO and I listened to the entire meeting on Jan 4th. There has been no community input at this time. It feels like our Township is being railroaded into something. It is not up to the developer to dictate timing of how or when something happens within our community. The presentation I saw was minimal and honestly I thought the developer was unprofessional. There was nothing presented about traffic, schools, fire, police, major needs of our community. I kept hearing "it will be good for Wilmot and they need it". We don't need it. We certainly do not need office space and a medical centre. We already have Life Labs and a few doctors in town. We also have Chiropractors and other professionals. I feel we are close enough to Ira Needles if we need more help. I also feel that this will simply cause too much traffic for our small and beautiful community. I would hate to have to leave our community because of this.

As our representatives, I couldn't possibly understand how yourself or the rest of council could possibly morally go ahead with this proposal and vote for this when there are so many unanswered questions. They have not followed protocol at all.

Please vote NO for the MZO and put in place a new Bylaw to prevent this kind of thing from happening again.

Sincerely,
Julie Molenaar

Sent from my iPhone

Don & Janet Worthington

New Hamburg ON

January 19, 2022

By Email To Wilmot Council

RE: MZO for development of 1265 and 1299 Waterloo Street, New Hamburg

We have lived in New Hamburg since March 2008. We oppose the MZO request by Cachet Developments. We attended the Special Council Meeting on January 4, 2022 and agree with many of the delegations' concerns that were raised. With respect to the developer's responses, none of his reasons for requesting an MZO indicate a critical reason to bypass the usual process of submitting a development plan to Wilmot Council, and having it examined by the usual departments and going through the requisite consultations.

At the January 4, 2022, council meeting, Ramsey Shaheen, Vice President of Cachet Developments, said he brought the MZO "to shed a light that his company believes in intensification and leveraging the existing infrastructure within the belt boundary, and offer the market a choice when it comes to housing. He believes the Region's MCR process for land needs assessment methodology is flawed because what he is proposing is not what the Region is proposing. The Region's process is not collaborative or transparent." Mr. Shaheen finished by saying "we believe given the circumstances there was an urgent need to bring this matter forward and there are consequences for not approving the MZO for the Township of Wilmot." Mr. Shaheen did not elaborate on what those consequences may be and, we submit it sounded like a threat.

Mr. Shaheen indicated he was not aware that a \$5,000 payment is required when an application is filed with the Township. That shows that he did not do his due diligence. If he doesn't know that, after all the development applications he has filed, then how can he say he knows what the citizens of Wilmot need. As noted on the Region of Waterloo Official Plan site, ["It takes careful planning and long-term vision to achieve and maintain the quality of life for which Waterloo Region is famous."](#) The hurried nature of this MZO indicates the lack of careful planning on the part of Cachet Developments.

The Region of Waterloo works in partnership with the Province of Ontario and the seven area municipalities to put planning policies in place that guide decisions related to how our community grows and develops. These policies affect all aspects of our life, including our social, economic, heritage and natural environments. This Region is presently updating its Official Plan, due by June 2022. In its latest report dated December 15, 2021, the Region is presently

preparing a Land Needs Assessment in accordance with the Provincial methodology, to include three growth scenarios, two of which should include higher intensification rates.

Cachet Developments' concern that it believes it necessary to bring to light that Wilmot Township needs more housing has been addressed by many development applications that have gone through the usual procedural process required by the Township. They include almost 600 new residences to be built. The applications have either been approved or the developers have submitted the appropriate reports for continued consideration by the Township. Therefore, at this time, it is not "critical" for Cachet's development plan to jump the gun in front of the other development applications which have followed due process.

In a report on land use published in December 2021, Ontario's Auditor General, Bonnie Lysyk, "chronicled repeated violations by Queens Park of the fundamental right to be consulted where the places where Ontarians live are shaped for future growth and development. MZOs are being used to fast track development and circumvent normal planning processes. Planning processes that often take months or years to complete because they ensure that sufficient due diligence is conducted through technical studies and public consultation, are being bypassed by MZOs." ¹

In the same report, Bonnie Lysyk states that the province falls well short of its duties under the *Environmental Bill of Rights*, which states that Ontario residents should have the opportunity to participate in government decisions that impact the environment. In fact, in a September decision by the Ontario Divisional Court, it was determined that the province broke the law when it failed to follow the key rules around environmental consultation. Cachet's MZO is following in the province's footsteps.

We submit, therefore, that the MZO put forward by Cachet Developments, has basically put the citizens and council of Wilmot Township into a tailspin, and that it is Cachet Developments that is not being collaborative and transparent. We ask that Wilmot Council do not pass a resolution of support for Cachet's proposed Minister's Zoning Order. Do not set a precedent for other MZOs to come forward. Keep the strong relationship Wilmot has with the Region and area municipalities intact.

Our questions to Cachet Developments are as follows:

1. What studies has Cachet Developments done to learn about Wilmot Township, its citizens, its culture, its needs, and the values of people who have chosen to live here?
2. How is this development going to benefit Wilmot Township? Has the developer considered how the proposed development will affect the existing infrastructure and what it will cost the Township to upgrade infrastructure and service this development?

¹ [*The Pointer*, "Doug Ford and Patrick Brown want developers, not the public to shape the places where you live", Isaac Callan, December 14, 2021](#)

3. Will Cachet Developments build schools as is proposed by a development application submitted for a property in Baden? Has the developer considered where children living in Wilmot Village will attend school, given that our local schools are at capacity?
4. Has the developer conducted a study of the long-term potential health damage to people living in close proximity to a fertilizer manufacturing plant?
5. Has Cachet Developments created a plan that will actively contribute to Wilmot Township's climate change goals?
6. Has Cachet Developments contacted area transportation services as to whether they would use the transit hub?
7. Has Cachet Developments contacted potential commercial entities as to whether they may be interested in renting the commercial areas of the development?
8. If this development was ready to sell properties in 2022, please provide an estimate of the cost of a single-family residence, a condominium, and a townhouse in Wilmot Village. What do you estimate the condominium fees would be? Would young families with parents working in minimum wage jobs with two children, seniors without a significant pension, and empty nesters be able to afford these residences, given "affordability has eroded significantly."
9. Why can the developer not wait until the Region's Official Plan has been updated?

These questions have been emailed to the township clerk to forward to the developer. We would ask that this letter and notice of our opposition to the MZO be part of the public record.

Respectfully submitted

Don & Janet Worthington

Wilmot Council:

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cc Steve Bottoms,

cc Sharon Chambers, CAO, sharon.chambers@wilmot.ca

cc Mike Harris, MPP, Kitchener-Conestoga, mike.harris@pc.ola.org; mike.harrisco@pc.ola.org

cc Tim Louis, MP, Kitchener-Conestoga, timlouiskitcon@gmail.com

cc Andrew Martin, Manager, Planning & Economic Development, andrew.martin@wilmot.ca

cc Harold O'Krafka, Director of Development Services, harold.okrafka@wilmot.ca

cc Melanie Van Alphen, Liberal Candidate, Kitchener-Conestoga, votevanalphen@gmail.com

From: [Janet Young](#)
To: [clerks](#)
Subject: MZO proposal for Waterloo Street/Nafziger Road.
Date: Tuesday, January 11, 2022 2:14:13 PM

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

I don't feel the proposed development for this area is an appropriate use of a MZO.

We need:

Much more consultation with the community,
environmental studies including flood plain and impact of dense development on a sensitive area,
traffic studies,
site preparation and costs to the township,
time frame for the actual development
Impact on our schools and other services with the proposed development

Janet Young
New Hamburg Ont.

From:
To: [clerks](#)
Subject: MZO Concern,s
Date: Sunday, January 23, 2022 2:47:59 PM

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

**Will our roads & water supply handle 1200-1500 homes proposed by the MZO between
Baden & New Hamburg**

Yours truly

Karen Ahrens

To: Mayor Armstrong and Members of Township of Wilmot Council

From: Kevin Eby, RPP

Date: January 10, 2022

Re: **Request for Municipal Support of Proposed Minister's Zoning Order (MZO)
Cachet Developments (NH) INC. / Cachet Developments (NH WEST) INC.
1265 and 1299 Waterloo Street**

Please accept the following as my comments relating to the above noted MZO proposal.

1) Recommendation Arising from Review of the Proposal

I would respectfully recommend that Township of Wilmot Council inform the Minister of Municipal Affairs that it does not support the request for a MZO by Cachet Developments (NH) INC. / Cachet Developments (NH WEST) INC.; and further that it recommend that the Minister refuse the request for the MZO.

The reasons for this recommendation are outlined below.

2) How Does a MZO Fit into the Ontario Planning System? - Please see attached Appendix A

3) What Does the Cachet Homes Proposed MZO Permit / Require

Tables 2 and 3 of the Bousfields Planning & Urban Design Rationale report (Bousfields Report) presented in support of this development propose the following uses for the site:

Table 2 - Land Use Breakdown

Use	Area (ha.)
Transit Hub	3.68
Public Park	2.00
Urban Plaza	0.63
Agri-Hub	0.97
Neighbourhood Residential Area	11.73
Mixed-Use Residential Area	4.24
Mixed-Use Commercial Area	3.16
Mixed-Use Employment Area	3.41
Stormwater Management Pond	3.36
Roads	10.04
Total	43.21

Table 3 - Residential Unit Breakdown

Use	Minimum Number of Units	Upper Range of Units
Seniors	100	150
Affordable Housings Rental Apartments	50	50
Rental Apartments	150	150
Condominium Apartments	150	200
Mixed-Use Condominium Apartments	350	400
On-Street Townhouses	250	300
Rear-Lane Townhouses	50	100
Single Detached Dwellings	100	150
Total	1,200	1,500

No similar summary is provided for employment uses. Instead, the anticipated employment component of the proposed development is outlined on Page 13 of the Bousfields Report, where it states:

In addition, the non-residential commercial area creates approximately 50 jobs (2,600/52 square metres) and the remaining Mixed-Use Employment area and residential based employment is planned to accommodate the remaining approximately 700 persons and jobs. [emphasis added]

Reference to the “non-residential commercial area” likely applies to the Mixed-Use Commercial Area noted in Table 2 above. It is unclear whether the reference to 700 persons and jobs in the Mixed-Use Employment Area and residential based employment applies to population and employment, or just employment as any residential in the Mixed-Use Employment Area would presumably have been picked up through the residential unit breakdown in Table 3.

For the purposes of this analysis, it is assumed that a total of 750 jobs will occur as part of the Wilmot Village development.

The Proposed Wilmot Village Master Plan as contained in the Bousfields Report is shown below.

The Masterplan

Site Statistics

1,200 / 1,500
Total Unit Count (Minimum / Upper Range)

2,642 sq.m. / 2,431 sq.m.
Total Retail (GCA / GFA)

66,426 sq.m. / 59,783 sq.m.
Total Office (GCA / GFA)

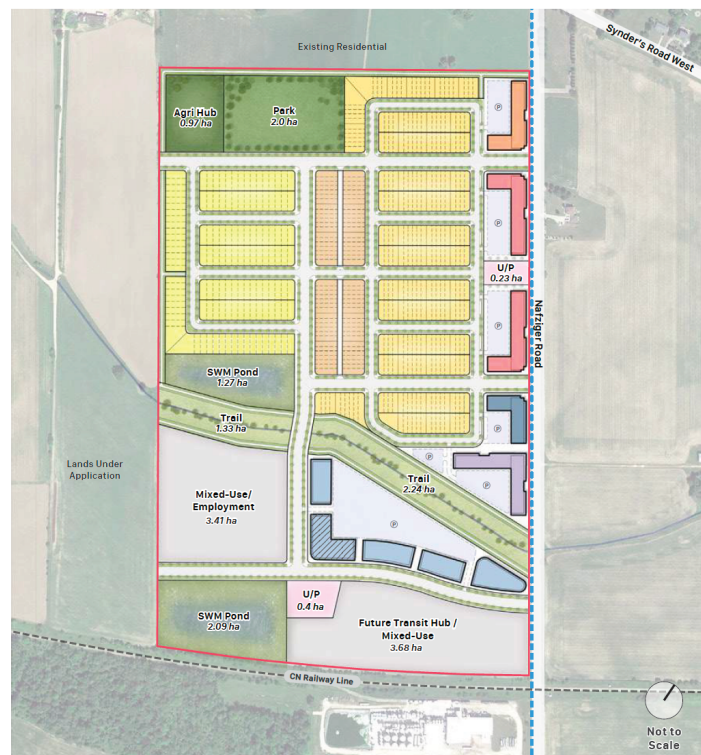
Building Type	Unit Count (Minimum)	Unit Count (Upper Range)
A) Seniors	100	150
B) Affordable and Rental Apartments	200	200
C) Condominium Apartments	150	200
D) Mixed-Use Condominium Apartments	350	400
E) On-Street Townhouses	250	300
F) Rear-Lane Townhouses	50	100
G) Single Detached Dwellings	100	150

Notes

- * Gross Floor Area (GFA) is based on 90% of the Gross Construction Area (GCA)
- * Apartment building unit count is based on an approximate average of 80 sq.m. per unit
- * Total retail Gross Construction Area is based on 40% of the ground floor GCA (applies to mixed-use buildings only)
- * The current total office Gross Construction Area does not include potential future development on the Future Transit Hub / Mixed-Use Area (3.68 ha) and the Mixed-Use / Employment Area (3.41 ha) shown in the Masterplan Concept.

Legend

 Subject Site	 G) Single Detached Dwellings
 A) Seniors	 Office Buildings
 B) Affordable and Rental	 Medical Office Building
 C) Condominium	 Park
 D) Mixed-Use	 Agricultural hub
 E) On-Street Townhouses	 Urban Plaza
 F) Rear-Lane Townhouses	 Multi Use Trail



The proposed MZO permits everything that Cachet homes has presented as part of the Master Plan process, however, what it requires is surprisingly limited. The MZO has seven actual requirements:

1. That the overall density for the lands achieve a minimum of 65 people and jobs per hectare.

At 43.21 hectares in size, this means the development needs to accommodate a combined 2,809 people and jobs. It is unclear how this is an appropriate condition in a zoning by-law. There is no means of enforcing it. At best it could be used to try to govern property creation through future plans of subdivision and consents. This problem also occurs in the context of a minimum density in the official plan but can then be implemented with greater certainty through the creation of the lotting pattern and the establishment of more specific requirements in the zoning regulations as part of the initial approvals granted through concurrent processing of applications (see Appendix A). That opportunity does not exist with an MZO.

Another concern relates to the Person Per Unit (PPU) values - the average number of people living in various types of units - used to determine zoning compliance. The Bousfields Report and the report by urbanMetrics contain two very different sets of PPU values for the various types of units proposed on the site. (see Figure 1 below)

Figure 1: Comparison of PPU Values presented in the Bousfields and urbanMetrics Reports

Wilmot Village -Residential	PPU in Bousfields Report	PPU in urbanMetrics Report
Seniors Housing	1.276	1.88
Affordable Housing	1.276	1.88
Rental Apartments	1.276	1.88
Condominium Apartments	1.276	1.88
Mixed Use Condominium Apartments	1.276	1.88
On Street Townhouses	2.369	2.5
Rear Lane Townhouses	2.369	2.5
Single-Detached Dwellings	3.002	3.21

I know of no reason why different PPU values would be used in these reports. The PPUs from the urbanMetrics Report more closely reflect those experienced region wide. It is likely that the Bousfields Report better reflects the PPU that could be expected for seniors housing units.

This is complicated further by the fact that the PPUs in neither of these reports align with the PPUs in the Township of Wilmot's 2019 Development Charge Background Study done by Watson and Associates. The implications of this issue are addressed later in this memo.

2. That a Senior Citizen Residence with a minimum of 150 seniors housing units shall be provided within the Mixed-Use Residential and/or Mixed-Use Commercial Zone.

Not sure you can legally use zoning to permit a subset of the population to occupy dwelling units (seniors only), but I have seen municipalities do it before.

The real issue here is that there is no requirement as to when (if ever) the Senior Citizen Residence gets built. There is no reason why a site for the Senior Citizen Residence could not be provided, but construction delayed or - as happened repeatedly for decades with apartment blocks in plans of subdivision in the latter part of the last century - never get built. The same applies to the rental apartments required in (4) below.

In theory, you could have full buildout of the subdivision except for two vacant parcels set aside for these required developments. Requiring the construction of the Senior Citizen Residence and rental apartments as the first stage of development, or at minimum as one of the initial stages, should be considered a priority if the approval of Wilmot Village is to proceed through this process. MZO's allow for the use of holding provisions, so holding could be the tool used to stage the development by freezing some or all the other development on the land until the Senior Citizen Residence and rental apartments are built.

It is also appropriate to stage a development through conditions of draft approval as part of the plan of subdivision process. The problem with doing it after the zoning is in place (in this case through the MZO) would be if the first implementing plan of subdivision submitted doesn't apply to the portion of the property on which the seniors housing and rental apartments are anticipated to occur. I am not sure how you can implement the staging to include such lands if they are not in the plan of subdivision. While this type of situation occasionally occurs through the normal process, it is a lot harder to refuse to accept a plan of subdivision for lands that are already zoned for the intended purpose.

3. That 15 of the seniors housing units required by (2) above will be affordable seniors housing units. The affordable seniors housing units will have rent equal to or less than 80% of the median market rent of a unit in the regional market area.

I have no idea how this is implementable through a zoning by-law. Maybe recent changes to inclusionary zoning have made it technically feasible, but how do you ensure it is complied with? It adds a new layer of complexity to typical by-law enforcement. In my experiences these are usually addressed through agreements with owners, not through zoning.

4. That a minimum of 200 rental residential apartment units will be provided within the Mixed-Use Residential and/or Mixed-Use Commercial Zone.

See comments related to (2) above.

5. That 50 of the rental residential apartment units required by (4) above will be affordable housing units. The affordable housing units will have rent equal to or less than 80 percent of the median market rent of a unit in the regional market area.

See comments related to (3) above.

6. That a minimum two hectare public park shall be required somewhere on the subject site.

There is no requirement in the proposed MZO that the park be located where it is in the Master Plan. The MZO permits it in any zone applicable to the site. The site of the park in the Master Plan is also zoned by the MZO to permit, among other things, singles, semis, and townhomes.

The park could, for example, occur on two hectares of what is intended by the Master Plan to be Mixed-Use Employment Zone, as it is a permitted use there. The only requirement would be that the overall density of 65 people and jobs per hectare still be met. If this could be accomplished (any new development on the park site in the Master Plan would have to equal or exceed the people and jobs lost on the two hectares of the Mixed-Use Employment Zone lands, or be made up somewhere else on the Cachet Homes lands), you could end up with two less hectares of employment lands and two more of residential and be in full compliance with the MZO.

7. A minimum of 50 percent of the ground floor gross floor area of all buildings in the Mixed-Use Commercial Zone shall be dedicated to non-residential uses identified in 11(2)(h) of the MZO.

The concern expressed in (6) above applies to other parts / proposed uses of the site as well. For example, there is no requirement in the MZO that the “Agri-Hub” be located where it is in the Master Plan. The MZO permits “farm related community areas” (presumably the “Agri-Hub”) in any zone applicable to the site. However, unlike the park, there is no provision in the MZO requiring that there be an “Agri-Hub”. Given that the site on which the “Agri-Hub” is proposed to be located in the Master Plan is also zoned to permit residential uses by the MZO (including singles, semis, and townhomes), it is not difficult to imagine a scenario where there never is an “Agri-Hub” built. I suspect Cachet Homes is sincere in its proposal to include one, but who knows who will own these lands in the future.

Likewise, if the 65 people and jobs per hectare density can be maintained through the construction of other uses permitted by the MZO, then there is nothing in the MZO that requires any townhouses to be built. All lands zoned for townhouses in the MZO also permit singles and semis. If, as discussed above, the PPUs for all but the seniors housing are taken from the urbanMetrics Report, with the PPU for seniors housing coming from the Bousfields Report, a wide mix of uses would be possible on the site in compliance with the MZO.

One such mix is shown in Figure 2 below.

Figure 2: Potential Housing Type Mix Permitted by the MZO using a Selected Mix of PPUs from the Bousfields and urbanMetrics Reports

Wilmot Village	Units	PPU	People/Jobs
Required Residential			
Seniors Housing	150	1.26	189
Rental Apartments	200	1.88	376
Total Required Residential	350		565
Optional Residential Provided 65 Density Overall is Achieved			
Condominium Apartments	150	1.88	282
Mixed Use Condominium Apartments	218	1.88	410
Single-Detached Dwellings	250	3.21	803
Total Optional Residential	618		1494
Total Residential	968		2059
Average Total Residential Density Over Entire 43.21 Ha Site			47.66
Employment			Jobs
Mixed Use Commercial			50
Mixed Use Employment and Residential Based Employment			700
Total Employment			750
Total Employment and Residential			2809
Average density Res + Emp over entire 43.21 ha site			65.02

Sources: The PPU value for Seniors Housing used is taken from the Bousfields Report. All other PPU values are taken from the urbanMetrics Report. Some totals may not add due to rounding.

This mix results in 968 residential units rather than the minimum of 1,200 stated in the Master Plan (there are no minimum or maximum number of units provided for in the MZO). This would deliver 82 fewer apartments, no townhouses and 150 more singles in conformity with the MZO as I read it.

Somewhat similar results can be obtained using the PPUs from the Township's Development Charges Background Study.

This is admittedly a hypothetical exercise, but the point is that the MZO does not secure some of the uses in the quantities anticipated (or at all). While being permitted uses, there is no requirement in the MZO that townhouses, the "Agri-Hub" or even the Urban Plazas be built, despite these being major selling features of the proposal. These are things that can reasonably be tied down through the regular Planning Act application review process, which is where this proposal belongs.

4) **Justification for the Expansion of the Urban Area Provided Through the urbanMetrics Report**

The information provided in the urbanMetrics Report is completely out of context with the forecast for the Region of Waterloo contained in Schedule 3 of the Growth Plan. You cannot simply decide to do an independent forecast for a local municipality unless it has been decided to forego many of the positive aspects of regional and provincial planning. Making sure this doesn't happen is the reason why Policy 5.2.3.2 in the Co-ordination section of the Growth Plan states:

Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a *municipal comprehensive review*, provide policy direction to implement this Plan, including:

...

- e) **allocating forecasted growth** to the horizon of this Plan **to the lower-tier municipalities in a manner that would support the achievement of the minimum intensification and density targets** in this Plan; ... [emphasis added]

The allocation of the regional population and employment forecasts established in Schedule 3 of the Growth Plan to the local municipalities is one component in a "best fit" exercise that seeks to balance many factors, including the achievement of the density and intensification targets that must be met at the regional level. A local municipality cannot just go off and do its own thing. It needs to work with the Region and the other local municipalities to ensure its growth-related goals and objectives are appropriately integrated into the "best fit" scenario that arises from the MCR process. The MZO process is the antithesis of how planning should occur to ensure success in a multi-tier municipal system.

To keep this at least somewhat short, I won't go into all the issues in the Bousfields and urbanMetrics reports, however I must respond to two comments in the urbanMetrics Report.

On page 3, the urbanMetrics report states:

Overall, by 2051, Wilmot is forecast to account for 4.1% of the population in the Region of Waterloo, which is **only slightly higher than** the 3.6% of Region-wide population that currently live in the Township. [emphasis added]

The "slightly higher than" terminology implies small differences, so don't worry about it. The 0.5% difference between these two numbers represents over 30% of all the growth the urbanMetrics Report forecasts for the Township of Wilmot to 2051.

The urbanMetrics Report then goes on to state on Page 9 that:

As shown in Figure 3-1, Wilmot's share of population in the Region **has grown** from 3.4% in 2001 to 3.6% in 2020. [emphasis added]

While technically correct, what the urbanMetrics Report fails to indicate is that the Township's population as a percentage of the overall regional population has been declining since the 2013/2015 time period and today is almost exactly where it was in 2006 (see Figure 3.1 of the urbanMetrics Report). Saying it has grown in the last 20 years and using that as part of the justification to support an increase to 4.1% is rather misleading.

If the current trends were to continue (and Wilmot's percentage of the overall regional population may decline even faster given that the LRT in Kitchener / Waterloo and its planned for extension into Cambridge are driving massive growth in those communities) there may be no justification for any urban area expansions in Wilmot at this time. But I won't speculate further on that issue. That is best left to the Regional MCR process where such decisions should be made.

5) **Urban Design**

The urban design represented by the Master Plan is seriously lacking. Row upon row of the same types of units create awful urban landscapes. We can do much better. However, it is noted that the Master Plan in the Bousfields Report is unlikely to represent the final product for reasons previously noted in Section 4 above. That the MZO provides for back-to-back, stacked and cluster townhouses that appear nowhere in the Master Plan and are not even mentioned in the Bousfields Report is a further indication of that.

If a GO Station is ever approved for this site the Township should undertake a proper planning exercise to provide for the Major Transit Station Area it would become. I am pretty sure the result of such an exercise would not look like the currently proposed Master Plan.

6) **Conformity with the ROP**

Again, to save time I won't go into detail on this issue, but one statement on Page 2 of the Bousfields Report needs to be addressed:

It is supportive of and conforms to policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Waterloo Region Official Plan, and the Wilmot Official Plan, all of which promote the development of complete communities to accommodate the projected growth to 2051. [emphasis added]

This is incorrect. The Region of Waterloo Official Plan and the Wilmot Official Plan have planning horizons of 2031, not 2051. Determination of policy directions on how to "promote the development of complete communities to accommodate the projected growth to 2051" have yet to be made by either the Region or the Township. In the changing world we live in today you cannot assume that planning from the past can be extrapolated into the future.

Work on the current ROP began through the development of the Regional Growth Management Strategy when the Region was experiencing approximately 15% intensification and 72% single detached units were being built. When the current ROP review began, the Region was experiencing 73% intensification and 13% single-detached units. Times are very different today and the policy context that arises from the on-going MCR process and the future updates to the Wilmot Official Plan may well be very different than that which arose through the previous processes.

7) **Housing Mix**

As noted in several presentations to Council, there is demand in Wilmot for a broader range of units (rental or otherwise). So, does this make expanding the urban boundary to provide for Wilmot Village a good idea? Absolutely not. Instead, many of these types of units need to be integrated into the existing communities.

It is becoming clearer and clearer that seniors today don't necessarily want to live in their existing homes as much as they want to live in their existing neighbourhoods. It is the person who is opposed to intensification today that often ten years later is the one looking for something in their neighbourhood not unlike what they were opposed to ten years before. That is part of the maturation of a community. Intensification to deliver various types of units in existing neighbourhoods can be small soft types of development or can be larger if properly located. It can complement rather than inundate neighbourhoods. It doesn't have to be huge; you can build an incredible number of units keeping things in the 4 to 6 story range. Intensification can be a very positive thing for a community if done right.

But it is not just intensification that is needed to provide an appropriate range of unit types for Wilmot residents. You need way more mix in the subdivisions that are about to come in than have occurred in the past. This will both increase the mix of housing and extend the planning horizon of the existing lands considerably. The minimum 45 people and jobs per hectare density applicable to the Township's greenfield areas is not definitive. It is just one of many planning rules / objectives to be met or considered. Ensuring the supply of a robust mix of housing needs to occur both in the built-up area and in designated greenfield areas. Any new draft plans subdivision that don't provide for that should be sent back to the drawing board.

8) **Why was the Request for the MZO Submitted to the Minister for Consideration?**

At the January 4, 2022, Special Council Meeting held by the Township of Wilmot, Mr. Ramsey Shaheen, of Cachet Homes stated that Cachet Homes was "trying to raise a red flag as it relates to the [Region's] MCR process." Mr. Shaheen indicated that Cachet had only recently learned some of the details of the Region's work and then went on to say: "We have no recourse over the MCR process, and we haven't been able to provide adequate input into that process", a process that he indicated is moving along quickly.

Cachet Homes feels that having no right to appeal, limited knowledge of the proposal, a perceived lack of ability to have input, and the rapid pace at which the Region's MCR process is proceeding justifies the use of the MZO process. The irony of Mr. Shaheen's comments doesn't escape me.

In his comments, Mr. Shaheen essentially confirmed that the request for the MZO was intended to circumvent the Region's MCR process, a process which has been on-going in the public forum for over a year. The MCR is a process mandated by the Growth Plan that includes determination of the need for and locations of any urban boundary expansions required to accommodate growth forecasted for this region by the Province. The Ministry of Municipal Affairs and Housing is the approval authority relating to the Region's MCR process.

There is no immediate, near or quite possibly even medium-term need for these lands to be developed and even Mr. Shaheen indicated that he "doesn't expect to be putting a shovel into the ground anytime soon." The requested MZO represents an inappropriate use of Section 47 of the Planning Act and should not be allowed to proceed.

9) **Conclusions**

The region and its residents, businesses, institutions, and multitudes of stakeholders have all experienced the benefits of leading-edge long-range planning over the past 50 years. The first mapping of a rapid transit corridor appeared in the Regional Official Policies Plan in 1976 and since then we have continued the journey towards excellence by working together to do bold and innovative things for all our communities. Not everyone always gets what they want, but our successes are our collective successes, and our failures are our collective failures. Key to the accomplishments to date has been the consistency with which Councils have made the tough decisions that have avoided us get sidetracked or bogged down with things that take us in the wrong direction.

The urbanMetrics Report says people migrating here are likely coming because of the availability of cheaper housing than you can get in the GTA. I would respectfully suggest they are as or more likely coming because of the high quality of life offered here and the booming local economy.

Trust the system. It has yet to fail us so far.

I strongly recommend that Township of Wilmot Council not support to the proposed MZO by Cachet Homes.

APPENDIX ‘A’

How Does an MZO fit into the Ontario Planning System?

An important component of the Planning Act development review process is ensuring that key elements of a development reflecting the public interest are properly identified and secured.

A typical process first involves establishment of the high-level principle of and justification for development of the lands through an amendment to the ROP (the purpose of the Region’s on-going MCR process). This is then followed by what is often the processing of concurrent applications for an amendment to the local official plan, a draft plan of subdivision and an amendment to the zoning by-law. The concurrent processing of these applications permits a higher degree of certainty to be established as to the eventual outcome of the development process.

The local official plan amendment establishes the rules against which the other applications, and any future amendments or modifications to these other applications will be tested. It also ensures the requirements of the Provincial Policy Statement (PPS) and the Growth Plan are appropriately addressed. The establishment of appropriate land use designations, densities, and the required mix of housing and employment types are key components of the local official plan amendment process. In establishing the land use designations, any proposed use of the subject lands needs to take into consideration environment protection, avoidance of flood prone lands and other natural or man-made hazards, the availability of servicing capacities, and land use compatibility (compatibility between sensitive uses and uses that generate noise, odour, dust or represent unacceptable danger from explosions, fires, or chemical releases).

Informed by the local official plan amendment process, the plan of subdivision process then establishes the lot pattern on which development will occur. This process creates the lots, blocks and road allowances. Conditions of draft approval can also be used to establish staging requirements to ensure development proceeds in an orderly fashion. The plan of subdivision process allows for the registration on title of a subdivision agreement securing conditions of the approval (such as warning clauses, land dedications, the use of letters of credits etc.). Subdivision agreements registered on title are also sometimes creatively used to secure commitments for things like provision of affordable housing.

Finally, informed by the official plan and subdivision processes, the zoning by-law establishes the regulations under which the development occurs. Zoning can be used to further refine the specific types of uses permitted on the subject lands through the official plan designations and regulates specific elements of the future development such as height limits, minimum lot sizes, setbacks from property lines, etc.

Each process has a separate and important role to play, and all function most effectively when done concurrently so refinements arising from one process can be reflected as necessary in the others.

Minister’s Zoning Orders are essentially zoning by-laws, as Section 47 of the Planning Act provides that the Minister “may by order ... exercise any of the powers conferred upon councils by section 34 [zoning], 38 [interim control] or 39 [temporary use]”. However, they are not required to conform to the Growth Plan, the PPS or any applicable local or regional official plans. MZO’s effectively turn the process on its head, with the result in situations like this being that there is far less certainty that what is permitted by the MZO is appropriate or that it will occur as originally intended.

The lands subject to the proposed MZO have gone through none of the processes the Planning Act typically requires to determine the set of conditions under which the development achieves “best fit” with the goals and policy objectives of the Province, the Region and the Township of Wilmot. All of that is left to the Minister, with zero legislated requirements for consultations and extremely limited ability by anyone to affect the outcome once the Minister approves an MZO.

As I understand the history of planning in Ontario, MZOs were originally intended, or (prior to this government) have evolved for use in four situations:

1. for use by the Minister to provide planning services where no organized municipality or planning board exists to provide such approvals.
2. for use where a potential emergency is unfolding where time becomes of the essence (like hospital construction or building nursing home space that is needed or is projected to be needed that can’t be remedied through the normal process).
3. for use where something of significant provincial interest needs to be done quickly and potentially with some discretion to make it happen (negotiations for a Toyota plant generating thousands of direct jobs and thousands more in spin-off employment being an example). These types of facilities require massive parcels of land to be brought forward extremely quickly or they simply go elsewhere.
4. where there is a significant provincial interest unfolding that doesn’t fit within the current policies of the Province that municipalities must comply with and therefore cannot proceed to resolve. In such situations the Minister can override the provisions of the Growth Plan and/or the PPS to allow a necessary approval that otherwise could not occur.

These make total sense. To the best of my recollection, prior to this government, MZOs were rarely if ever used to expedite everyday Planning Act approvals and certainly not when a municipality was already undertaking a process mandated by the Province to determine the acceptability of such a proposal.

Re: REPORT NO. DS 2022-001

Kae Elgie

Waterloo Ontario

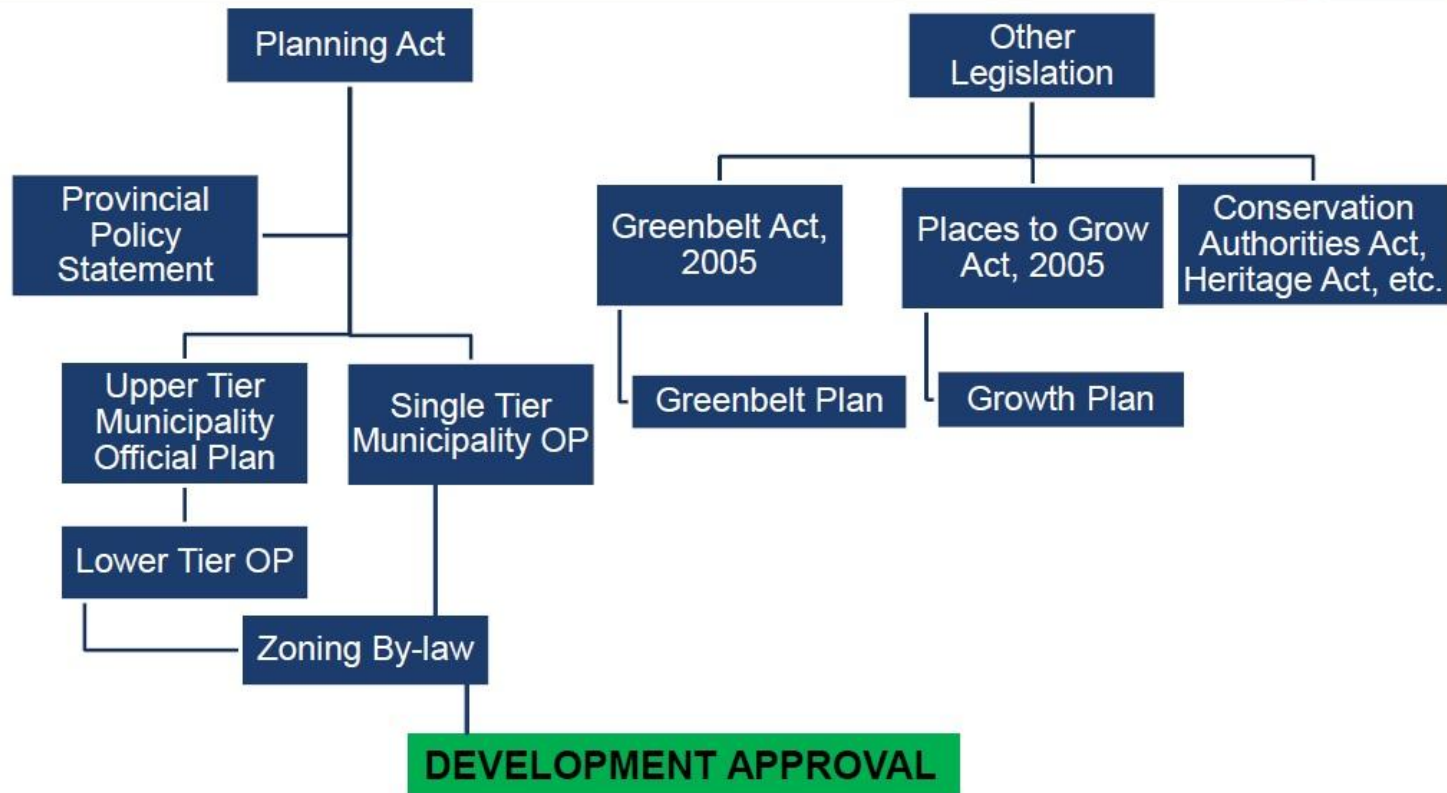
Zoning bylaws

Minister's zoning orders

- The *Planning Act* gives the Minister of Municipal Affairs and Housing the authority to control the use of any land in the province.
- Zoning orders can be used to protect a [provincial interest](#)
- or to help overcome potential barriers or delays to critical projects.

Land Use Planning in Ontario

BLG

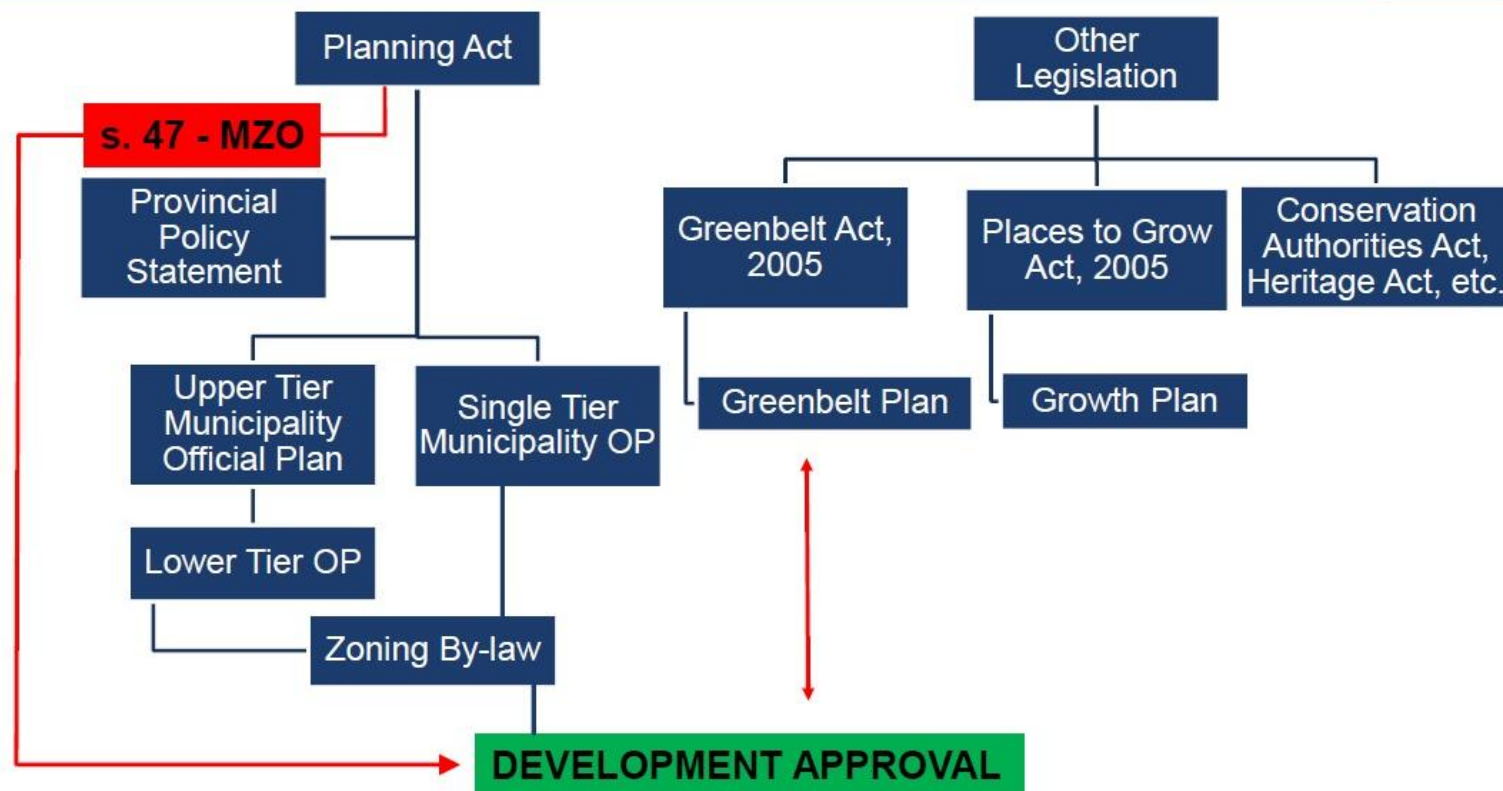


7

This is an oversimplified diagram for illustrative purposes only

Source: April 2021 presentation to Association of Municipal Managers, Clerks and Treasurers of Ontario
<https://www.amcto.com/getattachment/fd91eac4-c3ba-4e77-ad0d-256b6c2dd2dc/.aspx>

Land Use Planning in Ontario



Weighing the benefits

- What are the advantages to citizens?
- Is it worth skipping the time to ask the detailed questions?
- What are the advantages to the developer?



**IF IT SEEMS
TOO GOOD
TO BE TRUE**

read the fine print to see what it will cost you!

A cautionary tale from Waterloo



RIM PARK (a)

- In 2000 Waterloo signed an agreement with MFP Financial Services to develop RIM Park.
- Total cost was thought to be \$113 million, financed at a rate of 4.7 per cent.
- A reporter for the *Record* spotted some bad math and revealed that the true interest rate was 9.2 per cent and the total cost to Waterloo taxpayers could reach \$227 million.

<https://www.macleans.ca/news/canada/kitchener-meets-its-waterloo/>

RIM PARK (b)

- Waterloo's entire council, including the mayor, was tossed out in the 2003 civic election.

<https://www.macleans.ca/news/canada/kitchener-meets-its-waterloo/>

- Regional Coun. Sean Strickland is the only member of the council that approved the financing deal who remains in local politics.

Strickland said he learned from the experience to question information put before him as a politician.

- The financial fallout of RIM Park will continue to daunt Waterloo taxpayers until the end of September 2031.

<https://www.therecord.com/news/waterloo-region/2013/10/19/rim-park-inquiry-report-10-years-later.html>

What's the rush?

- Please take the time to learn from Waterloo's rush to build a great community facility
- Take the time for more – and more – and more – public engagement, more questioning eyes
- Read the fine print, do the math, to see what it will cost you to support the **ongoing** infrastructure costs
- *Maybe the bad-math-spotting reporter is still around?*

**IF IT SEEMS
TOO GOOD
TO BE TRUE**

read the fine print to see what it will cost you!

Tracey Murray

From: Kae Elgie
Sent: Friday, January 28, 2022 4:25 PM
To: clerks
Cc: mike.harrisco@pc.ola.org; Angie Hallman; Jennifer Pfenning; Les Armstrong; Barry Fisher; Cheryl Gordijk; Jeff Gerber
Subject: Questions for Cachet Development
Attachments: Cachet Development questions from Kae Elgie.docx

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

Dear Ms. Mittelholtz,

Although I am a resident of Waterloo, the "Wilmot Village" development proposed by MZO raises several concerns for me, as a citizen, along with Wilmot Township residents, of the Regional Municipality of Waterloo.

My questions arise from my concern over climate change, and are in support of the resolution your township -- and my city -- passed in 2019 declaring that we are all in a climate emergency.

I would appreciate you passing my questions and concerns to Cachet Development.

1. What evidence do you have that your isolated rural village will become a transit hub?

Your application states "Wilmot Village" will have a minimum density of 65 persons or jobs per hectare [pj/ha]. My understanding is that 80 to 100 pj/ha are needed to support rapid transit such as Bus Rapid Transit.

If the transit hub you are proposing is not a rapid transit hub, what consultations have you done with Grand River Transit? What kind of transit service has GRT told you they would consider extending to this community?

If the transit you are proposing is not public transit, please explain your model and outline what investigations and consultations you have undertaken so far.

2. In the event that transit does not come to Wilmot Village on opening day, I am concerned about the lack of parking spaces in your development.

Given that your proposed development is 4.5 kilometres from the nearest grocery store, it seems most occupants will need to have access to a vehicle.

Although theoretically the "Mixed Use Employment" area you propose *could* provide employment for every person living in your village (i.e. the number of office jobs could equal the number of adults of working age living in the village) it is highly unlikely this will happen in the first decade or so of the development.

So, realistically, we should expect that most residents will need to drive to work.

The 2016 census revealed that 69% of Ontario families have two income earners, it is reasonable to expect most residences will require 2 parking spaces.

[Statistics Canada: The rise of the dual-earner family with children

<https://www150.statcan.gc.ca/n1/pub/11-630-x/11-630-x2016005-eng.htm>]

Please explain how you justify providing fewer parking spaces than will, logically, be needed.

3. What measures will you take to abate the above noted transportation-related greenhouse gas emissions?

How can you convince me this development is climate-friendly?

Yours truly

Kae Elgie
Waterloo ON

From: [Barry Fisher](#)
To: [Kristen Hahn](#); [Jeff Gerber](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); [mike.harrisco@pc.ola.org](#)
Subject: Re: Regarding the Wilmot MZO
Date: Monday, January 24, 2022 9:01:58 AM

Good morning Kristen - Thank you for taking the time to share your comments. Your input is appreciated. Barry

Get [Outlook for Android](#)

From: Kristen Hahn
Sent: Sunday, January 23, 2022 12:56:59 PM
To: Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; clerks <clerks@Wilmot.ca>; mike.harrisco@pc.ola.org <mike.harrisco@pc.ola.org>
Subject: Regarding the Wilmot MZO

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

Good afternoon,

Please add my voice to the growing list of concerned citizens who have expressed their opposition to the proposed MZO. I feel that the council and staff of Wilmot have done a very fine job stewarding land within the township and a plan is already in place for managed and sustainable growth.

To have a corporation drop the hammer of an MZO on this community cannot help but feel like an attack; it seems to me that if they *weren't* trying to ride roughshod over our existent social and environmental protections they would not move to employ such a tactic.

The proposed plan pays no heed to groundwater or floodplain protection, agricultural preservation, or public school and infrastructure capacities. It flies in the face of environmental oversight, strategic planning, and local decision-making, and is a wholesale abuse of power. I implore council to reject this MZO application and adhere to the plans that are already in place.

Regards,
Kristen Hahn
New Hamburg

From: [Angie Hallman](#)
To: [clerks](#)
Cc: [Kathy Loree](#)
Subject: FW: MZO and Hallman Gravel Pit
Date: Wednesday, January 5, 2022 1:06:54 PM

Good afternoon Dawn and Tracey,

Please include Kathy's comments as part of the public record.

Their consent is below.

Cheers, Be well,
Angie

I am not in favour of the MZO for Wilmot Village. While I agree housing is needed, bypassing the usual township procedures worries me. Traffic at Snyders/Nafziger/7&8 at peak times or diverting a nearby accident is an issue now. A quick Google ratings search of Cachet is not reflective of a reputable builder.

The Region keeps advertising that the Ground Water is worth protecting, yet to me the major reason to say no to the Hallman Gravel pit is the risk of contaminating the aquifier. Elmira's will never be repairable. The latest news reflects the increased salt content of the Region water supply and how they use the Wilmot aquifier to reduce the salt amount. If the gravel pit contaminates this aquifier, how will we cope?

I realize we need gravel etc for development in the region and people cite the cost of transportation in of the aggregates. If we lose our precious water supply which last time I checked is necessary for sustaining life, what will be the cost of transporting water to the Region especially with it's increased forecasted growth?

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkHd8LKy6WMweQuAleQuAl>

This email was sent to you by Kathy Loree through
<https://www.wilmot.ca>.

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unsubscribe@wilmot.ca

Tracey Murray

From: Kathy Loree
Sent: Friday, January 28, 2022 6:25 PM
To: Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; The Office of MPP Mike Harris - Kitchener-Conestoga
Subject: MZO in Wilmot

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

I am writing regarding the MZO of development in The Township of Wilmot north of the railway tracks and south of Waterloo St.

I would like this included in the public record.

I am AGAINST THE MZO for several reasons. I agree that we are in a housing crisis, development and growth including affordable, seniors housing is necessary.

- Cachet didn't pay an application fee. Whenever we have built a home or had one built, we or a builder had no trouble following the rules and filling out a proper application with a fee. When Councillor Gordijk questioned the applicant he quickly said they would pay it. This seemed very indicative of irresponsible "above the law" behaviour to me.
- A Google search of Cachet Development reviews are not favourable. Numerous complaints of poor workmanship, uncompleted issues, building code violations, errors, poor material, broken promises.
- Seniors and affordable housing sounds attractive, but what is in place to ensure that these are actually available initially and in years from now?
- The Region of Waterloo and the Township of Wilmot have worked well together on previous developments that have followed guidelines. This company should not be able to come in and negate this history with its built-in controls, guidelines etc for sustainable and responsible growth. Having no checks, need to follow procedures, designations and accountability seems high risk to the Region and the Township and could set a precedent for other communities.
- What about water and sewage supplies for a development of this size?
- Nafziger Rd and the Waterloo St intersection have major traffic issues at times. If there is an accident on the 7&8 these roads become quickly snarled with traffic. How will traffic be managed on a road such as Nafziger road? It has no shoulders as when not traffic congested can be a freeway.
- Putting a major development close to Alpine plant seems like a recipe for complaints and possible safety issues. Where will Wilmot's liability be in the case of either of these?
- It seems like Wilmot Schools are full now. Several developments on the West side of Baden will have an impact on them. Where will the children for this subdivision be accommodated and bussed to?

- The most recent developments from this company reflect the desire for home buyers. What advantage is it to Wilmot to have all the properties "presold" prior to release date by investors, foreign or Metro Toronto etc buyers?

Thank you for representing me.

Kathy Loree

Regarding the MZO Request for a Development on Nafziger Rd in Wilmot Township:

The Wilmot Township's 2019 Official Plan "establishes the direction for development" in our community. The Township Council needs "to ensure that development proceeds in accordance with the objectives of this Plan". The Plan was created to ensure that "public services are available for the health, safety and convenience of residents of the Township". I am concerned that if this MZO is approved, the proposed development may not adhere to the policies in the Official Plan.

There is no mention in the proposed development plan about the fertilizer plant that is adjacent to the south end of the property. Proper distances need to be maintained between residential properties and that type of business. In addition, evacuation routes need to be planned in case of a leak or some other disaster at the plant.

Waterloo Region has a reputation for thoughtful planning that has protected farmland and environmentally sensitive landscapes. The Region is in the midst of updating its Official Plan. All the municipalities in Waterloo Region have agreed that we are in a climate emergency so the Official Plan update will certainly be taking that into consideration. If Wilmot Council approves the MZO, there will be no guarantee that the proposed development fits within the guidelines of the updated Region of Waterloo Official Plan. Furthermore, other developers may follow the MZO route to ensure their projects are approved leaving the entire Region powerless to continue protecting our rural areas resulting in reduced food production and increased susceptibility to the effects of climate change.

As a citizen of Wilmot Township and the Region of Waterloo, I highly object to the use of this MZO to further the interests of a developer at the expense of the citizens of this township. This development is not an emergency and this MZO should be rejected by the Township of Wilmot Council.

Sincerely,

Kathryn Murrell

New Hamburg,

Tracey Murray

From: Tracey Murray
Sent: Tuesday, February 1, 2022 2:48 PM
To: Tracey Murray
Subject: FW: Opposition to the Wilmot MZO Application

From: Karleigh Powell
Date: January 26, 2022 at 12:36:06 PM EST
To: Jeff.Gerber@wilmot.ca, Jennifer.Pfenning@wilmot.ca, Les.Armstrong@wilmot.ca,
Clerks@wilmot.ca, mike.harrisco@pc.ola.org
Subject: Opposition to the Wilmot MZO Application

Hello Council members,

I have lived in Wilmot for 25 years and am currently raising my young family here. When my husband and I were purchasing our home, it was important for us to be in Wilmot and for our children to live in a small rural community. Wilmot offered everything we were looking for and we were willing to pay a premium to be here.

I am opposing the MZO and ask that Council vote against the MZO application. Council needs to question what impact this request would have on current residents and our quality of life. The developer should be required to follow the standard application process for development to ensure that the local residents who are already here and any future residents who purchase in Wilmot are not negatively impacted by this development and the strain it will have on our community resources.

Approving this MZO application will impact the resources available to the community including access to recreational space for sports/ activities and classroom size in our public and secondary schools. I ask the Council to question why the MZO is necessary for this development as it is intended to be used in emergency situations and what president it will set for our township and our neighbouring communities.

I would ask that the following questions be answered regarding the MZO application:

- Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps?
- How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services (fire department in particular), water, sewage, ect?
- What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

Thank you,

Karleigh Powell

Tracey Murray

From: krista straus
Sent: Thursday, January 27, 2022 9:39 PM
To: clerks
Subject: Please pass this on to Cachet

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

Hi Wilmot Clerks,

I'm sorry, this is an email about the MZO. You're probably getting a ton of emails. I'm hoping you can please pass these questions/concerns on to Cachet developers. And yes this can be added to the public record. Here it is...

We value our farmlands in this community (many of us come from farming families or have some connection to farming), probably more so than those in the cities you are used to developing in. The Region of Waterloo has made great strides to protect our farmlands. MZOs seems to disregard this progress. Explain to this community how the use of MZOs is good for farmlands? I think I can predict your answer, it will go something along the lines that your plan is the best because it goes beyond the Region's standards, it has transit, it has a 15-minute community and etc, etc. all good points. Or you might say something about time is ticking.. well, once this land is developed... it's gone. I think we can wait; we owe it to our future generations. Also, I have faith in the Region's planning, if they felt your land makes sense then they will add it to the greenfield. New Hamburg isn't an island onto itself.. we are all connected in this Region. We are concerned what passing a MZO will mean for our neighbouring communities. I want to know what implications a MZO will have for future developers. You need to address the question of our concern for other developers to use MZOs to bypass the Region's careful planning to prevent our farmland from being developed at an increasing rate. If we do pass this MZO, what advice could you give to us to slow down the rate of our farmlands from being developed by a MZO in the future? How does the use of this MZO not undermine the Region of Waterloo planning? Thank you.

Thanks,
Krista Straus (resident of New Hamburg)

Tracey Murray

From: Tracey Murray
Sent: Tuesday, February 1, 2022 2:43 PM
To: Tracey Murray
Subject: FW: 3 concerns of MZO

From: krista straus
Sent: Wednesday, January 26, 2022 10:02 PM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Subject: 3 concerns of MZO

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

Hi Councilor Gordijk,

Sorry, I know I already sent you a brief email about the MZO.. but I'm sending this to all the council members and so I thought I would send it to you as well.

Please add this email to the public record. I am against the use of a MZO. Anyone that went to Waterloo-Oxford knows that the land in question would one day be developed. It's not necessarily the development that I'm against... My concern is the use of a MZO.

1) My first concern is what this means for **farmland**. I watched the town council on January 4. And the farmers are telling us that MZOs are not good for our farmland. I think farmers' opinions should be weighed heavily in this conversation of the use of MZO. We all know that we have some good prime farmland in the township. I feel very lucky that I can buy a lot of my produce, meat, maple syrup, honey and cheese from local farms and producers. I know that developing this land won't mean these farms are out of business. I am just concerned what the use of MZOs will mean for the future in relation to farmlands.

2) I feel that the MZO **undermines the Region**. I feel like they have a process for planning for growth for a reason... citizens in the past realized that urban sprawl is not sustainable and that we have limited farmland and natural areas. And hence the need for Official plans for growth. I would imagine that the Region would be the best to know where in the Region it makes sense to grow. I would imagine that they would want to see more people have easier access to the LRT and transit, and maybe there's other areas in the Region that right now that have the infrastructure ready to go. I don't know enough about whether Nafziger/Waterloo makes sense to develop right now, I don't know all the facts that the Region has... I would imagine that Cachet wouldn't know this either. But you know who does know all this information... the Region. And I feel that if the Region thought that this area made sense before other areas to get developed, then come the spring, this land will get the ok to get developed. And if this land does not get developed, the Region will have deemed other lands to be developed to make sure we meet the needs of our projected population growth.

3) I think there are **55 owners/developers asking to have their land added to the greenfield expansion** (a few of them are here in New Hamburg/Baden), why should this developer be allowed to skip the line?

Thank you for your time and best of luck with this last-minute issue,

Krista Straus (resident of New Hamburg)

Tracey Murray

From: Ksenija Stupar-Doria
Sent: Friday, January 28, 2022 8:30 AM
To: clerks; Harold O'Kafka; Sharon Chambers; Jeff Gerber; Barry Fisher; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; mike.harrisco@pc.ola.org; cfife-co@ndp.on.ca
Subject: Wilmot MZO

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

Hello,

I am not in favour of the Wilmot MZO.

No person or corporation should be allowed to circumvent award winning and vital Regional and Municipal planning which has been necessary for all years since these entities existence.

Why does Cachet Homes think they should have such a privilege while other developers have never had such an opportunity to date?

Why does Doug Ford's provincial government think Cachet Homes should have such an unprecedented privilege?

Why do any Wilmot councillors think Cachet Homes should have such a privilege while other developers have never had such an opportunity to date?

No person or corporation should be allowed to circumvent public input into any development, especially one that is so large.

Any mayor or councillor who approves the MZO is actively taking away Wilmot citizens rights whom they swore to represent which is completely inappropriate.

Any mayor or councillor who approves the MZO is essentially making their jobs easier by taking themselves out of the development process, making themselves redundant in their capacity to oversee substantial development in our community which clearly is negligence of their sworn duty to the residents of Wilmot. Why do councillors wish to make themselves redundant and not carry out their sworn duty to Wilmot residents in terms of overseeing "community changing" developments in Wilmot?

Many local developers have been waiting a long time for sewage capacity to be increased to develop their lands. Allowing a developer from outside our community to come into our community and use up the "just increased" sewage capacity is completely inappropriate.

How much sewage capacity is currently available?

How much sewage capacity will the MZO use as a percent of total currently available?

How long does Wilmot expect current capacity to last until another sewage capacity upgrade is required?

Local developers tend to use more local tradespeople, realtors, lawyers, banks etc while it is very uncertain if Cachet homes will do the same.

It is important that development within our community benefits the community on many levels including employment opportunities during the development.

To what extent will Cachet Homes hire local tradespeople as a percent of its total workforce? What kind of jobs will Cachet Homes be hiring local people to carry out? Will Cachet Homes employ local

realtors to sell their homes? Will Cachet Homes be using local solicitors? Will Cachet Homes be using local banks?

The proximity of the MZO to Alpine is a recipe for disaster. Is Wilmot prepared to accept this liability? I say absolutely no.

Any mayor or councillor who approves the MZO essentially puts all residents at risk of a huge insurance liability as Wilmot will be held responsible for letting development occur in far too close proximity to potentially deadly chemical plant. Further, Wilmot is not even prepared to deal with such an event should such disaster occur but would rather be beholden to Kitchener or Waterloo Fire Departments to respond to the event. How long will that take? How much time will be lost since Wilmot not prepared for such an event?

What is council doing to protect its residents from insurance liability if there is a chemical spill/incident at Alpine?

Why would council approve a development so close to the potential danger of Alpine?

What will Cachet Homes contribute to the community to ensure all residents safety and ensure free from liability of such a disaster?

How can Wilmot make Cachet Homes responsible for this liability rather than placing that liability on its residents?

In conclusion, I am against approval of this MZO. I will lose respect for any mayor or councillor who approves the MZO. Those persons will not be getting my vote in future and I will lobby with local residents to follow my suit and vote out any person who approves the MZO.

--

Ksenija Stupar-Doria
Region of Waterloo resident

Questions for Cachet Developments Request for Ministerial Zoning Order

January 25, 2022

Given the overuse and abuse of Ministerial Zoning Orders across the province of Ontario in recent years it has been extremely troubling to learn of this Christmas Eve MZO here in our own community of Wilmot that appears to have had the original intent of rushing it through any sort of local approval process over the Christmas Holidays, during a raging Pandemic, with little information available from the onset, no media coverage and such little ability for public engagement.

Below are questions that need to be addressed directly by the Developer as myself and other citizens attempt to better understand this development proposal - the most significant development proposal that Wilmot Township has even seen, all just in a matter of a couple of weeks.

I look forward to the responses and learning more about what we can expect in the days, weeks, months, and years ahead.

Sincerely,

Kevin Thomason
Long-term Wilmot Township Resident and Community Advocate

Wilmot, Ontario

Section 1 – Timelines and Communications

- 1) If Cachet Developments is “all for public engagement and input” as stated by Mr. Ramsey Shaheen why was this MZO request posted on the Christmas holidays with so little opportunity for public engagement and consultation?
- 2) Please list all the activities undertaken by Cachet Developments to engage and inform the public of this massive development proposal. Please provide details of the future community engagement that you plan including timelines.
- 3) Please explain the timelines and justify why when Cachet Developments has had years to develop this plan, the community and elected officials should only have a matter of days to learn everything possible about it and make a final, binding decision for a development that doesn't even appear to contemplate construction for decades.
- 4) Is this normally how Cachet Developments pursues development approvals? If not why then this approach here in our community?
- 5) Has Cachet Developments provided any materials or information on their proposal to adjacent landowners?
- 6) Has Cachet Developments worked with local media to help inform our community about their plans? If no, why not? Are there any plans to better inform our community? How?
- 7) Has Cachet Developments worked with any community groups or local organizations to learn about community needs, desires, or visions for the future in our community? If no, why not?
- 8) Has Cachet Developments had the usual, required pre-submission meetings with the area review agencies such as the Grand River Conservation Authority and the Region of Waterloo? If no, why not?

Section 2 – MZO Concerns

- 1) Has Cachet Developments ever requested an MZO before?
- 2) Is Cachet Developments aware of the tremendous community concerns, pushback, and resulting political fiascos from the use of MZO's in neighbouring communities such as Blair/Cambridge and Stratford?
- 3) Is Cachet Developments aware that approval of other MZO's and the lack of communication, consultation, environmental assessments and the by-passing of all proper planning processes has cost many elected officials their jobs and many are not even seeking re-election due to the considerable public backlash. Is this something that Cachet Developments hopes to achieve in our community too?
- 4) Is Cachet Developments aware that citizens have no ability to appeal MZO's and lose all right to justice? Is this something that Cachet Development considers fair? Why does it feel that it must place our community in this situation?
- 5) Why is Cachet Developments seeking to bypass the Regional Official Plan? What makes them believe that they should have a process different from every other developer and land speculator in the Region?
- 6) Is Cachet Developments aware of the serious consequences and repercussions this MZO could have to our very successful Regional Official Plan? Are you still prepared to proceed with the MZO approval request knowing the situation it places other developers and municipalities in and the chain reaction of competing MZO's it stands to unleash – forever changing so much and destroying so much goodwill and co-operation across our region?
- 7) Will Cachet Developments be willing to follow proper, proven planning processes should this MZO be refused or will you continue to try to force this development on our community in its current dreadful form?
- 8) By seeking this MZO, Cachet Developments is purposely working against our Regional Official Plan and our community's efforts to achieve a more sustainable future. The approval of this MZO and development will see thousands of residents located far from the distant cities where they are most likely to work, shop, and access many required services. Will Cachet Developments be supportive our climate change efforts and needed actions to ensure a more sustainable community through better land use planning?
- 9) Please explain the urgency for approval of these proposed developments that justify the use of an MZO.

10) How does Cachet Development plan to address all the issues created by this proposed development leapfrogging other developments and productive, active farms?

11) Can Cachet Development demonstrate the immediate, short-term, or even medium-term need for these lands to be developed given the amount of lands already designated for development and available in both Wilmot Township and Waterloo Region?

Section 3 – Design of Proposed Developments

- 1) While many in the community appreciate the efforts for intensification and density sought by Cachet Developments, an entire development of 6 storey apartment buildings, 6 storey office buildings, 6 storey senior's homes, and a 6 storey medical centre seems an incredible contrast to an entire rural township that currently doesn't have a building over 3 storeys tall. Does Cachet Developments believe that this will fit with the character of our community and blend with the surround landscape?
- 2) Given the incredible density, the row-house configuration for each street, the lack of greenspace, the lack of trees, the small amount of remote parkland, and the sheer amount of asphalt is this a community that many Executives from Cachet Developments are likely to live in?
- 3) Does Cachet believe that this is a compelling community design that will win awards? Is this the best that you can do or the best work that your firm has ever done?
- 4) While the efforts for density and affordability have some merits, do you believe that this will be an attractive, desirable place to live for a long-term or is it likely just going to be a transient community of commuters seeking the cheapest housing possible who never stay for long before moving on?
- 5) What could be done to improve the liveability, desirability and appeal of this development that you want to locate in our community?
- 6) What will Cachet Developments do to help ensure a complete community and that even just basic amenities such as some shops, services, and restaurants locate within these proposed developments and that residents don't have to drive for absolutely everything from groceries to daycare?
- 7) Are there plans for a grocery store in this development given the current closest grocery stores are over 4.5km and 5.1km away which would take over 3 hours to walk to and from if one could even struggle all the way home with their groceries?
- 8) Given that we have to live within the carrying capacity of the land and that our Township has to be totally self-sufficient for water with no pipelines to the Great Lakes or other water sources, also given the regular flooding of the Nith River watershed and the tremendous demands already placed on this river is there the required sewage and water capacities within these communities to support the scope of this proposed development?
- 9) Given the purpose of this MZO to bypass Regional Planning Coordination and Master Plans, how will the approval of this development impact sewage and water capacity, infrastructure, upgrades, timing and costs? Will area taxpayers be responsible for these massive infrastructure costs?

10) While some data is provided for the residential components and anticipated number of residents of this proposed development, there is no data provided for other components. What are the number of employees being anticipated for the proposed office, commercial and industrial lands? Why is this data not provided in these reports and request for MZO?

11) How many people can we anticipate will be using, travelling to and travelling from these developments on a daily basis as the provided Traffic Study is totally insufficient and not even credible, our own calculations vary widely - quickly becoming overwhelming given the scope of what is being proposed?

12) Why are the Persons Per Unit (PPU) used by Cachet Developments in their reports so much lower than the Regional average PPU numbers? Is it because Cachet Development is planning just single one-bedroom apartments and townhouses? How would so many singles fit with the family focus of some much of our community?

13) What assurances can Cachet Development provide that the compelling social aspects of this development proposal such as the Senior's Home, rental housing, and affordable units actually ever get built and don't simply get pushed out in perpetuity while more profitable aspects of the proposed developments are completed first?

Section 4 – Neighbourhood and Community Impacts

- 1) How can this be considered a walkable 15 minute community when almost everything including the local schools, Wilmot Recreation Complex, Baden, and New Hamburg are more than a 15 minute walk even just one way?
- 2) Are there any plans for schools, churches, community centres, recreation facilities, libraries, or any public community facilities for the thousands of people anticipated in these proposed developments or even other local residents?
- 3) Do you believe that local public community facilities such as schools, community centres, libraries, recreation facilities will be able to accommodate the influx of the thousands of new residents that you anticipate – particularly given many of the existing facilities are already at capacity?
- 4) Will Cachet Developments be willing to make up any shortfall in development charges that have been consistent demonstrated to be insufficient to cover the costs of new residents, developments and required infrastructure to existing communities to ensure our local facilities and infrastructure is able to service these developments and so many new residents?

Section 5 – Fertilizer Chemical Plant (Nachurs Alpine) Concerns

- 1) Is Cachet Developments aware of the Nachurs Alpine Fertilizer Chemical plant located adjacent to these proposed developments? If so please list any concerns.
- 2) Does Cachet Developments normally speculate on lands for future developments adjacent to such dangerous industrial sites?
- 3) Is Cachet Developments aware of the explosive chemicals such as hundreds of tons of Ammonia that Nachurs Alpine publicly discloses as being normally stored on site?
- 4) Is Cachet Developments aware of the 1,500 m separation recommended for chemical facilities such as Nachurs Alpine and any development such as residential, office, commercial, other industrial, etc.? If so, why is Cachet proposing developments ignoring these safety regulations recommended by numerous safety authorities?
- 5) How can Cachet Developments justify putting the thousands of people they hope to occupy their development in such danger?
- 6) What emergency plans has Cachet developed or proposed to deal with a chemical incident or accident at this fertilizer plant?
- 7) Is Cachet Developments aware of the tailings pond located on the Nachurs Alpine property? Have they ever seen the incredible colours of the waters it contains? Does Cachet Developments have any plans for dealing with flooding or run-off from this facility given climate change and the increasingly unpredictable weather patterns we are facing?
- 8) Is Cachet Developments aware of all of the emissions released from all the vent stacks, chimneys, and exhaust hoods at Nachurs Alpine? How can you justify locating a medical centre as one of the closest buildings to these emissions and pollution?
- 9) Does Cachet Developments have an evacuation plan for their proposed developments in case of an incident at this chemical plant? If so, are there concerns about an entire development containing thousands of people having only a single, 2 lane road also shared by this chemical plant as the only egress and evacuation route?
- 10) Does Cachet Developments have any concerns about locating the proposed medical facility for our community in the worst possible location where it stands to be the most impacted by any sort of chemical leak, explosion, or incident at the chemical plant?
- 11) Is Cachet Development aware that their entire proposed development lies within a 1 kilometre zone around Alpine Naturs listed by the US Centre for Disease Control (CDC) as “Immediately Dangerous to Life and Health” for facilities storing the quantity and variety of chemicals that this plant contains?

12) What data or information can Cachet Developments provide to our community showing that your proposed developments will be safe and that it isn't a danger to be locating so many people close to a chemical facility such as Naturs Alpine? Can this be demonstrated to be considered good planning?

13) Why is there no mention whatsoever of the Naturs Alpine fertilizer chemical plant in any of the extensive documentation provided to the Township and public as part of this Cachet Development proposal?

14) Why are there no safety plans proposed for this community in any of the materials provided?

15) Is one of the primary reasons for seeking this MZO to simply bypass the environmental assessments and other "red tape" that would normally identify and deal with the risks of locating residential and commercial development close to a dangerous industrial chemical plant?

16) Why is there no mention of the needed evacuation plans in any of the traffic studies? Were the transportation consultants even aware of this chemical plant and the need for evacuation routes, studies and plans? If No, why not?

17) Does Cachet Developments believe that our local volunteer Wilmot Fire Department will have the equipment, resources, and required experience to ensure the safety and deal with a complex incident at this plant while also having to manage so many thousands of people in such proximity?

18) Who does Cachet Developments think should be liable and bear any costs, liability and repercussions of approving such extensive development so close to an existing chemical plant?

19) Is Cachet Developments willing to share in any of this potential liability?

20) Has Cachet Developments investigated the costs of insurance or even the ability to obtain insurance for any residents, businesses, or organizations choosing to move into these proposed developments given the proximity to this adjacent chemical plant?

21) Will Cachet Development be disclosing to prospective purchases the dangers posed by this adjacent chemical plant and the potential risks of residing or working within these proposed developments? If No, why not? Do you believe this is how citizens in our community would want this health and safety issue handled?

Section 6 – Furthering Automobile Dependency

- 1) Given that Wilmot Township already has one of the highest rates of car ownership in Canada, there is very little available public transit, there is almost nothing within a 15 minute walk of this proposed development (nor likely much for decades, if ever), how does Cachet Developments propose our community meet its Paris Accord commitments to reduce Green-House-Gases (GHG's) by 50% by 2030?
- 2) What percentage of residents, employees and customers to businesses located in these proposed developments are anticipated to use public transit? Was this number used for the Paradigm Traffic studies?
- 3) Has Cachet Developments ever built such a dense, intensive development with homes, businesses, commercial space, medical facilities, etc. that only has three entrances sharing the same single, two lane road?
- 4) Does Cachet Developments have any concerns that the thousands of people accessing this proposed development could overwhelm the only road to the developments?
- 5) Many other jurisdictions require multiple routes to a development for redundancy, emergency access, emergency exits, etc. Does Cachet Developments have any concerns that there are no alternative routes to this proposed development and that access is so incredibly constrained due to adjacent land uses, railway tracks, environmental areas, etc.?
- 6) With only rural roads currently connecting this proposed development area to all other parts of the township, and the developer's desires for an immediate MZO and development, what are the plans and will Cachet Developments be willing to cover the costs for sidewalks, trails and active transportation routes (bike lanes, bike trails, etc.) so that residents can safely come and go from these developments in every direction to access schools, recreation facilities, other neighbourhoods, etc via other means than only an automobile?
- 7) Can these active trails, sidewalks, bike routes, etc. be done in a manner that is safe and compelling and not just be a sidewalk down the ditch of an open arterial road with passing traffic moving at highway speeds? Will local taxpayers or Cachet Developments be paying for these required improvements?
- 8) Given that an MZO bypasses all proper planning processes including the Regional Official Plan, the Regional Master Transportation Plan, etc. how will Cachet Developments ensure that there is adequate area road capacity to properly accommodate and service these extremely dense and intensive proposed developments requiring tens of thousands of automobile trips daily?

9) Given that the MZO bypasses all planning timelines for area road improvements, and staging of infrastructure – not to mention the required budgets of tens of millions of dollars, is Cachet Developments willing to fund these needed road improvements?

10) While there is a very poorly done and quite incomplete local traffic study included in the MZO approval request, what planning has been undertaken to ensure these proposed developments don't overwhelm area roadways and intersections? If nearby intersections require upgrading, conversion to roundabouts, etc. is Cachet Developments willing to fund these studies the MZO is bypassing and the required transportation network upgrades?

11) How did the Traffic Studies determine the anticipated number of employees in the office, commercial and employment lands when no number is provided in any of the reports?

12) What sort of numbers were used to anticipate traffic levels from the Transit Hub when such little information is available about it? Should the township be anticipating massive peaks of traffic like what is seen in other communities when hundreds of people arrive to a GO Train parking lot simultaneously on the same train and then all try to exit at the same time in a process that often resembles a crash-up derby, or will it simply be a bus terminal with no significant automobile traffic at all? How do you suggest the Township plans for these vastly different traffic scenarios?

Section 7 – Proposed Transit Hub

- 1) Would it not make more sense to locate a “Transit Hub” and rail station closer to the established core areas of our existing towns?
- 2) Please explain how the “Transit Hub” is going to be anything more than a bench with a bus-stop sign for Route 77 for many years into the future?
- 3) Please explain if the “Transit Hub” is ever going to be anything more than a large asphalt parking lot for a GO Train Station at best.
- 4) Given the lack of any commitment from Metrolinx for any sort of rail or even bus service and the considerable challenges even much larger communities such as Bowmanville with over 40,000 commuters already located on a GO Train line that have spent decades lobbying for passenger rail service with no success, please detail the activities and funding Cachet Developments will be willing to undertake to ensure any sort of service at this proposed “Transit Hub” in the years ahead. Please provide a timeline for which you think that our community could expect this facility to be operational.
- 5) Does Cachet Developments have any concerns locating a “Transit Hub” next to a chemical plant?
- 6) Does Cachet Developments honestly believe that Metrolinx is going to approve the development of a major station area within metres of a chemical plant with active rail sidings full of tank cars of dangerous chemicals? Can Cachet Developments provide examples of other locations where this sort of station has ever occurred or been successfully approved?
- 7) Has Cachet Development ever had any meetings with Grand River Transit or Metrolinx regarding public transit service to these proposed developments? If so please provide details of the outcome of the meetings and next steps.
- 8) Does Cachet Developments believe that our Mayor and Councillors would actually approve a request for an MZO and a development plan with such a flawed Transit Hub plan with so few details, such little information provided, and seemingly so little effort put into it (like so much of this development proposal)?

Section 8 – Energy and Climate Change

- 1) Given our community's clearly stated Green-House-Gas (GHG) reduction goals of a 50% reduction by 2030, why have no green energy initiatives been proposed as part of this development plan?
- 2) Can Cachet Developments confirm that highly polluting natural gas is to be the primary source of heating for all these proposed buildings? If so what will be the annual increase to our greenhouse gas emissions from all these additional sources?
- 3) Why hasn't geothermal, wind, solar, and other renewable energy sources not been included in this development proposal? The planning needs to happen now to accommodate solar panel layouts, geothermal wellheads/pumping stations, etc. Has even more progressive environmental initiative planning like solar thermal walls, green roofs, passive solar, etc. been considered?
- 4) Given that an approval of the MZO will likely bind our community to these development plans as currently proposed please explain how Cachet Developments will help our community to meet its GHG emission targets and climate goals.
- 5) Has Cachet Developments calculated the increased emissions and carbon footprint of locating so many thousands of residents in this community far from most jobs and services they will be commuting daily to?
- 6) Given the need for future sustainability how can Cachet Developments justify the use of an MZO to try to bypass Regional Official Plan efforts to co-ordinate growth and development in the most sustainable, cost effective, and resilient manner?
- 7) How has Cachet Developments anticipated the requirement that all new cars and trucks sold in Canada by 2035 will need to be zero emission. How many charging stations are being included in this development and given the reliance for on-street parking for so many residents in this development how will charging all these vehicles daily be facilitated?
- 8) Given the massive carbon footprint of concrete and other potential construction materials what construction methods is Cachet Developments planning that will help our community to reduce our carbon footprint and meet climate change goals?
- 9) There is astonishingly little greenspace in this proposed development. The proposed Seniors Home has no surrounding greenspace and is as far from the lone proposed park as possible. Given the importance of Greenspace and mental health why hasn't there been a better effort to incorporate greenspace, a tree canopy, shade and other natural elements into this proposed development? Please explain initiatives that could be undertaken to improve this.

10) Are there any community gardens planned for the thousands of residents anticipated in this proposed development. Where would they be located? How would they be managed? By whom?

11) Given the importance of walkability, 15 minute communities, and active trails, what efforts have been undertaken by Cachet Development to ensure that the proposed trails on these properties actually connect to other trails?

12) Has any discussions been undertaken with CN Rail with regards to any trails or crossing of the railway line that cuts off all access to any southern destinations?

13) Given that the current pathetic proposed park area is only 2 hectares and less than the required parkland dedication requirements how does Cachet Developments propose to remedy this and provide residents with needed greenspace?

14) Has Cachet Developments considered a series of smaller parks and distributed greenspace throughout the proposed development rather than just one large park block at the far north west corner?

Section 9 – Agriculture and Agri-Hub

- 1) Given that this MZO is purposely designed to jump the cue and that development for these two land parcels is hoped for by Cachet Developments long ahead of any surrounding developments which could take many years if not decades to be realized (if ever), please explain how these developments are seen as being compatible with the surrounding farm operations.
- 2) Please list the activities Cachet Developments plans to undertake to work with residents and area farmers to deal with normal farming activities such as spraying, manure spreading, large tractors/combines/equipment on rural roadways, etc. directly adjacent to such intensive urban development with no buffers.
- 3) Please describe an Agri-Hub?
- 4) How is an Agri-Hub going to be anything more than a gravel or asphalt parking lot where vendors will once or twice a week, for a few weeks of the year set-up some folding tables to sell produce?
- 5) What sort of support, programming and funding will Cachet Developments be providing to ensure the Agri-Hub is successful given the challenges and failures of other area farmer's markets in recent years?
- 6) Is the Agri-Hub open to residents outside of this proposed development? If so, how do you anticipate they will access it with no parking being provided in any of the plans made public to date?
- 7) What happens to this valuable parcel of land should plans for an Agri-Hub not work out as anticipated – is it retained by the developer for further development or donated to the community, turned in to parkland, or what?
- 8) Given the incredibly awkward situation created directly in contravention of the Regional Severances Bylaw that forbids land severances of less than 80 acres (deemed the minimum for a viable farm), what is going to happen to the two 20 acre farm parcels created to the north of this proposed development? How can farming activities there compatible with the immediately adjacent high-density development – particularly given the proximity to working barns, potential livestock, driving sheds, etc.?
- 9) Are there any facilities such as washrooms or equipment storage anticipated for the Agri-Hub?

Section 10 – Parking, Snow Removal and Street Design Issues

1) Given the incredible density planned for these developments and the reality that most residents in rural communities across Wilmot Township use private automobiles for almost all transportation trips, these developments are going to have to accommodate thousands of cars in a very small space. However, all study of these proposed development plans show an incredible shortfall in needed parking. What are Cachet Development's plans to address these significant parking shortfalls?

2) Given that most units in this development are likely to be home to more than one person, it is quite probable that there will be 2 or even more cars per unit. Yet, given the astonishingly small lot sizes the front of each unit is going to be almost all driveway with driveways so close together down the street there will be insufficient space for any parking on the road in front. What is Cachet proposing to overcome this lack of sufficient on-street parking?

3) Will Cachet Developments ensure that garages are wide enough to be accommodate today's increasingly large personal vehicles and still be able to open the door to get in and out of the vehicle in the garage?

4) How does Cachet plan for any parking in driveways when most of the proposed townhomes have such a small setback from the road that the driveway won't be long enough to actually park a car without it protruding out onto the road?

5) Given the small lawn spaces, the needed sidewalks, the need to accommodate fire hydrants and other servicing there seems to be almost no place for any resident to put snow. Where does Cachet Developments anticipate snow will be piled and not become a safety hazard or impediment to fire trucks and other emergency vehicles?

6) Will these be private condo developments or who will be responsible for snow removal on both driveways and development roadways?

Section 11 – Affordable Housing

- 1) There are very few real details provided about the affordable housing components of this development given how prominently the affordability aspect seems to be promoted for this MZO request. How has it been determined that 80% of the significant cost of any of these proposed units is still even going to be affordable to most citizens?
- 2) Who will own and operate the affordable housing?
- 3) How can any of this development be considered affordable when public transit options are so limited, it is so distant from existing communities, most jobs, shopping, and services and most families are going to require 2 or more cars? Have these provisions for the need for multiple expensive automobiles been built into affordability calculations?
- 4) Who will manage and subsidize the affordable rental units?
- 5) What additional costs such as parking costs, condo fees, or other charges can be expected by residents and will these costs also be indexed to 80% (or preferably much lower) to try to make them more affordable?
- 6) Has Cachet Developments been in contact with any local community organizations who could actually run and manage this affordable housing? If so what was their feedback and reaction to what is being proposed in these developments?

Section 12 – Medical Centre

- 1) The inclusion of such a massive medical centre in this development proposal is confounding. Has Cachet Development done any studies or have any data to support a facility such as what they are proposing and we will be committed to with this MZO approval?
- 2) Has Cachet Developments ever built a medical centre of this scope and scale before?
- 3) Can Cachet Developments provide insight into what might happen to this building if such an extensive medical centre doesn't prove viable?
- 4) How does Cachet propose the community fill such a large medical facility when we have haven't even been able to replace the community doctor who retired last year?

Section 13 – First Nations Consultations

- 1) What consultations has Cachet Developments undertaken with first nations and indigenous groups?
- 2) Is Cachet Developments aware that MZO's violate the constitutionally protected right of First Nations consultation?
- 3) Have the required archeological studies been completed? If so have they been accepted?

From: [Kathy Mostardi](#)
To: [clerks](#); [Harold O'Krafka](#); [Sharon Chambers](#); [Les Armstrong](#); [Angie Hallman](#); [Cheryl Gordijk](#); [Barry Fisher](#); [Jeff Gerber](#); [Jennifer Pfenning](#)
Cc: mike.harris@pc.ola.org
Subject: Re: Cachet MZO application in New Hamburg
Date: Sunday, January 23, 2022 5:53:25 PM

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

Dear Ms. Chambers, Mr. O'Krafka, Ms. Mittelholtz, Ms. Murray, Mayor Armstrong, Ms. Hallman, Ms. Gordijk, Mr. Fisher, Mr. Gerber, Ms. Pfenning,

I wrote to you at the end of last year about my concerns over the Cachet Developments proposal and request for an MZO to fast-track this project's approval. I am writing again as the more I read and understand about this development, the more concerned I become that this does not fit into the township's or Region's plan for appropriate development. Neither is it necessary for the proposal to receive MZO consideration.

My concerns are the following:

- The request for an MZO feels like both a corporate-based request and timeline (given the provincial election coming in June) and not one truly considering the needs of the Wilmot Township and New Hamburg community. As there are other housing development projects already slated, they should take precedence over an early and unnecessarily speedy approval of Cachet's proposal.
- This does not seem like an appropriate use of an MZO for an urgent or high priority project and sets a precedent for MZO over-riding the RofW Official Planning Review going on at the moment.
- The density of this housing project does not seem to fit with the housing density of the New Hamburg area. The housing density of 65 p/js is far over the current density of 45p/js and that of the Region of Waterloo. The current proposal feels like we would be taking a high density development similar to that on the corner of Huron Rd. and Fisher-Hallman in Kitchener and plopping it into a field between New Hamburg and Baden. There would be no continuity with the style of development

currently within these communities.

- This development does not really satisfy the 15 minute walkable community that it claims to create. Unless it is anchored by a food store (better suited to and needed in Baden), a pharmacy and some health services, residents will still be required to drive into New Hamburg or KW.

I encourage Council to refuse this MZO request and continue its planning process within the Region of Waterloo's current processes. I encourage council to continue to examine alternatives for intensification within New Hamburg such as on the former Magnussen plaza and other alternate sites. I encourage you to continue to create sustainably-focused communities that are appropriate to achieve our emission reduction goals and will mitigate climate risks in the years ahead:

- Preservation of agricultural lands which will be critically needed as we deal with climate/weather issues, supply-chain issues and the increased need to turn to local sources of food;
- Decreasing automobile transportation and increased need for truly walkable, lower emission communities;
- Developments that increase recreational green space, tree cover for cooling in increasing temperatures, community gardens and water sinks/storage ponds to protect against flooding;

Thank you for taking the time to understand what the New Hamburg and Baden communities truly desire.

Kathy Mostardi
New Hamburg, ON

From:
To: [clerks](#)
Subject: MZO proposal
Date: Friday, January 21, 2022 7:02:21 PM

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This is a comment directed to all concerned in the MZO proposal. I do not agree or want this to go through as we do not need this area or small towns to get bigger !!! This is nothing but pure GREED on the townships end. Small towns are suppose to be small period. Making them bigger loses any small town charm, eg putting in a Holiday Inn Hotel in Elora and tearing down a historic site. Enough already !!! Just to line townships pockets by getting more taxes is getting ridiculous. As it is; our water rates are out of control etc etc. No matter how much we cut down on utilities, we can't win when politicians keep wanting to ruin our our greenspace !!!

--

Marni Mueller

From: [Angie Hallman](#)
To: [Linda Laepple](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Barry Fisher](#); [Jeff Gerber](#)
Cc: [clerks](#); [Julie Truong](#); [Sharon Chambers](#)
Subject: RE: Dangers of Anhydrous Ammonia storage facility
Date: Wednesday, January 5, 2022 12:35:11 PM

Good afternoon Linda,

Thank you for taking the time to delegate last night and providing your comments so quickly. I share many of your thoughts and concerns over this MZO process.

Dawn and Tracey - Please include Linda's questions and comments as part of the public record.

her consent is below.

Be well,
Angie

From: Linda Laepple
Sent: Tuesday, January 4, 2022 11:37 PM
To: Angie Hallman <angie.hallman@wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>
Subject: Dangers of Anhydrous Ammonia storage facility

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Dear Councilors,

Attached my presentation and links regarding the Fertilizer plant. The information is from a former manager at Alpine who once developed and implemented emergency plans and evacuation protocols for the plant. He wrote:

I had raised my concerns with planers a number of years ago when I found out about the long term plan. I guess it is official now. They did not want to hear my concerns. They know about the safe distances away from an anhydrous tank. Hence they want to leave the park there as the buffer zone. Check out the link for Anhydrous Ammonia Code of Practice.

<https://fertilizercanada.ca/wp-content/uploads/2015/07/Fertilizer-Canada-Anhydrous-Ammonia-Implementation-Guide-Final.compressed.pdf>

New facilities must be 1.5 km away from any populate areas and 500 meters from the nearest farm house.

But this does not seem to apply when it goes the other way around.

Here are government regulations on anhydrous storage.

[Anhydrous Ammonia Bulk Storage Regulations \(justice.gc.ca\)](#)

Only need to have 300 feet.

From a former worker:

The most volatile chemical stored and used in quantity is Anhydrous Ammonia. This is used in fertilizers and in industrial chemicals (such as "aqua ammonia" used for water treatment plants). Anhydrous ammonia comes on long, pressurized tank cars (via rail) or via truck. It is transferred to a storage tank from whence it is used in various processes.

Transfers are done with heavy-duty hoses. Rail cars hold about 72 tonnes; the trucks carry lesser amounts. Transferring ammonia has many risks that require painstaking oversight. Anhydrous is shipped as a liquid and wants to become a gas with tremendous expansion capacity. It can be immediately lethal if it gets out.

Other chemicals of note in the tank yard include potassium hydroxide, sulphuric acid, nitric acid and aqua ammonia (this is anhydrous ammonia mixed with water). Of these, only the aqua ammonia poses a nuisance risk as it stinks if exposed to open air - but does not expand the way anhydrous does.



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Tracey Murray

From: Linda Laepple
Sent: Friday, January 28, 2022 3:38 PM
To: clerks
Cc: Jennifer Pfenning; Barry Fisher; Les Armstrong; Cheryl Gordijk; Jeff Gerber; Angie Hallman
Subject: Questions to Cachet developer
Attachments: Questions for Cachet developer.pdf

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

Please bring forward the attached questions to Cachet for the proposed land use under the Christmas MZO.
Thank you
Linda Laepple

- 1.) What type of real estate ownership is the development aiming to attract?
- 2.) Since there are no consideration for schools, day care, and kindergarten, is it correct the village design is for an adult only community?
- 3.) There are no consideration in the plan to meet the resident's cultural needs. Is it expected that Wilmot Township meet all (unknown) cultural needs of the new arriving citizens?
- 4.) Which municipal well will need to ramp up production to meet the demand for the extra 300.000 to 500.000 liter a day fresh water needed by residents of this new settlement?
- 5.) Will this development have its own well?
- 6.) Will it have its own freshwater and wastewater system?
- 7.) Are there rainwater recovering systems, graywater systems and composting toilets proposed?



This email has been checked for viruses by Avast antivirus software.

www.avast.com

From: noreply@esolutionsgroup.ca on behalf of [Lynnette Moss](#)
To: [Township of Wilmot](#)
Subject: MZO
Date: Thursday, January 6, 2022 3:14:47 PM

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I am reaching out to state that I am completely against the proposed MZO. There are other ways to obtain growth in our community and an MZO is not the way. I would like my email included in the public record.

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkHd8LKy6WMweQuAleQuAl>

This email was sent to you by Lynnette Moss through <https://www.wilmot.ca>.

From: [Lorraine OConnor](#)
To: [clerks](#)
Date: Saturday, January 22, 2022 12:12:13 AM

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Stop the Wilmot MZO

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: MZO Request for Wilmot Village Development by Cachet Developments
Date: Monday, January 10, 2022 6:56:33 PM

Good afternoon Dawn and Tracey,

Please include Linda comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

From: Linda Oliver
Sent: Monday, January 10, 2022 5:33 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO Request for Wilmot Village Development by Cachet Developments

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Hi Angie,
Yes please include my comments in the public record.
Thank you.
Linda

On Mon, Jan 10, 2022 at 2:45 PM Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Linda,

I share many of your thoughts and concerns over this MZO process.

Thank you for taking the time to write to us and provide your comments. Can I have your consent to have them included in the public record.

Be well,
Angie

From: Linda Oliver

Sent: Monday, January 10, 2022 11:22 AM

To: Les Armstrong <les.armstrong@Wilmot.ca>

Cc: Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>

Subject: MZO Request for Wilmot Village Development by Cachet Developments

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Kitchener, ON

January 10, 2022

Mayor, Township of Wilmot

Re: Minister's Zoning Order (MZO) request by Cachet Developments

Dear Mayor Armstrong:

I am very concerned about the number of MZO's issued by our current government. MZO's bypass our democratic processes in order to fast track development. Environmental issues, cost to municipalities and planning by-laws are ignored. Is this the way we want to allow decisions to be made? Do we want to throw away years of careful, well thought out professional planning, planning in which the public has been consulted?

In this Wilmot Village proposed by Cachet Developments, who will supply the water required by residence and who will maintain the water system? Who will develop and maintain sewage treatment facilities? Who will maintain the roads?

The developer talks about affordable housing but what systems are in place to make sure that the affordability of the housing is maintained over the years?

Do we want to be using prime agricultural land not connected to current communities to be used for housing? Although most of us are ignoring the fact that we are in a climate crisis thus proceeding with business as usual, I call on our elected officials to show leadership in making decisions based on our current understanding of our changing climate. In the future will those of us in Waterloo Region be able to feed ourselves if we can no longer depend on food from outside the region?

We need thoughtful development in Waterloo Region. Please don't discard this by approving the MZO requested by Cachet Developments. Please support our current land use planning processes.

Sincerely

Linda Oliver

cc Angie Hallman, Ward 1 Councillor

cc Cheryl Gordijk, Ward 2 Councillor

cc Barry Fisher, Ward 3 Councillor

cc Jeff Gerber, Ward 4 Councillor

cc Jennifer Pfenning, Ward 4 Councillor

WILMOT STATEMENT OF CONFIDENTIALITY: This electronic transmission, including any attached document(s), may contain information that is privileged, confidential or otherwise protected from disclosure under applicable law and is for the sole use of the intended recipient(s). If the receiver of this information is not the intended recipient, or the employee/agent responsible for delivering the information to the intended recipient, you are hereby notified that any use, reading, dissemination, distribution, copying or storage of this information is strictly prohibited. If you have received this information in error, please notify the sender by return email and delete the electronic transmission, including all attachments from your system. If you have received this message as part of corporate or commercial communications and wish not to receive such please send a request to unsubscribe@wilmot.ca

From: [lizjross](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); [mike.harrisco@pc.ola.org](#)
Date: Friday, January 14, 2022 10:37:08 AM

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Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs Will this development result in something that enhances our communities Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development If these steps are being skipped how can we be sure this final result will meet our needs If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of wilmot for many years What is being put in place to hold them accountable to a high quality standard

Sent from my Galaxy

From: [J&L Rotondo](#)
To: mike.harrisco@pc.ola.org
Cc: [Jeff Gerber](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [clerks](#)
Subject: Wilmot township MZO
Date: Friday, January 7, 2022 1:53:16 PM

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

Good afternoon,

I will keep this short. I have been a resident of Wilmot township for close to 10 years now. We are a family of three and we absolutely love it it here.

Please see that we continue to grow our community in the proper manner by taking the necessary time to study, plan and analyze potential land for growth.

Fast tracking in our township and ignoring these vital measures is taking our community backward in a time where we need to be moving forward.

Please reject this MZO so we can get back to growing this wonderful community OUR way and the proper way.

Thank you for your time

Sincerely,

Luke Rotondo Baden resident.

Tracey Murray

From: Tracey Murray
Sent: Tuesday, February 1, 2022 2:47 PM
To: Tracey Murray
Subject: FW: Say NO to MZO letter

From: Louise Sanford
Sent: Friday, January 28, 2022 12:27 PM
To: clerks <clerks@Wilmot.ca>
Subject: Say NO to MZO letter

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

Hi whom it my concern,

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerk's office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives, you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. Cross your t's and dot your i's. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, and how this will affect the entire community before you vote.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, hospital, shops, etc.?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new

development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped, how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast, how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high-quality standard?

3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will children lose opportunities because our amenities aren't growing at the rate of housing with this development?
6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the Township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long-term success? Will the maintenance and management be left to the Township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

22. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the “hub”, given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
23. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that’s 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our Township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our Township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is Wilmot going to do to ensure that doesn't happen?
24. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?
- Sidewalks/Bike Lanes non-existent
 - CN Railway Crossing for Pedestrians
 - Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
 - No street lighting present on Nafziger Road
 - Motorist’s entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Looking forward to receiving your comments.

Louise Sanford

From: [Cheryl Gordijk](#)
To: [clerks](#)
Cc: [Julie Truong](#)
Subject: FW: Against the MZO
Date: Wednesday, January 5, 2022 1:36:56 PM

Good afternoon Dawn & Tracey

Please see email below that the resident would like included in the public record.

Kind regards,

Cher

Cheryl Gordijk (she/her) |Councillor – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 |cheryl.gordijk@wilmot.ca
www.wilmot.ca

Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

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

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of Lindsay Seyler
Sent: Wednesday, January 5, 2022 11:34 AM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Subject: Against the MZO

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

Hi Cheryl, I am putting on record that as a homeowner and family of 4 in the township of Wilmot we are completely against the proposed MZO. I have been a resident for 37 years. There are so many things wrong with the MZO proposed for our community/township. There are other ways for growth and development in our township and you have already been doing a great job with the planning and implementation of these. Don't let this ruin the decades of hard work and throw out all the rules and goals our township has made throughout the years. I would like me email as part of the public record. Also I think the township should make a rule that we do not entertain any further MZO proposals for eternity. I trust that as our council representative your will put forth our wishes and go against this proposed MZO. Thank you, Lindsay, Ben, Reese and Wyatt Seyler

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=EFHOVXSi8AOIMKMSiZMNvAeQuAleQuAl>

This email was sent to you by Lindsay Seyler through <https://www.wilmot.ca>.

From: [Lisa Sullivan](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); Mike.harrisco@pc.ola.org
Subject: STOP THE MZO IN WILMOT
Date: Monday, January 24, 2022 7:44:39 AM

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerk's office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly **AGAINST THE MZO** and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives, you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and its residents. **Please strongly say no** to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will affect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, etc.?

Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped, how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their

development approved fast, how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high-quality standard?

What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my grandchildren's classroom sizes?

Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?

My grandchildren play hockey or enjoy using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my grandchildren lose opportunities because our amenities aren't growing at the rate of housing with this development?

Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?

New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.

Will this development affect water quality within the township? What studies will be conducted to ensure it does not?

Why is the Park disconnected from the Trail and far from the senior center?

How wide are the sidewalks? How big are the boulevards? Will there be a biking lane?

Describe how this community will encourage pedestrian walking and cycling beyond trail.

How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?

What is an Agri Hub and how will your organization contribute to its long-term success? Will the maintenance and management be left to the township and use more tax payer dollars?

Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

What impacts on Taxes does the Township predict with this development (short/long term)?

Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have

the Applicant's reports been reviewed by the Region, and "peer reviewed"?

What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed?

What happens if a transit hub isn't established, what is your "Plan B" with the land?

What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers?

How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I

am concerned about the rising cost of food and the availability of healthy fresh produce, is

Wilmot taking these concerns into consideration when reviewing a development for approval?

How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is Wilmot going to do to ensure that doesn't happen?

What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

Sidewalks/Bike Lanes non-existent.

CN Railway Crossing for Pedestrians.

Current speed of 80 KM/H (if observed by motorists) – need to lower to 60.

No street lighting present on Nafziger Road.

Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes? No turning mechanisms?).

Thank you for your time.

Lisa Sullivan

From: [lang williams](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [clerks](#); [Les Armstrong](#); [Mike Harris](#)
Subject: MZO
Date: Monday, January 10, 2022 10:53:56 AM

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

As my representatives on council I would ask that that you vote against the MZO.

We have a good planning department within the Township and the Region and they should be the ones to review the plans .

The developer seem be trying to circumvent the planing process without a viable reason.

The current Ontario government seems to be giving these out like Halloween candy and I think this practice has to stop.

Lang

From: [Maureen Edwards](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: MZO
Date: Monday, January 17, 2022 9:02:44 PM

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

Please say NO to MZO ,when you are voting on this on behalf of the residents of Wilmot Township .I feel it is not in the best interest of our Community at this time to be rushing through on this.Growth yes but lets deal with the major flooding issue in New Hamburg before we add to more .

Do we need the Senior Housing yes ,but on their plans they would be the buildings closest to the railroad tracks and the Chemical plant .

MZO would put this development together and 10 years walk away from the area and leave the township with all of the issues that arise from the fast growth .

--

Maureen Edwards of Baden

Tracey Murray

From: Tom and Marlene Knezevich
Sent: Friday, January 28, 2022 8:09 AM
To: Mike Harrisco; Cheryl Gordijk; Jeff Gerber; Harold O'Kafka; Les Armstrong; Barry Fisher; Jennifer Pfenning; Angie Hallman; Sharon Chambers; clerks; KRedman@regionofwaterloo.ca; Les Armstrong
Subject: MZO Wilmot Township

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

Dear Ms. Chambers, Mr. O'Kafka, Ms. Mittelholtz, Ms. Murray, Mayor Armstrong, Ms. Hallman, Ms. Gordijk, Mr. Fisher, Mr. Gerber, Ms. Pfenning, Mr. Harris, Ms K Redman:

As a resident of Wilmot Township, I am asking you to **NOT APPROVE** this **MZO** request. MZO's have no place in our community. All development needs to follow the proper planning processes that have served us so well and given us what we enjoy today. I attended the special Wilmot Council January 4th meeting. Hearing all the questions and issues and reading material since then, I feel even more strongly this is not the time or the way to get this development completed.

Will this MZO bypass environmental studies? Water security and safety are of paramount importance. There is a creek running through the property and every effort should be made to enhance water quality, plant trees along with it, and protect from polluting runoff. Are this development and all future developments following the principles of Low Impact Development? I have attached several links about what other areas are doing.

I do not trust MZOs as planning steps get skipped and there is no recourse later because there is no appeal process. The consequences can be long-term and at a cost to our township and residents. If our water tables get polluted, you can not 'fix' this. Elmira after decades continues to have issues although this was industrial. It cost millions later to get clean water to Elmira. There are many examples in Ontario.

Also, what is being done to ensure, we meet our targets for air quality, sustainability, and walkable community (walk under 20 minutes to recreation services, groceries, library, health care, etc.) I moved to New Hamburg because it met my requirement of being able to park the car and walk or cycle to a library, grocery store, restaurants, hardware, dentist, eye and medical services, etc. I am about to turn 70 so this is doable as an active senior. This Cachet development plan is **NOT** a walkable community. Where do I get food, library, general shopping needs? It is not walkable to the amenities in New Hamburg or Baden. I see this as another bedroom community. Especially in light of no plans for the 'transportation hub' are in place.

Design: Why is the **location of the Park and the AgriHub** stuck in the Northwest corner? Is this amount of land guaranteed to remain for these purposes or will be become housing? A suggested Farmer's Market Day traffic or a recreational sporting event perhaps at the same time will go through a residential area with no identified parking? Move the area east of the homes or better yet, move it south to be part of the trail system? Create a green corridor as a major feature of the development and now car and foot/bike traffic can easily access events and makes the area more

attractive. Have senior living flanking this area too. Who wants to live along Nafizer which is a major artery?

Overall, I agree with intensification and increased density but it must be done correctly. Wilmot's infrastructure is not ready for this. We need 6-floor buildings but our Fire Department can only handle 3. Our schools and many other services can not meet the needs of this especially with other development currently in the works.

I know you have been receiving emails and letters from many organizations in the community. From much that I have seen on the MZO FB pages and other groups, I am in full agreement with the questions they raise so I will not repeat them here. They are related to the traffic hub, senior housing/location, affordable housing, infrastructure, realistic employment numbers and nearby chemical plant to name a few. I am supportive of development but I want it done correctly, with input from the community throughout the process and not to be shut out which the MZO does. Why does a developer have the power to design development in our community without understanding our needs, vision, and goals?

I have heard too, that overall cost to the Region's tax base, it is more economical to develop in KW and Cambridge as infrastructure is already there. Also, I want to continue to work with the Regional plans and processes that have worked so well to this point.

Please, say no to the MZO. Cachet Homes can do well going through the normal channels.

Thank you.

Marlene Knezevich
New Hamburg

This letter may be used on public record.

<https://www.conteches.com/stormwater-article/article/111/what-is-lid-five-principles-of-low-impact-development>

<https://thamesriver.on.ca/water-management/lid>

<https://www.hamilton.ca/home-property-and-development/water-sewer/low-impact-development-lid-stormwater-management>

<https://cvc.ca/low-impact-development>

<https://sustainabletechnologies.ca/lid-ttt/>

Tracey Murray

From: Matthew Robinson
Sent: Thursday, January 27, 2022 9:40 AM
To: clerks
Subject: Public comment in regards to MZO Proposal
Attachments: Wilmot MZO - Comment letter.docx

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

Good morning,

Attached please find my comment letter in regards to the Cachet Developments MZO proposal. Please let me know if any further information is required.

Matthew Robinson

New Dundee, ON

January 19, 2022

TO Mayor Les Armstrong, Wilmot Councilors,
Wilmot Township Staff, Clerk Dawn Mittelholtz

Dear Wilmot TOWNSHIP COUNCIL AND STAFF,

We wish to inform you that we are opposing the MZO application which you are considering.

There are many reasons for our non-support, here are some of them.

1. We oppose the use of prime agriculture land
2. We oppose the lack of regard for the procedure of the Cachet Development application. Ie. For Jumping the que and not paying the Township's application fee.
3. We oppose Cachet Development for not following the Township and Regional Plan for growth.
4. We oppose this development for not getting the initial approval from Waterloo Region first and following the 'Smart Growth' guidelines.
5. We oppose the urgency with which Cachet wanted to move this application forward without due procedure.
6. We oppose MZO orders which deny public input with no appeal.
7. We oppose MZO orders as they have a very bad reputation in Ontario in the past and benefit only the pockets of a few.
8. We oppose the MZO order as there appears to be many red flags9 too many unanswered questions, and too much secrecy.
9. We have major concerns about the rapid growth in our Waterloo Region and the availability and stress on our services with this growth....our water resources, medical systems, educational systems and waste management facilities. It is essential and critical that proper planning is followed in our collective vision of the Region to be sustainable for this increased population.

IF IN DOUBT DON'T!!

For the above reasons and many more...

PLEASE 'VOTE NO' to MZO in WILMOT.

Respectfully submitted,
Lynn and Marilyn Sararus

From:
To: [clerks](#)
Subject: Mzo
Date: Monday, January 24, 2022 8:25:29 PM

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

Wilmot council,

I am as concerned, as most of the speakers at the meeting were, about this MZO! As someone who worked in the environmental field the fact that they don't have to follow regulations is terrifying to start!!! What will they do to our watershed, with our flooding risks what they are already? I also don't believe this was brought up in meeting or I missed it, but how would we fit the children of 1200 new families into our busting schools?? We are not an aging town with dying schools like many in Ontario, and I feel this speaks to the developers rush and lack of knowledge about our community!!! The developer clearly doesn't like following rules and regulations by opting for this MZO process....I fear this would result in abuse of power.

I echo these concerns

-ITS FARMLAND!!

- The health hazards of people living next to the fertilizer plant,

-the fact that it would take business away from our town cores,

-it seems rather inappropriate to our existing communities to put up a new town with high rise buildings,

-the fact it was put forward at times of such stress: Christmas break, worst covid peak yet, heading into online learning/ possible shutdown.... he was counting on us being distracted and it falling under our radar.

-we have regulations for a reason

-too many 1 bedroom units

-Many other things in voiced by others

Please vote no to this mzo. Development needs to happen through the proper channels so it's a good fit for this community!

Yhank you for taking the time to read my email!

Thank you also for all the work you do for this community!

Maegen Struyk

From: [Angie Hallman](#)
To: [clerks](#)
Cc: [Mary Ann Vanden Elzen](#)
Subject: FW: Wilmot Village MZO
Date: Saturday, January 8, 2022 9:21:53 PM

Good afternoon Dawn and Tracey,

Please include Mary Ann's comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

From: Mary Ann Vanden Elzen
Sent: Wednesday, January 5, 2022 3:59 PM
To: Angie Hallman <angie.hallman@wilmot.ca> **Subject:**
Re: Wilmot Village MZO

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Yes, that would be fine.

Mary Ann

On Wed, Jan 5, 2022 at 1:35 PM Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Mary Ann,

I share many of your thoughts and concerns over this MZO process.

Can I please have your consent to have your comments included as part of the public record?

Be well,
Angie

From: Mary Ann Vanden Elzen

Sent: Monday, January 3, 2022 7:06 PM

To: Les Armstrong <les.armstrong@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>; Harold O'Kafka <harold.okafka@Wilmot.ca>

Subject: Wilmot Village MZO

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Dear councilors and staff

I am disheartened to learn yet again that a Ministerial Zoning Order (MZO) has come before a local council within Waterloo Region: first the one in Blair (Cambridge), now the one in Wilmot Township. These MZOs are coming up far too often.

Especially disheartening is the fact that Waterloo Region and the Townships already have guidelines for land use planning. In fact, this area has come up with new concepts and are innovative leaders in land use planning.

In my view, MZOs leave too much of the decision-making to the province and to the Minister of Municipal Affairs and Housing and not enough to the councils and citizens most affected by land development. MZOs rob citizens of their voice. MZOs chip away at democracy.

Another consideration: With population numbers rising in every part of Waterloo Region, it is important that everyone has a decent place to live. But not at the expense of prime agricultural farm land. It doesn't make sense to increase the number of people while decreasing the acreage of farmland on which to grow the food people need. Instead, we need to build more compactly, to intensify, build up - not out. Especially not out onto farmland.

We have seen the disruption the pandemic has brought to long and distant supply chains, including food supply chains. We should be doing everything in our power to protect local farmers, preserve local farmland and secure the local food supply. And, farming, being so dependent on the weather, can expect further disruptions from climate change. All the more reason to support farms and farmers.

It is for these reasons that I oppose the proposed 'Wilmot Village' MZO.

Sincerely,
Mary Ann Vanden Elzen
Kitchener, ON

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Tracey Murray

From: Steph Goertz <stephanie.s.goertz@gmail.com>
Sent: Friday, January 28, 2022 4:11 PM
To: clerks; Cheryl Gordijk; Jeff Gerber; Barry Fisher; Jennifer Pfenning; Les Armstrong; Angie Hallman
Subject: Say NO to the Wilmot MZO

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

To Mayor, Armstrong, and Wilmot Councillors

I am requesting that Wilmot not move forward with approving the request my Cachet development.

Below are some of my concerns that I hope council will reflect on.

Below the first list will be my list for Cachet development. There will be duplications in this list.

Rezoning from Agricultural to Residential and Mixed Use

This is not just a simple zone change as some believe.

Planning and Regional Concerns.

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- The inappropriateness of using MZO's to plan the future of our community
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- The developer says there will be a minimum density of 65 people/jobs/hectare, which equals 2,809 people/jobs/hectare. If this development moves
- forward it would increase Wilmot's population by approximately 12%.
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- However; the density rate used in the report by Cachet is much lower than the provincial average. Why is this? The Region of Waterloo has an
- average of 2.73 people per unit which is also higher than the average used by Cachet. If you were to use the Region's average, it would mean that it would increase Wilmot's population by around 19%.
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- Based on Cachet's average people per unit and the capacity of the office building, the total number of residents and employees has the potential
- to be over 7,500 persons a day. It would be much higher if the provincial or the Regional averages were used.
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- What is the impact on all our services, traffic, sewage, fire, ambulance and police, of this sudden increase in population?
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- - What are the traffic studies have been done around this area to understand what road work would need to be done? What other road work would need to be postponed and what are the consequences of this?
 - Our wastewater treatment facility was recently upgraded to meet the needs of 10,000 people. I'm assuming this upgrade was planned to meet the estimated population growth of Wilmot based on the developments planned as well some consideration to some potential infill 3 story buildings. I am also going to assume that upgrade was considered based on the average intensification rate for Wilmot township of around 35%. Has consideration been made for how many homes will be put in these new upcoming subdivisions based on the upcoming intensification rates and should we postpone developments until these new intensification rates are finalized knowing full well that these intensification rates are designed to not only better our communities, create more affordable housing, but also help us reach our climate objectives? Have numbers been reevaluated for how many homes will actually be built over the next 5 years in the current subdivision plan based on new expected intensification and how close would this bring us to our 10,000 people?
 - I am curious to know what the cost for this upgrade was to the Region of Waterloo. I am also curious to know if there was anything in the contract stating when/if there will be another upgrade paid for by the Region. If they don't plan to offer another upgrade the cost of a future upgrade needs to be taken into consideration because we may not be able to intensify our already greenfields and urban areas if we have to pay for an upgrade ourselves. This could mean that we may not be able to connect these isolated communities for a very long time if we accept the MZO proposal.
 - From my understanding, our fire safety trucks can only reach 3 floors. What additional training would our fire safety personnel need and what additional equipment. Since intensification rates are increasing this may be a cost that should be upgraded if there will be additional 4+ floor buildings but this should be a proper plan developed for this.

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- There is no minimum or maximum number of units provided in the MZO. Since the park and agri-hub areas are also zoned for residential in the
- MZO the applicant could actually build many more single detached homes, no townhouses and over 80 fewer apartment buildings while still meeting their density level. What is in the MZO to expect that there is actually green space in this development? If they
- don't have to follow standard planning rules does this mean could build just all homes?

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- Why are stacked cluster townhouses mentioned in the MZO but not in the design plan?
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- If this MZO is accepted what other infrastructure will have to be put on hold because the infrastructure needed for this will need to be prioritized?
- How much over our budget would this make us even if we cut all other costs? What urgent infrastructure would be cut that could lead to a safety concern or if not done, could lead to an even increased cost of replacement?
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- Can the developer legally mandate that a residential housing unit is only for a certain demographic such as seniors?
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- What is the guarantee that the apartment buildings will actually get built and when?
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- How do we ensure the affordable senior housing units actually are created and stay affordable?
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Environmental and Climate Change

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- We can't lose more prime farmland at a time when we will see food shortages because of COVID. Over the past two
- decades, Ontario lost farmland at a rate of 175 acres (about 70 hectares) a day, the equivalent of five family farms each week. At this rate in the coming decades we will not have any farmland left. Has the Township done a review of agricultural land that
- is not already rezoned for development or aggregate? Has a map been created to show what our community would look like in 5-10 years if all of the development gets developed and all other aggregate pits open?
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- This new large community is isolated from Baden and New Hamburg and does not connect with any transit routes.
- The only way it is connected to New Hamburg is through a trail which will make it difficult to walk in the winter or if the trail gets muddy.
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- Flooding in New Hamburg is increasing. Paving over adjacent farmland, and therefore increasing the amount of rain
- runoff could lead to an increase in flooding. Has there been a review of what the accumulative impact of Wilmot Woods, Wilmot Village, and the employment lands would have on the water runoff and flooding in New Hamburg? What would the cost be to our Township
- and it's residents with the potential increase in flooding? Has this cost been accounted for?
-
- Does Wilmot staff and council have a good understanding of the importance of agricultural land for carbon sequestration, water retention, cleaning and purifying water and keeping water in the ground for our wells, ecosystem health...?
- When was the discussion of this subdivision started and what steps have been lined up prior to this MZO proposal? At what point was it decided to sever the farmland at the north of the property at less than 80 acres, which goes against the Regional bylaw that has been in place since 1973, that states no farmland shall be severed less than 80 acres. Cachet seems to know every little of the bylaws and regulations in Waterloo Region. It seems hard to believe that they would have discovered the loophole of severing the land by donating land to the township as a trail. Did staff inform all councillors of what was happening when they accepted the donated land?

- If the MZO proposal is accepted does council fully understand the implications of what this will say to our farmers and our community? Can our community trust this process, this decision, and council/staff when there is a belief that conversations have been occurring before the MZO was submitted by Cachet?

Medical Building

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- Assuming the Medical Centre is around 13,200 square metres in size, which is enough space for around 95 medical offices, and that the two Ira Needles Medical Centres in Kitchener has a total of 93 medical offices, why is Cachet's Medical Centre so large?
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- There is very little information or research in the report about the Medical Centre. How do we know they have any capability to develop and find health practitioners for it?
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- How many doctors are expected to occupy the Medical Building?
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- Has the developer received approval for funding from the Ministry of Health for doctors?
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- What model is being used to fund the doctors?
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Transit Hub

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- What exactly is the transportation hub? What does 'bus modes' mean?
- What does 'Metrolinx GO Services' mean?
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- When will the Transportation Hub be built?
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- Have there been any discussions with Metrolinx about building a GO train station to connect to regional transit lines and if not then how can they state they are creating a Transit Hub.
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- Have there been any discussions with the Minister of Transportation regarding funding to connect to regional transit lines?

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- The transit hub is not listed in the Ministry Zoning Order even though it is mentioned in the description. This means it won't be part of the approval process. What does this mean?
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- Will the transit hub area just be a very large paved parking lot until something happens with the space?
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- What happens if Cachet fails to create the necessary partnership to build the regional transit lines?
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- Since Cachet does not state in their report that the "current total office Gross Construction Area does not include potential future development on the Future Transit Huboes" does this mean they already have alternative plans for this space?
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- What would stop Cachet from creating more housing in this area since it is already zoned for this?
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- How can the applicant design a transportation hub without reviewing all of the proper steps to understand what a transportation hub needs to look like in Wilmot?
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Agri-Hub

- How can we ensure the 'Agri-Hub' is actually created when there are no provisions in the MZO requiring it.
- Since the developer is also requesting that the Agri-Hub area be zoned for housing, how certain are we that they won't just build additional housing?
- Other than this space being a green space what features will be here? How would this differentiate it from the other green space?

15-minute Community

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- Cachet Development uses the term 15-minute community often in their proposal yet shows very little knowledge of what it means. Simply building a number of compact housing units and creating space for businesses does not make a 15-minute community. Please see the previous presentation I made in 2021 and sent in to council regarding 15-minute communities.
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- No one in the development will be able to walk to Baden or New Hamburg or even the Recreation Complex within 15-minutes
- so unless all of the services that are offered to those in New Hamburg and Baden are also put in this community plus all of the missing services, it will not create a 15-minute community. It is just a buzzword they are using, hoping that using the word will
- be enough to convince others that they know what they are talking about.
-

Green Space

- Since the developer is also requesting that the park area be zoned for housing, how certain are we that they won't just build additional housing?
- What is this green space? Will it be grass or meadow? Will there be trees or areas for shelter? Who will be responsible for its upkeep? As of right now this development will not have a playground for families to walk to.

Relationship with the Region and other Municipalities

Cachet Homes essentially confirmed that the request for the MZO was intended to circumvent the Region's planning process. A process that has been going on for over a year.

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- The chain reaction that could be unleashed leads to other MZO's being proposed by other developers, who also want to try and squeeze in their
- plans before the WR Official Plan is completed.
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- It could destroy the work currently being done by the Region of Waterloo to reach the tight timeline to finish the Regional Official Plan.
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- It could raise conflict between the Townships as they wait for the Official Plan to be completed, which will determine where growth will be
- in Waterloo Region.
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- It could undercut and bypass the overall Regional Planning process causing havoc on future planning and our relationship with the Region of
- Waterloo.
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- Why is there a rush to force an approval by using the MZO process instead of following the normal MCR process which allows for public input?
- Especially since Cachet stated that they don't "expect to be putting a shovel in the ground anytime soon"
-

Questions to be sent to Cachet

1. In your presentation, you stated you have never been involved in an MZO before. After taking time to reflect on this statement can you truthfully say you have never been involved in an MZO proposal?
2. In your presentation to council you sounded very unclear on what planning processes you would still need to do if this MZO was accepted. Can you clearly state what steps would be skipped because of the MZO and which ones you will have to do?
3. Why did you choose a lower density rate than the Regional average and the Waterloo Region average?
4. What would the estimated number of people be that would come in and out of the community based on the expected density and office spaces? (please also state the density rate you used). How would this number impact our wastewater treatment facility if an additional hundreds/thousand people would be using both the residential and employment areas?
5. There are no minimum or maximum number of units provided in the MZO. Does this mean you have plans to put residential units where it is currently non in the drawings, such as the park and agri-hub which you are requesting to be zoned for residential in the MZO?
6. Since this MZO proposal would allow you to space out the number of homes since you could also build in the green space and agri-hub, it would allow you to build many more single detached homes, no townhouses and almost 100 fewer apartment units, while still meeting your density level. What guarantees do we have you won't do this?
7. What is in the MZO to expect that there is actually green space in this development?
8. Why are stacked cluster townhouses mentioned in the MZO but not in the design plan?
9. Can you legally mandate that a residential housing unit is only for a certain demographic such as seniors?
10. What is the guarantee that the apartment buildings will actually get built and when?
11. How do we ensure the affordable senior housing units actually are created and stay affordable?
12. How much water runs off your property and will it impact flooding?
13. Assuming the Medical Centre is around 13,200 square metres in size, which is enough space for around 95 medical offices, and that the two Ira Needles Medical Centres in Kitchener has a total of 93 medical offices, why is Cachet's Medical Centre so large?
14. What history or research do you have with Medical Centres? Who will be responsible for finding the health practitioners for it? What other types of medical businesses do you see filling this space? How many doctors are expected to occupy the Medical Building?
15. What exactly is the transportation hub? What does 'bus modes' mean? What does 'Metrolinx GO Services' mean?
16. When will the Transportation Hub be built?
17. Have there been any discussions with Metrolinx about building a GO train station to connect to regional transit lines and if not then how can you state you will be creating a Transit Hub?
18. Have there been any discussions with the Minister of Transportation regarding funding to connect to regional transit lines?
19. The transit hub is not listed in the Ministry Zoning Order even though it is mentioned in the description. This means it won't be part of the approval process. What does this mean and why is this?
20. Will the transit hub area just be a very large paved parking lot until something happens with the space?
21. What happens with this space if you don't create the necessary partnership to build the regional transit lines?
22. You state in their report that the "current total office Gross Construction Area does not include potential future development on the Future Transit Hub". What does this mean? Does this mean they already have alternative plans for this space?
23. How can we ensure the 'Agri-Hub' is actually created when there are no provisions in the MZO requiring it? You are requesting for this same area to be zoned for housing, how certain are we that they won't just build additional housing?

24. Other than this space being a green space what features will be here? How would this differentiate it from the other green space?
25. Please provide a detailed description of what a 15-minute community means to you as well as how your community would qualify and what is lacking?
26. How do you see this community connected to other areas in Wilmot?
27. Since you are requesting that the parking area be zoned for housing, how certain are we that you won't just build additional housing?
28. What is this green space? Will it be grass or meadow? Will there be trees or areas for shelter? Who will be responsible for its upkeep? As of right now, this development will not have a playground for families to walk to.
29. How do you feel this MZO would impact our relationship with the Region, the townships and the other developers currently going through the proper planning processes?
30. Please explain your thought process and how the agreement was made with Wilmot township for severing the farmland, less than 80 acres, from the rest of your area in the MZO proposal. When did the conversations start and how was it decided that this was an option?

stephanie goertz (she/her)
519-242-8524

Living and working on the Haldimand Tract, land promised to the Haudenosaunee people of Six Nations, which includes six miles on each side of the Grand River. This territory is the traditional territory of the Attawandaron, Anishnaabeg, and Haudenosaunee Peoples.

My life and work reflect the privilege of benefiting from the removal of the Indigenous peoples from their territories and I commit to using that privilege towards restitution and reconciliation.

From: [Nancy Schwartzentruber](#)
To: [clerks](#); [Sharon Chambers](#); [Harold O'Krafka](#); [Les Armstrong](#); [Angie Hallman](#); [Cheryl Gordijk](#); [Jennifer Pfenning](#); [Barry Fisher](#); [Jeff Gerber](#); [mike.harris@pc.ola.org](#)
Subject: Cachet MZO Application
Date: Saturday, January 15, 2022 4:50:23 PM

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

Dear Ms. Mittelholtz, Ms. Chambers, Mr. O'Krafka, Mayor Armstrong, Ms. Hallman, Ms. Gordijk, Ms. Pfenning, Mr. Fisher, Mr. Gerber, Mr. Harris:

I give permission for my questions regarding the MZO application regarding "Wilmot Village" to be entered into the public record.

A a 13-year resident of Wilmot Township who has lived in many rural and urban settings over the past 70 years, I must say how shocked I was not only by the use of an MZO but also by the scope of the proposed "Village".

One reason given by Cachet for jumping the queue was that there is a housing crisis. Premier Ford blames the municipalities. However, our region's intensification rate jumped from 15% in 2002 to 73% in 2019! Quite possibly the housing crisis that seemed to escalate during the pandemic years would have been less severe if the Ontario government had implemented speculation and vacancy taxes for the wealthy investors and speculators driving up the price of housing.

Cachet's MZO undermines Wilmot's long-term growth plan. It could impact the council's ability to examine the proposed development to see if it would be a good fit with the surrounding area. When looking at the proposed housing plan and realizing that a minimum of 2000 people would be living so closely together, the term 'rabbit warren' came to mind. It seems that people moving from urban areas to Wilmot Township would be looking for a more ground-based living environment instead of such a cramped area with minimal green space. Planning and creating developments that are a good fit take time.

What changes would Cachet be willing to propose so as not to undermine Wilmot's long-term growth plan? Would Cachet be willing to spend the same amount of time and money to check out suitable areas within the township's urban cores rather than gobbling up more farmland? Just think how much more food could enter our local food supply chain if this farmland were annexed to the neighbouring organic food growers' property!

The process of paving over much of the farmland at 1265 and 1299 Waterloo Street raises more questions.

With far less surface soil on the 43 hectares to absorb snow melt and heavy downpours, what additional infrastructure will be included to prevent more water from draining towards Luxemburg and the Nith River on the other side of Waterloo Street? The existing water services cannot currently prevent water from accumulating in Luxemburg residents' yards even though they are well above the river. The flooding from the Nith River in downtown New Hamburg is regularly featured in news articles.

Who will be responsible for infrastructure - in addition to water management - that is part of such large-scale building:

- sewage containment and treatment?
- local road changes to accommodate the high volume commuter traffic?
- firefighting equipment for six-storey buildings?
- ongoing infrastructure maintenance?

I get the feeling that Wilmot residents' property tax bills would increase exponentially if the MZO were to be approved!

When does Cachet intend to consult with the indigenous people of our area who have every right to share their vision of the land they once cared for?

Of the 1200-1500 proposed housing units, there are 15 seniors' apartments and 50 rentals labelled as affordable housing (less than 1%). Who will be responsible for determining what is an affordable price for Wilmot tenants? Who will be managing this affordable housing?

What plans has Cachet created for protecting 2000+ people in the potential event of toxic fumes escaping the nearby fertilizer plant?

What environmental studies will be done to consider air quality and carbon emissions from such a high density area aiming for 65 persons/jobs per hectare? The Wilmot density target is a more manageable 45/ha.

Why is Cachet suddenly trying to force this development on Wilmot before the current MCR has been completed?

These are just some of the many questions that need to be asked about this gargantuan, incompatible proposal. The residents of Wilmot, especially those in New Hamburg and Baden, are the people who would be living next door to "Wilmot Village". We need to be involved in decision-making that affects our daily lives.

I'm asking Cachet to be transparent, to use a pre-acquisition due diligence process, and to work collaboratively with both Wilmot Township and the Region of Waterloo.

I'm asking the Wilmot Township councillors to decline Cachet's application in its current form.

Respectfully submitted,
Nancy Schwartzentruber
New Hamburg



February 10, 2022

The New Hamburg Board of Trade has spent time at its last general meeting to discuss the previously proposed MZO. We had a very active discussion and the following position paper reflects the general tone of the meeting. We are aware that the proposal has been withdrawn and is no longer an issue. We had prepared the position statement below to present at the Special Council Meeting that was planned for February 14. In light of the February 14 meeting being cancelled the Board of Trade executive felt it was important to submit the following position statement to council anyways. We are submitting this for your information only. The New Hamburg Board of Trade welcomes your feedback and as always is open to further discussion on these issues.

The New Hamburg Board of Trade is a voluntary organization comprised of civic-minded businesspeople in the Town of New Hamburg. We have it as our mission to promote business in New Hamburg with a view to also improving our community life. We have been active and effective in our Town for decades.

When an opportunity arises to participate in a public discussion about the pending MZO Application of Cachet Developments the New Hamburg Board of Trade is privileged to take part in such a discussion as this potential development would affect the businesses in our Town.

The New Hamburg Board of Trade has taken the time to review the MZO request. We have met with our Township planning staff and met with Cachet Developments.

As a “business” organization, the Board of Trade is very pleased and excited about the concept of more people being able to live, work and play in our Town and indeed the Township of Wilmot.

We understand that The Region of Waterloo is currently completing a Municipal Comprehensive Review (MCR) which will allocate population growth, intensification rates and greenfield density requirements to area municipalities to the year 2051. We also understand that It is highly possible that the MCR process will not allocate any significant greenfield growth to the Township of Wilmot and that this process is not appealable. As such if the MCR process does not allocate greenfield development to Wilmot Township, the Townships only growth areas (beyond the currently designated greenfield developments) would be through intensification. We currently have approx. 2000 new housing units in various stages of development with only about 200 or so of these, that would be deemed intensification or infilling . While no doubt all of us agree that intensification and infilling is desirable, the 200 or so intensification housing units will simply not be enough on their own to support the demand that is evident for housing in this area.

The New Hamburg Board of Trade’s position is that we support growth. We need growth in order to support our local businesses and drive Municipal Tax Revenue. In the previous 20 years New Hamburg and Baden have grown by approx. 7000 people. In this time period, our community has added a modern recreational facility, numerous soccer fields, an extensive hiking/biking trail system (in

partnership with private individuals), added a multisport artificial turf field (in partnership with the WRDSB) and seen 2 new elementary schools built. Our position is that all of this has been done relatively seamlessly. We could not have done these things without the additional tax revenues that were generated from the growth in population over the last 20 years. Credit needs to be given to our Municipal Council and Township staff for the leadership that they have shown in steering this growth. We would suggest that in spite of this growth in the last 20 years our communities are still a pretty desirable place to live and the growth of the last 20 years has indeed added to our community-not been a detriment. We would also suggest that the growth over the last 20 years has not significantly altered the character of our community. Looking ahead to the next 20 years, to suggest that we would not be able to duplicate the progress and manage the growth as we have done before in the previous 20 would be to seriously underestimate this community. In order to duplicate the addition to community amenities that many of us expect, we need to make available the necessary housing and the municipal tax revenue that goes with it. It is a credit to our community that so many people wish to live here. Which brings us to our next point.

The current escalation in housing prices has raised the issue of the need for more housing supply at different price points. Currently our businesses have a labour shortage. Almost all sectors are looking to hire. If we are going to be able to fill this labour shortage, our workers need places in this community to live. We all know people who have left this community to obtain housing in less robust housing markets. The current MZO in front of us addresses this housing issue. The New Hamburg Board of Trade is not in a position to make a statement as to whether or not the Cachet development is the correct or most urgent location for this development. What we can say with a degree of certainty, that this development or something similar is needed in our community.

There is a linear point to be made that more local people means more local customers and revenues for local businesses. Every one of these potential residents is a potential customer of our local community businesses. These are persons that are ordering pizza, picking up a croissant and coffee, eating in our restaurants, buying insurance, buying hardware and so on.

We understand that current MZO removes public input on the zoning component only . We also understand that if the MZO is approved the normal public process would still be followed for the subdivision approval process which means that all the standard studies and approvals – sanitary servicing, water, storm water, lot grading, drainage, school, GRCA, noise, environmental compatibility etc... would all still be completed and the Region of Waterloo would still be the approval authority even with an MZO.

The proposed Cachet Development is more of a European model. High density, basic amenities within walking or biking proximity, reliance on public transit and as a result, less reliance on the automobile. The high density ensures that we use as little farmland as possible. We currently have GO/VIA train service through our community. It is very reasonable that as the community grows that a train station/stop could be located here.

From The New Hamburg Board of Trade's perspective we have some concerns about the establishment of another commercial core minutes away. While the NH downtown core is currently robust it is fragile. We want to make sure that the key components (banks, post office, hardware store, pharmacies, grocery stores etc) of the downtown remain in the downtown. Any new commercial core that would bleed any of this away from the current downtown is a concern. We have reviewed the Trails Master Plan and the one thing that seems to be missing is a really good link to the NH downtown. If this MZO

would go ahead we think that is something that would be key. From this proposed development to walk or bike to the downtown one would need to cross both the rail tracks and the river. Perhaps a new pedestrian bridge across the river that goes directly to the Sobeys parking lot would be in order. We shouldn't get caught up in the perspective that the MZO isn't right... that is almost irrelevant in that rightfully or wrongfully it is a legal process that is allowed to be enacted. We need to support growth/housing development in New Hamburg – specifically in this economic environment with labour being precious and in short supply. If we don't create more housing options soon, the labour shortage will escalate.

We are so fortunately in New Hamburg in that we live and work in a community that is pretty much entirely sustainable ... you can live, work, shop, bank, worship, seek medical care, education all within walking/biking distance and we need to ensure that we continue to offer that.

We ask the Council to welcome change to our community when and how change would be in our best interests.

The New Hamburg Board of Trade

From: [Penny Collins](#)
To: [Barry Fisher](#)
Subject: MZO
Date: Monday, January 10, 2022 12:21:36 PM

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

Good morning,

In hockey and most sports when parents have an issue and/or a complaint they are asked to wait 48 hours to bring it forward. The reason for this is so that they are able to think and talk without emotions and anger.....it's been 7 days and my emotions and anger are still very high.

As I watched the town council meeting last week, every bone in my body said that this is wrong. It felt like the MZO is being used to butt in line!!

As you all know, have some large applications proposed in our township all ready and each one of them used the proper channels. Yes, they will get public push back but that is because the public just want to be able to give their thoughts and concerns and be included in the planning stages. Regardless of the outcome though, each one of those community members will know that they were allowed to speak and be heard. Also, you as council will know that you upheld the townships policies and bylaws and vote with the best interest of the public and vision of our township. That is what due process is!! MZO takes away our due process!!

I love living here and that is why I am very involved in this township and most of my efforts is to support our local youth. We are already maxed out in our schools and portables are not a favorable solution. I know that one of the applications in progress that went by the book is helping to address the school issue by incorporating a Catholic School in their design. This is the smart right growth that will continue to make Wilmot an amazing place to live.

We have volunteer fire fighters; we no longer have police services in our area, shortage of infrastructure etc.... But you all know what we have and don't have and that is why it's so very important that we have strategic plans

so that we can budget what we will need based on growths projections.
Please honors these plans and don't get bullied!!

We have rules in life so that the world is not full of anarchy. MZO create anarchy when it's not used in the right capacity !! From my understanding, this is supposed to be a tool only used when it is truly an emergency....Hospitals, environmental disasters, where there is no governing body. As I see it our township is growing and helping with the housing crises. The only difference is that we are doing it for the best of our township by using its bylaws, mission and vision and not making any decision that we later regret-SMART GROWTH!! But if this goes through then this set a precedent that housing is the emergency and then what will stop the developers that have already applied to get an MZO too!! VERY SCARY!!

I see the key responsibilities as a councillor is to support the municipality and its operations while ensuring that the public and municipality's well-being and interests are maintained. We have elected each and every one of you to represent our township and you are my voice. My voice is asking not to get bullied into doing something and ignoring policy and procedures. My voice is asking you to uphold what you were elected to do and continue to make Wilmot a cohesive, vibrant and welcoming countryside community. To Follow through to evolve and grow as a community of caring people working together to build upon a sure foundation.

I could continue with facts and more reasons why MZO takes away our voices but I that and have heard from others, so I won't. But I do want to go on record that I do not endorse the MZO. I am asking for you to continue to be the elected officials that you were voted in for. To continue to think about your community and stand up and let this company know that we want smart growth not MZO growth!!

Sincerely,

Penny Collins

"A Wilmot Citizen who benefited from **SMART GOWTH** 16 years ago"

From: noreply@esolutionsgroup.ca
To: [Township of Wilmot](#)
Subject: MZO
Date: Saturday, January 22, 2022 10:56:37 PM

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I am a new resident to Wilmont township bought in the area to get away from city and migrant invasion ... I work in the area and it is a nice community ... allowing this project would destroy this community and what it stands for. Please stop this population increase as it will only open doors for more then will be too late!

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkHd8LKy6WMweQuAleQuAl>

This email was sent to you by Pam Moss through <https://www.wilmot.ca>.

From: [Rory Farnan](#)
To: [clerks](#); [Planning](#)
Cc: [Angie Hallman](#); [Barry Fisher](#); [Cheryl Gordijk](#); [Jeff Gerber](#); [Les Armstrong](#); [Sharon Chambers](#)
Subject: MZO Follow-Up Questions
Date: Thursday, January 6, 2022 12:17:16 PM
Attachments: [Questions for Developer - Wilmot Development Services.docx](#)

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

Good afternoon Clerks, Planning, CAO, Mayor and Council,

Please see attached list of questions/concerns relating to the proposed Wilmot MZO by Cachet Homes.

I have identified with each question who I would like to see written feedback from:

- Developer
- Development Services
- CAO
- Mayor/Councillors

Thank you for your time, and look forward to hearing from you on this issue.

Rory

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Rory Farnan

Developer - What commitment is there in place to achieve net zero housing, or at the least near-zero?

Development Services – What can we do to ensure net zero housing is required by a developer?

Developer – How many MZO's has your organization requested to the Provincial Government in the lifespan of doing business in Ontario? What has your success rate been with other MZO's, if applicable?

Developer – Your rationale appeared to shift away from a “housing crisis”, to circumventing the Region, due to your “feelings” of limited consultation, and lack of appeal. Yet, an MZO will do exactly that to both Municipal tiers of government and silence the Public. How do you justify this contradiction? And why choose Wilmot Township specifically for this exercise?

Developer & Development Services – Is there a mechanism for guaranteeing Township revenue neutrality for this development?

Developer & Development Services – If an MZO is issued, will ‘Site Plan’ matters remain within the Township’s jurisdiction?

Developer & Development Services - Provide us with a vision of the “*Agri-Hub*” would look like?

- “Farmers Market” – Baden Farmers Market was closed due to lack of interest. What makes this space different?
- “Community Garden” – what amenities are going to be made available garden, i.e., irrigation services, storage structures, education programming, etc., and at what cost to the Township?
- What consultation has occurred with “*Wilmot Horticultural Society*” to understand their perspective for a space like this?
- How does the proposed “agri-hub” “support” local farmers? Wouldn’t the preservation of Prime Farmland provide better support for farmers in its current form?

Developer & Development Services – How many trees will be planted throughout the development, what canopy space will be incorporated into the Park/Trail systems, and what are the cost implications to the Township? What consultation with “*Let’s Tree Wilmot*” has been initiated to understand what they see required?

Developer & Development Services – What assurances do we have before supporting an MZO that the proposed “affordable housing” will be present post-development, and is it actually “affordable”? Who is responsible for the administration of affordable housing units, and what consultation has taken place with this body/bodies to up present?

Developer – Do you have any “Property Management” or “Retirement Care” operators in mind for the commercial, senior, and apartment buildings? Can you provide their names?

Development Services/CAO/Council – Please comment on how this is a fair process for other applications in the Township (i.e., Baden Subdivision, Hallman Pit, other smaller requests, etc.) whose priority has now been downgraded due to the developer “cutting in line”, while also at Budget Time, but also scheduled on the docket for consideration within the same timeframe of this unorganized, rushed, and unprecedented request? Will you be delaying any pending releases of reports from Development Services in an effort to curb the amount of overload currently on the docket?

Developer & Development Services - Where do you anticipate procuring your aggregate for this development? Within Wilmot? From whom? How much aggregate do you anticipate requiring for this development?

Developer – What kind of “condo fees” do you anticipate charging for condominium units? What parking allotment will be available for Condominium, and Apartment buildings? What amenities will they have beyond that of the public spaces?

Developer – Using existing home price trending data, what do you anticipate your “starting at” price for each of the housing styles that you are going to provide, and typically what does the average customer spend in “upgrades”? Average home price in Waterloo just hit \$1M, which is not affordable to most people in this Region.

Developer - What commitments can the Developer make with respect to payment of their Development Fees (time of payment, and type of payment, installments (over what time period) vs. one-time, or hybrid?)

Developer - Is there any space being donated to Habitat for Humanity (Waterloo Region)?

Development Services - Water servicing – will this development lead to an increase in Water levies or service charges? What are our wastewater capacities currently to service this development, and how will they be affected with this development, and the addition of Baden subdivision?

Development Services - What is required from a Township perspective to be able to service this subdivision? What is the estimated cost to install municipal infrastructure to this development?

Development Services – Hydro Electric Infrastructure

- What is required with regards to Hydro-Electric capacity to service the development, including the transit hub, and will upgrades be required to the distribution line/substation?
- What consultation's have taken place between Developer and/or Development Services, and Kitchener-Wilmot Hydro?
- What potential costs are there to the Township (i.e., operation of streetlights, hydro to parks, amenities, etc.), will this require a new hydro-substation in Wilmot?

Development Services - What consultation has taken place/will take place with the Waterloo Region Police Service (WRPS) to address Policing in Wilmot, in particular this development? How many additional resources will be needed, and at what cost to the Township? How will Policing this intensified area have an effect to Policing in the rest of the Township(s)?

Developer – You mention we are in a housing crisis, but the Township's report suggests this will not be implemented over the short-term, so how does this justify a snap MZO request to address an “immediate need” when your development doesn't appear anywhere close to being shovel ready, and with little to no consultation in place?

Developer, Development Services & Mayor Armstrong (and/or any member of Council) – What discussion(s) (any/all) have taken place about this development with *MPP Mike Harris Jr.*, and if discussions exist, will the details of those conversations be made public?

Developer, Development Services & Mayor Armstrong (and/or any member of Council) – What discussion(s) (any/all) have taken place about this development with *Regional Chair Redman, and/or Members of Regional Council*, and if discussions exist, will the details of those conversations be made public?

Developer, Development Services & Mayor Armstrong (and/or any member of Council) – What discussion(s) (any/all) have taken place about this development with *Metrolinx*, and if discussions exist, will the details of those conversations be made public?

Developer & Development Services – What attempts have been made to consult with the Region of Waterloo on this specific development project, as well as the intent to submit a MZO?

Development Services – What discussions have taken place with the Region of Waterloo relating to EMS Paramedic service delivery to this development? Is there capacity? Are there costs, anticipated constraints, associated to this development?

Development Services - How will this development affect the Roads Department (Township/Regional)?

- Will Wilmot require additional winter maintenance capacity (i.e. trucks, salting cost, etc.), employee headcount, etc.?

Developer & Development Services – Public Park/Trail System (“Public Spaces”)

- Why is the Park disconnected from the Trail?
- Why not have the Park directly incorporated with the trail system as a focal point for access to park via trail system, and vice versa?
- What are the anticipated one-time, and recurring operating costs to the Township for the public spaces outlined in this development?
- What amenities will be provided to the users of the park? Swing set? Public washrooms? Picnic Pavilion? Sports field(s)? Or is this just a basic grassy area with a sign that says “Park”?

Development Services – Children accessing the School System

- What schools are anticipated that children will use (Catholic, Public - Elementary/Secondary)
- What consultation’s have taken place with WR-WC/DSB to date?
- How will the Baden development, and New Hamburg development affect our schooling needs?
- Will students need to be bused? If bused, what is the anticipated travel time, and how many buses?
- What are the current capacity levels of both Waterloo-Oxford SS, and Sir Adam Beck at present, or will they have to be bused into New Hamburg (assuming they will if Catholic Student)?
- What is the possibility of a new Elementary School in “walkable” distance from this facility?

Developer & Development Services - What steps have, and will be taken, to attract medical talent to Wilmot? Will we be depending on the Region, and/or Province to take the lead on filling the medical space, or will Wilmot have to attract? What resources are required to achieve this? How do we believe a large-scale medical building is sustainable in Wilmot? It would suggest the Developer doesn’t understand the local landscape.

Development Services/Corporate Services - What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new, Infrastructure Levy’s?

Developer & Development Services - What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"? Does showing "regionally owned" features create false sense of agreement if they are not approved without Regional consultation prior to the MZO being issued?

Development Services, CAO, Mayor, Council – MZOs create the appearance of "political bias" in favour of the "chosen" landowners (picking winners and losers). If an MZO is supported by the Township, how does the Township plan to justify its decision (i.e., criteria, evidence, public feedback?), and what precedence does Wilmot believe it will create with other developments that are following the correct planning process, only to be punished by those who choose not to (both Township, and Regionally) via MZO? What do you see that makes this development extremely unique to others in the Region, beyond it being in Wilmot, and will you be clearly articulating these "special" criteria for supporting a process that is looked at in Planning circles, and the Public, as a shortcut (possibly considered unprincipled) of the Planning process?

Development Services - What commitments have the Township received from Metrolinx, or any public transit body, that a station is going to be needed by the time this development is live, and do we have any assurances that Wilmot would be a Municipality to be awarded it based on Regional growth modelling?

Development Services - What discussions have taken place with *Grand River Transit* (GRT) to analyse the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided? When Council asked about Bus Shelters, and other route options, it was suggested the issue was 'cost'. This transit would suggest coming at a significant cost.

Development Services - Does Metrolinx have issue with the '*Alpine Nachurs*' site distance to the hub? Has a risk assessment been completed to identify public safety concerns, emergency disaster response needs/scenarios, or cost/process obligations to Alpine Nachurs?

Development Services - What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

Development Services/Fire Services – Addressing Fire, Fire Department

- Is our Fire Services infrastructure capable of this development? If not, what are the deficiencies?
 - What is the proposed response time to this site? Is this okay based on the type of development being proposed?
 - Given the intensification, what are the minimum resources that will be required to be sent to a call?
 - How will inspections be carried out to the various commercial/retail, as well as the apartment buildings, and transit hub?
 - Will the Township have to consider 'full-time' paid employment headcount within the Fire Department to accommodate this development?
 - Does this compromise/affect our investment as outlined within FD-2022-01?
 - Will calls be dispatched to the New Hamburg Fire Station, and/or Baden?

Development Services – “Cumulative Effects” – How does the proposed “*Baden*” development, “*Wilmot Employment Lands*” and the proposed “*New Hamburg*” development affect the Townships overall capacities within each Department (i.e., Parks, Roads, Planning, Corp. Services, Water, Fire, etc.). Will there be a needs assessment conducted using these three new developments to determine additional Township headcount, and/or resource allocation, potential gaps in services delivery, ideally available to the public before an MZO is approved?

Development Services - What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (*if observed* by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist’s entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes? No turning mechanisms?)

Developer & Development Services – There only appears to be access to the development via Nafziger Road. What happens if this stretch of road becomes unavailable (i.e., road closure)? It doesn’t appear to have access to Snyder’s Road, or any other alternative Township throughfares?

Developer & Development Services – What types of employment do you foresee for the ‘mixed-use employment’ area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

Developer & Development Service – If the Region takes exception to this MZO request, how do you believe you will be able to convince them to approve the “right of way” trail along Nafziger Road, or any other “road upgrades” that you will rely on the Region for? Will the intensification of this stretch of road cause any service frequency changes to the Region?

Development Services – Is/will the ‘*Wilmot Employment Lands*’ be classified as a “*Provincially Significant Employment Zone*”?

Developer & Development Services – Rail Line/Rail Crossing/Transit Hub

- What consultations have taken place with the railway operator (CN Rail)?
- How long will the land assigned for “Transit Hub” would be reserved for? Years? Decades? Indefinitely?
- What safety issues have been identified with intensification around the rail line?
- Is the rail line built to accommodate the insertion of a pedestrian hub?
- When was the last rail-crossing safety assessment conducted? What risks were identified? What changes might occur adding the proposed development from a safety perspective?
- Is there an access agreement in principle with CN to use rail line between Transit Hub and Regional Transportation Hub?
- What ‘*Railway Electrification System*’ is present, and is it compatible with the proposed use as a method of transportation (i.e., GO Train, and/or LRT train)?
- How does additional regular commuter rail traffic affect the main intersection in Baden, and has this been reviewed, or taken into consideration, as well as those areas affected in Kitchener?

- What time of use access is available to this area?
- What is the process/timeframe when negotiating with rail operator?
- What is the parking capacity for the proposed transit hub, and will it have electric charging stations, and/or a parking structure?
- Will the station include heated shelters, and a platform snowmelt system?
- This is portion of line b/t proposed Transit Hub, and Regional Transit Hub have the proper signalling, lighting, telecoms, etc., to facilitate public ridership on the line?
- What high-level costs are present to incorporate the Transit Hub with the rail line? Who's responsible for paying? For example, the '*Bloomington Road GO Station*' cost is \$82.4M. What are your expectations for cost based on experience, and current greenfield status of land, and is this cost shared all tiers of Government?
- What is the estimated ridership from the proposed Transit Hub, and what ridership benchmarks are present that would make Metrolinx consider a stop in Wilmot? Do we know how many Wilmot residents use the current GO/VIA station in Kitchener?
- What are the current uses of the rail line going through Wilmot, and how does the use of the rail by 'Nachurs Alpine' affect the hub? Would they have priority over any public transit? What is their usage of the rail line? Google Maps suggests they have tanker cars on-site, what are the implications of this type of transportation to the development?
- What noise reports have been conducted to understand the noise levels that would be created by both the use of rail by Nachurs Alpine, and Metrolinx, and residential applications (i.e. A/C)?
- Has there been any discussion around the type of pedestrian crossing will be developed at the rail crossing (i.e., overhead/underground/street level)?

Developer – What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA?

Developer - The cumulative impact of rail noise, neighbouring properties, coupled with the noise relating to the commercial/office developments, and the Wilmot Employment Lands, and their effect to the residential development (sensitive receptors), how much has that been researched, and mitigated in this proposal?

Developer – Beyond “Prime Farmland”, which is a non-renewable resource, does this property have any additional designations (i.e., Source Water, Sensitive Recharge, or Regional Wellhead, Cultural Heritage designations)?

Developer & Development Services – *Provincial Highway 8* Intersection at Nafziger Road – what impacts would/could be created assuming this will be the primary intersection of use to access Highway 8, other areas of the Region? How does this development affect traffic levels from the *Wilmot Recreation Complex* (WRC), as well as the proposed Wilmot Employment Lands, as well as this development? Has this cumulative effect been considered? Will there need to be a new intersection(s) built between the development, and the Highway (i.e., to access WRC/business park?) Has/will the Ministry of Transportation (MTO) need to be consulted, and to what extent?

Developer – Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

Developer – Are you a “one-off” developer/operator in Wilmot Township, or do you have a broader vision for Wilmot, and Waterloo Region (i.e., additional projects in the queue Regionally?) How do you anticipate your working relationship with both municipal tiers (Wilmot/Region of Waterloo) of government if you do or do not receive MZO support?

Developer – If the MZO is not issued, what option(s) are you willing/going to consider?

Developer & Development Services – What reaction do you expect to receive from the Region of Waterloo if this MZO is endorsed at Council/approved by Minister?

Developer – What value do you provide to your customers that differ from other developers whose development applications are currently in queue through the regular process in Waterloo Region?

Developer & Development Services – Retention Ponds (SWM Ponds)

- What safety measures will be enacted (i.e., fencing) for the SWM ponds, and who would be responsible for the cost of these safety measures (i.e., to avoid drowning of young children)
- Maintenance: what forms of maintenance will be enacted to keep these ponds in good working order, the frequency, would the work be done by Township Staff, or through a Private Contractor, and at what expense to the Township?
- How will the SWMs be monitored, and what frequency of monitoring?
- What is the beautification strategy for these SWMs (i.e. grass, shrubs, other vegetation)?
- SWM (1.27ha – abutting residential lots) – Will a premium be charged for these lots? What happens if the SWM overflows to abutting properties? Will there be any effects to property values to abutting properties?
- Is there an opportunity to utilize one of the SWMs as an amenity?

Developer – If awarded MZO what assurances can you make with respect to issues that are identified by the GRCA, and if present, will you waive your ability to force a “pay to slay” agreement?

Developer – Before Council decision of MZO, will you commit in writing to its use as a change of zoning, but still commit in writing to comply with all/any ‘Provincial Policy Statement’, ‘RoW/Wilmot OP’ guidelines/requirements, and any/all environmental oversight that is present within the “normal application process”? What penalties are you willing to bare if they are not followed?

Developer – What is your financial situation, and how will you be financing this development?

Development Services – Will you be obtaining a comment from the ‘Region of Waterloo’ that will be shared with Council/Public before the vote for MZO endorsement? If not, why? If not, does this signal Wilmot is not interested in the Region’s input on this MZO?

Developer - Do you have other completed developments within (Waterloo Region)? How do they differ from this proposed development? What is unique to this development than other developments in Waterloo Region that make it more desirable to locate to, that would justify an MZO?

Developer – Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the

residential development(s)? When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

Developer & Development Services - What is the proposed water "run off" strategy for this development, and what cumulative effects does it pose to the water table, and to the run-offs leading to Nith River? What consultations have taken place with GRCA and/or Environmental Experts, and the Indigenous Community?

Developer & Development Services – What residential street parking capacity is going to be made available within the development? What EMS/Fire/Police challenges might this present? How will guest parking be accommodated? How many traditional parking spaces per home are going to be available?

Developer – What is your vision for public engagement/consultation before and after an MZO is approved, and what assurances are you willing to make to actually act upon the feedback received, not just giving the impression that you care, but to act? Can you provide examples of significant issues and/or compromises that your company has made in past developments, that would fall outside of the guidelines of legislation? For example, how you've addressed major concerns of the public in past developments?

Developer – What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If no, why?

From: [R Fay](#)
To: [Angie Hallman](#); barry.fischer@wilmot.ca; cheryl.gordojk@wilmot.ca; [clerks](#); [Jeff Gerber](#); [Jennifer Pfenning](#); [Les Armstrong](#)
Subject: MZO
Date: Tuesday, January 11, 2022 11:11:05 PM

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

I am writing to ask you to do all in your power to ensure that our municipality does not support this MZO.

I am incredibly concerned about a development trying to beat regional planning processes without thoughtful consideration or responsibility for ensuring the supporting infrastructures, including schools, are considered and planned for.

I'm concerned about rapid development of green space and agricultural land without consulting indigenous leaders, farmers or land use/environmental experts.

I'm concerned about the draw on township resources including recreational facilities and schooling, social services and and roads.

I'm concerned that there are work arounds for developers to bypass regional and municipal plans. Why have planning processes or requirements?

I also think dropping an intense development in one area that isn't thoughtfully mixed into the community raises concerns for rural culture and inclusion. I worry about this plan creating issues of "them and us."

I am not against Wilmot doing our part to be part of housing needs in our region, but I am 100% against this process. I am against the MZO. I am against fast tracks and process bypasses that ensure a developer gets what they need but does not ensure that our community or the residents of the new development get what they need.

Thank you for knowing the difference between supporting housing and supporting shortcuts that undermine thoughtful planning.

Rebecca Bearinger Fay

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Rebecca Bearinger Fay

January 18, 2022

Mayor Les Armstrong
Councillor Angie Hallman
Councillor Barry Fisher
Councillor Cheryl Gordijk
Councillor Jeff Gerber
Councillor Jennifer Pfenning
Township of Wilmot
60 Snyder's Road West
Baden, ON N3A 1A1

Dear Mayor and Councillors,

On behalf of Ontario Nature, Waterloo Region Nature, Nith Valley EcoBoosters, and Sunfish Lake Association, we are writing to express our strong opposition to the Minister's Zoning Order (MZO) being proposed by Cachet Developments for a mixed-use development in Wilmot Township. We appreciate your decision to seek further information before deciding whether to support the request.

Ontario Nature is a charitable conservation organization that protects wild species and wild spaces through conservation, education and public engagement. Established in 1931, we represent more than 30,000 members and supporters and over 155 member groups across Ontario, including Waterloo Region Nature, Nith Valley EcoBoosters, and Sunfish Lake Association.

As noted in the Township's press release, the proposed MZO would bypass public consultation while re-zoning lands for development. The fact that the proposal was announced late on Christmas Eve, in the midst of intense and increasing public concern about the COVID-19 pandemic, demonstrates an unconscionable lack of regard for public input and scrutiny – characteristic of MZOs generally. The shock and concern expressed by community members upon learning about the MZO is understandable.

The implications of the proposed MZO are wide-reaching. It would bypass the Regional Official Plan Review currently underway, undermining integrated regional planning needed to guide growth and protect the countryside. It would set an alarming precedent in a region widely recognized for its balanced and progressive planning policies, encouraging other developers to circumvent public consultation and processes intended to protect water, farmland and the natural environment while accommodating growth.

As noted by the [Auditor General of Ontario](#), MZOs are a tool being used with unprecedented frequency to fast-track development. [Conservation and agricultural organizations are united](#) in their opposition to this misuse of MZOs, which override protections for farmland and significant natural features set out in the Provincial Policy. Once MZOs are in place, there is no opportunity for appeal. At risk are the many benefits provided by farmland and the natural environment, including flood control, local food, water purification, carbon sequestration and biodiversity conservation.

In expediting development, MZO's also violate the constitutionally protected right of First Nations for consultation. The Six Nations of the Grand River underlined the [failure to consult](#), for example, with regard to an MZO issued for a million-square-foot distribution warehouse in the village of Blair.

While Ontarians grapple with climate change and the social and economic impacts of a global pandemic, our focus should be on enhancing community resilience. To do so we must enable and support public participation in determining the future of our farmlands, forests, wetlands and other natural areas. We therefore urge the Township of Wilmot to deny Cachet Developments' request for an MZO.

Thank you for your consideration.

Yours truly,

Robert Hudgins

From: [Lyon-Mark, Rebecca](#)
To: [Jeff Gerber](#)
Cc: [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org; [Dave Mark](#)
Subject: Concerns over the MZO application from Cachet from Rebecca Lyon-Mark & Dave Mark - Tuesday, January 25,
Date: 2022 12:38:29 PM

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

Hi Jeff, thanks for chatting last night.

As suggested, here is the email you requested voicing my concerns about the MZO application from Cachet for New Hamburg. I have included a number of government officials including Mike Harris.

I am NOT for the this MZO request and have many concerns that I believe need to be addressed. While I'm not opposed to development, I think we can bring it to New Hamburg/Wilmot in a more responsible way and with input and say from our local government. I would like you and our local government to examine and for the developer to answer many questions first.

I'm asking you to please say no to this MZO. Community engagement and planning are fundamental is keeping Wilmot great!

It is your and our local government's responsibility to make an educated decision for our community. Cross our 'T' and dot our 'i's'. There are SO many questions that need to be explored.

Here are a list of my questions to be included in the public record and that need addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2. Following proper planning is critical for success and including community in the design of new development is important. Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? What studies and pre-planning have

been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high quality standard?

3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect class sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. As you know our family is a huge hockey family. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. We don't have enough ice time? How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members?
6. New Hamburg struggles with annual flooding. Has an environmental study been conducted to ensure this development will not add to our annual flooding issue.
7. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
8. I've read some of the reviews for Cachet? Has Cachet had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
9. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

10. How will traffic and commute times be affected by this development?
Waterloo Street is already congested at certain times of the day? Plus with people going back and forth from NH to Baden and vice versa, how will this new development affect their daily drive to basic amenities and/or the high school, rink etc.?
11. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
12. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
13. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
14. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
15. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
16. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
17. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the

amount of service actually being provided?

18. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilmot going to do to ensure that doesn't happen?
19. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?
- Sidewalks/Bike Lanes non-existent
 - CN Railway Crossing for Pedestrians
 - Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
 - No street lighting present on Nafziger Road
 - Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Anyways, I would like you take these concerns seriously, ask questions, get answers, talk to the people who voted you in. I have lived here my entire married life in New Hamburg, my husband is a born and bred New Hamburg resident. We only want what is best for this community.

While I'm not opposed to development, I think we can bring it to New Hamburg/Wilmot in a more responsible & ethical way AND with input and guidance from our local government and as our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents.

Thank you,

Rebecca Lyon-Mark

New Hamburg, ON

From: [Cheryl Gordijk](#)
To: [clerks](#); [Council](#)
Subject: FW: Re-zoning
Date: Sunday, January 9, 2022 5:32:50 PM

Mr. Strype has given permission for me to forward for you reference.

Cher

Cheryl Gordijk (she/her) | *Councillor* – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 | cheryl.gordijk@wilmot.ca
www.wilmot.ca

Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

From: richard strype
Sent: Sunday, January 9, 2022 4:36 PM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Subject: Fwd: Re-zoning

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Please forward my concerns

----- Forwarded message -----

From: **Cheryl Gordijk** <cheryl.gordijk@wilmot.ca>
Date: Sun., Jan. 9, 2022, 3:40 p.m.
Subject: RE: Re-zoning
To: richard strype

Hello Mr. Strype

Thank you for your email. I appreciate you reaching out to voice your concerns regarding the MZO being brought forward in our township.

Because of how the email is addressed I am not sure if you have advised any other members of council or other staff members.

Would you like me to forward this email to my co-councillors? Also, would you like your objection noted for the public record.

I will need your permission to forward the email on.

Kind regards,

Cheryl Gordijk (she/her) | *Councillor* – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 | cheryl.gordijk@wilmot.ca
www.wilmot.ca

Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

From: richard strype
Sent: Sunday, January 9, 2022 10:37 AM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Subject: Re-zoning

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My wife and I are residents of Stonecroft and are opposed to the proposed development of the land between New Hamburg and Baden. It is far too large for our existing infrastructure .

Rick and Dee Strype

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unsubscribe@wilmot.ca

From: noreply@esolutionsgroup.ca on behalf of [Sandra Bell](#)
To: [Township of Wilmot](#)
Subject: Baden Land Development
Date: Friday, February 11, 2022 2:18:19 PM

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All this talk about conserving land for our future generations. Is any part of the government, really willing to get real about this now or just delaying in hopes that the next term of government employees can deal with it. What is it? This is a real question that I am asking an answer for. Thank you.

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkgHd8LKy6WMweQuAleQuAl>

This email was sent to you by Sandra Bell through <https://www.wilmot.ca>.

From: noreply@esolutionsgroup.ca on behalf of [Sandra Bell](#)
To: [Township of Wilmot](#)
Subject: Baden future Development
Date: Friday, February 11, 2022 5:06:22 PM

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I just wonder if we are ever going to get to a place when we put the interest of environment & health ahead of money. Why even bother recycling if were not going to get serious about the

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkGhd8LKy6WMweQuAleQuAl>

This email was sent to you by Sandra Bell through <https://www.wilmot.ca>.

January 27, 2022

Mr Mayor and Council

Les Armstrong - Mayor - les.armstrong@wilmot.ca
Angie Hallman - Ward 1 - angie.hallman@wilmot.ca
Cheryl Gordijk - Ward 2 - cheryl.gordijk@wilmot.ca
Barry Fisher - Ward 3 - barry.fisher@wilmot.ca
Jeff Gerber - Ward 4 - jeff.gerber@wilmot.ca
Jennifer Pfenning - Ward 4 - jennifer.pfenning@wilmot.ca

cc: email: clerks@wilmot.ca

cc: Sharon Chambers, CAO, sharon.chambers@wilmot.ca

cc: Harold O’Krafka, Director of Development Services, harold.okrafka@wilmot.ca

cc: Mike Harris Jr., Provincial Conservative MPP - mike.harris@pc.ola.org

REGARDING BY-LAW NO. 2022-01 - MINISTER'S ZONING ORDER

This letter is to express my concerns about the proposed Cachet Developments' request for a Zone Change using a Minister's Zoning Order.

The Township of Wilmot has grown into a vibrant community of small towns while being able to protect our farmlands from development.

I am not against growth but we need planned growth that follows the Township's and Region's official plans.

The Township of Wilmot's 2019 Official Plan says:

"The Plan establishes the direction for development initiated by both the public and private sectors. The land use strategies and policies of this Plan are the tools that allow the Township to manage change towards a desired future. To be effective, it is incumbent on Township Council to ensure that development proceeds in accordance with the objectives of this Plan. It is intended that this Plan will ensure that adequate public services are available for the health, safety and convenience of the residents of the Township and will encourage the development of a desirable community." ⁽¹⁾
[emphasis added]

1) https://www.wilmot.ca/en/doing-business/resources/Documents/Official_Plan/Township-of-Wilmot-Official-Plan---April-2019-Consolidation.pdf

The Region of Waterloo's 2010 Official Plan says:

" The Region of Waterloo works in partnership with the Province of Ontario and the seven Area Municipalities to put planning policies in place that guide decisions related to how our community grows and develops. These policies affect all aspects of our life, including our social, economic, heritage and natural environments. " (2)

The Municipal Comprehensive Review (MCR) reviews the Regional of Waterloo Official Plan (ROP) and the developer has the opportunity to request a change to the ROP as part of the MCR process.

IMPLICATIONS OF PASSING THE BY-LAW

By-law 2022-001 is a request by Cachet Developments to support a Minister's Zoning Order to change the zoning of the subject lands from agricultural to residential / mixed use. This appears to be a simple 'yes' or 'no' vote.

However, the ramifications of voting to support the MZO are a concern.

According to the Township of Wilmot Development Services Staff Report DS 2022-001, approving the zone change will also approve the development as outlined in the Cachet Developments proposal. This is not just a zone change from agricultural to residential / mixed use.

Page 2 of 11

*"Cachet Developments (NH) INC. and Cachet Developments (NH WEST) INC. have requested that the Township of Wilmot Council issue a resolution of support for their proposed Minister's Zoning Order. The order would impose zoning on their lands to facilitate the future development of those lands by means of a plan of subdivision in accordance with the minimum requirements of the Minister's Zoning Order. **The request is included as Attachment 1 and the proposed zoning order is included as Attachment 2.**" [emphasis added]*

Cachet Developments, Attachment1

*"The objective of the MZO is to realize the Township of Wilmot's vision of concentrating growth on full services in and between Baden and New Hamburg with minimum infrastructure requirements and maximum use of existing infrastructure. **The Subject lands will be transformed into a complete, master-planned community consisting of a broad range of residential, employment and community uses all anchored by a Transit Hub.**" [emphasis added]*

2) https://www.regionofwaterloo.ca/en/doing-business/Regional_Official_Plan.aspx

WHY THE RUSH?

Why is there a rush by the developer to force a zone change by using the MZO process instead of following the normal MCR process which allows for public input? The developers can subsequently apply for a MZO if they are not satisfied with the results of the MCR process.

It is extremely unfair that the developer has worked on this project for at least a year while the residents have been given just 4 weeks to try and understand the impact of this development.

The developer has put together a proposal that needs to be carefully examined by both the planning departments of the Township of Wilmot and the Region of Waterloo, and it needs to be accepted or rejected based on an open and transparent review process.

IMPLICATIONS OF A ZONE CHANGE

If the MZO for a zone change is supported by Council, there is nothing to prevent the Minister from accepting Attachments 1 and 2 without consulting Township or Regional local planning staff.

Kevin Eby, former Director of Community Planning said:

"if there are concerns with the details of the proposal (heights, setbacks etc) this is the only opportunity for input on that, as the MZO zones the land. There is no need for a further zone change. Yes they need a plan of subdivision to create lots and blocks, but the potential uses of the specific areas on the site and the regulations governing those uses are established by the MZO and never need to be revisited again before construction begins."

A cursory look at the proposal has generated a few questions. I am sure that a comprehensive study by professionals will produce many more.

I have numbered the questions I would like the developer to answer.

NACHURS ALPINE SOLUTIONS

The Nachurs Alpine Solutions plant on Nafziger Rd has a store of chemicals on site which can pose a health and safety risk to nearby residents. At this time, Nachurs Alpine is ideally situated to minimize any dangers from these chemicals since very little development has been allowed near the plant.

Of the chemicals on site, ammonia is the most dangerous and there are approximately 200 tonnes of 100% ammonia either in rail cars or storage at the plant.

The Center for Disease Control and Prevention (CDC) says:

- A poisonous, visible vapor cloud is produced from contact of ammonia with water.
- Ammonia dissolves readily in water evolving heat (exothermic), to form ammonium hydroxide a corrosive, alkaline solution.
- When ammonia mixes with gas and/or air it forms an explosive mixture.
- Containers may explode when heated.
- Ruptured cylinders may rocket.

The Center for Disease Control says that liquefied ammonia "*at concentrations above 35%, when involved in a tank, rail car or truck fire, must have an isolation plan for 1600 metres in all directions and should consider an initial evacuation for 1600 metres in all directions.*" ⁽³⁾ [emphasis added]

Fertilizer Canada, the association that manages ammonia use and storage on behalf of the fertilizer industry has a guide for the safe storage of ammonia. Nachurs Alpine Solutions is a member of this association.

In their 2022 guide for new ammonia storage sites that are certified under the Ammonia Code of Practice, they say:

*"A new ammonia operation **must be 1.5 kilometers from population concentrations** as well as 500 meters from a farmhouse or other small (non-evacuation-sensitive) occupancy."* ⁽⁴⁾ [emphasis added]

Both Fertilizer Canada and the U.S. Occupational Safety and Health Administration (OSHA) say a concentration of 300 parts per million can be considered "**immediately dangerous to life and health**" for up to 1 km from the storage location.

Fertilizer Canada said encroachment on high density populations (towns, hamlets, hospitals, schools, senior citizen homes, residential developments, subdivisions, etc.) is not allowed, however encroachment on existing ammonia storage facilities by development is the responsibility of local planning authorities.

(3) https://www.cdc.gov/niosh/ershdb/emergencyresponsecard_29750013.html

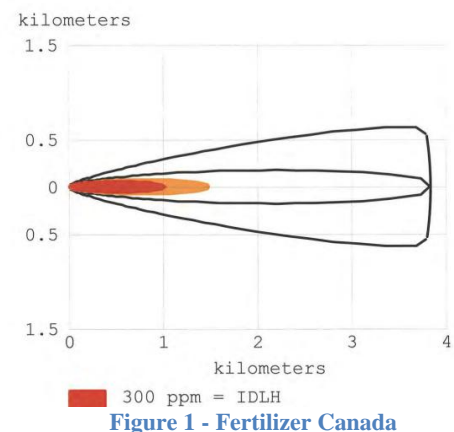
(4) <https://fertilizercanada.ca/wp-content/uploads/2021/07/FertilizerCanada-UserGuide.pdf>

The Province of Ontario considers Nachurs Alpine Solutions to be a Class II Industrial Facility.⁽⁵⁾ The Province defines an Areas of Influence for each class where "*adverse effects on surrounding sensitive land uses have a moderate likelihood of occurring*". "Moderate likelihood of occurring" means there is a small chance the event may occur in the next 25 years.

For Class II Industrial facilities, the Area of Influence is 300 metres.

The map on the next page shows the Province of Ontario Class II Area of Influence and the Fertilizer Canada best practices exclusion zones which are the standard for new facilities with ammonia storage that are certified by Fertilizer Canada.

- Zone A is the 300 metre Area of Influence currently used by the Province of Ontario for Class II Industrial facilities where adverse effects on surrounding sensitive land uses have a moderate likelihood of occurring.
- Zone B is the 500 metre exclusion zone that Fertilizer Canada considers is the best practice for all buildings adjacent to ammonia storage.
- Zone C is the 1000 metre exclusion zone where ammonia gas plumes can reach a concentration of 300 parts per million and is considered **"Immediately Dangerous to Life and Health"** by Fertilizer Canada and the U.S. OSHA.
- Zone D is 1.5 km exclusion zone for high density populations (towns, hospitals, schools, senior citizen homes, residential developments, subdivisions, etc.) recommended by both Fertilizer Canada and the Centre for Disease Control (CDC). The CDC say this area should have an emergency plan and should be considered for initial evacuation.



(5) <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>

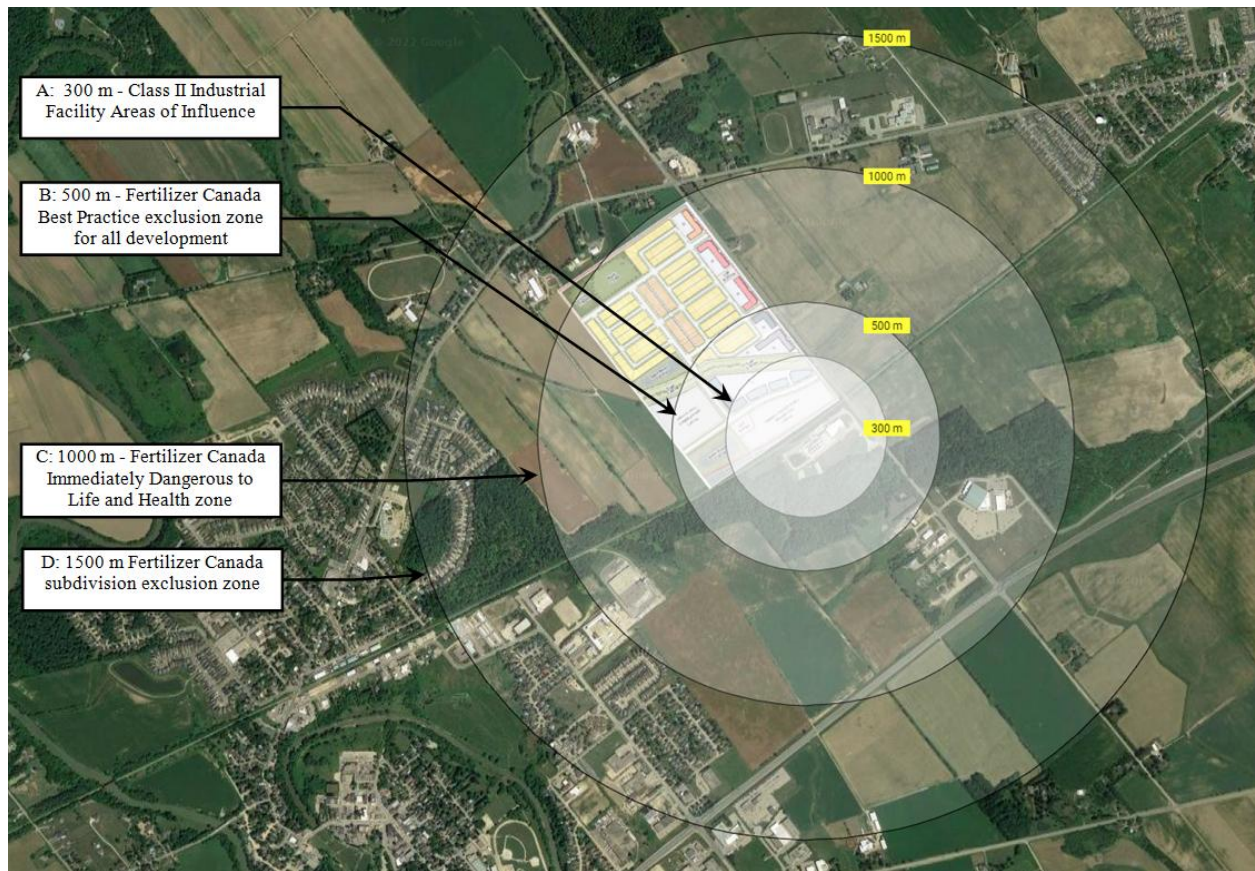


Figure 2 - Approximate exclusion zones

All of the office space and transit hub are within 300 metres of the storage tanks, an area of adverse effects.

The mixed use / employment area is within the 500 metres of Fertilizer Canada's best practice exclusion zone.

All of the proposed development is within the 1000 metre zone that is considered "Immediately Dangerous to Life and Health" by the CDC and Fertilizer Canada.

I have been told there is an emergency plan at Waterloo-Oxford Secondary School. I have also been told the Wilmot Recreational Complex is considered a community meeting space which is allowed under the new guidelines. The employment lands are not considered centres of high population concentrations and may be allowed outside the 500 metre exclusion zone although an emergency plan is required.

1. What studies has the developer done to show that the Province of Ontario is incorrect in its assessment that "adverse affects are likely to occur" within 300 metres of a Class II Industrial facility?
2. Why does the developer think it is safe to locate office space and the medical centre within 300 metres of ammonia storage?

3. Why does the developer think that mixed use / employment space within 500 meters of ammonia storage is safe?
4. Why does the developer think that it is safe to locate residential units in an area that is considered Immediately Dangerous to Life and Health?
5. Why did the developer not mention the dangers of ammonia storage in their proposal?
6. What emergency plans has the developer made in case of an ammonia leak or fire either at the Alpine facility or at the unprotected level crossing on Nafziger Rd.?
7. What number of people did the developer use in their evacuation plan?
8. Why did the transportation brief not mention the evacuation plan?
9. How is it possible to evacuate 7,000 + people in a timely manner when there are only 3 exits onto Nafziger from the development?
10. Can fire trucks and other emergency vehicles get around the corners on the roads in the subdivision?
11. Does the developer expect the volunteer fire departments in New Hamburg and Baden to be sufficiently equipped to respond to an emergency?

Approving this zone change could, in the case of an accident, expose thousands of people in this development to ammonia concentrations that are considered Immediately Dangerous to Life and Health.

12. Who will be held liable if there is an ammonia accident?

PEOPLE/JOBS PER HECTARE

The total number of residents and employees in the development has a large impact on the evacuation plans as well as on sewage, traffic congestion, parking, greenhouse and gas emissions.

The developer says there will be a minimum density of 65 people/jobs/hectare, which equals 2,809 people in the development. There is no maximum density noted in the attachments.

- Using the Region's average number of 2.73 people per unit, it is more likely to be 4,095 residents or 95 people/jobs per hectare.⁽⁶⁾
- At 1.74, this development will increase the population of Wilmot by 12%.
- At the Region's average density of 2.73, this development will increase the population of Wilmot by 19%.

13. Why is 1.74 used when the Region of Waterloo has an average of 2.73 people per unit?
14. How does the developer intend to limit the number of people per residential unit to 1.74?

(6) https://www.regionofwaterloo.ca/en/regional-government/resources/Census/DOCS_ADMIN-3260012-v3-PDL-CPL-20-11_Year-End_2019_Population_and_Household_Estimates_for_Waterloo_Region.pdf

The developer does not mention the number of employees in the office building space.

The office space is 66,426 square metres. The Federal Government has mandated a minimum office space of 13 square metres per employee although a traditional office layout is between 14 and 18.5 square metres per employee.⁽⁷⁾

- Based on the larger space of 18.5 square metres per employee, there is space for 3,590 employees in the office buildings.

Based on the number of residents and the capacity of the office buildings, the total population has the potential to be over 7,500 persons or 175 people/jobs per hectare.

- The developer says the peak traffic on Nafziger Rd will be 599 peak trips in the morning and 677 peak trips in the evening.

15. How many office workers did the traffic study use to determine peak traffic?

16. How many hours are there of peak traffic in a 24- hour period?

17. What is impact on all services (traffic, sewage, fire, ambulance, police, etc.) if the more realistic population numbers are used?

In addition, the developer says that the "*current total office Gross Construction Area does not include potential future development on the Future Transit Hub*". The mixed use / employment area is not included either.

18. What will be the maximum number of residents and employees when the subdivision is fully occupied?

19. How many employees are there expected to be in the mixed use / employment area?

20. What are the future development plans for the Transit Hub and how many more people will there be?

MEDICAL CENTRE

It is difficult to believe the developer will be able to staff the Medical Centre, or that a Medical Centre of this size is necessary. In Canada, each doctor has an average of 370 patients.⁽⁸⁾ Using the Region's average, 11 doctors are required for 4,095 residents. If the number of residents is based on the developer's minimum of 2809 residents, then only 8 doctors are required.

The Medical Centre is 1 of 5 office buildings and I have assumed it is about 13,200 square metres in size.

- The average medical office is between 112 and 140 square metres.⁽⁹⁾

7) <https://aquilacommercial.com/learning-center/how-much-office-space-need-calculator-per-person/>

(8) <https://nationalpost.com/pmnn/news-pmn/canada-news-pmn/canada-lags-behind-peers-in-doctors-per-capita-but-average-in-physician-visits>

(9) <https://www.medscape.com/viewarticle/554115>

- Using the upper range of 140 square metres, this is enough space for 95 medical offices.

For comparison: the Ira Needles Medical Centres in Kitchener has a total of 93 medical offices in two buildings.

21. A medical centre is established based on the population and how many doctors are needed to serve the people. Did the developer contact the Greater Kitchener Waterloo Chamber of Commerce, who have a committee for Physician Recruitment, to determine how many doctors are required for this area?
22. Why is the Medical Centre so large?
23. How many doctors does the developer expect will occupy the Medical Building?

15 MINUTE NEIGHBOURHOOD

The concept of a 15 Minute Neighbourhood is that a resident should be able to walk to shops, parks, restaurants, schools, gyms, medical services, churches, libraries and transit stations within 15 minutes of their residence.

It is assumed that a person can walk 1.2 km in 15 minutes or 4.8 km/hr. However, the average walking speed for seniors is 2.8 km/hr for women and 3 km/hr for men.⁽¹⁰⁾ The distance a senior can walk in 15 minutes is 725 metres.

The table below shows the time to walk at an average of 2.9 km/hr from the centre of the residential area by walking on the roads (no cutting across fields) to Nafziger Rd and then either north to Waterloo / Snyder's Rd. or south to the Recreation Complex

Location	Distance	One Way	Return
Waterloo-Oxford SS	1.2 km	25 minutes	50 minutes
Recreation Complex	1.7 km	35 minutes	70 minutes
Forest Glen	2.6 km	50 minutes	100 minutes
Centre of Baden	3.2 km	66 minutes	132 minutes
Sobeys	4.5 km	93 minutes	186 minutes

The distance from the apartment building in the north east corner of the subdivision to the centre of the transit-hub area, using the roads in the subdivision, is 1 km., a 21- minute walk for seniors.

(10) [https://bmgeriatr.biomedcentral.com/articles/10.1186/s12877-015-0031-2#:~:text=The%20average%20walking%20speed%20of,OR%20%3D%202.15\)%20and%20sedentarism.](https://bmgeriatr.biomedcentral.com/articles/10.1186/s12877-015-0031-2#:~:text=The%20average%20walking%20speed%20of,OR%20%3D%202.15)%20and%20sedentarism.)

The 15 Minute Neighbourhood does not apply to this subdivision and it is unlikely anyone will be walking to Baden or New Hamburg or even to the Recreation Complex.

PARKING

This is not a 15 Minute Neighbourhood and there is no rapid transit. Therefore, residents will need a vehicle. In the residential area, the developer has provided parking for 1.25 vehicles per unit or 1875 parking spots.

- In 2013, the Canadian average was 1.5 cars per household. ⁽¹¹⁾
- If we ignore the fact that in 2010 Waterloo Region had the second highest number of vehicles per people in Canada ⁽¹²⁾ and we use the 2013 national average, the residential area should have 2,250 parking spots.
- However, as this development is not a 15 Minute Neighbourhood, it is very likely that significantly more parking is needed. It is very probable that there will be 2 vehicles or more per unit.
- Another concern is the unit frontage. A standard single car driveway is from 2.7 to 3.6 metres wide and the width of a double driveway is 6 to 7.3 metres wide.
 - The frontage of a Single Detached unit is 9 metres. If the unit has a double driveway, the available curb space in front of the unit will be 1.7 to 3 metres wide.
 - The frontage of a Semi Detached unit is 14 metres. If the unit has two 6-meter wide double drives, there will be 2 metres of curb.
 - The frontage of a Townhouse unit is 5.5 metres. There is only enough room for a single drive way leaving 1.9 to 2.8 metres of curb.
 - The frontage of a back-to-back Townhouse unit is 6 meters. Still only room for a single width driveway.
 - The standard on-street parking space is 2.75 metres. Only Single Detached units have room for on-street parking but only if the narrow driveways are used and fire hydrants are not located in front of these units.

24. Why are no driveways shown on any of the overhead views of the development?

25. Since there is limited room for on-street parking, where will cars be parked if the number of people per unit is similar to the average of the Region?

26. Where will shovelled and plowed snow be deposited?

REGIONAL TRANSIT

A connection to regional transit is necessary to reduce greenhouse gas emissions, and traffic congestion.

11) www.thestar.com 2013 - Average number cars per household in Canada

12) www.keithmarshall.ca 2010 400000 vehicles for 535000 people waterloo region

In the presentation to Township Council, David Falletta of Bousfields, said:

"the transit hub is located along the rail corridor and the plan is for it to connect to regional transit to this township and it also allows for a destination for local buses to arrive."

There is nothing in Attachment 1 or 2 that says anything about Metrolinx other than a map of "Existing Urban Structure" on page 78 of the Cachet report with "All day Metrolinx Go Service (London – Toronto)" in the Legend. No location is shown.

27. What exactly is the transportation hub?
28. When will the Transportation Hub be built?
29. Please explain what 'bus modes' means?
30. What does the developer mean by 'regional transit'?
31. Why is 'All day Metrolinx GO Services' mentioned on page 78 of your proposal?
32. What discussions with Metrolinx have there been about Metrolinx GO Services to connect to regional transit lines?

AGRI-HUB

The developer claims *"The development of an agri-hub to reinforce the area's rural culture and provide support for local farmers"* and there is an *"agricultural theme that relates back to the community"*. The developer also says *"A new agri-hub is a community space that will reinforce the local roots and provide opportunities for community gardens and farmers markets to provide healthy, local, affordable food options."*

However, the Agri-Hub appears to be nothing more than a 0.97 hectares of grass.

33. What is the Agri-Hub?
34. Who owns the land and who is liable in the case of an accident?
35. Who pays for the maintenance?
36. Who approves what events can take place?
37. Who organizes the events?
38. Why is there no parking for events?
39. Is there any guarantee that houses will not be built on this land?

CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

Both the Township of Wilmot and the Region of Waterloo have made an effort to reduce their greenhouse gas emissions. The proposed development will stall that effort.

In 2012 the Township of Wilmot passed a formal motion to reduce its greenhouse gas emissions. *"Wilmot produced 1,205 tonnes of carbon emissions in 2012 — this new plan pushes them to drop to 904 tonnes per year by 2027, regardless of how the township might grow in the meantime."* ⁽¹³⁾

By 2019, the Township of Wilmot had *"reduced its GHG emissions by approximately 19.6 per cent or 330 tons (sic) since 2012."* ⁽¹⁴⁾

40. What is the total greenhouse gas emitted by constructing this development?
41. What energy source is being used to heat the subdivision?
42. What is the annual contribution to greenhouse gas from heating and cooling this development?
43. What is the impact on the Township of Wilmot's commitment to reduce greenhouse gas emissions?
44. What is the impact on the Region of Waterloo's commitment to reduce greenhouse gas emissions?
45. By 2035, all new cars and light duty trucks sold in Canada must be zero emission. How many charging stations are being installed in the development?

AFFORDABLE HOUSING

It is difficult to image being able to live in this subdivision without a car. The cost of housing should include the cost of having a car to get to work.

46. How can 50 units at 80% of the average cost of a unit in Waterloo Region be considered affordable when 2 cars will be required to commute to work since there is no access to rapid transit?
47. Who will own and operate the affordable housing?
48. What guarantees are there that affordable housing units will be re-sold at affordable prices and not at market prices?
49. Who will own and operate the affordable rental units?
50. What guarantees are there that affordable rental units will exist in the future?
51. Who will subsidize the rent reduction?
52. Are there extra costs such as parking and condo fees in addition to the rent?
53. Are extra costs limited to 80%?

13) <https://www.toronto.com/news-story/7913109-wilmot-township-pledges-to-cut-greenhouse-gases-by-2027/>

14) <https://www.toronto.com/news-story/9615960-wilmot-township-declares-climate-emergency/>

SUMMARY

My very limited knowledge of MZOs, Class II Industrial Areas of Influence, and ammonia storage has been acquired in the last 3 weeks. Surely, professionals need to evaluate the impact of this zone change before it is approved by Council.

We need to build housing, but it has to be done with climate change, renewable energy, transportation, preservation of farmland, access to schools, libraries, affordable housing, and neighbouring communities in mind.

This proposal seems to do little or nothing to solve the problems. What it does is exacerbate urban sprawl and encourage bedroom communities.

This proposal completely ignores the dangers of building near ammonia storage.

If this MZO is approved, Township of Wilmot will have set an example for all developers. Wilmot and our neighbouring townships will be inundated with MZOs to turn farmland into commuter subdivisions, with little or no control, or oversight by the townships.

Mr. Ramsey Shaheen, Cachet Developments , in his address to Council on January 4th, 2022, said:

"We are very discouraged by the lack of transparency and the nature of the relationship between the Region, the Township and the Developer."

"We are all for public input and public engagement."

"We as developers and the Township do not have any appeal rights with respect to the MCR process so we felt that our voices weren't being heard".

Under the MZO rules: **there is no transparency, there is no public input or engagement, there is no appeal** and the residents of the Township of Wilmot will **not have their voices heard**.

I urge Council to reject the MZO and allow the normal MCR process to be followed.

Steve Bottoms
New Hamburg

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: Wilmot MZO
Date: Saturday, January 22, 2022 6:13:51 PM

From: Sandra Bray
Sent: Friday, January 21, 2022 3:14 PM
To: Les Armstrong <les.armstrong@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>
Cc: Mike Harris <mike.harris@pc.ola.org>; Harold O'Krafka <harold.okrafka@Wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>
Subject: Wilmot MZO

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

Dear Mayor Armstrong and Wilmot Councillors,
I have followed the MZO request by Cachet and write to recommend refusal of this request, and to ask some questions.

Rationale for refusing this request?

- The developer has stated he is trying to bypass existing systems, in place to create coherent communities, designed into the Official Plan - an expensive document.
- In placing Cachet's priorities beyond the community planning in place, with no emergency, nothing new or original to offer, Cachet is consuming thousands of tax dollars and hours of Council time and local advocacy group time. It is making a pest of itself at our expense, when there are more pressing issues at stake.

Questions for Cachet:

As you know our Wilmot Township has adopted the TransformWR strategies to become carbon neutral by 2050, to create our own clean energy by 2050, and to reduce our emissions by 45% by 2030. And so I ask:

- What green infrastructure services does this land currently provide for the community?
- What new green infrastructure and heating/cooling technologies does Cachet propose, to reduce/eliminate the new emissions this development will create?
- Where has Cachet demonstrated the use of new building technologies, the reuse of building materials, and the incorporations of mature green infrastructure in the past?
- How many pounds of CO2 will Cachet increase local emissions, by removing the

proposed farm soil from carbon sequestration?

- How many pounds of CO2 will construction of the proposed development create?
- How many pounds of CO2 will heating/cooling of the structures create on an annual basis thereafter?
- How does Cachet propose to reduce the annual emissions to net zero, or is that reduction effort understood to be left to new home buyers and the Township?
- What is the projected heating/cooling cost of the average new home by 2030? 2050?
- What percentage of the homes will be under 1000 sq', suitable for seniors, singles, small families?
- What percentage of the homes will be built for Cohousing?

Thank you for your time and consideration; thank you for all that you do. Your work is important.

Cheers,
Sandra Bray

Climate Reality Leader
Assuring Protection for Tomorrow's Environment (APT Environment)

Co-founder, 1989
Board Member, current
Woolwich CleanTech Tour/Directory, Developer
GREN, Member

We have no plan B.

From: [Susan Fulop](#)
To: [clerks](#)
Cc: [Les Armstrong](#); [Angie Hallman](#); [Cheryl Gordijk](#); [Barry Fisher](#); [Jeff Gerber](#); [Jennifer Pfenning](#); [mike.harris@pc.ola.org](#)
Subject: MZO request for Wilmot Township- Question for the developer
Date: Thursday, January 6, 2022 7:56:19 AM

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

My question to the developer is how is his proposed development meeting the MZO criteria of extraordinary urgency? I was at the council meeting on Jan. 4, 2022 and I did not hear any reasons from the developer that his proposed project is an extraordinary urgent project.

Dr, Susan Fulop

Tracey Murray

From: Steph Goertz
Sent: Friday, January 28, 2022 4:11 PM
To: clerks; Cheryl Gordijk; Jeff Gerber; Barry Fisher; Jennifer Pfenning; Les Armstrong; Angie Hallman
Subject: Say NO to the Wilmot MZO

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

To Mayor, Armstrong, and Wilmot Councillors

I am requesting that Wilmot not move forward with approving the request my Cachet development.

Below are some of my concerns that I hope council will reflect on.

Below the first list will be my list for Cachet development. There will be duplications in this list.

Rezoning from Agricultural to Residential and Mixed Use

This is not just a simple zone change as some believe.

Planning and Regional Concerns.

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- The inappropriateness of using MZO's to plan the future of our community
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- The developer says there will be a minimum density of 65 people/jobs/hectare, which equals 2,809 people/jobs/hectare. If this development moves
- forward it would increase Wilmot's population by approximately 12%.
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- However; the density rate used in the report by Cachet is much lower than the provincial average. Why is this? The Region of Waterloo has an
- average of 2.73 people per unit which is also higher than the average used by Cachet. If you were to use the Region's average, it would mean that it would increase Wilmot's population by around 19%.
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- Based on Cachet's average people per unit and the capacity of the office building, the total number of residents and employees has the potential
- to be over 7,500 persons a day. It would be much higher if the provincial or the Regional averages were used.
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- What is the impact on all our services, traffic, sewage, fire, ambulance and police, of this sudden increase in population?
-

- - What are the traffic studies have been done around this area to understand what road work would need to be done? What other road work would need to be postponed and what are the consequences of this?
 - Our wastewater treatment facility was recently upgraded to meet the needs of 10,000 people. I'm assuming this upgrade was planned to meet the estimated population growth of Wilmot based on the developments planned as well some consideration to some potential infill 3 story buildings. I am also going to assume that upgrade was considered based on the average intensification rate for Wilmot township of around 35%. Has consideration been made for how many homes will be put in these new upcoming subdivisions based on the upcoming intensification rates and should we postpone developments until these new intensification rates are finalized knowing full well that these intensification rates are designed to not only better our communities, create more affordable housing, but also help us reach our climate objectives? Have numbers been reevaluated for how many homes will actually be built over the next 5 years in the current subdivision plan based on new expected intensification and how close would this bring us to our 10,000 people?
 - I am curious to know what the cost for this upgrade was to the Region of Waterloo. I am also curious to know if there was anything in the contract stating when/if there will be another upgrade paid for by the Region. If they don't plan to offer another upgrade the cost of a future upgrade needs to be taken into consideration because we may not be able to intensify our already greenfields and urban areas if we have to pay for an upgrade ourselves. This could mean that we may not be able to connect these isolated communities for a very long time if we accept the MZO proposal.
 - From my understanding, our fire safety trucks can only reach 3 floors. What additional training would our fire safety personnel need and what additional equipment. Since intensification rates are increasing this may be a cost that should be upgraded if there will be additional 4+ floor buildings but this should be a proper plan developed for this.

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- There is no minimum or maximum number of units provided in the MZO. Since the park and agri-hub areas are also zoned for residential in the
- MZO the applicant could actually build many more single detached homes, no townhouses and over 80 fewer apartment buildings while still meeting their density level. What is in the MZO to expect that there is actually green space in this development? If they
- don't have to follow standard planning rules does this mean could build just all homes?

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- Why are stacked cluster townhouses mentioned in the MZO but not in the design plan?
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- If this MZO is accepted what other infrastructure will have to be put on hold because the infrastructure needed for this will need to be prioritized?
- How much over our budget would this make us even if we cut all other costs? What urgent infrastructure would be cut that could lead to a safety concern or if not done, could lead to an even increased cost of replacement?
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- Can the developer legally mandate that a residential housing unit is only for a certain demographic such as seniors?
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- What is the guarantee that the apartment buildings will actually get built and when?
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- How do we ensure the affordable senior housing units actually are created and stay affordable?
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Environmental and Climate Change

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- We can't lose more prime farmland at a time when we will see food shortages because of COVID. Over the past two
- decades, Ontario lost farmland at a rate of 175 acres (about 70 hectares) a day, the equivalent of five family farms each week. At this rate in the coming decades we will not have any farmland left. Has the Township done a review of agricultural land that
- is not already rezoned for development or aggregate? Has a map been created to show what our community would look like in 5-10 years if all of the development gets developed and all other aggregate pits open?
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- This new large community is isolated from Baden and New Hamburg and does not connect with any transit routes.
- The only way it is connected to New Hamburg is through a trail which will make it difficult to walk in the winter or if the trail gets muddy.
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- Flooding in New Hamburg is increasing. Paving over adjacent farmland, and therefore increasing the amount of rain
- runoff could lead to an increase in flooding. Has there been a review of what the accumulative impact of Wilmot Woods, Wilmot Village, and the employment lands would have on the water runoff and flooding in New Hamburg? What would the cost be to our Township
- and it's residents with the potential increase in flooding? Has this cost been accounted for?
-
- Does Wilmot staff and council have a good understanding of the importance of agricultural land for carbon sequestration, water retention, cleaning and purifying water and keeping water in the ground for our wells, ecosystem health...?
- When was the discussion of this subdivision started and what steps have been lined up prior to this MZO proposal? At what point was it decided to sever the farmland at the north of the property at less than 80 acres, which goes against the Regional bylaw that has been in place since 1973, that states no farmland shall be severed less than 80 acres. Cachet seems to know every little of the bylaws and regulations in Waterloo Region. It seems hard to believe that they would have discovered the loophole of severing the land by donating land to the township as a trail. Did staff inform all councillors of what was happening when they accepted the donated land?

- If the MZO proposal is accepted does council fully understand the implications of what this will say to our farmers and our community? Can our community trust this process, this decision, and council/staff when there is a belief that conversations have been occurring before the MZO was submitted by Cachet?

Medical Building

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- Assuming the Medical Centre is around 13,200 square metres in size, which is enough space for around 95 medical offices, and that the two Ira Needles Medical Centres in Kitchener has a total of 93 medical offices, why is Cachet's Medical Centre so large?
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- There is very little information or research in the report about the Medical Centre. How do we know they have any capability to develop and find health practitioners for it?
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- How many doctors are expected to occupy the Medical Building?
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- Has the developer received approval for funding from the Ministry of Health for doctors?
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- What model is being used to fund the doctors?
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Transit Hub

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- What exactly is the transportation hub? What does 'bus modes' mean?
- What does 'Metrolinx GO Services' mean?
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- When will the Transportation Hub be built?
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- Have there been any discussions with Metrolinx about building a GO train station to connect to regional transit lines and if not then how can they state they are creating a Transit Hub.
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- Have there been any discussions with the Minister of Transportation regarding funding to connect to regional transit lines?

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- The transit hub is not listed in the Ministry Zoning Order even though it is mentioned in the description. This means it won't be part of the approval process. What does this mean?
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- Will the transit hub area just be a very large paved parking lot until something happens with the space?
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- What happens if Cachet fails to create the necessary partnership to build the regional transit lines?
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- Since Cachet does not state in their report that the "current total office Gross Construction Area does not include potential future development on the Future Transit Huboes" does this mean they already have alternative plans for this space?
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- What would stop Cachet from creating more housing in this area since it is already zoned for this?
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- How can the applicant design a transportation hub without reviewing all of the proper steps to understand what a transportation hub needs to look like in Wilmot?
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Agri-Hub

- How can we ensure the 'Agri-Hub' is actually created when there are no provisions in the MZO requiring it.
- Since the developer is also requesting that the Agri-Hub area be zoned for housing, how certain are we that they won't just build additional housing?
- Other than this space being a green space what features will be here? How would this differentiate it from the other green space?

15-minute Community

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- Cachet Development uses the term 15-minute community often in their proposal yet shows very little knowledge of what it means. Simply building a number of compact housing units and creating space for businesses does not make a 15-minute community. Please see the previous presentation I made in 2021 and sent in to council regarding 15-minute communities.
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- No one in the development will be able to walk to Baden or New Hamburg or even the Recreation Complex within 15-minutes
- so unless all of the services that are offered to those in New Hamburg and Baden are also put in this community plus all of the missing services, it will not create a 15-minute community. It is just a buzzword they are using, hoping that using the word will
- be enough to convince others that they know what they are talking about.
-

Green Space

- Since the developer is also requesting that the park area be zoned for housing, how certain are we that they won't just build additional housing?
- What is this green space? Will it be grass or meadow? Will there be trees or areas for shelter? Who will be responsible for its upkeep? As of right now this development will not have a playground for families to walk to.

Relationship with the Region and other Municipalities

Cachet Homes essentially confirmed that the request for the MZO was intended to circumvent the Region's planning process. A process that has been going on for over a year.

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- The chain reaction that could be unleashed leads to other MZO's being proposed by other developers, who also want to try and squeeze in their
- plans before the WR Official Plan is completed.
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- It could destroy the work currently being done by the Region of Waterloo to reach the tight timeline to finish the Regional Official Plan.
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- It could raise conflict between the Townships as they wait for the Official Plan to be completed, which will determine where growth will be
- in Waterloo Region.
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- It could undercut and bypass the overall Regional Planning process causing havoc on future planning and our relationship with the Region of
- Waterloo.
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- Why is there a rush to force an approval by using the MZO process instead of following the normal MCR process which allows for public input?
- Especially since Cachet stated that they don't "expect to be putting a shovel in the ground anytime soon"
-

Questions to be sent to Cachet

1. In your presentation, you stated you have never been involved in an MZO before. After taking time to reflect on this statement can you truthfully say you have never been involved in an MZO proposal?
2. In your presentation to council you sounded very unclear on what planning processes you would still need to do if this MZO was accepted. Can you clearly state what steps would be skipped because of the MZO and which ones you will have to do?
3. Why did you choose a lower density rate than the Regional average and the Waterloo Region average?
4. What would the estimated number of people be that would come in and out of the community based on the expected density and office spaces? (please also state the density rate you used). How would this number impact our wastewater treatment facility if an additional hundreds/thousand people would be using both the residential and employment areas?
5. There are no minimum or maximum number of units provided in the MZO. Does this mean you have plans to put residential units where it is currently non in the drawings, such as the park and agri-hub which you are requesting to be zoned for residential in the MZO?
6. Since this MZO proposal would allow you to space out the number of homes since you could also build in the green space and agri-hub, it would allow you to build many more single detached homes, no townhouses and almost 100 fewer apartment units, while still meeting your density level. What guarantees do we have you won't do this?
7. What is in the MZO to expect that there is actually green space in this development?
8. Why are stacked cluster townhouses mentioned in the MZO but not in the design plan?
9. Can you legally mandate that a residential housing unit is only for a certain demographic such as seniors?
10. What is the guarantee that the apartment buildings will actually get built and when?
11. How do we ensure the affordable senior housing units actually are created and stay affordable?
12. How much water runs off your property and will it impact flooding?
13. Assuming the Medical Centre is around 13,200 square metres in size, which is enough space for around 95 medical offices, and that the two Ira Needles Medical Centres in Kitchener has a total of 93 medical offices, why is Cachet's Medical Centre so large?
14. What history or research do you have with Medical Centres? Who will be responsible for finding the health practitioners for it? What other types of medical businesses do you see filling this space? How many doctors are expected to occupy the Medical Building?
15. What exactly is the transportation hub? What does 'bus modes' mean? What does 'Metrolinx GO Services' mean?
16. When will the Transportation Hub be built?
17. Have there been any discussions with Metrolinx about building a GO train station to connect to regional transit lines and if not then how can you state you will be creating a Transit Hub?
18. Have there been any discussions with the Minister of Transportation regarding funding to connect to regional transit lines?
19. The transit hub is not listed in the Ministry Zoning Order even though it is mentioned in the description. This means it won't be part of the approval process. What does this mean and why is this?
20. Will the transit hub area just be a very large paved parking lot until something happens with the space?
21. What happens with this space if you don't create the necessary partnership to build the regional transit lines?
22. You state in their report that the "current total office Gross Construction Area does not include potential future development on the Future Transit Hub". What does this mean? Does this mean they already have alternative plans for this space?
23. How can we ensure the 'Agri-Hub' is actually created when there are no provisions in the MZO requiring it? You are requesting for this same area to be zoned for housing, how certain are we that they won't just build additional housing?

24. Other than this space being a green space what features will be here? How would this differentiate it from the other green space?
25. Please provide a detailed description of what a 15-minute community means to you as well as how your community would qualify and what is lacking?
26. How do you see this community connected to other areas in Wilmot?
27. Since you are requesting that the parking area be zoned for housing, how certain are we that you won't just build additional housing?
28. What is this green space? Will it be grass or meadow? Will there be trees or areas for shelter? Who will be responsible for its upkeep? As of right now, this development will not have a playground for families to walk to.
29. How do you feel this MZO would impact our relationship with the Region, the townships and the other developers currently going through the proper planning processes?
30. Please explain your thought process and how the agreement was made with Wilmot township for severing the farmland, less than 80 acres, from the rest of your area in the MZO proposal. When did the conversations start and how was it decided that this was an option?

stephanie goertz (she/her)

Living and working on the Haldimand Tract, land promised to the Haudenosaunee people of Six Nations, which includes six miles on each side of the Grand River. This territory is the traditional territory of the Attawandaron, Anishnaabeg, and Haudenosaunee Peoples.

My life and work reflect the privilege of benefiting from the removal of the Indigenous peoples from their territories and I commit to using that privilege towards restitution and reconciliation.

From: [Sarah Harnack](#)
To: [clerks](#)
Subject: Vote NO to the MZO
Date: Friday, January 7, 2022 10:53:09 AM

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

Hello,

I am writing to voice my concern and in hopes that you will consider voting no to endorsing the MZO proposal.

I am a lifelong Wilmot resident, and I am passionate, proud, and immensely grateful to live in this township. It's important for me to be an active member of my community and as so I sit on the board of the Wilmot Agriculture Society as well as Interfaith Counseling Services.

One of my hopes for our township is that we become more attractive and welcoming to diverse individuals and families. So initially, hearing this developers proposal of "affordable" housing was a welcome change for me. But then the loudest question in my head became "Why would diverse families choose Wilmot?"

Where will they work? How will they get there? What range of programming is available to their children? What social supports do we have in place? Will they be able to practice their religion/faith in our community? Do our schools have the ability/funding to support their children (ESL programs as one example)? Will they be able to access help if they need it?

It feels to me that we have so much work to be done in both physical and social infrastructure before we are able to welcome a wide range of diverse families to our community. And if this developer's intentions to do so are genuine, then we must demand as a community that they support our infrastructure first.

A development of this size deserves public input, it deserves to be well thought out so that we continue to thrive as the township that I love and adore. An MZO is simply not the proper channel to do so.

I support change and developing our community for the better, I do NOT support an MZO. I hope you will vote no.

Sarah Harnack.

From: [Cheryl Gordijk](#)
To: [Council](#)
Cc: [clerks internal](#)
Subject: FW: MZO
Date: Saturday, January 8, 2022 12:53:34 PM

Good afternoon

I have received permission from Sandy to forward this email to council and to the clerk's department.

Cher

Cheryl Gordijk (she/her) |Councillor – Ward 2 Township of Wilmot
60 Snyder's Road West, Baden, ON N3A 1A1
P.519.998.8317 |cheryl.gordijk@wilmot.ca
www.wilmot.ca

Wilmot Township is on the traditional territory of the Neutral, Anishnaabeg, Haudenosaunee and Mississauga peoples

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

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of Sandra Hirschberger
Sent: Wednesday, January 5, 2022 6:04 PM
To: Cheryl Gordijk <cheryl.gordijk@wilmot.ca>
Subject: MZO

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

Cheryl Gordijk

"I am reaching out to state that I am completely against the proposed MZO. There are other ways to obtain growth in our community and an MZO is not the way. I would like my email included in the public record"
Thank you for listening.

Genuinely
Sandra Hirschberger
St.Agatha

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkgHd8LKy6WMweQuAleQuAl>

This email was sent to you by Sandra Hirschberger through <https://www.wilmot.ca>.

Tracey Murray

From: Salima Mawani
Sent: Friday, January 28, 2022 8:51 AM
To: Jeff Gerber; barryfisher@wilmot.ca; Angie Hallman; Jennifer Pfenning; Cheryl Gordijk; Les Armstrong; clerks; mike.harrisco@pc.ola.org
Subject: Wilmot MZO

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

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerk's office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives, you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and its residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will affect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, etc?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped, how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast, how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high-quality standard?
3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My children enjoy using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an Agri Hub and how will your organization contribute to its long-term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their

thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is Wilmot going to do to ensure that doesn't happen?

25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes? No turning mechanisms?)

I look forward to hearing the answers to my questions. If you have any concerns , please feel free to contact me.

Sincerely,
Salima Mawani

○

From: [Harold O'Krafka](#)
To: [Dawn Mittelholtz](#); [Tracey Murray](#)
Subject: FW: Wilmot development
Date: Tuesday, January 18, 2022 3:15:45 PM

Please add to the package for Cachet.

thanks

h

From: s.purvessmith
Sent: Tuesday, January 18, 2022 2:22 PM
To: Harold O'Krafka <harold.okrafka@Wilmot.ca>
Subject: Wilmot development

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

Dear Wilmot Township Planning Staff,

There are too many unwanted developments in Ontario these days. Please let the citizens of Wilmot make these decisions. MZOs should not have that power. We need to restore land, not build on it.

Shannon Purves-Smith

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: Wilmot Development
Date: Sunday, January 23, 2022 7:39:44 PM

From:
Sent: Tuesday, January 18, 2022 2:17 PM
To: Les Armstrong <les.armstrong@Wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>
Subject: Wilmot Development

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

Dear Wilmot Councillors

I really hope this development in Wilmot will not come to pass. When the majority of citizens do not want it, the MZO should be cancelled. Too much land for housing will be a problem later on.

Shannon Purves-Smith

WILMOT STATEMENT OF CONFIDENTIALITY: This electronic transmission, including any attached document(s), may contain information that is privileged, confidential or otherwise protected from disclosure under applicable law and is for the sole use of the intended recipient(s). If the receiver of this information is not the intended recipient, or the employee/agent responsible for delivering the information to the intended recipient, you are hereby notified that any use, reading, dissemination, distribution, copying or storage of this information is strictly prohibited. If you have received this information in error, please notify the sender by return email and delete the electronic transmission, including all attachments from your system. If you have received this message as part of corporate or commercial communications and wish not to receive such please send a request to unsubscribe@wilmot.ca

From: noreply@esolutionsgroup.ca on behalf of [Sharon Robertson](#)
To: [Township of Wilmot](#)
Subject: Moratorium on Wilmot MZO
Date: Saturday, January 15, 2022 10:14:47 AM

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

Dear Mayor Les Armstrong, Councillors, Clerk's Office,

Re: I am against the Wilmot MZO

I support a Wilmot MZO moratorium until such time that a comprehensive review by the citizens, of their intended use, is undertaken for future application.

Please include my email in the public record, staff report and to the developer.

Sincerely,
Sharon Robertson

Origin: <https://www.wilmot.ca/Modules/contact/search.aspx?s=rKJmm1wnArkgHd8LKy6WMweQuAleQuAl>

This email was sent to you by Sharon Robertson through <https://www.wilmot.ca>.

From: [Shannon Rutherford](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); mike.harrisco@pc.ola.org
Subject: Stop the Wilmot MZO
Date: Friday, January 7, 2022 5:57:59 PM

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

Good Afternoon

My name is Shannon Rutherford and I have been a resident in Baden for the past 7 years. My husband and I moved here to be able to raise our 2 children in a small town. We are able to enjoy the many great things Wilmot has to offer, hockey, swimming, trails, splash pads and parks. We are both very concerned about the proposed MZO and have several questions that as our elected officials we need you to get the answers for.

- how will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development - school, emergency services, etc.
- why are we skipping the proper planning steps for this development?
- what is the current capacity in our local schools? Will any children from this development go to our current schools? I feel that my kids classroom sizes are already large - how will this affect them?
- Both of my children play hockey, enjoy swimming and the splash pad and they are already overwhelmed with our current population. There has been talk for years about the addition of a new ice pad that has not happened yet. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my children lose opportunities because our amenities aren't growing at the rate of housing with this development?
- What impacts on taxes does the township predict with this development?
- How will traffic and commute times be affected? I travel from Baden to New Hamburg regularly. Is this going to affect my drive for basic amenities?
- What commitments are being made by the region to address potential safety/upgrades at the intersection of Nafziger Road and Snyder's Rd/Waterloo St?
- What is the timeline from MZO approval to initial occupancy? Will it be built in phases? Will the commercial property be developed at the same time as the residential?
- What safety risks are involved with the increase of use with Nafziger Road?
- Have there been discussions with the region of Waterloo to discuss Regional assets directly affected by this development? Bike lanes? Sidewalks? CN Railway Crossing? Speed? Street lights on Nafziger Rd?

For these questions and more we are very concerned about approving this MZO. We are all for growth in Wilmot and understand it is needed, however we want it to be done the correct way with proper consultations, studies and approval.

Please think long and hard about if this is really the growth we want to see in our Township.

Shannon

From: [Sandy Schout](#)
To: [Jeff Gerber](#)
Subject: Fwd: Say NO to MZO letter
Date: Monday, January 24, 2022 6:38:14 PM

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

Begin

Subject: Fwd: Say NO to MZO letter

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. Cross your t's and dot your i's. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, and how this will affect the entire community before you vote.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates

will be needed to accommodate this large development- school, emergency services, sewage, ect?

2.

Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of wilmot for many years? What is being put in place to hold them accountable to a high quality standard?

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What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?

4.

Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?

5.

My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

6.

Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be

accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?

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How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12.
What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13.
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What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
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16.
What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17.
What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18.
What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals (i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.)
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What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
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Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
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- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

From: [Andy Shinnie](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); [mike.harrisco@pc.ola.org](#)
Subject: Stop the MZO
Date: Friday, January 7, 2022 1:47:13 PM
Attachments: [image0.jpeg](#)

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



Sent from my iPhone

January 28, 2022

Harold O'Kafka
Director of Development Services
Township of Wilmot
60 Snyder's Road West
Baden, ON N3A 1A1

Dear Mr. O'Kafka:

**RE: Cachet Developments (NH) INC./Cachet Developments (NH WEST) INC. Request for a Minister's Zoning Order, 1265 and 1299 Waterloo Street, Township of Wilmot
OUR FILE 1985B**

I am writing on behalf of our clients, Stremma Developments (Baden Southeast) Inc., Stremma Developments (Baden Southwest) Inc. and Snyder's Road (Baden) GP Inc., in response to a request for the Township's support of a Minister's Zoning Order (MZO) from Cachet Developments (NH) INC. and Cachet Developments (NH WEST) INC.'s ('Cachet') on 43 hectares of land they own on the west side of Nafziger Road, and municipally addressed as 1265 and 1299 Waterloo Street. Our clients have asked us to make the Township aware of its position, as a neighbouring landowner on the MZO request.

As you know, our clients collectively own approximately 126 hectares/311 acres in Wilmot Township, consisting of lands both within and outside the Township Urban Area (TUA). The additional lands they own outside of the TUA are predominantly within the Countryside Line and contiguous with the TUA (see attached Figure).

One of our clients' parcels within the Baden TUA is subject to a plan of subdivision (30T-21601) and zone change application. The applications were supported by a number of technical reports/studies that were reviewed and discussed through a formal pre-consultation process. The applications have been deemed complete and circulated by the Region and Township, and continue to be reviewed by agencies, Township and Regional staff. A Public Meeting was held on September 27, 2021, and the Township continues to receive public comments on these applications.

The engineering design of the proposed subdivision is also being processed and reviewed in conjunction with an on-going Municipal Class Environmental Assessment for the Baden Trunk Sanitary Sewer. The Municipal Class EA comprehensively reviews and assesses the sanitary servicing strategy for not only the subdivision lands but also lands outside the Baden TUA and within the established Countryside Line.

Coincident with the circulation of our clients' subdivision applications, our client has been actively engaged in the Region's on-going Regional Official Plan Review and Land Needs Analysis/Municipal Comprehensive Review (MCR). Our client has made a number of written submissions and attended several

meetings with Regional and Township Staff to review the merits of potentially expanding the Township Urban Area to include part of their lands. Our clients' land holdings outside the TUA are identified as property No. 29 in Attachment B of the Region's Preliminary Growth Scenarios and Evaluation Criteria Report PDL-CPL-21-29, and were also identified in the Township's submissions to the Region's Land Needs Analysis as the **highest priority** ('Priority A') for urban expansion.

The above is provided as a back-drop and illustration of how our client has been collaboratively working with the Township, Region and agencies within the established local planning and public engagement framework to not only advance their active planning applications but also the future growth of the Township in the context of the Region's MCR. Our client is concerned that Cachet's MZO request has the potential to undermine the process and collaborative work our client has been undertaking in 'good-faith' with the Township, Region, review agencies and the public. Our client would not want approval of the Cachet MZO to be at the expense of an urban expansion that would, properly, include its own lands.

In particular, our concerns with Cachet's MZO can be summarized as follows:

- 1) Cachet's MZO is not a comprehensive approach to this area.
- 2) Servicing capacity should be confirmed in the first instance.
- 3) Public and Stakeholder Input
- 4) The Cachet proposed MZO has the potential to prejudice the outcome of the MCR.

Not a Comprehensive Planning Approach

The requested MZO treats the Cachet lands in isolation and does not include any of our client's lands which have been identified as the Highest Priority. Servicing of Cachet's lands are dependent upon the extension of services through undeveloped lands within the TUA and contrary to the broader servicing plans for the area as contemplated by Township's Master Servicing Plan. Policies of the Township Official Plan require a comprehensive planning process prior to the designation of new areas of development in New Hamburg. Such a process would include a comprehensive analysis and consultation with agencies and the public. Priority should be given to processing plans and assigning servicing capacity to lands that are currently designated for development. If the Township favours utilizing an MZO to plan this area then our client requests that the Township either take control of the MZO process and ensure that the lands subject to it are not limited to Cachet's lands or, direct Cachet to revise its MZO to include such other, appropriate, lands.

Confirmation Servicing Capacity

The servicing report completed in support of Cachet's MZO does not include a detailed analysis of available water or sewage treatment plant capacity, which has regard to intensification, vacant lots in registered plans, draft approved, pending plans and uncommitted lands within the TUA. Available servicing capacity should be confirmed by the Region of Waterloo, prior to any consideration of Cachet's MZO proposal. Cachet's MZO has the potential to take-up the majority of the remaining sanitary treatment capacity and would have the effect of 'sterilizing' other priority lands in the Township.

Public and Stakeholder Input

We recognize that the Regional MCR is intended to determine urban expansions and we favour an urban expansion for the Township. We likewise recognize that the Region's MCR, implemented through a new

Regional Official Plan, is approved by the Minister of Municipal Affairs and Housing whose decision is not subject to appeal and the Township could find itself on the “short end of the stick”. We certainly do not wish to see that happen. We also appreciate that an MZO and MCR have different public input processes from one another. The Township must decide if it favours the MZO approach to urban expansion or not, and if it wishes to support the MZO, we ask that it be done in a comprehensive manner.

Potential to Prejudice the Outcome of the MCR

We understand Cachet’s MZO proposal may relate to their inability to appeal the Region’s Land Needs Assessment (LNA), but this concern is not unique to Cachet. All landowners seeking urban expansions throughout the Region are in the same situation. The Township is in the very same position. If population is effectively assigned to the Cachet lands through the MZO, then there may not be any population left for other stakeholders in the Township or throughout the Region.

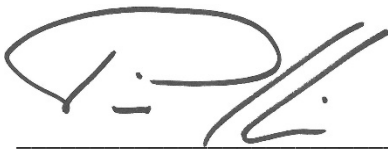
Summary

In summary, our client has been working collaboratively with the Township and Region throughout the on-going LNA/MCR process to achieve a made in Waterloo Region solution. Cachet’s MZO proposal is not a comprehensive approach to planning in the Township. The Township must decide if it wishes to endorse an MZO approach (given the lack of appeal rights to the MCR) and if it chooses to do so, it should take control of the MZO process and ensure that comprehensive, good planning, results. The Cachet MZO should not be at the expense of other stakeholders in the Township or the Region.

Thank you for considering our comments and we look forward to working with you and the Region on our applications and the MCR.

Yours truly,

MHBC

A handwritten signature in dark ink, appearing to read 'P. Chauvin', with a horizontal line underneath.

Pierre J. Chauvin, MA, MCIP, RPP
Partner

Attach.

- c. Nick Gougoulas, Snyder’s Road (Baden) GP/Stremma Developments
Mayor Armstrong and Township Council
Regional Chair, Karen Redman
Mike Harris Jr., MPP

Context Plan

Snyder's Road (Baden) GP Inc./
Stremma Developments Inc.
1012 Snyder's Rd W, 1149 Snyder's Rd W, 1455 Nafziger Rd
Township of Wilmot
Regional Municipality of Waterloo

- LEGEND
- Snyder's Road (Baden) GP Inc.
- Draft Plan of Subdivision
Snyder's Road (Baden) GP Inc.
- Stremma Developments
(Baden Southeast) Inc.
- Stremma Developments
(Baden Southwest) Inc.
- Township Urban Area Boundary
- Countryside Line from
Township Official Plan
- Parcel Fabric
- Baden Trunk Sanitary Sewer
EA Primary Study Area
- Industrial Lands

Sources:
- 2018 Imagery: Google Earth
- Township Urban Area Boundary and Countryside Line from Township of Wilmot Official Plan (consolidated April 2019). Boundaries are approximate.

DATE: January 26, 2022	
FILE: 1985B	
SCALE ±1:20,000	
DRAWN: DGS/JB	

K11985B-BADEN SETTLEMENT AREA EXPANSION|RPT|CONTEXT MAP JANUARY 2022

From: [The Elligs](#)
To: [Jeff Gerber](#); [Barry Fisher](#); [Angie Hallman](#); [Jennifer Pfenning](#); [Cheryl Gordijk](#); [Les Armstrong](#); [clerks](#); [mike.harrisco@pc.ola.org](#)
Subject: MZO
Date: Monday, January 24, 2022 9:52:01 AM

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

Good Morning,

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to Wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councilors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

It is your responsibility to make an educated decision for our community. You need to ask many questions and ensure you know what Wilmot is signing up for, who we are working with, what their intentions are, how this will affect the entire community, and how much thought they have put into this development.

Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1.
How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2.
Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what Wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new

development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast, how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmot for many years? What is being put in place to hold them accountable to a high quality standard?

3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Has an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
- 10.

How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.

11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" be reserved for? Years? Decades?

Indefinitely?

20.

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

21.

What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA

22.

What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

23.

What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

24.

Wilmot has some of the most fertile, productive and prosperous agriculture in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we affecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades. What is Wilmot going to do to ensure that doesn't happen?

25.

What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development
(i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Sincerely,
Tracy Ellig
Concerned Wilmot Citizen

Tracey Murray

From: Tracey Murray
Sent: Tuesday, February 1, 2022 2:37 PM
To: Tracey Murray
Subject: FW: Feb. 14th MZO Comment

From: TERRY FEWKES
Sent: Thursday, January 27, 2022 10:41 PM
To: clerks <clerks@Wilmot.ca>
Subject: Feb. 14th MZO Comment

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

Council,
Please do not vote in support of the Cachet proposal. Within 10 years of completion, this development would turn into the Wilmot Township slum and a major ROW policing problem. This proposal would become an endless money pit for the citizens of Wilmot and Waterloo Region.

Thank-you,
Terry Fewkes

From: [Angie Hallman](#)
To: [clerks](#)
Cc: [Tom and Marlene Knezevich](#)
Subject: FW: MZO Wilmot Township
Date: Saturday, January 8, 2022 9:29:12 PM

Good evening Dawn and Tracey,

Please include the Knezevich's comments as part of the public record.

Their consent is below.

Cheers, Be well,
Angie

From: Tom and Marlene Knezevich
Sent: Wednesday, January 5, 2022 4:19 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO Wilmot Township

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No problem. You may use for public record, Marlene

PS: I listened to the meeting last night and did not realize we have a height limit of 30 feet or three stories. That needs to change to increase intensification and density. The suggestion of 6 stories by the developer is very reasonable and I even suggest higher. In employment lands, there should be highrise commercial, etc.. More land open rather than sprawl is important for many reasons and especially when it comes to flood mitigation.

On Wednesday, January 5, 2022, 01:26:13 PM EST, Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good evening Tom and Marlene,

I share many of your thoughts and concerns over this MZO process.

Can I have your consent to have your email included in the public record.

Be well,

Angie

From: Tom and Marlene Knezevich

Sent: Tuesday, January 4, 2022 11:51 AM

To: Mike Harrisco <mike.harrisco@pc.ola.org>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Harold O'Krafka <harold.okrafka@Wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>; clerks <clerks@Wilmot.ca>

Subject: MZO Wilmot Township

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

Dear Ms. Chambers, Mr. O'Krafka, Ms. Mittelholtz, Ms. Murray, Mayor Armstrong, Ms. Hallman, Ms. Gordijk, Mr. Fisher, Mr. Gerber, Ms. Pfenning, Mr. Harris:

As a resident of Wilmot Township, I am asking you to **NOT APPROVE** this MZO request. MZO's have no place in our community. All development needs to follow the proper planning processes that have served us so well and given us what we enjoy today. I'm also very concerned about how septic services and other infrastructure can be provided for these 1200 proposed residential homes? My understanding was that we are already at full capacity for septic services.

Will this MZO bypass environmental studies? Water security and safety are of paramount importance. There is a creek running through the property and every effort should be made to enhance water quality, plant trees along it and protect from polluting runoff. Are this development and all future developments following Low Impact Development? I have attached several links about what other areas are doing.

I do not trust MZOs as planning steps get skipped and there is no recourse later because there is no appeal process. The consequences can be long-term and at a cost to our township and residents. If our water tables get polluted, you can not 'fix' this. Elmira after decades continues to have issues although this was industrial. Also, what is being done to ensure, we meet our targets for air quality, sustainability, and walkable community (walk under 20 minutes to recreation services, groceries, library, health care, etc.) I moved to New Hamburg because it met my requirement of being able to park the car and walk or cycle to a library, grocery store, restaurants, hardware, dentist, eye and medical services, etc. I am about to turn 70 so this is doable.

Overall, I agree with intensification and increased density but it must be done correctly. I have heard too, that overall cost to the Region's tax base, it is more economical to develop in KW and Cambridge as infrastructure is already there.

I would appreciate a response about this concern from the appropriate staff person at the Township of Wilmot. Thank you.

Marlene Knezevich

New Hamburg

<https://www.conteches.com/stormwater-article/article/111/what-is-lid-five-principles-of-low-impact-development>

<https://thamesriver.on.ca/water-management/lid>

<https://www.hamilton.ca/home-property-and-development/water-sewer/low-impact-development-lid-stormwater-management>

<https://cvc.ca/low-impact-development>

<https://sustainabletechnologies.ca/lid-ttt/>

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Tracey Murray

From: T Natywary
Sent: Thursday, January 27, 2022 3:07 PM
To: Angie Hallman; Barry Fisher; Cheryl Gordijk; clerks; Jeff Gerber; Jennifer Pfenning; Les Armstrong; mike.harrisco@pc.ola.org
Subject: Re:

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

To whom it may concern,

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents and make decisions that are in the best interest of Wilmot and it's residents. Please strongly say no to this MZO and set an example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping Wilmot great!

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Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

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planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of Wilmet for many years? What is being put in place to hold them accountable to a high quality standard?

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6. Wilmet is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
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12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
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25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?
 - o Sidewalks/Bike Lanes non-existent
 - o CN Railway Crossing for Pedestrians
 - o Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
 - o No street lighting present on Nafziger Road
 - o Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)

Respectfully,
Ian & Terri Natywary

Tracey Murray

From: victoria trznadel
Sent: Thursday, January 27, 2022 3:08 PM
To: clerks
Subject: MZO

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

Hello,

January 27th, 2022

I am a newer resident of wilmot township but my husband has lived here all his life. We moved back here recently from Kitchener to raise our family in a smaller quieter town. I am writing my email in regards to recent MZO that was proposed over Christmas. I am emailing a number of government officials and the clerks office today so my questions will be forwarded to the developer and included in the public record.

I am strongly AGAINST THE MZO and believe that we can bring growth to wilmot in a more ethical and responsible way. I have many concerns and questions I would like our councillors to examine and for the developer to answer. As our voted in representatives you have the responsibility to represent your constituents. Please strongly say no to this MZO and set a example that this is NOT the way development should happen- community engagement and planning are fundamental is keeping wilmot great!

Please see my list of questions below.

Thank you,
Vicroria Berwick-Trznadel

- How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
- Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps?
- What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
- Is our Fire Services infrastructure capable of this development? If not, what are the deficiencies?
- My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?
- Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? How will guest parking be accommodated? How many traditional parking spaces per home are going to be available?
- New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
- What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO?
- Will this development effect water quality within the township? What studies will be conducted to ensure it does not?

-Why is the Park disconnected from the Trail and far from the senior center?

-How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.

How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration?

-What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?

-Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?

-What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?

-How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?

-What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?

-What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?

What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})

-What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?

Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?

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-What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

Sidewalks/Bike Lanes non-existent

CN Railway Crossing for Pedestrians

Current speed of 80 KM/H (if observed by motorists) – need to lower to 60

No street lighting present on Nafziger Road

Motorist's entry/exit points onto Nafziger/into development (i.e., roundabouts? Traffic lights? Turning lanes? No turning mechanisms?)

-What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?

-What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?

Will local trades be used to build these home or will Cachet be using Toronto trades and causing more pollution?

From: [Angie Hallman](#)
To: [clerks](#)
Subject: FW: Stop the MZO
Date: Monday, January 24, 2022 10:47:02 AM

From: Wendy Cameron
Sent: Sunday, January 23, 2022 9:51 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: Stop the MZO

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Thank you for responding so quickly and confirming my privacy wishes. Yes, please include my comments in any way you feel would be helpful to ensuring proper community engagement.

Best wishes,
Wendy

On Sun, Jan 23, 2022, 7:35 PM Angie Hallman <angie.hallman@wilmot.ca> wrote:

Hi Wendy,

Thank you for your email. I share your concerns on the MZO process.
Can I have your consent to have your comments included in the public record?

Be well,
Angie

From: Wendy Cameron
Sent: Sunday, January 23, 2022 6:21 PM
To: mike.harrisco@pc.ola.org; clerks@Wilmot.ca; Les Armstrong <les.armstrong@Wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Angie Hallman <angie.hallman@wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>
Subject: Stop the MZO

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

Please consider this my opposition to an MZO. I fully support Wilmot growth, if and where that makes sense. The only way to know that it does in fact make sense is to allow for appropriate planning and consultation. If there was an urgency to this development, perhaps an MZO would make sense. As it stands, it feels as though we're just supporting developers in their bid to cut

crucial corners. We've already lived through a disastrous lack of engagement with the Prime Minister's Path. Please do the right thing and ensure the residents have a voice in any potentially significant changes to our community.

Thanks,
Wendy Cameron
Baden resident

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Tracey Murray

From:
Sent: Friday, January 28, 2022 8:59 PM
To: Wendy Scott
Subject: No to the MZO

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

Hello

I am writing my email in regards to the MZO that has been proposed by Cachet here in Wilmot. I am emailing a number of government officials and the clerks office today. I would like my email and my questions to be included in the public record and forwarded to the developer for answers.

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Please see my list of questions to be included in the public record and addressed during the next meeting about the MZO:

1. How will the developer contribute to our current infrastructure? Updates will be needed to accommodate this large development- school, emergency services, sewage, ect?
2. Following proper planning, conducting impact studies, and including community in the design of new development is important. Why are you skipping these important steps? Why is Cachet taking the MZO route that shuts out community input and our visions of what wilmot needs? Will this development result in something that enhances our communities? Why aren't they following proper planning procedures, conducting impact studies, and including community in the design of new development? What studies and pre-planning have been taken into consideration when drafting your plans for the new development? Why are you trying to fast track and exclude public input with an MZO? If these steps are being skipped how can we be sure this final result will meet our needs? If the developer wants to cut corners to get their development approved fast how do we know they won't cut corners throughout the process and make something we can all be proud to call part of wilmot for many years? What is being put in place to hold them accountable to a high quality standard?
3. What is the current capacity in our local schools? Where will children in this new development go to school? How will this affect my child's classroom sizes?
4. Can our Fire & Rescue infrastructure support this development? Do we have what we need to keep citizens safe? How much will it cost tax payers to upgrade & accommodate this development?
5. My child plays hockey or enjoys using the public swimming pool and splash pad. Our amenities like ice pads and swimming pools are already overwhelmed with the current population. How will a development of this size, without planning and upgrades to these facilities accommodate all new and existing community members? Will my child lose opportunities because our amenities aren't growing at the rate of housing with this development?

6. Wilmot is already struggling with street parking. Have you taken these current concerns and needs into consideration when designing this development or will this development be adding to our problem? The draft plan has small driveways. How many traditional parking spaces per home are going to be available? How will guest parking be accommodated? Would you want to move to an area where parking is an issue and the streets are tight and filled with vehicles? Will this also create a safety concern?
7. New Hamburg struggles with annual flooding. Have an environmental study been conducted to ensure this development will not add to our annual flooding issue.
8. Will this development affect water quality within the township? What studies will be conducted to ensure it does not?
9. Why is the Park disconnected from the Trail and far from the senior center?
10. How wide are the sidewalks? How big are the boulevards? Will there be a biking lane? Describe how this community will encourage pedestrian walking and cycling beyond trail.
11. How many trees will be planted? Will you be taking our goal to increase tree canopy coverage into consideration? What about boulevard soil depth requirements?
12. What is an AgriHub and how will your organization contribute to its long term success? Will the maintenance and management be left to the township and use more tax payer dollars?
13. Have you had any complaints lodged against your company within the last 5 years? If so, how many, and why, and how were they resolved?
14. What impacts on Taxes does the Township predict with this development (short/long term)? Increase of property tax to current ratepayers, increase current, or create any new Infrastructure Levy's?
15. How will traffic and commute times be affected by this development? Many people in Baden have to travel regularly to New Hamburg for groceries and the bank. How will this affect their daily drive to basic amenities?
16. What commitments are being made by the Region of Waterloo to address potential safety/upgrades at the intersection of Nafziger Road, and Snyder's Rd./Waterloo St., and have the Applicant's reports been reviewed by the Region, and "peer reviewed"?
17. What costs will the Township incur relating to infrastructure, and will the development fees pay for the entire infrastructure bill?
18. What types of employment do you foresee for the 'mixed-use employment' area (i.e., salary range expectations, part-time vs. full-time employment, types of market verticals {i.e., manufacturing, wholesaling, processing, industrial, office, restaurant, banks, etc.})
19. What consultations have taken place with the railway operator (CN Rail)? How long will the land assigned for "Transit Hub" would be reserved for? Years? Decades? Indefinitely?
20. Can you provide a detailed timeline from MZO approval to initial occupancy? Will this development be built in phases? Will the commercial property be developed at the same time as the residential development(s)? -When do you anticipate the transit hub to be developed? What happens if a transit hub isn't established, what is your "Plan B" with the land?
21. What hydrogeological reports have you commissioned thus far to determine the potential effects to groundwater, and has it been peer reviewed by Regional Planning, GRCA
22. What consultations with the Indigenous Community have taken place, and will they be consulted prior to Wilmot Council's decision? If yes, with whom? If not, why?
23. What discussions have taken place with Grand River Transit (GRT) to analyze the serviceability, viability, timeframe, space requirements? What is the cost to the Township to integrate GTR bus service with the "hub", given we currently just increased our Township spend to GRT in 2022, a significant cost for service for the amount of service actually being provided?
24. Wilmot has some of the most fertile, productive and prosperous agricultural in Ontario that we need to protect. On average we are losing 175 acres of farmland a day, that's 64,000 acres that are lost annually in Ontario. Is Wilmot doing enough to protect our valuable farmland from development? Does our township know how many farms are owned by developers? How many others will request an MZO if this one is allowed? How much of our valuable farmland can we afford to lose? Has our township mapped out all of the farmland that will be lost to future development? Is it sustainable? Are we effecting biodiversity within Wilmot? I am concerned about the rising cost of food and the availability of healthy fresh produce, is Wilmot taking these concerns into consideration when reviewing a development for approval? How are we supporting our local farmers and their needs- what are their

thoughts on the MZO and other sprawl developments? At the rate we are paving over farmland there won't be any left in the coming decades... what is wilmet going to do to ensure that doesn't happen?

25. What safety risks are involved with Children/Seniors/General Public using Nafziger Road? How will the Township/Region address the following issues? What consultation has been initiated with the Region of Waterloo to discuss Regional assets directly affected by this development?

- Sidewalks/Bike Lanes non-existent
- CN Railway Crossing for Pedestrians
- Current speed of 80 KM/H (if observed by motorists) – need to lower to 60
- No street lighting present on Nafziger Road
- Motorist's entry/exit points onto Nafziger/iNonto development (i.e., roundabouts? Traffic lights? Turning lanes? turning mechanisms?)



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

January 19, 2022

Harold O'Kafka
Director of Development Services
Township of Wilmot
60 Snyder's Road West
Baden, ON N3A 1A1

Dear Mr. O'Kafka:

**RE: Cachet's MZO Proposal- Township of Wilmot, Region of Waterloo
OUR FILE 2123'A'**

MHBC acts on behalf of Wilmot Woods Development Inc. Our client's lands are shown on the attached plan. Our client has asked that we provide commentary and input on their behalf with respect to Cachet's MZO request and as a follow up to our discussion.

Planning Status of Wilmot Woods and Next Steps

As you are aware, our client's lands are designated as Township Urban Area (TUA) in both the approved Regional Official Plan (ROP) and Township Official Plan. Our client's lands are (for the most part) also designated for residential purposes in the Township Official Plan.

MHBC has been retained by Wilmot Woods Development Inc. to work with a multi-disciplinary project team in preparing and submitting complete zone change and plan of subdivision applications. To date, two pre-submission application meetings have occurred. Through this process, a number of reports and information requirements have been identified. Reports that are required to support "complete applications" include:

- 1) Hydrogeological Report
- 2) Geotechnical Report
- 3) Groundwater Monitoring Report
- 4) Land use Compatibility Study
- 5) Noise Impact Report
- 6) Environmental Impact Study (EIS)
- 7) Functional Servicing Report (FSR)
- 8) Storm Water Management Report
- 9) Archaeological Reports (including First Nations consultation)
- 10) Preparation of a detailed Existing Conditions Plan and related topographical survey
- 11) Planning Justification Report
- 12) Design Guidelines
- 13) A Traffic Impact Study (TIS) prepared in accordance with approved Terms of Reference.
- 14) Proposed public consultation

All of these reports are part of a planning process that has a “front-end tilt” intended to assist public and agency review and to provide the basis for thoughtful and informed decisions. The Planning Act directs that information and material provided to a municipality or approval authority is to be made available to the public.

Our client’s consultants have been collaborating with agencies and working diligently to prepare all required reports and information. Submission of applications will occur shortly and we anticipate engaging with review agencies and the public throughout the planning process.

Cachet’s MZO Bypasses Study and Consultation Requirements

Our client was surprised to hear that Cachet proposes to bypass the normal planning process and seek approval of a MZO in advance of completing reports and public/agency engagement as input to an informed land use planning decision.

The Effect of Cachet’s MZO

If approved, Cachet’s MZO effectively:

- 1) Bypasses, undermines and presupposes the outcome of the Region’s municipal comprehensive review process.
- 2) Achieves a defacto expansion of the Township Urban Area on an incremental basis rather than on a comprehensive basis as contemplated by the land use policy framework that is in effect.
- 3) Achieves a Township Urban area expansion without a Land Needs Assessment (LNA) prepared in accordance with the land use policy framework that is in effect.
- 4) Achieves defacto land use designations on the basis of the zoning that is proposed without adequate community and agency consultation and in the absence of detailed analysis and reports that are typically required.
- 5) Achieves zoning which in the normal course of events, would be considered concurrently with a plan of subdivision and required studies.
- 6) Defers any real agency and public input to the plan of subdivision process which is not subject to appeal by the citizens of the Township of Wilmot.
- 7) Leapfrogs the Cachet lands ahead of other lands within the Township from a planning approvals and priority perspective.

Rationale for MZOs

MZOs have historically been used in Ontario on a limited basis and in areas that generally lack planning controls or to address matters of Provincial interest in situations where urgency is required. Cachet’s underlying rationale in support of their MZO does not fit within this framework. In this particular case, there is insufficient justification to override local planning authority and public/agency engagement.

No Apparent Planning Rationale in Support of Cachet’s MZO

We have carefully considered the presentation made on behalf of Cachet together with Cachet’s response to the questions that were raised on January 4, 2022. There are no apparent planning reasons that support the timing of Cachet’s request to by-pass the local planning process and undermine the Region’s ongoing municipal comprehensive review process.

We understand Cachet's underlying concern relates to their inability to appeal the Region's Land Needs Assessment (LNA). Cachet have not been singled out and are not alone with respect to this issue. All landowners and stakeholders are in the same situation. The inability to appeal provincial approval of the Region's LNA speaks to the importance of working with the Region in an open and collaborative manner.

Cachet's concerns were considered by Regional Council on December 15, 2021. At that time, Regional Council requested Regional staff to fully engage with stakeholders in the Land Needs Assessment (LNA) process. Cachet's MZO request: does not consider Regional Council's direction, pre-supposes the outcome of the LNA/process and undermines the extensive public engagement that has occurred to this point. Chaos would ensue if other landowners with similar aspirations adopted Cachet's MZO approach at this time.

Lack of Urgency and Comprehensive Planning is Required

Our client questions the urgency and timing of the MZO given the Cachet lands are currently outside the Township Urban Area and are dependant upon the construction of services within the Wilmot Woods property in order to develop. It is relevant to note that Policy 2.5.1.4 of the Township Official Plan directs that a comprehensive planning process will be required prior to the designation of extensive new areas of development in New Hamburg. Such a process is to include consultation with agencies and the public with aspects of the community plan to be designated in the Official Plan. Cachet's MZO is proceeding in the absence of a comprehensive and consultative process as contemplated by the Official plan. Bypassing this process is not justified in this instance given comprehensive planning requirements, the status of the Wilmot Woods applications, and Cachet's dependency on the Wilmot Woods property from a servicing perspective..

Cachet's Land Are not in Priority

Although our client's are not opposed to the principle of development on the Cachet lands, consideration should be given to the logical staging of development and approvals. Priority should be given to processing plans and assigning servicing capacity to lands that are now designated for development. Cachet's proposal is contrary to the Township Official Plan that directs a logical and orderly program of approvals, and development. Cachet's MZO proposal has become a distraction and would (if approved) undermine planning processes that are now underway and lands that are in priority from a planning and servicing perspective.

A Functional Servicing Report and Confirmation of Servicing Capacity Should be Required

Our client's engineers have reviewed the two-page preliminary servicing overview prepared by Walter Fedy. The overview does not satisfy the requirements of a Functional Servicing Report (FSR) or Stormwater Management Report. The overview report does not include a detailed analysis of available water capacity or sewage treatment plant capacity having regard to intensification, vacant lots in registered plans, draft approved, pending plans and uncommitted lands. Available servicing capacity should be confirmed by the Region of Waterloo, prior to any consideration of Cachet's MZO proposal.

The MZO Represents a Leapfrog Approval- Other Servicing Studies are Required

Servicing of the Cachet lands through the Wilmot Woods property is confirmed by the preliminary serving plan (Figure 2.0) prepared by Walter Fedy on behalf of Cachet. This servicing scheme is different than what is shown in the approved Master Servicing plan prepared by Conestoga Rovers and Associates. Servicing the Cachet lands is subject to updating broader based servicing plan through the Region's on-going Master Servicing Plan. There is no urgency to endorse Cachet's MZO given servicing studies have yet to be finalized and in consideration of Cachet's intended servicing scheme.

Technical Matters- Proposed MZO

There are a number of technical issues associated with the MZO. Some matters of note:

- The location of the proposed park has not been confirmed by zoning.
- The minimum public park area of 2 ha does not satisfy parkland dedication requirements (assuming parkland is calculated on the basis of 1 ha per 300 units).
- Seniors housing has not been defined.
- Although a minimum density is specified, a maximum density has not been identified. In theory, the MZO provides for unlimited density.
- A minimum number and a maximum number of residential units has not been identified. In theory, the MZO provides for unlimited unit potential.
- The PPU's assumed in the background reports underestimate the total population and demands on sewage treatment capacity and water supply.
- Minimum front yard setbacks are inadequate for driveway parking.
- Exterior side yard setbacks may be contrary to design and site visibility considerations.
- The reduction of the interior side yard to .6 metres may be more appropriate for intensive city development.
- Provincial policies speak to avoiding, minimizing and mitigating adverse effects. The range and location of sensitive uses proposed by the MZO should be determined by a land use compatibility study prepared as input to proposed zoning. The analysis should recognize the Wilmot Woods property is now designated for residential purposes.
- The transit hub zone pre-supposes the need for a transit hub. Although a transit hub may be desirable, the need for and location of a transit hub has yet to be confirmed by the Province.

In summary, the basis for and timing of Cachet's MZO is questionable and approval is considered to be both premature and pre-emptive. From our client's perspective, Cachet's MZO proposal represents a "leap frog" and incremental approach to planning and development. Comprehensive planning and a broader vision are warranted under the circumstances. Planning policies direct that planning should be coordinated with infrastructure planning and a thorough understanding of available servicing capacity. Available servicing capacity should be assigned to lands within the TUA in priority to lands that are outside the TUA.

As requested, we are pleased to attach a number of questions the answers to which, will inform our further input. Most questions have been structured as yes or no questions. Questions 13 and 14 should be addressed by the Region.

Yours truly

MHBC



Paul R. Britton, M.C.I.P., R.P.P

PRB:jb

Attach

C. Wilmot Woods Development Inc.

Mayor Armstrong and Township Council

Regional Chair, Karen Redman

Mike Harris Jr., MPP



Figure ?

**Township of Wilmot
Official Plan
Map 4.2
New Hamburg
Urban Area**

Wilmot Woods Developments Inc.
1209 Waterloo Street
New Hamburg
Township of Wilmot
Regional Municipality of Waterloo

LEGEND



Subject Lands

- Urban Area Boundary
- Special Policy Area 2.5.10
- Special Policy Areas
- Environmentally Constrained Lands
- Urban Residential
- Urban Core Area
- General Industrial
- Light Industrial
- Highway Commercial
- Open Space
- Major Recreation

Base Map Source:
Township of Wilmot Official Plan - Map 4.2 New Hamburg Urban Area

DATE: January 2022

SCALE: 1:15,000

FILE: 2123A

DRAWN: DGS



K:\2123A-NH PROPERTIES-NEW HAMBURG\TOWNSHIP OP MAP 4.2 NEW HAMBURG URBAN AREA.DWG



**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**

200-540 BINGEMANS CENTRE DR, KITCHENER, ON, N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Questions Associated with Cachet's MZO Proposal

1. Are the Cachet lands currently designated as Township Urban Area in the Regional Official Plan?
2. Are the Cachet lands currently designated in the Township Official Plan to permit residential, office and other employment uses to the extent proposed by the MZO?
3. Is the portion of the Cachet lands north of the Jacob Gingerich drain adjacent to the designated Township Urban Area (TUA)?
4. Would approval of Cachet's MZO proposal establish the principle of development and zoning prior to amending the Regional Official Plan to designate the Cachet lands as Township Urban Area (TUA)?
5. Would approval of Cachet's MZO establish the principle of development and zoning prior to amending the Township Official Plan to designate the lands for residential and employment purposes?
6. Is Cachet's MZO proposal (if approved) appealable by the citizens of the Township of Wilmot?
7. Is a future plan of subdivision associated with the Cachet lands subject to third party appeal (i.e. can it be appealed by the citizens of the Township of Wilmot)?
8. Is Cachet the only landowner that cannot appeal provincial approval of the Region's Municipal Comprehensive Review (MCR)? Are not all landowners in the same situation?
9. Has a pre-submission meeting taken place between Cachet and review agencies (including GRCA and Region of Waterloo staff) as is typically required prior to the submission of an OPA, zone change and/or plan of subdivision?
10. Have all study requirements necessary to support a "complete" official plan amendment and zone change application been identified for the Cachet lands?
11. Is development of all or part of the Cachet lands subject to the extension of services through the Wilmot Woods property?
12. Are the servicing of the Cachet lands subject to approval of the Region's ongoing Master Servicing Plan?
13. When will the Region's Master Servicing Plan be finalized?
14. What water supply and sewage treatment plant capacity is available for the expansion of the Baden and New Hamburg Township Urban Area having regard to the Region's approved Wastewater Treatment Master Plan (WWTMP), intensification requirements and other lands designated for development and located within the designated Baden/New Hamburg Township Urban Area (TUA)?
15. Has Cachet prepared a Land Needs Assessment (LNA) for the entire Region as required by the land use planning framework that is now "in effect"?

16. Has Cachet received the Region's approval of a Terms of Reference (TOR) for groundwater monitoring that is required?
17. Has Cachet completed groundwater monitoring and a hydrogeological Study in accordance with a Terms of Reference approved by the Region of Waterloo to support their MZO request?
18. Has Cachet completed an Environmental Implementation Study (EIS) in accordance with an approved terms of reference to support their MZO request?
19. Has GRCA approved the location and configuration of the stormwater management facilities proposed by Cachet?
20. Does the Township Official Plan identify Nafziger Road as a "main street"?
21. Does the Region of Waterloo currently provide transit on Nafziger Road?
22. Does the Regional Official Plan identify Nafziger Road as an existing or planned transit route?
23. Has a Land Use Compatibility Study and Analysis as required by Provincial policies and the Regional Official Plan been prepared as input to the MZO?
24. Has the Township and Region of Waterloo approved Terms of Reference (TOR) for a Traffic Impact Study (TIS)?
25. Has a TIS been completed in accordance with an approved TOR to support Cachet's MZO request?
26. Has the Province confirmed the need for or approved the location of a Go Transit stop on the Cachet lands?
27. Does the Township Official Plan direct the Township of Wilmot to prepare an overall planning and design vision for lands located between the Countryside Line and the Township Urban Area as the basis for considering future planning applications?
28. What is the basis for Cachet's PPU assumptions and why are these assumptions lower than those used by the Region in the current Water and Wastewater Monitoring Report and the Region's Land Budget?
29. What is the planning rationale in support of Cachet's MZO proceeding in advance of the Region's Land Needs Assessment (LNA)?
30. Has an archaeological investigation and related First Nations consultation occurred as input to Cachet's MZO request?

From: [Angie Hallman](#)
To: [Yvonne Zyma](#)
Cc: [clerks](#)
Subject: RE: MZO application
Date: Wednesday, January 5, 2022 1:17:21 PM

Good afternoon Dawn and Tracey,

Please include Yvonne's comments as part of the public record.

Her consent is below.

Cheers, Be well,
Angie

From: Yvonne Zyma
Sent: Wednesday, January 5, 2022 1:13 PM
To: Angie Hallman <angie.hallman@wilmot.ca>
Subject: Re: MZO application

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

Yes, you have my permission to include this in the public record.
Thank you for your dedication to doing a good job as a member of Wilmot council. YZ

On Wed, Jan 5, 2022 at 12:53 PM Angie Hallman <angie.hallman@wilmot.ca> wrote:

Good afternoon Yvonne,

I share many of your thoughts and concerns over this MZO process.

Can I have your consent to have this email included in the public record?

Be well,
Angie

From: Yvonne Zyma

Sent: Tuesday, January 4, 2022 2:12 PM

To: Angie Hallman <angie.hallman@wilmot.ca>; Barry Fisher <Barry.Fisher@Wilmot.ca>; Cheryl Gordijk <cheryl.gordijk@wilmot.ca>; Harold O'Krafka <harold.okrafka@Wilmot.ca>; Jeff Gerber <Jeff.Gerber@Wilmot.ca>; Jennifer Pfenning <jennifer.pfenning@wilmot.ca>; Les Armstrong <les.armstrong@Wilmot.ca>; clerks <clerks@Wilmot.ca>; Sharon Chambers <sharon.chambers@wilmot.ca>

Subject: MZO application

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

Please accept this letter from a concerned citizen of Wilmot.

The proposed development by Cachet seems to “check off all the boxes” to make it a deal not to be missed by Wilmot Township. However, the very fact that this developer suggests an MZO for the proposal should be a huge red flag for this Township.

We are not so naïve as to think this application is for anything other than the developer’s gain. All the user friendly inclusions (seniors apartments, trails, high density, something called an agri-hub), which should be goals for any future development, are window dressing to make the proposal appealing, because it is unrealistic.

Wilmot has in the not so recent past found itself in questionable circumstances and with a damaged reputation; the Prime Minister’s Path is still viewed as an example of wheeling and dealing without consultation. This has left residents not trusting those who should be their representatives. It should be remembered in this situation.

Though these lands are in the area earmarked for development between New Hamburg and Baden, there are already other developments underway that are not using a method that takes away the normal planning process.

This developer is using a bully offer to get its way, and there are other nearby municipalities which have experience in how an MZO

application can play out. It is a nasty business.

Suggesting a development with a density higher than anything seen in this semi rural area - or anywhere- is indicative of the high handed way Cachet is approaching this proposal.

There is also a fertilizer manufacturer/ storage facility (Nachurs Alpine) directly to the south of the properties in question. Has the danger of anhydrous ammonia storage near a housing development even been considered? <https://www.ndsu.edu/agriculture/ag-hub/publications/anhydrous-ammonia-managing-risks>

I sincerely hope that Wilmot Township doesn't buy into this proposal and instead relies on sound planning practices which include public engagement and proper due process.

Bullies should not be rewarded.

Thank you for your time, and I hope that council will represent the constituents of Wilmot and not vote for the Township to become a planning puppet.

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