



**TOWNSHIP
OF WILMOT**

Council Meeting Agenda

Monday, February 26, 2018

Regular Council Meeting

Council Chambers

7:00 P.M.

- 1. MOTION TO CONVENE INTO CLOSED SESSION (IF NECESSARY)**
- 2. MOTION TO RECONVENE IN OPEN SESSION (IF NECESSARY)**
- 3. MOMENT OF SILENCE**
- 4. ADDITIONS TO THE AGENDA**
- 5. DISCLOSURE OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT**
- 6. MINUTES OF PREVIOUS MEETINGS**

6.1 Council Meeting Minutes February 12, 2018

Recommendation

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

Council Meeting February 12, 2018.

- 7. PUBLIC MEETINGS**
- 8. PRESENTATIONS/DELEGATIONS**

8.1 Grants to Groups Funding Presentations

9. REPORTS**9.1 CAO – no reports****9.2 CLERKS – no reports****9.3 FINANCE – no reports****9.4 PUBLIC WORKS****9.4.1 REPORT NO. PW-2018-02**

2017 Annual and Summary Water Distribution Report

ATTACHMENT 1 – 2017 Water Usage

ATTACHMENT 2 – 2017 Management Review

Recommendation

THAT report PW-2018-02 be received for information purposes.

9.5 DEVELOPMENT SERVICES**9.5.1 REPORT NO. DS 2018-04**

Development Charges Rebate Program

Fair Housing Plan (2017)

Recommendation

THAT Report DS 2018-04 be received for information;

THAT Council endorses the participation of the Township of Wilmot in the Development Charges Rebate Program as offered through the Province of Ontario's Fair Housing Plan (2017); and,

THAT Council designates the Housing Service Manager of the Region of Waterloo as program administrator, requests the Housing Service Manager to submit an Expression of Interest to the Ministry of Housing on behalf of the Township of Wilmot, authorizes the Service Manager to enter into a Transfer Payment Agreement with the Ministry of Housing on the Township's behalf; and targets rebates for development projects with starting market rents not greater than 125% of the Canada Mortgage Housing

Corporation's(CHMC) Average Market Rent (AMR) for the Kitchener-Cambridge-Waterloo CMA.

9.5.2 REPORT NO. DS 2018-05

Protecting Water for Future Generations

Growing the Greenbelt in the Outer Ring Public Consultation

Recommendation

THAT Report DS 2018-05 be received for information; and,

THAT Report DS 2018-05 be forwarded to the Ministry of Municipal Affairs as the Township of Wilmot's comment on Protecting Water for Future Generations – Growing the Greenbelt in the Outer Ring Public Consultation.

9.5.3 REPORT NO. DS 2018-06

High Speed Rail Update

Recommendation

THAT Report DS 2018-06 be received for information.

9.6 FACILITIES AND RECREATION SERVICES – no reports

9.7 FIRE – no reports

9.8 CASTLE KILBRIDE – no reports

10. CORRESPONDENCE

10.1 Grand River Conservation Authority – Grand Actions, February, 2018

10.2 Township of East Zorra-Tavistock – Resolution Concerning High Speed Rail

Recommendation

THAT Correspondence Items 10.1 and 10.2 be received for information.

11. BY-LAWS**12. NOTICE OF MOTIONS****12.1 High Speed Rails Resolution****Recommendation**

WHEREAS the Township of Wilmot understands that the proposed Ontario Government High Speed Rail Plan is in the early stages and many details are to be determined through Environmental Assessments yet to be completed;

AND WHEREAS, some urban Ontario Municipalities feel that they may benefit from High Speed Rail;

AND WHEREAS, there is general concern in rural Ontario, and the Township of Wilmot in particular, with respect to the significant loss of Prime Agricultural Land, the potential for dead-ended roads creating increased emergency response time, creating increased school transportation time, the severing of farm businesses, disruption to community cohesion, reducing local resident access to Municipal services, and the health, safety and well-being of our local residents;

THEREFORE BE IT RESOLVED THAT the Township of Wilmot does not oppose improved rail service in Southwestern Ontario;

THAT the Township of Wilmot does take the following position on the proposed High Speed Rail Plan going forward;

THAT High Speed Rail is only one viable option to improve transportation in Southwestern Ontario;

THAT the Environmental Assessment must also include other viable options to improve transportation in Southwestern Ontario;

THAT all committees created for the purpose of High Speed Rail also have representation from the Councils and community members/organizations directly affected by this proposed High Speed Rail Plan;

AND THAT, the resolution of this motion be forwarded to the Premier of Ontario, Minister of Transportation, Minister of Agriculture, Food and Rural Affairs, as well as the Association of Municipalities of Ontario

13. QUESTIONS/NEW BUSINESS/ANNOUNCEMENTS

14. BUSINESS ARISING FROM CLOSED SESSION

15. CONFIRMATORY BY-LAW

15.1 By-law No. 2018-12

Recommendation

THAT By-law No. 2018-12 to Confirm the Proceedings of Council at its Meeting held on February 26, 2018 be introduced, read a first, second, and third time and finally passed in Open Council.

16. ADJOURNMENT

Recommendation

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



TOWNSHIP OF WILMOT

Council Meeting Minutes

Monday, February 12, 2018

Regular Council Meeting

Council Chambers

7:00 P.M.

Members Present: Mayor L. Armstrong, Councillors A. Junker, P. Roe, B. Fisher and J. Gerber

Regrets: Councillor M. Murray

Staff Present: Chief Administrative Officer G. Whittington, Director of Clerk's Services B. McLeod, Deputy Clerk D. Mittelholtz, Director of Public Works J. Molenhuis, Director of Facilities and Recreation Services S. Nancekivell, Director of Development Services H. O'Krafka, Fire Chief R. Leeson, Director of Finance P. Kelly, Director/Curator of Castle Kilbride T. Loch, Senior MLEO D. Wallace, MLEO E. Merritt

- 1. MOTION TO CONVENE INTO CLOSED SESSION (IF NECESSARY)**
- 2. MOTION TO RECONVENE IN OPEN SESSION (IF NECESSARY)**
- 3. MOMENT OF SILENCE**
- 4. ADDITIONS TO THE AGENDA**

- 4.1 BYLAWS – Item 11.5 By-law No. 2018-11 – Being a By-law to Execute an Agreement with the Ontario Ministry of Transportation**

Resolution No. 2018-016

Moved by: P. Roe

Seconded by: A. Junker

THAT Item 11.5 be added to the agenda under BYLAWS – By-law No. 2018-11 – Being a By-law to Execute an Agreement with the Ontario Ministry of Transportation.

CARRIED.

5. DISCLOSURE OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None disclosed.

6. MINUTES OF PREVIOUS MEETINGS

6.1 Council Meeting Minutes January 15, 2018

Resolution No. 2018-017

Moved by: B. Fisher

Seconded by: J. Gerber

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

Council Meeting January 15, 2018.

CARRIED.

7. PUBLIC MEETINGS

8. PRESENTATIONS/DELEGATIONS

9. REPORTS

9.1 CAO – no reports

9.2 CLERKS

9.2.1 REPORT NO. CL 2018-04

Proposed Policy for Recounts in a Municipal Election

Resolution No. 2018-018

Moved by: A. Junker

Seconded by: P. Roe

THAT the Recount Policy for Municipal Elections attached as Schedule A to By-law 2018-07 be endorsed.

CARRIED.

The Deputy Clerk highlighted the report.

Council J. Gerber noted his endorsement of having a pre-established standard in place for when the results of a Municipal Election would be reviewed and to have them in place in advance of the Nomination period.

Mayor L. Armstrong concurred that having a policy in place to provide clarification is desirable.

9.2.2 REPORT CL 2018-05

Proposed Amending By-law to Traffic and Parking By-law 2016-52, Schedule A - Set Fines

Resolution No. 2018-019

Moved by: A. Junker

Seconded by: B. Fisher

THAT Schedule 25 to By-law 2016-52, Being a By-law to Regulate Traffic and Parking on Highways in the Township of Wilmot, be adopted as presented.

CARRIED, AS AMENDED.

Mayor L. Armstrong clarified for Councillor B. Fisher that Item # 61 would not include Uber as they do not respond at taxi stands.

The Senior MLEO confirmed for Councillor B. Fisher that Item # 39 would not include recreational or house trailers if they are shorter in length than stated in the By-law. Any trailer would be subject to all other applicable restrictions within the By-law such as impeding entrance on to the roadway. He further stated that the Traffic and Parking By-law is reviewed every five years with a Regional working-group to standardize the Traffic and Parking By-laws, where possible.

Mayor L. Armstrong requested that staff investigate the inclusion of recreational and house trailers with the Regional Traffic and Parking By-law working group.

In response to Councillor A. Junker, the Senior MLEO advised that the three hour parking restriction has been removed from the Township's Traffic and Parking By-law. He further noted that, when inquiries are received about commercial trailers, the owner/operators are approached about the inquiry in the interest of being good corporate citizens.

The Director of Clerk's Services confirmed for Councillor J. Gerber that the recommendation should read "Schedule 25" not "Schedule A."

Mayor L. Armstrong noted that he was pleased to see the inclusion of Item # 50 concerning stopping on or over a railway track.

9.3 FINANCE

9.3.1 REPORT NO. FIN 2018-11

2018 Municipal Budget

Resolution No. 2018-020

Moved by: J. Gerber

Seconded by: P. Roe

THAT the 2018 Municipal Budget dated February 5, 2018, as recommended by the Ad Hoc Budget Advisory Committee, be approved; and further

THAT the Director of Finance be authorized to prepare the necessary levying by-law to raise \$7,709,930 for Township purposes from general taxation.

CARRIED.

The Director of Finance highlighted the report.

Councillor B. Fisher noted the great effort from staff in creating efficiencies to assist in keeping the tax levy increase low while moving ahead with capital projects and keeping healthy reserve funds.

Councillor A. Junker echoed the comments from Councillor B. Fisher and noted the savings to Wilmot residents by not carrying a heavy debt burden despite having an active capital program. He thanked staff for their efforts.

Mayor L. Armstrong concurred with Councillors B. Fisher and A. Junker on the work done for the 2018 Budget and the benefits of not incurring debt. He noted the great work from

staff overall but further commented on the Wilmot Recreation Complex, a municipal facility that is praised and appreciated by residents and surrounding municipalities. He asked that the Directors let their staff know of Council's appreciation.

Mayor L. Armstrong also praised Council for their efforts in guiding staff to continue fiscal responsibility.

9.3.2 REPORT NO. FIN 2018-12

Weiss Municipal Drain – Actual Cost By-Law

Resolution No. 2018-021

Moved by: A. Junker

Seconded by: B. Fisher

THAT Report FIN 2018-12 prepared by the Director of Finance, relative to the Weiss Municipal Drain, be received for information purposes.

CARRIED.

The Director of Finance highlighted the report.

9.4 PUBLIC WORKS – no reports

9.5 DEVELOPMENT SERVICES – no reports

9.6 FACILITIES AND RECREATION SERVICES

9.6.1 REPORT NO. PRD 2018-01

Facilities & Recreation Services Quarterly Activity Reports

Resolution No. 2018-022

Moved by: J. Gerber

Seconded by: A. Junker

THAT the Facilities & Recreation Services Activity Reports for the fourth quarter of 2017 be received for information.

CARRIED.

Councillor B. Fisher thanked the Director of Facilities and Recreation Services for the thorough report and inquired about the approach being taken for the theft of the aluminum seat planks from the bleachers at Norm S. Hill Park. The Director responded by stating that a contractor will be repairing the bleachers in a manner that will prevent future occurrences.

9.7 FIRE – no reports

9.8 CASTLE KILBRIDE – no reports

10. CORRESPONDENCE

10.1 Heritage Wilmot Advisory Committee - Meeting Minutes, January 10, 2018

**10.2 Grand River Conservation Authority – GRCA Current, January, 2018
Resolution No. 2018-023**

Moved by: B. Fisher

Seconded by: P. Roe

THAT Correspondence Items 10.1 and 10.2 be received for information.

CARRIED.

In response to Councillor B. Fisher, the Curator/Director of Castle Kilbride advised that Castle Kilbride was the only property in Wilmot identified on the Regional list at this time. Castle Kilbride designation is a Federal heritage designation and the inclusion on the proposed Regional list would not change that. She noted that the Heritage Wilmot Advisory Committee is drafting comments to the Region's proposal.

**10.3 Association of Municipalities of Ontario – Resolution of Support for
Fire-Medic Protection for Municipal Governments**

Resolution No. 2018-024

Moved by: B. Fisher

Seconded by: J. Gerber

WHEREAS Bill 160, the Strengthening Quality and Accountability for Patients Act amended the Ambulance Act to permit the Ministry of Health and Long Term Care to enable two pilot projects hosted by willing municipal governments to allow fire fighters, certified as paramedics, to treat patients while on duty with a fire department; and

WHEREAS the Government of Ontario is committed to proceeding with the pilots and enabling the fire-medical model despite the absence of objective evidence to show that it would improve patient outcomes or response times; and

WHEREAS the current interest arbitration model, particularly in the fire services sector, allows arbitrators to impose awards on unwilling employers that directly impact the employer's ability to determine how it will deploy its workforce, as evidenced by the experience of many municipalities in regards to the 24-hour shift; and

WHEREAS in the absence of legislative protection, unwilling municipalities may be forced to enter into a pilot or adopt a fire-medical model as a result of interest arbitration; and

WHEREAS the Association of Municipalities of Ontario and its municipal members have called on the Government of Ontario to introduce legislative amendments to the Fire Protection and Prevention Act, 1997 and the Ambulance Services Collective Bargaining Act to preclude arbitrators from expanding the scope of work for fire fighters and paramedics respectively through interest arbitration awards; and

WHEREAS there is precedent for a restriction on the scope of jurisdiction of arbitrators in section 126 of the Police Services Act which precludes arbitrators from amending the core duties of police officers; and

WHEREAS the Government of Ontario has committed that no unwilling municipal government will have a fire-medical pilot or program imposed upon them.

NOW THEREFORE be it resolved that:

1. The Township of Wilmot calls on the Government of Ontario to act immediately so that legislative amendments, that will protect unwilling municipalities from being forced by arbitrators to have a fire-medical pilot or program, are placed within the upcoming Budget Bill before the Ontario Legislature rises for the provincial election.
2. A copy of this resolution be forwarded to Premier Kathleen Wynne, Office of the Premier; Hon. Dr. Eric Hoskins, Minister of Health and Long Term Care; Hon. Marie-France Lalonde, Minister of Community Safety and Correctional Services; Hon. Kevin Flynn, Minister of Labour, Hon. Bill Mauro, Minister of Municipal Affairs; Michael Harris, Member of Provincial Parliament; and the Association of Municipalities of Ontario.

CARRIED.

11. BY-LAWS

11.1 By-law No. 2018-06 – Actual Cost Levy for the Weiss Municipal Drain

11.2 By-law No. 2018-07 – Recount Policy for Municipal Elections

11.3 By-law No. 2018-08 – Water and Sanitary Fees and Charges By-law

11.4 By-law No. 2018-09 – By-law to Amend the Traffic and Parking By-law

11.5 By-law No. 2018-11 - Being a By-law to Execute an Agreement with the Ontario Ministry of Transportation

Resolution No. 2018-025

Moved by: P. Roe

Seconded by: B. Fisher

THAT By-law Nos. 2018-06, 2018-07, 2018-08, 2018-09 and 2018-11 be read a first, second and third time and finally passed in Open Council.

CARRIED.

12. NOTICE OF MOTIONS

12.1 Councillor J. Gerber circulated a Notice of Motion concerning High Speed Rail for consideration at the February 26, 2018 Council Meeting. He noted that members of Council have received numerous inquiries on this matter and its potential impacts for rural municipalities.

Mayor L. Armstrong concurred that this topic has been raised by several rural municipalities but he feels it is not a project that will occur quickly. He did emphasize that public input should be sought.

13. QUESTIONS/NEW BUSINESS/ANNOUNCEMENTS

13.1 Councillor J. Gerber thanked Mrs. McLeod for her years of service, noting that this would be her last meeting attending as the Director of Clerk's Services. He stated his appreciation for her guidance and calm demeanor over the years and that she will be missed.

Councillor A. Junker echoes the sentiments of Councillor J. Gerber and reminisced to her earlier position with the Township in Public Works. He noted that he has always found her easy to work with and that she had the ability to get work done and to get it done well.

Councillor P. Roe concurred with the earlier statements and expressed his admiration for Mrs. McLeod being able to work efficiently and diplomatically. He wished her well in retirement with plenty of time to pursue her hobbies.

Councillor B. Fisher also expressed that he would miss working with Mrs. McLeod and stated how she has been a great asset to Council and the Township.

Mayor L. Armstrong noted how Mrs. McLeod has been a great help to him as a Member of Council and he appreciated all of her assistance. He noted her wealth of knowledge and that the Township was fortunate to have her as an employee for twenty-seven years. He wished her well in her retirement.

Mrs. McLeod thanked Council and the Township for the opportunities she has had as an employee and expressed her appreciation for the wonderful sentiments.

13.2 Councillor A. Junker reminded Council that the Heritage Wilmot Advisory Committee will be hosting Heritage Day on February 24, 2018 at the New Dundee Community Centre.

13.3 Councillor A. Junker inquired as to the location of the proposed multi-use trail in the employment lands. The Director of Development Services stated that it is anticipated to be part of the road allowance, on municipal property but not on the roadway itself. He added that it would be part of the public process when the plan of subdivision is submitted and considered by Council.

Mayor L. Armstrong cited an example for a similar design would be Fischer-Hallman Road between Highland Road and Victoria Street in Kitchener. The Director of Development Services also noted an example in Elmira on the north side of Arthur Street.

Councillor A. Junker concurred that the separation from the roadway is desirable as it may become a high traffic area.

- 13.4 Councillor P. Roe advised that he will not be able to attend the February 26, 2018 Council Meeting but that he wishes to extend his support to the many community organizations receiving municipal grants.

14. BUSINESS ARISING FROM CLOSED SESSION

15. CONFIRMATORY BY-LAW

15.1 By-law No. 2018-10

Resolution No. 2018-026

Moved by: J. Gerber

Seconded by: P. Roe

THAT By-law No. 2018-10 to Confirm the Proceedings of Council at its Meeting held on February 12, 2018 be introduced, read a first, second, and third time and finally passed in Open Council.

CARRIED.

16. ADJOURNMENT

Resolution No. 2018-027

Moved by: B. Fisher

Seconded by: A. Junker

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

CARRIED.

Mayor

Clerk



Township of Wilmot **REPORT**

REPORT NO. PW-2018-02

TO: Council

PREPARED BY: Sean Montgomery, Utility Manager

DATE: February 26, 2018

SUBJECT: 2017 Annual and Summary Water Distribution Report
ATTACHMENT 1 – 2017 Water Usage
ATTACHMENT 2 – 2017 Management Review

Recommendation:

That report PW-2018-02 be received for information purposes.

Background:

The municipality is required under the Safe Drinking Water Act (SDWA), 2002 - O. Reg. 170/03 – Section 11 and Schedule 22 to provide Council and the public with an Annual Report and a Summary Report for the water systems owned by the Municipality. The report must include any orders against the systems as well as information regarding the quantity of water supplied to the systems. The Township owns the following distribution systems:

- New Hamburg/Baden Distribution system – Large Municipal Residential
- Mannheim Distribution system – Large Municipal Residential
- St Agatha Distribution System - Large Municipal Residential
- New Dundee Distribution System – Large Municipal Residential

Discussion:

Annual Report

This report satisfies the requirements of both the Safe Drinking Water Act (SDWA) and Ontario Regulation 170/03: - Section 11, Annual Reports. Further reporting details can be found on the Township website, and includes:

- a brief description of the drinking water systems;
- a list of water treatment chemicals used;
- a summary of the most recent water test results;
- a summary of adverse test results and other issues reported to the Ministry of the Environment and Climate Change (MOECC) including corrective actions taken;

- a description of major expenses incurred to install, repair or replace required equipment, if any; and
- the locations where this report is available for review and inspection.

There were no orders issued against any of the systems in 2017. There were three adverse water quality incidents in 2017 per below:

Date	Adverse condition	Corrective Action
30-May-17	Contractor error causing contamination of new water main	Flushed and sampled
5-Jul-17	Total coliform exceedance	Flushed and sampled
19-Jul-17	Total coliform exceedance	Flushed and sampled

All adverse test results were remediated by flushing and re-sampling according to O. Reg. 170/03. As noted, this report can be found online on the Township website, or a hard copy is available at the Township Public Works yard.

Summary Report

This report satisfies the requirements of both the Safe Drinking Water Act (SDWA) and Ontario Regulation 170/03: - Schedule 22, Summary Report. Further reporting details can be found on the Township website, and includes:

- list the requirements of the Safe Drinking Water Act, the regulations, the system's approval, Drinking Water Works Permit (DWWP), MDWL, and any orders applicable to the system that were not met at any time during the period covered by the report; and
- a summary of the quantities and flow rates of the water supplied during the period covered by the report, including monthly average and maximum daily flows.

The information in the attached chart has been gathered using Region of Waterloo pumpage reports attached to monthly invoices sent to the Township. Baden and New Hamburg are considered one system; however, they are shown separately based on the Regional reports. As noted, this report can be found online on the Township website, or a hard copy is available at the Township Public Works yard for public review

Drinking Water Quality Management System (DWQMS)

The Drinking Water Quality Management Standard (DWQMS), under the Safe Drinking Water Act, 2002 and Regulation 188/07, requires the Township of Wilmot to maintain licensing to operate the water distribution systems within the Township. One of the licensing requirements is the preparation of a Drinking Water Quality Management System (DWQMS). The reporting required for this management system is available upon request, and a hard copy is located at the Township Public Works yard for public review.

The Township has received drinking water permits and licenses to operate each of the water distribution systems under the Safe Drinking Water Act 2002, Regulation 170/03, Regulation 169/03 and Regulation 188/07. The licenses and permits are posted for information on the Township website for public review.

Section 19 of the Safe Drinking Water Act imposes a Standard of Care for all persons who oversee the municipal drinking water system. This standard includes Council as they have decision-making authority as the system Owner.

Element 20 of the DWQMS Regulation 169/03 states that the results of the management review be communicated to the Owner. As such, the minutes from the December 8, 2017 Management review is attached.

Strategic Plan Conformity

This report is aligned with the Strategic Plan goal of being an engaged community through the communication of municipal matters.

Financial Considerations:

There are no financial considerations as a result of this report.

Conclusion:

That Report PW-2018-02 2017 Annual and Summary Water Distribution Report be received for information purposes.

Sean Montgomery
Prepared by Utility Manager

Ashton Romany
Reviewed by Manager of Accounting

Jeff Molenhuis
Submitted by Director of Public Works

Grant Whittington
Reviewed by Chief Administrative Officer

2017 WATER USAGE

	BADEN	NEW HAMBURG	NEW DUNDEE	ST. AGATHA	TOTAL
January	29,235	54,293	6,691	3,154	93,373
February	26,884	49,928	6,032	2,679	85,523
March	29,797	55,336	6,381	2,970	94,484
April	31,094	57,747	6,232	3,120	98,193
May	33,923	62,999	6,121	3,239	106,282
June	34,728	64,496	6,642	3,658	109,524
July	32,958	61,207	6,274	3,287	103,726
August	34,452	63,981	5,753	3,229	107,415
September	31,524	58,544	5,840	3,150	99,058
October	30,935	57,450	5,482	3,001	96,868
November	29,769	55,284	5,036	2,902	92,991
December	30,721	57,053	5,425	3,221	96,420
TOTAL	376,020	698,318	71,909	37,610	1,183,857

Volumes are recorded in cubic metres. (1 cubic metre = 220 imperial gallons)
Volumes taken from monthly Regional invoices.

Mannheim flows are not captured in this report, but are available at the Township Public Works yard.

UTILITIES MANAGEMENT REVIEW AGENDA & MINUTES

¹Meeting Date:	December 8 th 2017	Next Meeting: TBD
Attendees:	Jeff Molenhuis, Sean Montgomery, Chris Thorne	
Absent:	None	
Minutes by:	Chris Thorne	

MEETING TOPICS AT A GLANCE

- a) Incidents of regulatory non-compliance:
- b) Incidents of adverse drinking water tests:
- c) Deviations from critical control point limits and response actions:
- d) The effectiveness of the risk assessment process:
- e) Results of internal and 3rd party audits:
- f) Results of relevant emergency response testing:
- g) Operational performance :
- h) Water quality trends:
- i) Follow-up on actions items from previous management reviews:
- j) Status of management action items (if any) identified between reviews:
- k) Changes that could affect the QMS:
- l) Consumer feedback:
- m) The resources needed to maintain the QMS:
- n) The results of the infrastructure review:
- o) Operational Plan currency, content and updates:
- p) Staff suggestions:

UTILITIES MANAGEMENT REVIEW AGENDA & MINUTES

Item	Discussed	Action By	Timing
A	<p>Incidents of regulatory non-compliance:</p> <ul style="list-style-type: none"> There was 1 incident of regulatory non-compliance as reported on March 6th 2017 in the chloraminated section of Mannheim in the Hew Hamburg/Baden distribution system. <i>“All required notifications of adverse water quality incidents were not immediately provided as per O. Reg. 170/03 16-6. For AWQI 131664, the lab notified the DWS of the adverse on October 26, 2016 and the DWS notification to SAC was provided the following day, not immediately.”</i> This was the result of an inability to reach SAC after repeated attempts. 		
B	<p>Incidents of adverse drinking water tests:</p> <ul style="list-style-type: none"> There were 3 incidents of adverse drinking water tests in 2017. The first occurred on May 30th and was the result of a contractor error. During a hard connect in a private subdivision untreated water entered the distribution system causing the adverse. As a result the system was flushed and precautionary bacteriological tests were taken. No additional steps were required On July 4th at WID 45 an adverse test result, total Coliform, was reported to the township by the regional lab. Township staff flushed the mains in the area and resampled. No additional steps were required On July 19th at WID 45 an adverse test result, total Coliform, was reported to the township by the regional lab. Township staff flushed the mains in the area and resampled. No additional steps were required 		
C	<p>Deviations from critical control point limits and response actions:</p> <ul style="list-style-type: none"> There were no deviations from critical control limits in 2017 		
D	<p>The effectiveness of the risk assessment process:</p> <ul style="list-style-type: none"> On June 29th a full reassessment of all risks was conducted. During this review assigned values for likelihood, severity and detectability were reviewed. Several additional risks including; long term impacts of climate change, extreme weather events, and sustained extreme temperatures, as outlined by the MOECC were added to the table. All changes were made based on current events and past experiences. 		
E	<p>Results of internal and 3rd party audits:</p> <ul style="list-style-type: none"> The internal audit procedure was modified this year to a process based audit. The audit was conducted by the QMS representative and the Manager of Finance. A total of 4 corrective actions and 4 opportunities for improvement were identified. <ul style="list-style-type: none"> CAR 2017-01, “Ministry of Labour trench permit was not obtained prior to excavation” & “Traffic control report was not completed” <ul style="list-style-type: none"> Procedure WD1.17 was modified to reflect the change in requirement for trench permits and a tailgate meeting was held to address the importance of traffic control. 		

UTILITIES MANAGEMENT REVIEW AGENDA & MINUTES

	<ul style="list-style-type: none"> ○ CAR 2017-02, “Inadequate quantity of an essential supply was found” & “Inefficient implementation of inventory control” <ul style="list-style-type: none"> ▪ A new Essential supplies inventory sheet was created and will be assigned monthly to staff to be completed. ○ CAR 2017-03, No procedure outlining the record keeping requirements for internal audits. <ul style="list-style-type: none"> ▪ A section was added the internal audit procedure stating a minimum retention time of 5 years for all internal audits. ○ CAR 2017-04, A number of maps located in the back of the QMS binder are out of date. <ul style="list-style-type: none"> ▪ The Maps were removed from the QMS binder until the 2018 update. ○ OFI 2017-01, An opportunity to better document the requirement to receive locates prior to excavation. <ul style="list-style-type: none"> ▪ Upon further investigation it was discovered that an electronic copy of the locates are e-mailed to the manager. No further improvement was needed ○ OFI 2017-02, An opportunity to improve the readability of the Internal audit report was identified. <ul style="list-style-type: none"> ▪ An internal audit template was created to help in the creation of the report. ○ OFI 2017-03, A second opportunity to improve the readability of the Internal audit report was identified. <ul style="list-style-type: none"> ▪ A section was added to the Internal Audit procedure regarding an executive summary. ○ OFI 2017-04, The internal auditor identified an opportunity to ensure that all procedures within each element are eventually reviewed. <ul style="list-style-type: none"> ▪ The Internal audit procedure was modified to include a section on how to choose which procedures are audited. <ul style="list-style-type: none"> • All action items have been completed and the audit has been closed. • The external audit was conducted on December 5th. This year’s external audit was an offsite audit. Zero corrective actions and 2 opportunities for improvement were identified. <ul style="list-style-type: none"> ○ The first opportunity for improvement stated “Emergency Management processes were found to be overall effectively implemented. Consideration could be given to: 1. Clearly distinguishing between emergency training and emergency testing. 2. Expanding on details of emergency scenarios, discussion points and resulting actions when performing emergency 'table top' exercises”. <ul style="list-style-type: none"> ▪ This opportunity for improvement was accepted and will be implemented during the 2018 emergency training 		
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UTILITIES MANAGEMENT REVIEW AGENDA & MINUTES

	<ul style="list-style-type: none"> ○ The second opportunity for improvement stated “Continual improvement / corrective action processes were found to be overall effectively implemented. Consideration could be given to recording comments when evaluating corrective action effectiveness. <ul style="list-style-type: none"> ▪ This opportunity for improvement was accepted and will be implemented during the next internal audit. 		
F	<p>Results of relevant emergency response testing:</p> <ul style="list-style-type: none"> • Emergency response testing is scheduled to be completed on December 19th. Staff will be trained on policies regarding Terrorism/vandalism, Adverse results reporting, and Power outage. 		
G	<p>Operational performance:</p> <ul style="list-style-type: none"> • Valve turning and hydrant maintenance have been completed for all systems. • Flushing of dead ends and known trouble spots were completed periodically throughout the year. A full flush of the New Hamburg/Baden system was completed in August • The water meter change out program was completed this year. A change over from drive by to tower based water meter reading was also completed. • There were 3 water main breaks, 9 service leaks, 10 excavations, and 0 frozen services thus far in 2017. 		
H	<p>Water quality trends:</p> <ul style="list-style-type: none"> • No relevant water quality trends noted. Low pressure and Dirty water comprise the majority of complaints. The Township is currently awaiting the completion of a regional pressure reducing valve at the corner of Snyder’s road and Nafziger road. When complete this valve will allow for an increase in pressure in the higher elevations of the New Hamburg/Baden system. 		
I	<p>Follow-up on actions items from previous management reviews:</p> <ul style="list-style-type: none"> • All Action items from the 2016 Management review have been followed up upon and completed. 		
J	<p>Status of management action items (if any) identified between reviews:</p> <ul style="list-style-type: none"> • No action items were identified between management reviews. 		
K	<p>Changes that could affect the QMS:</p> <ul style="list-style-type: none"> • The Township is still waiting on the completion of a pressure reducing valve on Nafziger road. At which time the township will be required to submit for reclassification of the New Hamburg / Baden system. • Snyder’s road dual purpose water main located from the intersection of Snyder’s road East @ Forler street to the property line of the Baden elevated storage tank will be added to the operational plan pending an agreement with the Region of Waterloo. 		
L	<p>Consumer feedback:</p> <ul style="list-style-type: none"> • No trends have been noted from customer complaints or feedback. 		

UTILITIES MANAGEMENT REVIEW AGENDA & MINUTES

M	<p>The resources needed to maintain the QMS:</p> <ul style="list-style-type: none"> The external audit for 2019 is scheduled to be an onsite audit. Additional funds will be required to support this requirement. 		
N	<p>The results of the infrastructure review:</p> <ul style="list-style-type: none"> The results of the infrastructure review consist of the Manager's reports and the 10 year capital plan. 		
O	<p>Operational Plan currency, content and updates:</p> <ul style="list-style-type: none"> The operational plan and all appendices have been updated this year to comply with the changes made by the MOECC to the drinking water quality management standard version 2.0. 		
P	<p>Staff suggestions:</p> <ul style="list-style-type: none"> Various operating procedures and QMS procedures were brought forward to staff for review. Changes were made where appropriate to improve processes. 		



Township of Wilmot **REPORT**

REPORT NO.	DS 2018-04
TO:	Council
PREPARED BY:	Harold O'Krafka, Director of Development Services
DATE:	February 26, 2018
SUBJECT:	Development Charges Rebate Program Fair Housing Plan (2017)

Recommendation:

That Report DS 2018-04 be received for information;

That Council endorses the participation of the Township of Wilmot in the Development Charges Rebate Program as offered through the Province of Ontario's Fair Housing Plan (2017); and,

That Council designates the Housing Service Manager of the Region of Waterloo as program administrator, requests the Housing Service Manager to submit an Expression of Interest to the Ministry of Housing on behalf of the Township of Wilmot, authorizes the Service Manager to enter into a Transfer Payment Agreement with the Ministry of Housing on the Township's behalf; and targets rebates for development projects with starting market rents not greater than 125% of the Canada Mortgage Housing Corporation's (CHMC) Average Market Rent (AMR) for the Kitchener-Cambridge-Waterloo CMA.

Background:

The Province of Ontario announced its Fair Housing Plan (2017) with the intention of improving affordability, addressing demand, protecting renters and buyers and improving the sharing of information.

One of the measures included in the Fair Housing Plan is the Development Charges Rebate program which provides for rebates of development charges to builders of purpose built market rental housing developments. The Ministry of Housing released the guideline for the program in December of 2017 and the deadline for filing expression of interest is March 2, 2018.

There are two types of market rental housing in Ontario: purpose built housing and secondary rentals. Purpose built is best described as a typical apartment building and secondary rentals are best described as secondary rental suites such as basement apartments in single family dwellings.

The rebate program is targeted specifically at incentivizing the construction of new purpose built rentals in a list of 80+ municipalities, including Wilmot Township, which are identified as having a need for additional purpose built rental accommodations based on a number of factors.

The Province identifies several advantages to increasing the supply of purpose built market rental housing including:

- That it addresses the need for stable rental housing and better security of tenure for tenants with diverse needs, compared to individually rented homes and condo's
- That it caters to older demographics within communities, by offering options for seniors looking to downsize, while enabling them to stay in their communities and age in place
- That it supports and aligns with provincial priorities and goals with respect to growth planning, intensification and the need for missing middle housing
- That it attracts and retains skilled workers to Ontario and high growth urban areas
- That it increases the provinces economic competitiveness and allows for increased mobility of residents both geographically and within the housing market.

Features of the Province's program includes:

- The Program can be administered by either the local municipality or the Housing Service Manager of the upper tier if agreed upon
- A Transfer Payment Agreement will outline the terms and conditions between the province and the municipality/housing service manager
- Up to 5% of the funds can be used to support administrative costs
- There is no requirement for municipal funding of the program
- The program cannot replace existing incentives
- Municipalities/Housing Service Managers will have flexibility to determine how the funding is distributed within the municipality, specifically:
 - The type of built form eligible (high rise, mid rise, low rise)
 - Unit size (bachelor, one bedroom, two bedroom etc...)
 - The amount available per unit (full or partial)
 - The timing of the rebate (at what point after DC collection is refund given)
- Developments receiving funding must remain rental units for a minimum of 20 years with starting rents not exceeding 175% of the Average Market Rents (AMR) as published by the Canada Mortgage Housing Corporation (CMHC).

In order to ensure accountability the municipality or Housing Service Manager will be required to enter into formal agreements with any developers receiving DC rebates. Ongoing reporting to the Province of the program success will also be required.

Discussion:

There is no guarantee that the provision of DC rebates will incentivize the construction of new purpose built rental accommodations in Wilmot Township. Having said that it is reasonable to expect that the availability of a development charge rebate would serve as a better incentive than having no rebate available.

Within the adopted Housing Policies of the updated Township of Wilmot Official Plan (OPA 9) the Township commits to plan and provide for the development of affordable housing in both home

ownership and rental housing, to meet the various physical, social, economic and personal support needs of future and current residents. The Township further commits to endeavor to provide a range of planning and regulatory incentives that encourage affordable housing.

As such it is certainly prudent for the Township of Wilmot to ensure that the necessary expression of interest is filed with the Province by March 2 in order to participate in the Development Charges Rebate program. Funding for the program totals \$125 million over 5 years for the 80+ eligible municipalities combined but at this time the Ministry of Housing has yet to provide the evaluation criteria for how the allocations will be made.

In the two tier system of the Region of Waterloo the Region acts as the Housing Service Manager. As such, area municipalities (Wilmot, Woolwich, Kitchener, Waterloo and Cambridge) have met with Regional staff to determine if the Region would administer the program on behalf of the local municipalities. Regional staff will be recommending to the Community Services Committee (and ultimately Regional Council) that the RMOW assume this responsibility.

Additional discussions with RMOW housing staff with respect to Wilmot's application have yielded the following recommendations.

Program Parameters in Wilmot

Area of Eligibility – Proposed to be the entire geographic Township of Wilmot. Township staff have estimated that 12 units might be eligible for 2018 and 8 additional units/year in each of the four subsequent years. While all areas of the Township would be eligible Township staff reasonably expect that the Snyder's Road / Waterloo Street corridor would be the most likely location for the development of new purpose built rental accommodations. In similar fashion to the investment in the LRT, but at a lesser scale, the Townships investment in the extension of public transit service along this corridor makes it a logical fit for intensification projects.

Amount of Rebate – Proposed to be a full rebate of all development charges (Twp, Reg, School Board) in a first come first serve approach is recommended. Rebate would total \$15,564 per unit with less than 2 bedrooms and \$16,904 per unit with two or more bedrooms.

% of AMR to be Eligible – Proposed for units with starting rents not more than 125% of the AMR within the Kitchener-Cambridge-Waterloo CMA as published by CMHC. The CMHC table is included for reference below. The cities of Kitchener, Cambridge have advised that they will be using a target of 125% of the AMR for the Census Metropolitan Area while Waterloo will be using its city specific AMR.

I.1.2 Private Apartment Average Rents (\$) by Zone and Bedroom Type Kitchener-Cambridge-Waterloo CMA										
Zone	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom +		Total	
	Oct-16	Oct-17	Oct-16	Oct-17	Oct-16	Oct-17	Oct-16	Oct-17	Oct-16	Oct-17
Zone 1 - Kitchener (East)	731 ^b	667 ^a	861 ^a	876 ^a	1,008 ^a	1,055 ^a	1,203 ^b	1,232 ^a	969 ^a	1,016 ^a
Zone 2 - Kitchener (Central)	658 ^a	696 ^a	841 ^a	852 ^a	1,050 ^a	1,079 ^b	1,542 ^b	1,529 ^c	950 ^a	965 ^a
Zone 3 - Kitchener (West)	733 ^a	755 ^a	900 ^a	932 ^a	1,083 ^a	1,091 ^a	1,285 ^b	1,241 ^b	993 ^a	1,022 ^a
Kitchener City	715 ^a	703 ^a	871 ^a	890 ^a	1,033 ^a	1,067 ^a	1,224 ^a	1,239 ^a	973 ^a	1,010 ^a
Zone 4 - Waterloo City	657 ^b	928 ^b	872 ^a	990 ^a	1,098 ^a	1,186 ^a	2,030 ^d	1,582 ^b	1,125 ^b	1,147 ^a
Zone 5 - Cambridge City	712 ^a	714 ^a	884 ^a	924 ^a	1,065 ^a	1,084 ^a	1,009 ^a	993 ^a	1,009 ^a	1,031 ^a
Zone 6 - Three Townships	602 ^b	658 ^b	764 ^a	866 ^b	842 ^a	875 ^a	**	1,006 ^a	814 ^a	877 ^b
Kitchener-Cambridge-Waterloo CMA	710 ^a	736 ^a	872 ^a	917 ^a	1,050 ^a	1,093 ^a	1,480 ^c	1,291 ^a	1,007 ^a	1,040 ^a

The opportunity would exist for Wilmot to consider using the AMR of the average of the three Township but Township and Regional staff are of the opinion that the CMA average provides greater flexibility and a more reasonable balance – in particular for the AMR of a 2 bedroom unit. The table below summarizes the 125% AMR calculations for the CMA as a whole and the three Townships (Wilmot, Woolwich, North Dumfries) as a subset.

	bachelor	1 bed	2 bed	3+ bed
CMHC Average Market Rent (AMR) for CMA	736	917	1093	1291
125% AMR	920	1146	1366	1614
CMHC AMR for Townships	658	866	875	1006
125% AMR	823	1083	1093	1258

In speaking with a local developer of purpose built market rental accommodations in New Hamburg, they indicated that her anticipated rents (without the incentives) would fall within the 125% AMR for the CMA.

Timing of Rebate – the timing of the rebate has not been finalized at this time but in discussions with RMOW staff it is expected that the rebate would be provided upon the granting of occupancy permits to the rental accommodations.

Strategic Plan Conformity:

Providing incentives to promote the construction of purpose built rental accommodation diversifies our communities. By integrating a greater mix and range of housing options we support the goal of enjoying our quality of life and promoting a prosperous economy.

Financial Considerations:

There is no cost to the Township of Wilmot in applying for, administering or rebating Development Charges.

The rebate program has the potential to spur the development of new proposals and accelerate the construction timing of the existing proposals for new purpose built rental accommodations which would generate additional permit fees, development charges and assessment growth.

Conclusion:

By collaborating with the Region of Waterloo, the Township of Wilmot has the opportunity to participate in the Province of Ontario's Development Charges Rebate program. The program is intended to incentivize the construction of purpose built rental accommodations in Wilmot Township.

Participation in the program will be at no cost to the Township of Wilmot and is viewed to be supportive not only of recently adopted Official Plan policies but also supportive of the Township's recent investment in public transit service along the Snyder's Road, Waterloo Street corridor.

Harold O'Krafka MCIP RPP
Director of Development Services

Grant Whittington
Reviewed by CAO



Township of Wilmot **REPORT**

REPORT NO.	DS 2018-05
TO:	Council
PREPARED BY:	Harold O'Krafka, Director of Development Services
DATE:	February 26, 2018
SUBJECT:	Protecting Water for Future Generations Growing the Greenbelt in the Outer Ring Public Consultation

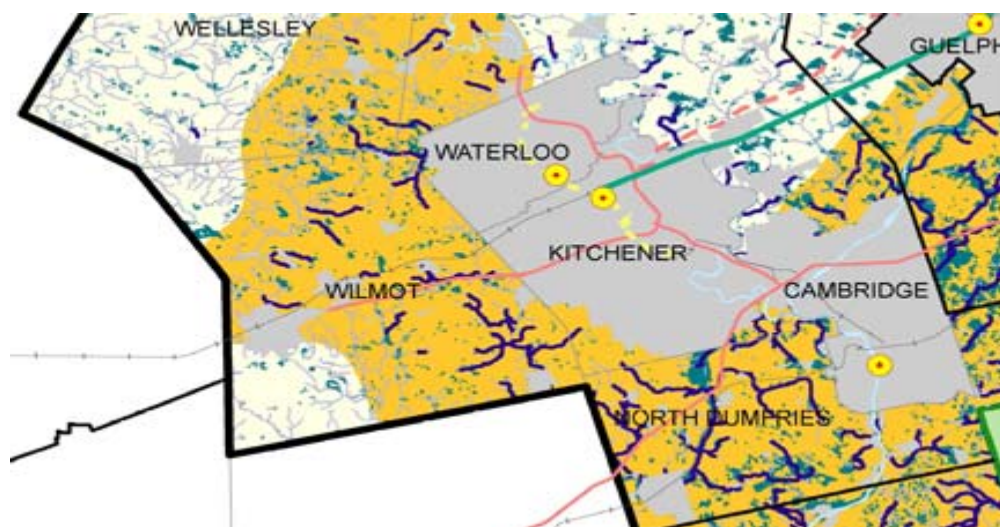
Recommendation:

That Report DS 2018-05 be received for information; and,

That Report DS 2018-05 be forwarded to the Ministry of Municipal Affairs as the Township of Wilmot's comment on Protecting Water for Future Generations – Growing the Greenbelt in the Outer Ring Public Consultation.

Background:

The Province of Ontario released "Protecting Water for Future Generations - Growing the Greenbelt in the Outer Ring" consultation document on December 7, 2017. The Province is seeking feedback on a proposed study area for potential expansion of the Greenbelt in the outer ring of the Greater Golden Horseshoe (GGH) which includes a significant portion of Wilmot Township as shown in the figure below.



The consultation steps the reader through the methodology used by the Province to define the study area and provides a series of questions which are designed to obtain input on a variety of factors which might be considered in the expansion of the Greenbelt.

The Province emphasizes that the study area does not constitute the proposed Greenbelt boundary. Rather, the Province indicates that consultations with the public, municipalities, conservation authorities, stakeholders, Indigenous communities and organization would be held on any proposed amendments to the Greenbelt Plan or the Greenbelt boundary. It should be noted that the Province amended the Greenbelt Plan in 2017 to remove the requirement for municipal support to add lands to the Greenbelt.

Discussion:

Piecemeal Premature Study Area

The Province suggests that the purpose of considering expanding the Greenbelt is primarily to protect important groundwater resources under pressure from urban development.

In identifying the study area the Ministry of Municipal Affairs together with other ministries undertook what they describe as a technical process including:

- Analyzing water data and growth forecasts, and thereby narrowed focus to western outer ring where population growth is the highest
- Met with conservation authorities, municipalities and stakeholder groups to identify and assess the data
- Looked at 'features and functions' with focus on:
 - Recharge
 - Discharge

As a result of that analysis the Province identifies three building blocks being moraines, coldwater streams and wetlands. Through layering this data the Province suggests that it identified high concentrations of features which were then used to map the study area. A cursory review of the base mapping provided by the Province suggests there are some areas of considerable concentration of features which have not been included.

Within the consultation document the Province poses a question respecting how Agricultural System and Natural Heritage System mapping should be considered – when they are completed.

It is Interesting that the Greenbelt Plan (2017) suggests itself:

The Greenbelt Plan, together with the ORMCP and the NEP, identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape.

In the opinion of Township staff, based on the description of the Greenbelt, the three building blocks which should have been considered prior to identifying the Greenbelt expansion study area are clearly Groundwater / Sourcewater Systems, Agricultural Systems and Natural Heritage Systems. As such, the release of a study area with only one (groundwater) of three components mapped seems premature.

In the case of Waterloo Region the proposed study area would appear to exclude the very best farmland in the Region which is at odds with the stated purpose of the Greenbelt within the Greenbelt Plan itself.

Township staff suggest that the Province should delay further consideration of the study area until such time as it can properly give consideration to the inclusion of Agricultural Systems and Natural Heritage Systems mapping.

Bloated Buffer

In addition to mapping the groundwater features, identified earlier, the Province indicates it has added a 1 km buffer around features in the mapping which has the effect of considerably bloating the area encompassed by the study area.

It would appear that in the case of Wilmot, the 1km buffer creates a significantly exaggerated area of influence which is of concern in as much as it results in lands within the Countryside Line between Baden and New Hamburg being included in the study area. Township staff are of the opinion that the mapping of the study area should limit itself to the features without the introduction of an across the board 1km buffer.

Respect for Ongoing Planning at the Regional and Local Levels

Staff suggest that the study area mapping ignores, but should recognize and respect the considerable ongoing planning work within the Greater Golden Horseshoe. In particular the RMOW and its area municipalities have spent the better part of 15 years developing and implementing a 'made in RMOW greenbelt' which is identified as the Protected Countryside within Regional and local planning documents. This Protected Countryside and its associated Countryside Line created hard edges for long term planning while at the same time identifying logical and planned locations for future growth. The Province, through its approval of the Regional Official Plan effectively endorsed this approach and the implementation thereof and yet the study area for Greenbelt expansion fails to acknowledge and respect these efforts.

As Council is aware the Township of Wilmot adopted OPA #9 on December 11, 2017 to implement the Protected Countryside designation in Wilmot Township and to define the Countryside Line hard edge for future urban growth in Wilmot Township. Attached as Appendix A is OPA#9's Map 10 "The Countryside" which identifies the Protected Countryside within Wilmot Township (protects the Waterloo Moraine), Prime Agricultural Lands, and the Countryside Line for New Hamburg and Baden (forms the hard edge to long term growth). The inclusion of the lands between Baden and New Hamburg (those lands inside the Countryside Line) within the Greenbelt Expansion Study Area is unacceptable to Wilmot Township.

The Township of Wilmot has spent considerable time and effort planning for compact, intensified future growth within the New Hamburg – Baden communities. In addition to expenditures on engineering analysis, recreation facility development, and servicing infrastructure the Township has invested in securing access to public transit within the corridor to drive and support intensification and increased densities to grow compactly in accordance with Provincial requirements. Infrastructure investments by local school boards and the Region of Waterloo have also been made and are ongoing and should be respected by the Province.

The development industry has also made considerable investments in long term planning based on the work of the Region and Township and inclusion of the lands within the study area creates an unnecessary and unjustified cloud over ongoing planning and development activities within the corridor, in the opinion of Township staff.

Is Greenbelt Expansion Necessary?

Township staff are of the opinion that the existing Protected Countryside designation and source water protection policies within the Regional and local Official Plans are more than sufficient to achieve long term protection of our groundwater supplies.

Our local Countryside Line minimizes future urban expansions to appropriate locations which can sustain higher densities, drive intensification and maximize the return on infrastructure investments while protecting our prime agricultural areas.

The Provincial Greenbelt policies, quite frankly, do not appear to enhance what has already been put in place in Waterloo Region. Indeed, with respect to Aggregate Extraction, it would seem that the Greenbelt policies might actually weaken some protections related to aggregate extraction and groundwater protection.

Given that the Province has promised it will consult with local municipalities and stakeholders prior to any expansion of the Greenbelt, the Province should be expected to provide detailed explanations of the enhanced and specific protections the Greenbelt will add to our community and highlight the specific protections that are currently missing in the local, Provincially approved, policy environment.

Strategic Plan Conformity:

Commenting on the Greenbelt Study Area will allow the Township the opportunity to advance our strategic plan goals of maintaining our high quality of life and protecting our natural environment by prudently planning for growth while protecting our farmlands and natural areas.

Financial Considerations:

At this time there are no specific financial considerations for the Township of Wilmot.

Conclusion:

The Province of Ontario released "Protecting Water for Future Generations - Growing the Greenbelt in the Outer Ring" consultation document on December 7, 2017. The document seeks feedback from stakeholders on a proposed study area for potential expansion of the Greenbelt in the outer ring of the Greater Golden Horseshoe (GGH) and includes a significant portion of Wilmot Township.

Staff are of the opinion that the roll out of the study area, without inclusion or consideration to Agricultural and Natural Heritage Systems, is premature.

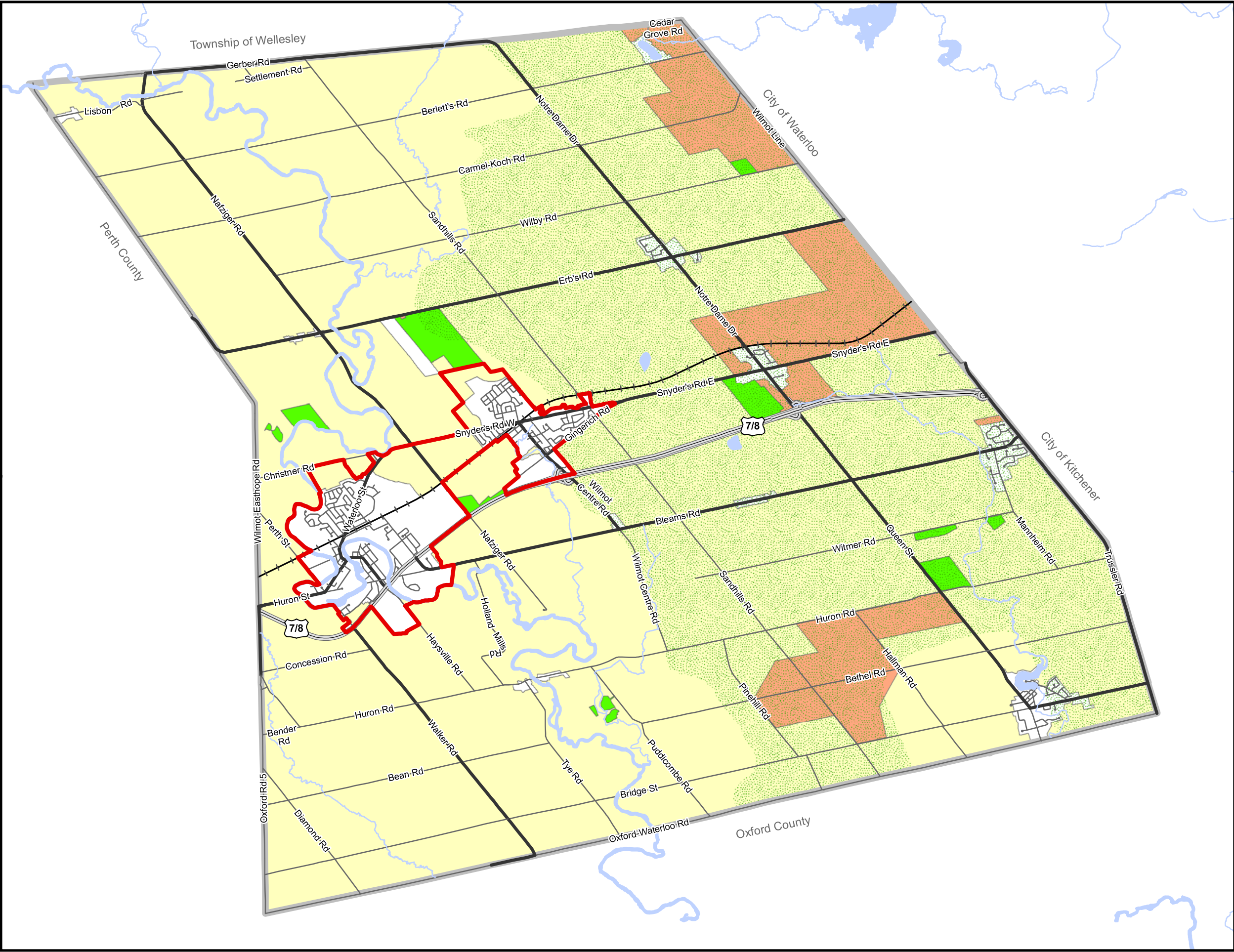
Staff are also of the opinion that the boundary of the study area is unjustifiably bloated through the use of a generalized 1km buffer to features and in so doing fails to respect ongoing long range planning efforts of municipalities within the GGH. In particular, the lands within the Countryside Line between Baden and New Hamburg should not be within the study area. The inclusion of the

lands creates unnecessary confusion and clouds ongoing planning activities and infrastructure investments.

Given that the Province has promised it will consult with local municipalities and stakeholders prior to any expansion of the Greenbelt, the Province should be expected to provide detailed explanations of the enhanced and specific protections the Greenbelt will add to our community and highlight the specific protections that are currently missing in the local, Provincially approved, policy environment.

Harold O'Krafka MCIP RPP
Director of Development Services

Grant Whittington
Reviewed by CAO



TOWNSHIP
OF WILMOT

Official Plan

Map 10 The Countryside

Legend

- Countryside Line
- Protected Countryside
- Recreation and Tourism
- Rural Areas
- Prime Agricultural
- Urban Areas / Rural Settlement Areas

2017



0 1 2
Kilometers

This map forms part of the Township of Wilmot
Official Plan and must be read with the other
maps and policies of this Plan.

Produced by:
Township of Wilmot
Development Services



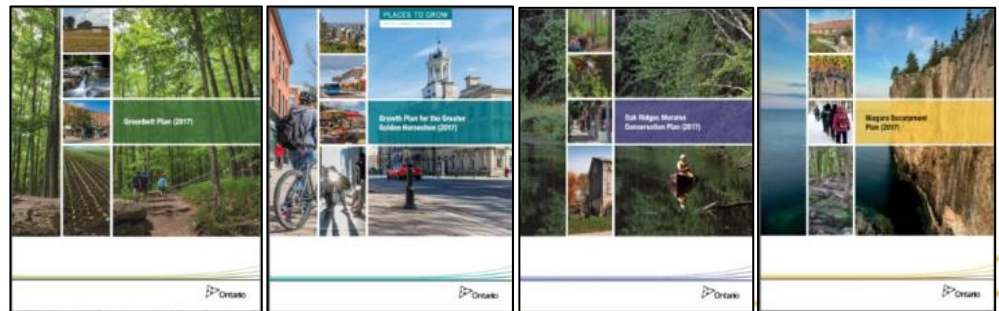
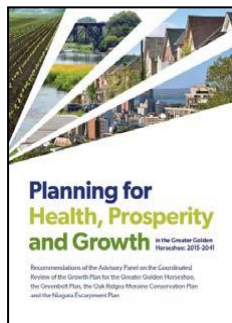
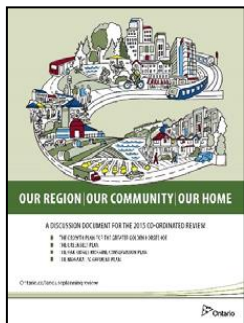
Protecting Water Resources for Future Generations

Growing the Greenbelt in the Outer Ring

December 2017

Co-ordinated Land Use Planning Review

- The Province recently completed the Co-ordinated Review of the provincial land use plans in the Greater Golden Horseshoe (GGH), including: the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan
- As part of the review, the Advisory Panel highlighted the importance of protecting water resources in the GGH and recommended the province lead a process to grow the Greenbelt
- Government committed to undertake a process, including public consultation, to expand the Greenbelt in the outer ring of the GGH with a focus on important water features under pressure from urban development



Protecting Water by Growing the Greenbelt

- Province is consulting on a study area for potential Greenbelt expansion (in the outer ring of the GGH), including discussion on:
 - Approach to identifying important features for protecting water
 - Process followed for mapping the study area based on location of these features
 - Other factors to be considered when mapping a proposed Greenbelt boundary
- Consultation period (Dec 7, 2017 to March 7, 2018) will include open house meetings (dates and locations TBC), technical meetings with municipalities, conservation authorities and stakeholders, and Indigenous engagement meetings
- The province is not currently consulting on a proposed new boundary; however, the province would consult further before making any changes to the Greenbelt area

What it Would Mean to Grow the Greenbelt

- Ontario's Greenbelt was originally established in 2005 and permanently protects roughly 810,000 ha of green space, farmland, vibrant communities, forests, wetlands and watersheds
- If lands were added to the Greenbelt, the policies of the Greenbelt Plan, 2017 would apply
- The Co-ordinated Review aligned many policies of the Greenbelt and Growth Plans including enhanced protections for water in both plans
- Key difference is the Greenbelt Plan prohibits significant urban development
 - Settlement areas outside the Greenbelt are not permitted to expand into it
 - There are enhanced tests for the size and location of settlement expansions inside the Greenbelt

Identifying A Study Area

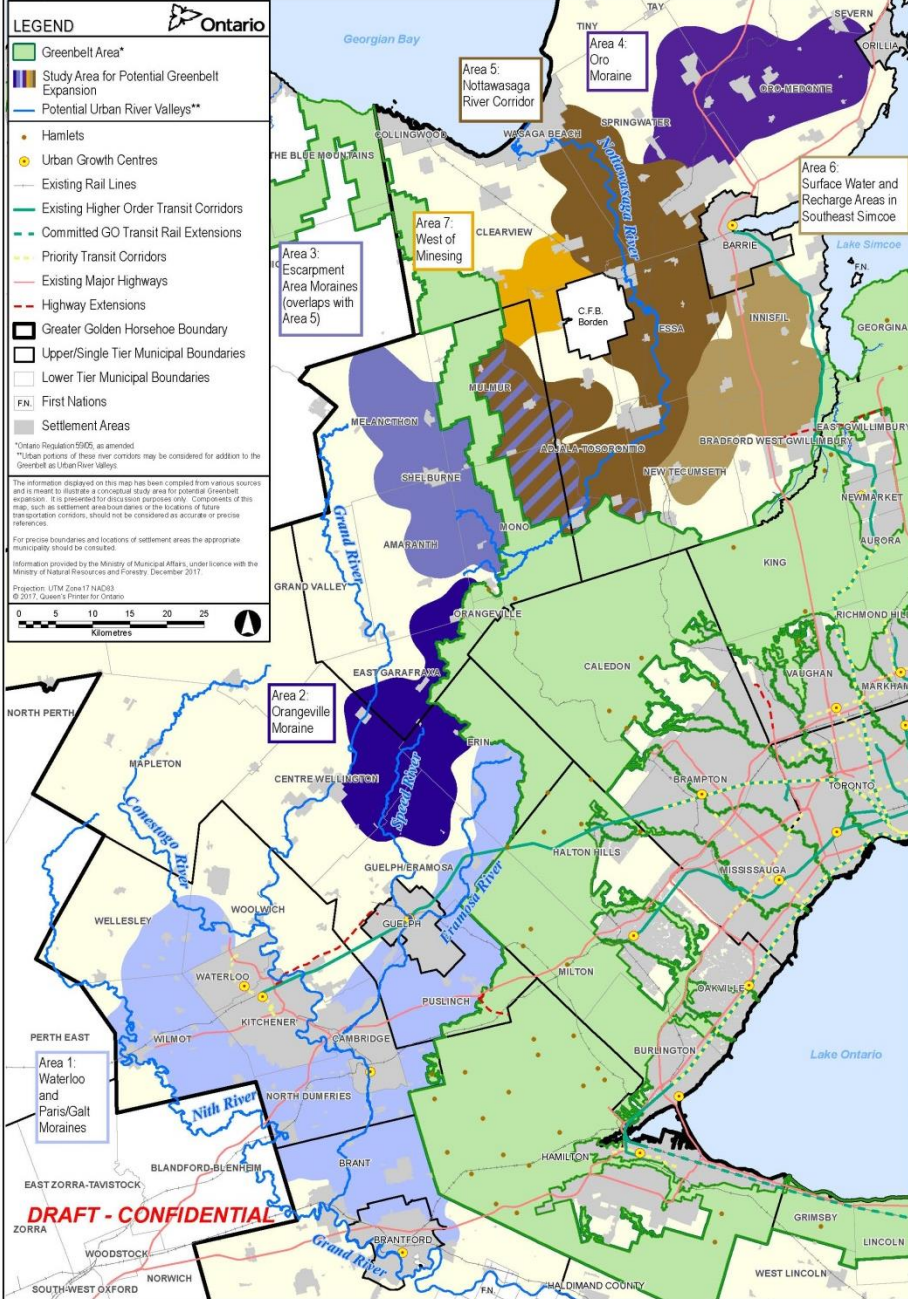
- Guiding principle: protecting water features under pressure from urban development
- MMA, together with partner ministries, (MOECC, MNDM, MNRF, OMAFRA, MTO) undertook a technical process including:
 - Analyzed water data and growth forecasts, narrowed focus to western outer ring where population growth is highest
 - Met with conservation authorities, municipalities and stakeholder groups to identify and assess data
 - Looked at “features and functions” with focus on:
 - Recharge (what happens to water at, near or below the surface, for example rainwater soaking into soil)
 - Discharge (release of water, e.g., from the ground or from a watershed)
- Process identified three key features as “building blocks”:
 - Moraines
 - Coldwater streams
 - Wetlands
- Appendix contains more information on key features.

Study Area Mapping

- Based on general locations of moraines, coldwater streams and wetlands in the outer ring, “building blocks” data were layered to identify high concentrations of features using watersheds and catchment areas as the basis
- Characteristics of the study area:
 - Conceptual and not a proposed boundary
 - Incorporates a minimum 1 km buffer around water features
 - Limited to the boundaries of the GGH
 - To be refined through consultation and feedback
 - Comprises seven geographic areas
 - Includes the urban sections of river corridors flowing through the study area that could be considered for addition to the Greenbelt as urban river valleys

Discussion Questions:

- 1. Are there additional “building blocks” features that should also be considered for addition to the Greenbelt to protect water?**
- 2. Are there additional data sets or types of analysis that should be considered?**

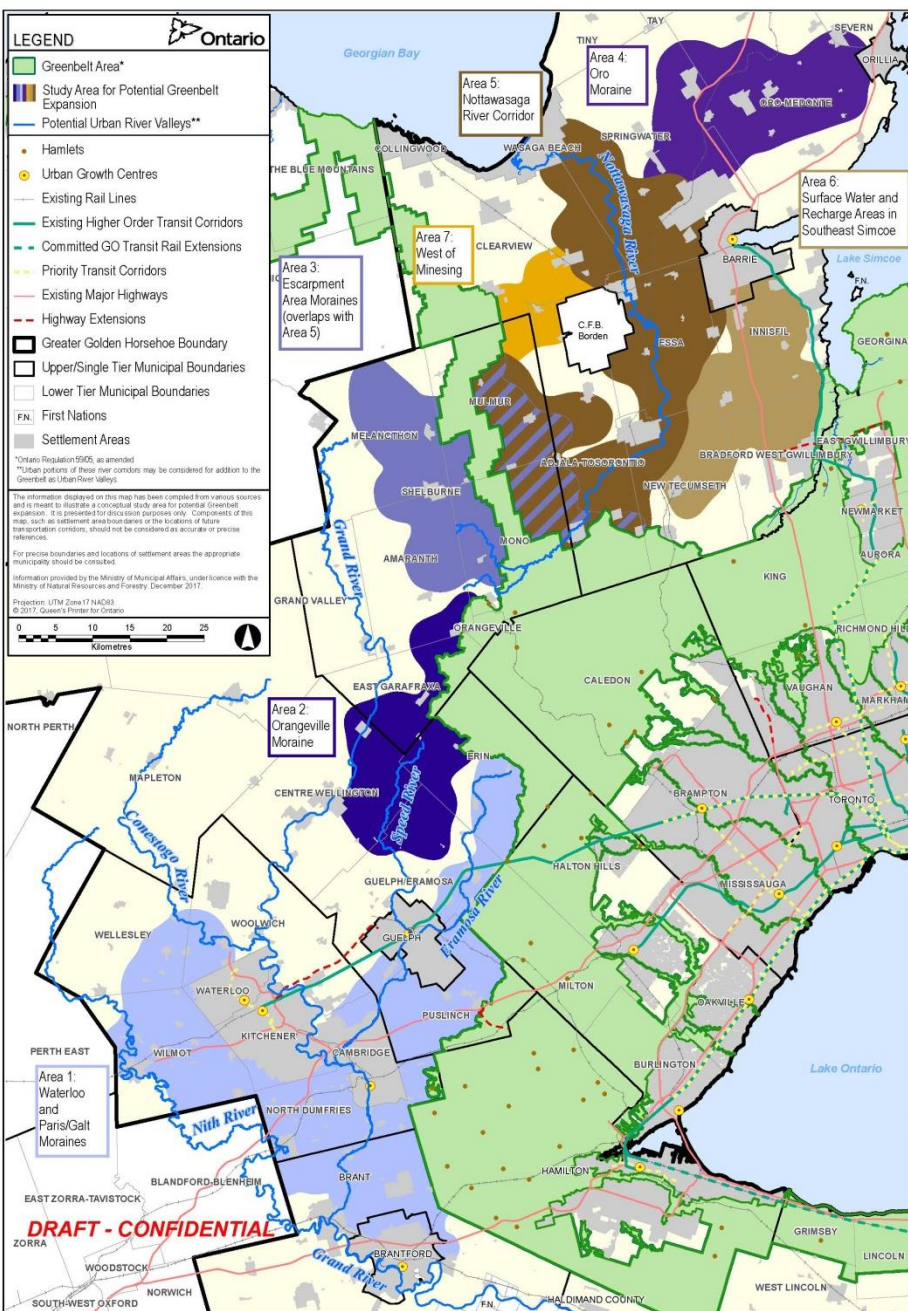


Area #1 – Waterloo and Paris/Galt Moraine Complex

- Waterloo Moraine – contains important aquifers for municipal water supply and provides baseflow to the Nith and Grand Rivers, Whiteman's Creek, and the area's coldwater streams
- Paris and Galt Moraines - moraines and associated sand and gravel deposits act as significant groundwater recharge area providing important baseflow to the Grand River between Cambridge and Brantford

Area #2 – Orangeville Moraine

- Where deposits are exposed at surface they form significant groundwater recharge area and provide baseflow to the upper Grand, Nottawasaga and Credit rivers

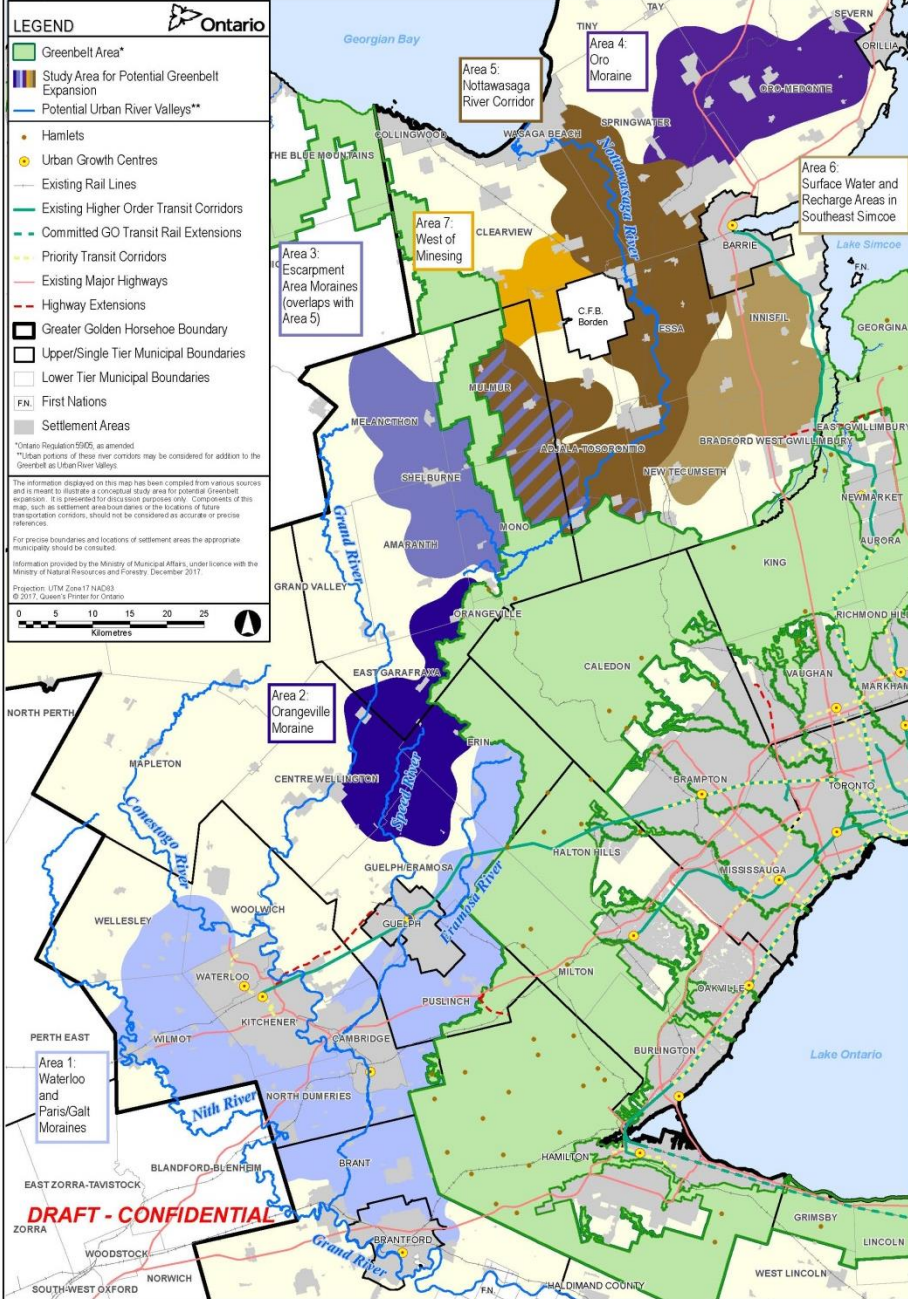


Area #3 – Escarpment Area Moraines

- Includes Gibraltar and Singhampton Moraines – similar in form and composition to the Paris and Galt Moraines
- Provide baseflow to streams flowing from the Escarpment and recharge for groundwater that supplies communities to the southwest (e.g. Shelburne, Orangeville, Fergus and Guelph)
- Overlaps with Area 7 (see next slide)

Area #4 – Oro Moraine

- Significant groundwater recharge area that provides baseflow to local streams
- Area also includes associated catchment areas with high concentrations of wetlands and coldwater streams



Area #5 – Nottawasaga River Corridor

- Includes deposits of sand and gravel along the Escarpment within the Nottawasaga River valley, the Minesing Wetland, and other important wetlands adjacent to Nottawasaga River

Area #6 – Southeast Simcoe County Important Surface Water Features

- Includes catchment areas with high concentrations of coldwater streams and wetlands, and sand and gravel areas that are important for groundwater recharge

Area #7 – West of Minesing Wetland

- Includes catchment areas with high concentrations of coldwater streams and wetlands and those that connect the Minesing Wetland to the Escarpment, as well as very permeable deposits along the base of the Escarpment in this area.

Study Area Mapping

Discussion Questions:

3. Of the seven areas, are there some that are more or less important?
4. Are there areas beyond the study area that you think should be considered for potential future Greenbelt expansion?
5. Should the province consider adding rivers that flow through urban areas as Urban River Valleys in the Greenbelt?

Growth and Settlement Considerations

- Much of the region's anticipated growth will be directed to settlement areas
- A key consideration for potential Greenbelt expansion is the need to balance protection of water with accommodating appropriate urban growth
- There is a wide variety of settlements in the GGH – major cities (urban growth centres), large settlement areas (mapped built boundary with full municipal services), small/rural settlement areas (no mapped built boundary or full municipal services)
- Overall, the Growth Plan directs vast majority of growth to settlement areas with mapped built boundaries
- The Greenbelt Plan prohibits settlement areas outside from growing into the Greenbelt
- The Greenbelt Plan allows only modest growth for larger settlement areas (Towns/Villages)small/rural settlement areas (Hamlets) prohibited from expansion

Growth and Settlement Considerations

Discussion Questions:

6. With the range of settlement areas in the GGH, how should the province balance accommodating future urban growth with protecting water resources?
7. What are other key considerations for drawing a potential Greenbelt boundary around settlement areas?
8. How should the province determine which settlement areas become Towns/Villages or Hamlets, if included in a potential Greenbelt?

Other Provincial Priorities

- Agriculture: Province is developing Agricultural System for GGH; key components are agricultural land base and agri-food network
- Natural Heritage: Province is developing Natural Heritage System (NHS) for GGH building on Greenbelt NHS
- Mineral Aggregates: Moraines in study area are a source of sand and gravel deposits – the Provincial Policy Statement protects for aggregate resources for the long term and prioritizes location of aggregate resources close to market
- Infrastructure: Growth Plan and Greenbelt recognize infrastructure is needed to service growth and is permitted subject to conditions

Discussion Questions:

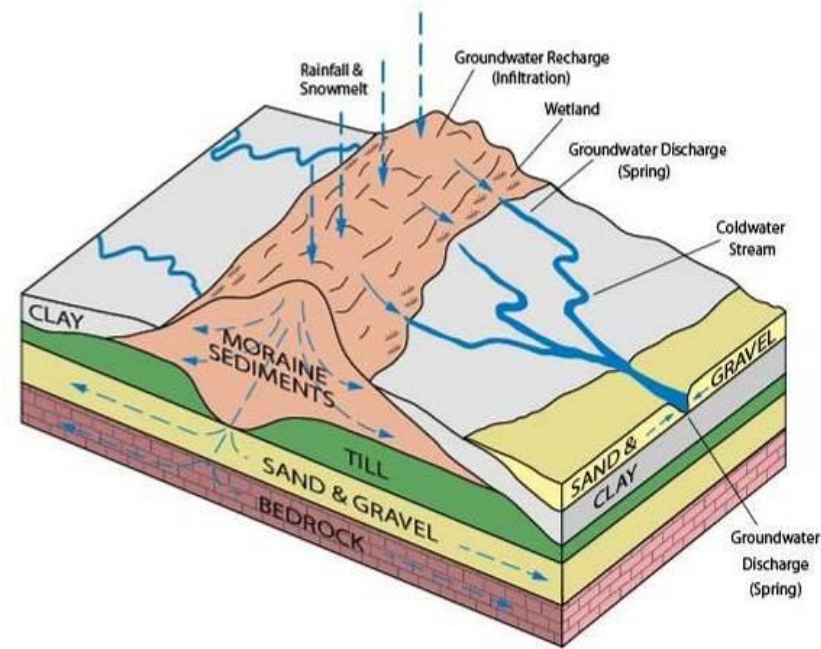
9. Once the Agricultural System and Natural Heritage System under the Growth Plan are finalized, how should they be considered as part of potential Greenbelt expansion?
10. How should other provincial priorities or initiatives, such as mineral aggregates and infrastructure, be reflected in potential Greenbelt expansion?
11. What other priorities or initiatives do you think the province should consider?

Next Steps

- Mid-Jan to mid-Feb: Consultation sessions
 - Open House locations (all TBD): Barrie, Alliston, Orangeville, Guelph, Kitchener-Waterloo and Brantford
 - Technical meetings (municipalities and conservation authorities) and stakeholder meetings – dates and locations TBD
 - Separate Indigenous engagement sessions with interested communities and organizations
 - Majority of open houses and other consultation meetings will take place from mid-January to mid-February with follow-up meetings to be scheduled through end of February as needed
- March 7, 2018 – end date for EBR posting and consultation period

Appendix: Study Area Building Blocks – Moraines

- Raised, rolling hills created by glaciation
- Made of layers of sand/gravel and till (mix of rocks, sand, silt and clay)
- Replenish groundwater by allowing rain/snowmelt to filter through to aquifers
- Provide source (headwaters) for many rivers and streams
- Analysis focused on moraines and other very porous deposits connected to the existing connect Greenbelt, along with additional important recharge areas



Appendix:

Study Area Building Blocks – Coldwater Streams

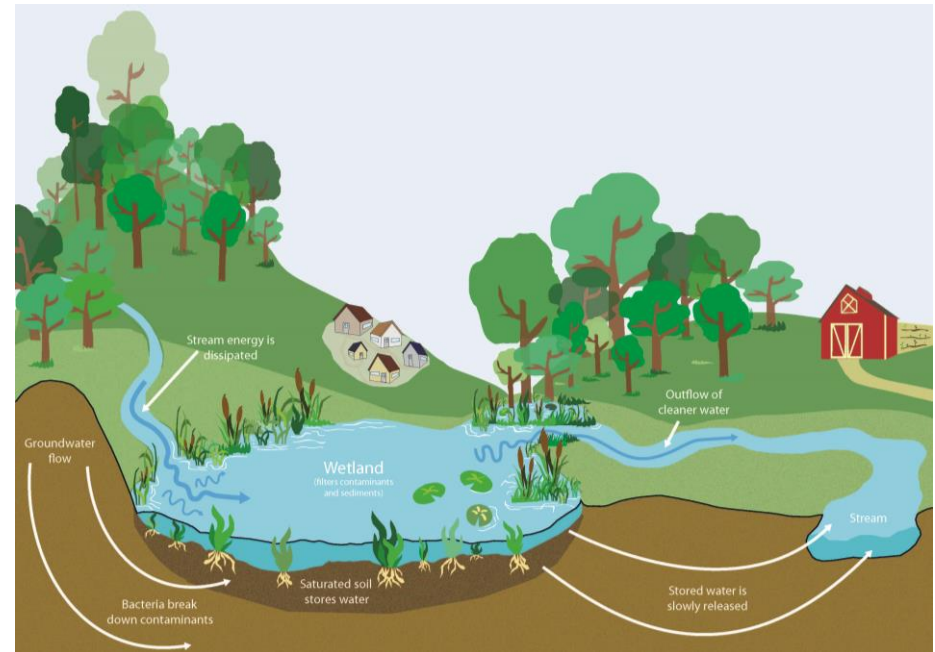
- Fed by groundwater from glacial formations such as moraines
- Often form headwaters or source areas for streams, lakes and rivers
- Improve water quality by moderating temperature of larger streams and diluting pollutants
- Provide habitat for fish such as brook trout that cannot survive in warmer water
- Provide important source of water (baseflow) to sustain larger streams during dry periods
- Analysis focused on catchment areas with high densities of coldwater streams



Appendix:

Study Area Building Blocks – Wetlands

- Lands with waterlogged soils, often occurring in low-lying areas or along the edges of lakes and rivers
- Four kinds of wetlands in Ontario: marshes, fens, bogs and swamps
- Biodiversity hot spots supporting an array of species including many species at risk
- Play key role in supporting water quality and quantity by filtering pollutants and retaining water
- Analysis focused on catchment areas with high densities of wetlands





Township of Wilmot **REPORT**

REPORT NO. **DS 2018-06**

TO: **Council**

PREPARED BY: **Harold O'Krafka, Director of Development Services**

DATE: **February 26, 2018**

SUBJECT: **High Speed Rail Update**

Recommendation:

That Report DS 2018-06 be received for information.

Background:

The Province of Ontario announced it was committed to moving forward with High Speed Rail in the Toronto to Windsor corridor in December of 2014. In October of 2015 David Collenette was appointed as Special Advisor on high speed rail and he submitted his recommendation to the Province in December of 2016. In May of 2017 the Province announced that they would move ahead with preliminary design work on the high speed rail project and invest \$15 million in a comprehensive environmental assessment and in October of 2017 the HSR Planning Advisory Board was created.

Subsequently, municipalities (Wilmot, Zorra, East Zorra - Tavistock, Thames Centre) impacted by the proposed new corridor linking London and Kitchener had several discussions and as a result of those discussion a joint letter from the Mayors of the four municipalities was sent (December 21, 2017) to then Transportation Minister Del Duca. That letter is attached as Appendix A to this report and requested that the Province of Ontario fund a peer review of the EA process and further that the Province establish formal Municipal Advisory Group(s) to participate in the process.

Recently, February 13, 2018, Mr. Collenette was appointed to assume the position of Chair of the HSR Planning Advisory Board.

In announcing his appointment the Province highlighted that the introduction of HSR will be a first in Canada, connecting communities from Toronto to Windsor as part of Ontario's Innovation SuperCorridor. High speed trains will travel at up to 250km/hour on a combination of existing track and new dedicated rail corridors. The province projects that travel times will be cut between Windsor and Toronto approximately in half and that this will help businesses attract the best talent and boost their productivity.

Discussion:

The next step in the process to establishing HSR, based on the Provincial HSR website <https://www.ontario.ca/page/high-speed-rail>, will be the completion of an Environmental Assessment. Given that the form of HSR will vary at different points of the route each segment will have different planning, design and EA processes.

For the Kitchener to Toronto segment the plan is a rail service upgrade as the route will use existing tracks and resemble a high-performance rail system rather than a dedicated high speed rail service.

From Kitchener to London however the Province is proposing a new corridor, dedicated to high speed rail. The province estimates that the process will begin in spring of 2018 and that it may take 2-4 years to complete according to the HSR website.

This will not be a typical EA however. Typically a conceptual project such as HSR would be identified and then, through an EA process, the options for routing and design would be vetted. This does not appear to be the form of analysis that the Province will utilize between Kitchener and London. In particular the Province suggests that there is no plan to consider use of existing corridors (Kit/Strat/StMarys/London), or alternative corridors (401) as part of the EA.

Rather, it would appear that both the type of corridor (a new dedicated corridor) and general location of the corridor (closely following the Hydro One corridor) have already been predetermined which has the effect of greatly reducing the practical ability of local municipalities and the Province to consider and address impacts identified through the EA.

On one hand the Province has included additional promises in recent communications suggesting that "Ontario will continue to engage with Indigenous communities and municipalities while the environmental assessment, design work and ridership forecasting are completed" and further that "the HSR Advisory Board will include representation from agricultural, business and Indigenous communities". At the same time, on the other hand, it has maintained a tight unyielding route with limited opportunities within the process to explore and consider alternatives which may be identified through its consultation.

The Province describes on its HSR website that the environmental assessment process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins. For high-speed rail, this means considering how all aspects of the project (e.g. how stations are built, track locations, energy requirements, expected ridership, parking needs) could affect all aspects of the environment. This includes the land (e.g. in environmentally sensitive areas), water quality, air quality, noise or vibration levels and much more.

Effectively an EA should be expected to result in a preferred alternative, through evidence based decision making and vetting of alternatives, that will ensure Canada's first HSR represents the best possible HSR route and service delivery model. It would appear based upon the Provincially imposed limitations on the EA process that this will not be the case.

Locally, a number of residents have made considerable efforts to obtain additional information from the Province on the project and to begin the process of engaging the Province – in particular on the limited scope of the proposed EA. Specifically these residents are calling on the Province to expand the scope of the EA to include thoughtful consideration of other service models (high

performance rail on existing tracks from Kitchener to London) and/or alternative locations for a dedicated corridor (adjacent to the 401). Others have proposed that the Province focus on the extension of inter-municipal commuter rail service such as GO trains to communities including Cambridge, Baden, New Hamburg, Stratford, St. Mary's and London using existing infrastructure in order that the benefit of the investment on transit is realized by everyone within the Windsor to Toronto corridor.

One local group has created a website www.intercityrail.org wherein they provide their analysis of the project. A significant part of that analysis revolves around the limited scope of the proposed EA and, as highlighted earlier, the apparent inability for the successful EA consultant to consider options to the means of delivery and location of delivery between Kitchener and London as part of the assessment process. Stemming from that analysis the local group, and others, are suggesting that the local municipalities who will be impacted by the HSR EA publicly call on the Province of Ontario to expand the scope of analysis to ensure that, at the conclusion of the EA, the best possible service and best possible route is selected using evidence based analysis.

Strategic Plan Conformity:

Participating actively in the EA for HSR in Ontario will allow the Township the opportunity to advance our strategic plan goals of maintaining our high quality of life, protecting our natural environment by prudently planning for growth while protecting our farmlands and natural areas.

Financial Considerations:

At this time there are no specific financial considerations for the Township of Wilmot. The Township has requested that the Province of Ontario fund a peer review of the EA process on behalf of the affected municipalities but no response to this request has been received.

Conclusion:

The Province of Ontario is currently acquiring consultant services to deliver the EA Terms of Reference for the Kitchener to London corridor and commencement is expected in spring of 2018. Following approval of the EA Terms of Reference, MTO will undertake an EA to determine the plan and design for HSR. The EA will be required to adhere to the process outlined in the approved EA Terms of Reference and will identify HSR requirements such as the route plan, station design and location, track design, power supply etc. The province estimates the process to be completed within 2-4 years.

While the province emphasizes that there will be numerous opportunities for Indigenous communities, municipalities and other stakeholders to participate in the planning, design and EA process it does not appear that those opportunities will include consideration of alternative locations or delivery mechanisms. As such, municipalities impacted by the proposed HSR corridor between Kitchener and London are being asked to consider adopting the resolution contained with Appendix B to this report, to publicly request that the Province expand the scope of the EA to include alternative delivery methods and alternative corridor locations between Kitchener and London.





MUNICIPALITY OF
Thames Centre



TOWNSHIP
OF WILMOT

December 21, 2017

The Honourable Steven Del Duca
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario M7A 1Z8

Dear Minister Del Duca:

**Re: High Speed Rail Project
Environmental Assessment Peer Review
Municipal Advisory Group**

The Townships of Zorra, East Zorra-Tavistock, Wilmot and the Municipality of Thames Centre are aware the Province is moving ahead with an environmental assessment on a high-speed rail system (HSR) based on recommendations in a report filed by a Special Advisor. The Special Advisor's report suggested the new corridor parallel the existing Hydro One right-of-way which runs through the corridor impacted municipalities. It has since been learned this route has not yet been determined and may not necessarily follow this corridor. Notwithstanding this fact, an HSR corridor will dramatically impact these four municipalities in many different aspects irrespective whether it follows the Hydro One right-of-way.

At this time, the four municipalities have two requests; funding of a peer review and establishment of a Municipal Advisory Group.

Peer Review

The Environmental Assessment process is very complex and highly technical in nature. The fact this project will be the first of its kind in Canada will only add layers of complexity. In order for impacted municipalities to fully and completely participate in the Environmental Assessment in a meaningful way, a technically sound, independent professional peer review of both the Terms of Reference (ToR) and Environmental Assessment (EA and CEA) will be required.

The Township of Zorra has undergone a similar peer review process for a private landfill undertaking and the review has been fully funded by the proponent. This is in recognition that a private undertaking which will not result in a direct benefit for the host municipality should not negatively impact local taxpayers.

Given that this project is deemed to be provincially and federally significant, it is not fair to have taxpayers from four local municipalities fund a peer review. It is therefore requested that the Ministry of Transportation fund a full comprehensive peer review for the corridor impacted municipalities. The sphere and scope of the peer review is open for negotiation and can be determined at a later date.

We understand the EA Notice of Commencement will likely be issued early this spring. It is imperative that the municipalities have expert advice at their disposal as soon as possible to provide guidance to the respective Councils during preparation of the Terms of Reference. It is suggested that an EA Project Manager be retained to assist in determining the scope of the required peer review. With reference to Zorra's peer review of the Southwestern Landfill Proposal, the EA Project Manager was invaluable in providing guidance and advice for the breadth and scope of the peer review team.

Municipal Advisory Group

Municipal staff met with Jennifer Graham Harkness, Director of High Speed Rail and other Ministry staff on December 15, 2017. A wide range of issues were discussed and there was excellent dialogue with MTO staff.

Ministry staff noted this project has similarities with other highway corridor projects that MTO has undertaken in that Environmental Assessments were required. MTO has worked closely with impacted municipalities through creation of advisory groups at the political and technical level. It was felt the HSR project is similar and the creation of a Municipal Advisory Group (MAG) comprised of the CAO's and a Council representative to act as the political group. Further along the process there would also be merit in a separate Municipal Technical Advisory Group (MTAG) which could include Public Works staff and other technical municipal staff.

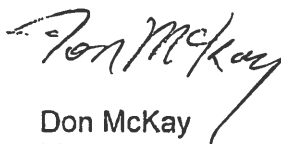
As noted above, preparation of the ToR will be commencing shortly and the corridor impacted municipalities would like to begin a dialogue with MTO. There was general agreement this approach would be advantageous and there are no impediments to starting up early in 2018.

Thank you for your consideration of these two requests.

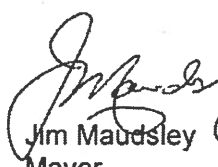
Sincerely,



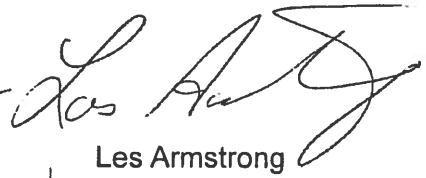
Margaret Lupton
Mayor
Township of Zorra



Don McKay
Mayor
Township of East
Zorra-Tavistock



Jim Maudsley
Mayor
Municipality of
Thames Centre



Les Armstrong
Mayor
Township of Wilmot

Copy to: Jennifer Graham Harkness, Director of High Speed Rail
John Slobodzian, Team Lead, Environmental Policy Office, Transportation Planning Branch
Nicole Zdero, Senior Policy Analyst, Environmental Policy Office, Transportation Planning Branch
Sara Patterson, Issues Coordinator, High Speed Rail Team

APPENDIX B

NOTICE OF MOTION

"Whereas the Township of Wilmot understands that the proposed Ontario Government High Speed Rail plan is in the early stages and many details are to be determined through Environmental Assessments yet to be completed;

And whereas, some urban Ontario Municipalities feel that they may benefit from High Speed Rail;

And whereas, there is great concern in rural Ontario, and the Township of Wilmot in particular, with respect to the significant loss of Prime Agricultural Land, the potential for dead-ended roads creating increased emergency response time, creating increased school transportation time, the severing of farm businesses, disruption to community cohesion, reducing local resident access to Municipal services, and the health, safety and well being of our local residents;

Therefore be it resolved that the Township of Wilmot does not oppose improved rail service in South Western Ontario;

And that the Township of Wilmot does take the following position on the proposed High Speed Rail Plan going forward;

That High Speed Rail is only one viable option to improve transportation in Southwestern Ontario;

That the Environmental Assessment must also include other viable options to improve transportation in Southwestern Ontario;

That all committees created for the purpose of HSR also have representation from the Councils and community members/organizations directly affected by this proposed HSR plan.

AND THAT, the resolution of this motion be forwarded to the Premier of Ontario, Minister of Transportation, Minister of Agriculture, Food and Rural Affairs, as well as the Association of Municipalities of Ontario."



GRAND Actions

The Grand River watershed newsletter



February 2018 • Volume 23, Number 1

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Cover photo

Fencing along a river in Dufferin prevents animal waste from entering the water and helps everyone downstream.



Clean water from Dufferin to you

By Janet Baine

GRCA Communications Specialist

Think of your neighbours and keep their water clean. This is the basis of the Rural Water Quality Program (RWQP) that now has firm funding in Dufferin County, at the headwaters of the Grand River.

“We really have to thank Dufferin County and all the other municipalities across the watershed that contribute to this program,” says Louise Heyming, Supervisor of Conservation Outreach at the GRCA. “Water quality at our headwaters, in Dufferin, is especially important. It benefits everyone downstream, all the way to Lake Erie.”

In December, Dufferin County Council committed annual funding to the program, starting with \$20,000 this year. The money ends

up directly in the hands of people who complete projects to improve water quality.

Dufferin's commitment was a watershed moment for the GRCA, you might say. The RWQP was started in the Grand River watershed 20 years ago by the Regional Municipality of Waterloo. Two years later, Wellington County joined.

Now about 90 per cent of the watershed, which is the size of Prince Edward Island, is covered by the program. In addition to Waterloo, Wellington and Dufferin, Brant, Brantford, Oxford and Haldimand also provide stable municipal funding to this watershed program. Similar programs have spread to many other parts of the province.

Dufferin County is at the headwaters of five different watersheds, including the Grand River



watershed. Everyone downstream in these watersheds benefits from the program at the headwaters.

Until now, project funding in Dufferin County has been limited and came from a variety of sources (Dufferin provided a one-time grant in 2012). Dufferin farmers in the Grand River watershed have still been able to take advantage of the program and have received \$400,000 in grant to complete 174 projects since 2002. The grants they receive cover 50 to 100 per cent of the cost of water quality projects, depending on the type of project. Stable funding allows local farmers to plan ahead, because some projects have many steps and can take years to complete.

Most of the land in the Grand River watershed is in private hands, and about 70 per cent of the land is agricultural. GRCA staff promote the program and work closely with agricultural groups and landowners to help plan and work out the details of each project.

“While many city residents have taken the message about water conservation to heart and local municipalities are leaders in Canada for reducing water use, they are also leaders in their approach to investing in rural water quality,” Louise says. “Sharing the cost of clean water by helping landowners to complete projects is a unique approach. We work with those folks every day, so we see how grateful and committed they are.”

How cities benefit

Rural landowners clean up the water that passes through their land. Through this program they plant trees, create natural areas and wetlands, which help the rain filter into the ground. They manage their land to reduce soil erosion, hold crop nutrients in the field and keep manure runoff out of rivers and streams. All of this takes lots of time, money and commitment.

Just like buying an efficient washing machine, these projects have extra costs, so financial assistance really helps.

“This program is important to people living in cities like Kitchener, Brantford and Guelph. This is because it improves the water those communities are receiving. This water is used for everything from drinking to recreation,” Louise says. “It’s one reason an angler from Waterloo can enjoy fishing local rivers. In fact, fish, wildlife, plants and



Brant County farmer Steve Sickle intends to leave his farmland in better condition than he found it and he knows that the cover crops he is using are making a big improvement.

people all benefit. If you stop and think about it, this program recognizes how connected we all are.”

Farmers share their stories

A new web application called *Stories From the Field* was recently launched by the GRCA to help bring even more farmers to the Rural Water Quality Program.

Thousands of farmers in the Grand River watershed work to improve and protect water quality on their land for all those who live downstream.

“Their work is inspiring. And more, it is

changing the landscape for the better,” says Sue Brocklebank, GRCA Conservation Specialist.

The idea behind the web application is that like everyone else, farmers want to hear about practices from someone else before they make a change.

So, local landowners share stories about the projects they have completed through the RWQP. The application is online at www.grandriver.ca/ruralwater.

“We want to share some of the amazing work that landowners are voluntarily doing in our watershed,” says Sue. “It gives people the credit they deserve. We know their stories will inspire others who are thinking about similar projects.”

A few dozen stories are featured, putting a face and location to each project.

Beef producer Steve Sickle, one of the landowners featured, uses cover crops very successfully to solve the problem of soil loss on his Brant County farm.

“For my kids, I want to leave this farm better than I found it,” he says, acknowledging changes made at the farm level have a direct and positive impact on the health of the watershed.

Featuring all different types of projects in different parts of the watershed, *Stories from the Field* helps producers connect and learn from each other.

RWQP across the watershed

- More than 6,000 projects completed through the Rural Water Quality Program since 1998, many to keep nutrients like phosphorus out of waterways
- \$17.6 million provided in grants
- More than \$51 million invested in projects
- 2 million trees were planted on private property
- 154 km of fencing along tributaries are keeping 14,000 livestock out of the waterways

More detailed fact sheets and videos are available for some of the stories.

Learn more

Farmers and rural landowners who are interested in the Rural Water Quality Program and would like find out more can call 519-621-2761 and ask for a conservation specialist, or email ruralwater@grandriver.ca.



Photos by Ron Wu-Winter

A plantation forest after thinning may look sparse for a time. But the gaps provide space for a variety of plants and animals and are a significant opportunity to bring health to the forest.

GRCA shifts focus to thinning our forests

By Janet Baine
GRCA Communications Specialist

Step into a plantation forest and you will see the story of the past and the hope for the future growing before your eyes.

These forests in the Grand River watershed remind us of the time when settlers tamed the land by removing most of the trees, leaving only five per cent in some areas. But forest removal caused such devastation across the watershed that tree planting has been a top priority for decades. Large-scale tree planting during the last century established forests quickly to solve environmental problems, such as severe flooding, extreme low flows and loss of biodiversity.

About 50 square kilometres of GRCA-owned land has been replanted with trees since the 1940s. For this reason, when you visit a local forest on GRCA land, the chances are high that it will be a plantation forest. These forests have their own tranquil beauty — the symmetry of row upon row of pine trees reaching for the sky. Plantation forests make up about 43 per cent of the forests owned by the GRCA.

Next 10 years

Over the next 10 years, the GRCA will continue to plant trees, as it always has. But more attention will now go into the plantation forests. This is because marginal farmlands that were slated for tree planting a decade ago have been planted over the last 10 years. Nearly 500 hectares, or five square kilometres, of GRCA land was planted with nearly 775,000 trees during that time. This is quite an accomplishment in and of itself.

A second reason is that many of the forest plantations are ready for thinning.

“We will still be doing the full range of forest activities we’ve always done, including tree planting,” says GRCA Forester Ron Wu-Winter. “But for the next 10 years we have a lot of forests to thin, because they are at the stage where they need thinning. This is a big opportunity to contribute to the quality and

WHAT'S HAPPENING

resilience of forests across the watershed.”

He speaks with enthusiasm, because the Master’s thesis he completed at the University of Toronto focused on this — converting forest plantations into more natural forests. He looks forward to playing a big role in forest revitalization in the watershed on a large scale. The GRCA owns seven per cent of watershed forests — in some areas, it’s as high as 14 to 21 per cent. Most of the GRCA’s plantation forests are in the middle of their developmental phase.

Any forester knows what the general public may not — that you can’t usually walk away from a tree planting project once the trees are in the ground.

Instead, you need to keep coming back, because a planted forest needs to be managed. It is made up of a few species of trees all planted at the same time. It doesn’t have much biodiversity, but it’s a quick way to start a forest. Usually after about 25 to 35 years, the forest is ready for its first thinning.

Management of forests on GRCA land is directed by a management plan. Last December, a 10-year update to the GRCA Forest Management Plan was approved by the GRCA board. It outlines the shift in direction.

Signs a forest needs thinning

There are a few signs that a plantation forest is ready for its first thinning, Ron says. One is that the forest is dark and there are very few plants growing on the forest floor because little sunlight reaches through the tree tops. Also, when looking up, only the top third to one-half of the trees have branches.

“Trees are competing with each other for growing space and sunlight, to the detriment of the forest. The other side is that there’s little room for biodiversity in these forests — there are few plants, bushes and small trees in the understory,” he explains.



Photo by Janet Baine

The sun shines on the forest floor behind GRCA Forester Ron Wu-Winter as he and Forestry Specialist Meghan Clay check the work at Shade's Mills Park where rows of trees were removed. Forest thinning is the focus in GRCA forests over the next 10 years.

Lots of close examination must be done and measurements taken before a plan for thinning is developed. Once the plan is ready to carry out, paint will mark trees to be removed, based on the health, location and species of the tree. The healthiest trees will remain. Usually a contractor removes the trees, sometimes taking the wood away to be used as lumber. The branches and leaves are left to nourish the new plants, shrubs and trees that will begin to grow in the understory.

Likewise, the funds that come through the sale of wood goes back into the GRCA's

budget and will be used to increase forest health.

At Shade's Mills last fall, full rows of trees in a stand were removed, along with scattered individual trees in the remaining rows. This way, the mechanical tree harvester can move down one row, leaving the rest of the rows intact. This brings sunlight to the forest and makes room for the other trees to grow.

In another decade or two when thinning is needed again, the harvester can go down the same row and reach two rows over to remove trees, without damaging the forest in those areas.

Thinning is an essential step in forest recovery. It has been going on in the Grand River watershed for a long time and has always been the plan.

No greed in tree thinning

"When people see trees cut down, they sometimes assume it is due to greed or for economic gain. In our plantations, it is an essential step to restoring the forests. Restoration starts with planting trees. It continues with cutting down some of the trees 25 or 35 years later. Thinning is an important step in restoring a mature, diverse forest," Ron says.

Once trees have been removed, new trees, shrubs and plants will start to establish. When needed, the GRCA will plant native species to increase the diversity of trees, so young hardwoods such as maples, oaks or hickories start to grow. Plantings will only be done if there is no native seed source nearby, or if invasives, such as buckthorn, are likely to move in.

MILESTONE

New Conservation Authorities Act

On December 12, 2017, Bill 139 received Royal Assent in the Ontario Legislature. The Bill, called the *Building Better Communities and Conserving Watersheds Act*, includes a new Conservation Authorities Act (CA Act).

The passage of Bill 139 modernizes the CA Act, which dates back to 1946. The Province's review of the CA Act began in 2015, and received input from a wide range of sectors including environment, industry, agriculture, municipalities and provincial Conservation Authorities including the GRCA, through Conservation Ontario. The updating of this legislation provides the foundation for Conservation Authorities across the province to strengthen their watershed management role.

"We are pleased to see that this new legislation recognizes watershed management as a key component in dealing with issues like climate change and population growth, issues long identified as critical in our strategic plan," says Joe Farwell, GRCA Chief Administrative Officer. "There will be new regulations developed and enacted as a result of the new legislation. The new CA Act will help set direction for the GRCA for many years into the future, and we look forward to working with Conservation Ontario, the Province and our municipal partners on these important initiatives."

The changes to the new Conservation Authorities Act are intended to achieve:

- Clarity in the roles and responsibilities associated with the conservation, restoration, development and management of Ontario's natural resources.

Benefits of forest thinning

- Brings more diversity of plants and animals to the forest floor
- Helps to protect the forest against insect outbreaks and disease
- Enhances the diversity of the forest
- Encourages regeneration of native hardwood species, or provides space for new plantings
- Creates growing space for the remaining trees
- Allows sunlight to penetrate into the forest
- Provides a local source of lumber, which also sequesters carbon dioxide

- Accountability for the fulfillment of these roles and responsibilities and ensuring that decisions are made in accordance with modern expectations for participation and transparency in decision-making. Conservation Authorities will have one year to adopt new By-laws that meet specific requirements for governance Best Management Practices.
- Sustainability in funding for the programs and services put in place to ensure Ontario's natural resources are managed in a responsible manner.
- A modernized policy framework that enables the province to be responsive to the resource management challenges of today and tomorrow.

Through monitoring and watershed management programs, the GRCA, along with the other 35 Conservation Authorities in Ontario, sees the growing impacts of climate change in Ontario's watersheds on a daily basis. This includes more extreme weather, which can cause more frequent flooding and reduced water levels in streams and rivers, as well as stressed biodiversity. As watershed management agencies, Conservation Authorities work with agricultural, environmental and municipal partners, and play a central role in the

restoration, conservation and management of important water and land resources.



Photo by Bronwen Buck

Kevin and Noah are very dedicated to helping out at Pinehurst Lake.

TAKING ACTION

Geocachers volunteer at Pinehurst Lake

Kevin Sharpen and his son Noah are dedicated volunteers at Pinehurst Lake Park, a home-away-from-home for their family.

Every summer for over 15 years, the family trailer is parked at the small spring-fed lake north of Paris, Ontario for the season.

In fact, Kevin's family, back to his grandparents, camped at Pinehurst each summer, so he has many childhood memories of the popular park.

He has found many ways to give back and encourage others to engage in park stewardship as well.

"Most people who camp for many years at Pinehurst come to know the staff. Kevin is no exception," observes Pinehurst Lake Superintendent Brad Straus. "But what sets him apart is that he never takes Pinehurst for granted. He and his family have a passion for this place and really appreciate what it offers. Kevin is unique because he doesn't just think about why the park is special to him. He wants to share it with others. You can tell that his volunteer involvement is something that feels right to him."

Started gradually

He started gradually, by encouraging Pinehurst Lake staff to set up geocaches within the park. He and his son did the same, to make it a great place for geocaching.

Then, he initiated a new type of geocache for the park. Instead of using an app or GPS to find a hidden container, Kevin enlisted help from family and friends to hold Cache in Trash Out (CITO) events at the park each spring before it opened.

"For Noah and me, geocaching is our favourite thing to do. We partnered with the staff at Pinehurst Lake to do CITO, for the past three years," Kevin explains.

During that time, cleanup participants, including campers, the public and



January thaws resulted in ice jams along the Grand and Nith rivers. This is one of many challenges faced by Conservation Authorities as the climate changes.

geocachers, have collected so much trash that it is becoming more difficult to find. Even old, hidden garbage is disappearing from the park.

This year, on Sunday, April 29, the event is expanding to nearby Wrigley and Bannister Lakes, which are owned by the GRCA and managed by the staff at Pinehurst Lake.

Kevin and Noah have also hosted an introduction to geocaching activity at Discovery Day, an annual park event that welcomes around 2,000 people each year.

"Pinehurst Lake and surrounding trails are for everyone. Our goal is to create a sense of community among all visitors and Kevin shares this goal. Volunteer cleanups can make a big difference," explains Brad.

"We know the park well, we've made friends here and we love the area. For us it's giving back to the thing we love most," Kevin says.

If you are part of a group and would like to hold a volunteer event at a GRCA property, or if you would like to learn about volunteer opportunities, check out the volunteer page to subscribe and get updates. at www.grandriver.ca/volunteer.

Sharing love of nature with kids results in award

Flora and Fauna are good friends who met while volunteering to share their love of nature with kids in Guelph.

Both Marilyn Swaby (the kids call her Flora) and Karen Bateman (nicknamed Fauna) are long-time volunteers with the Young Naturalist program, for six- to 10-year-olds, which takes place at the Guelph Lake Nature Centre.

They received a 2017 Watershed Award for their commitment to this program that is offered by Nature Guelph, in partnership with the GRCA.

Marilyn is a former teacher who is passionate about connecting children with the natural world through art. She has always enjoyed the outdoors, even though she didn't have the opportunity to spend much time in the outdoors when she was growing up.

Karen is a retired veterinarian who has become a keen birder since signing up for a

couple of bird identification courses at the University of Guelph, and then joining Nature Guelph, a dozen years ago. She engages children's curiosity about nature and enjoys helping them participate in two annual bird inventories — Feeder Watch and the Christmas Bird Count. Both are citizen science initiatives of Bird Studies Canada.

Marilyn is stationed by the window at the nature centre when the kids arrive on Saturday mornings. The window looks out onto an assortment of bird feeders and she helps the kids identify birds, letting them take the lead, rather than telling them what they are seeing.

"You see them develop and it is like seeing anything through a child's eyes. You learn so much from them and become more enthusiastic about the world around you, just as they do," she says.

It doesn't take the children very long to start noticing the difference between male and female birds, and then to identify bird species.

"We learn so much from the kids, it restores your hope in the next generation," Marilyn says. "The parents are very active outdoor enthusiasts, and the kids arrive bursting to tell us their own nature stories about the things they have seen and done related to nature."

The Young Naturalists meet every two weeks, 10 a.m. to noon, at Guelph Lake Nature Centre between September and May. This program is planned and led by nature centre staff members Tamara Anderson and Ann Schletz.

Both Marilyn and Karen help with whatever is taking place each Saturday. It could be handling snakes, identifying how to track animals or learning about trees. They also go camping with the kids and their families each May long weekend, always to a different spot.

Many of the kids go on to join the Naturalists-in-Training, a similar program offered by Nature Guelph for 11- to 16-year-olds.



Photo by Tamara Anderson

Marilyn Swaby and Karen Bateman have been volunteering to share their love of nature with kids for many years at Guelph Lake through a Nature Guelph program.

Eight facts about snowpack

What it is, why it's important and how the GRCA tracks and uses snow data

By Janet Baine

GRCA Communications Specialist

No one else in the watershed looks at snow quite the way the Grand River Conservation Authority does.

We track it, because snow helps predict flooding during a mid-winter or spring thaw. It's also a vital part of managing the water supply for the upcoming summer. We see snow as water sitting on the surface, ready to enter the rivers and streams at any moment. Snow feeds our rivers — sometimes very slowly and other times far too quickly.

1. **All snow is not equal, as anyone who shovels knows.** Fluffy light snow that flies off your shovel like air might only be 10 per cent water or less. Juicy, back-breaking snow can be up to 30 per cent water. Snowpack that is 10 cm deep would be like 30 mm (over an inch) of rainfall when it melts.

2. **A team of people have “the snow job” at the GRCA.** Every two weeks in winter they put on their boots or snowshoes and trudge out into the snow with a long metal tube. This is jabbed straight into the

DID YOU KNOW?

snow. The weight of the snow is measured, as well as the depth. The water weight is the more important factor. GRCA staff check snow at 18 locations throughout the winter, from Corbetton in the north to Oneida in the south. Because this is a big watershed the size of Prince Edward Island, it is checked by many GRCA staff who work in different parts of the watershed.

3. **All of the resulting charts and graphs land at the Flood Centre where engineers can scrutinize the information.** They use it to find the best way to manage the reservoirs and warn residents and flood coordinators of possible flooding. They compare it with weather forecasts and what has happened in the past. If necessary, they run this information through a computer model that predicts outcomes and plan how to operate the dams. They want to avoid flooding from a sudden increase in meltwater. But they also want to operate the dams in a way that ensures there is enough

water in the reservoirs to meet the need of all the communities along its 300-km shoreline even during a dry summer.

4. **When it comes to snowmelts, slow and steady wins the race** (and some GRCA staff sleep better at night, too). Because 2016 was very dry, GRCA engineers wanted lots of snow and melt events last winter, which is what happened. A warm spell or three during a cold winter means that the snowpack won't all head down the rivers on the same day in the spring. As the climate changes, we have more midwinter snowmelts, so this could help moderate flooding. But every year is different.

5. **Most people think of early spring as flood season, although very often serious floods happen in mid-winter.** We saw this in January. This is because warm days can melt the snowpack quickly. The water goes straight into the rivers, since the ground is still frozen and can't absorb it, especially when a layer of icy snow is on top. Any precipitation that falls during this time comes as rain, adding volume to the rivers.

6. **Spring doesn't arrive at the same time throughout the watershed.** In the south end of the watershed it might feel like spring in April, but an existing snowpack in the north can still lead to what seems like surprise flooding later in the spring, once the snow melts. It can seem like there is no cause for these floods.

7. **Flood prediction information has become very important everywhere.** We saw severe flooding last spring in many places in Ontario and around the world. Snow data compiled by the GRCA and other conservation authorities is put together by the Ministry of Natural Resources and Forestry for provincial flood programs.

8. **You can check real-time snow estimates.** While the GRCA doesn't post the snow data compiled by our staff online, you can check estimates produced by the National Oceanic and Atmospheric Administration (NOAA) in the U.S., which uses satellite information. It is online among other weather information at www.grandriver.ca/RiverData.



Photo by Al Standing

Tim Patterson (left) measures snow depth near the head office in Cambridge, while Jason Cowan (right) takes a measurement in the north of the watershed.



Donation of a special sandbox to Apps' Mill

Donald and Jo-Anne Wilkin have donated a very special sandbox to Apps' Mill Nature Centre that teaches kids how weather and land impact water.

"The kids and adults love it because it's fun and combines sand with visual technology," explains Resource Interpreter Duane Brown. "It's a great way to learn about all of the wonderful things the GRCA does."

A computer projects an image onto the sand. The kids can move the sand with their hands to create mountains, valleys, streams and rivers. They can make it rain to see where the water flows. Donald Wilkin says they were pleased to make this project happen, after they heard an enthusiastic

description of the sandbox. The donation was made through the Donald and Jo-Anne Wilkin Donor Advised Fund at the Brant Community Foundation.

In fact, the couple have a long-time commitment to educating young people and have made donations to Apps' Mill in the past. Their sons grew up playing at Apps' Mill and Whitemans Creek, and now their grandsons also enjoy it.

The GRCA hopes to add more augmented reality sandboxes at other nature centres.

To make a donation please contact Grand River Conservation Foundation Executive Director Sara Wilbur at 519-621-2761, or visit www.grcf.ca.



Photo by Louise Heyming

Kids can have fun learning how water moves thanks to this high tech sandbox.

THE GRAND CALENDAR

Eco Conference , Brant Rod and Gun Club, February 24

The Brant Rod and Gun Club hosts its 6th Annual ECO Conference, 8:30 a.m. to 3:30 p.m. The theme is *Conservation has Many Faces*. It's free and includes lunch. The Brant Rod and Gun Club is at 54 Henderson Road, Brantford. Preregister and request a program by emailing brgcecoconference@gmail.com.

Order trees from the GRCA before March 1 for pick-up this spring

This is the last day that landowners with properties of 2.5 acres or more (excluding buildings) can order trees for planting this spring; some order restrictions apply. For more information, for a customized tree planting plan and to learn about grants for planting trees, check www.grandriver.ca/trees, email trees@grandriver.ca, or call 519-621-2763 and ask for a forestry specialist any time of the year.

Managing trees on your property, GRCA head office, March 3

Learn about tree management at this free workshop that includes exhibitors and many speakers, 9 a.m. to 2:30 p.m. Register online at www.grandriver.eventbrite.ca. Topics include hazard trees, diseases, forest management, tree ecology, pollinators and

backyard maple syrup production. At 2 p.m. there will be an optional outdoor opportunity to learn pruning tips and tree identification. Lunch is provided.

Sharing Experiences Workshop, Puslinch Community Centre, March 3

This day-long workshop is an opportunity to share information about local environmental groups and their activities. The keynote speaker is James Raffan, named one of Canada's greatest contemporary explorers by Canadian Geographic. Volunteers, representatives of clubs or conservation/stewardship groups and individuals interested in creating positive environmental change are invited; \$15 fee.

March break camps at Apps' Mill, Guelph Lake, Laurel Creek, Shade's Mills, March 12 to March 16

These camps at GRCA nature centres feature nature-themed activities for kids six to 12, including games, crafts and many seasonal outdoor activities. Easy registration is available on www.grandriver.eventbrite.ca, or check www.grandriver.ca/naturecentres for details.

Updates, details and more GRCA events are on the online calendar at www.grandriver.ca/events. You can also subscribe to receive events in your inbox.

About Grand Actions:

This newsletter is produced several times a year by the Grand River Conservation Authority.

More information:

Current and back issues as well as complete subscription information is available online at www.grandriver.ca/GrandActions.

Submission deadlines:

The 15th of February, April, June, August, October and December. Submissions may be edited for length or style. Photos and event information is also welcome. We do our best to publish items, but we are not able to guarantee publication.

To subscribe by e-mail:

www.grandriver.ca/subscribe

To subscribe by mail, change your subscription or for information:

Janet Baine, *Grand Actions* editor
Phone: 519-621-2763, Ext. 2302
E-mail: jbaine@grandriver.ca
Mail: Box 729
400 Clyde Road
Cambridge ON N1R 5W6

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Township of East Zorra-Tavistock

Box 100 / 90 Loveys Street
Hickson, Ontario N0J 1L0

Email ezt@ezt.ca
Web www.ezt.ca

Phone 519.462.2697
Fax 519.462.2961

February 22, 2018

The Honourable Kathleen Wynne
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Dear Premier Wynne:

At its meeting of February 21, 2018, Township of East Zorra-Tavistock Council considered and unanimously passed the following resolution:

*Moved By: Shirley MCCALL HANLON
Seconded By: Mike CAMPBELL*

Whereas the Township of East Zorra-Tavistock understands that the proposed Ontario Government High Speed Rail plan is in the early stages and many details are to be determined through Environmental Assessments yet to be completed;

And whereas, some urban Ontario Municipalities feel that they may benefit from High Speed Rail;

And whereas, there is great concern in rural Ontario, and the Township of East Zorra-Tavistock in particular, with respect to the significant loss of Prime Agricultural Land, the potential for dead-ended roads creating increased emergency response time, creating increased school transportation time, the severing of farm businesses, disruption to community cohesion, reducing local resident access to Municipal services, and the health, safety and wellbeing of our local residents;

Therefore be it resolved that the Township of East Zorra-Tavistock does not oppose improved rail service in South Western Ontario;

And that the Township of East Zorra-Tavistock does take the following position on the proposed High Speed Rail Plan going forward;

That High Speed Rail is only one viable option to improve transportation in Southwestern Ontario;

That the Environmental Assessment must also include other viable options to improve transportation in Southwestern Ontario;

That all committees created for the purpose of HSR also have representation from the Councils and community members/organizations directly affected by this proposed HSR plan.

AND THAT, the resolution of this motion be forwarded to the Premier of Ontario, Minister of Transportation, Minister of Agriculture, Food and Rural Affairs, as well as the Association of Municipalities of Ontario, Terry Ross (Concerned Citizens of HSR) and Ministry of Community Safety and Correctional Services.

CARRIED.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Will Jaques'.

Will Jaques
Corporate Services Manager/ Clerk

Copy to: The Honourable Kathryn McGarry, Minister of Transportation
 The Honourable Jeff Leal, Minister of Agriculture, Food and Rural Affairs
 The Honourable Marie-France Lalonde, Minister of Community Safety and
 Correctional Services
 Association of Municipalities of Ontario
 Terry Ross, Concerned Citizens of High Speed Rail