



The Corporation of the County of Wellington  
Planning Committee

September 12, 2024

11:00 am

County Administration Centre  
Keith Room

Planning to begin immediately after Land Division, which begins at 9:00 am.

Members: Warden Lennox; Councillors Seeley (Chair), Dehn, Lloyd, Watters

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	Pages
1. Call to Order	
2. Declaration of Pecuniary Interest	
3. Planning Financial Statements as of August 31, 2024	2 - 7
4. Luther Marsh Northern Tree Nursery	8 - 9
5. Minto Pines Wellhead Protection Area Amendment	10 - 23
6. Green Legacy Strategic Action Plan	24 - 45
7. Green Fleet Pilot for Wellington County	46 - 64
8. 2024 Provincial Planning Statement	65 - 75
9. County Official Plan Review - 2024 Rural Residential Growth Analysis	76 - 83
10. Closed Session	
11. Adjournment	

Next meeting date October 10, 2024 or at the call of the Chair.



**County of Wellington**  
**Planning**  
 Statement of Operations as of  
 31 Aug 2024

	Annual Budget	August Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
<b>Revenue</b>					
Municipal Recoveries	\$441,100	\$1,780	\$286,540	65%	\$154,560
User Fees and Charges	\$1,248,700	\$77,055	\$675,375	54%	\$573,325
<b>Total Revenue</b>	<b>\$1,689,800</b>	<b>\$78,835</b>	<b>\$961,915</b>	<b>57%</b>	<b>\$727,885</b>
<b>Expenditures</b>					
Salaries, Wages and Benefits	\$2,842,000	\$214,414	\$1,793,582	63%	\$1,048,418
Supplies, Material, Equipment	\$46,200	\$3,803	\$23,242	50%	\$22,958
Purchased Services	\$418,900	\$22,367	\$143,277	34%	\$275,623
Transfer Payments	\$865,000	\$269,967	\$362,403	42%	\$502,597
Insurance and Financial	\$51,800	\$3,190	\$31,256	60%	\$20,544
Internal Charges	\$6,600	\$804	\$11,908	180%	\$(5,308)
<b>Total Expenditures</b>	<b>\$4,230,500</b>	<b>\$514,544</b>	<b>\$2,365,668</b>	<b>56%</b>	<b>\$1,864,832</b>
<b>NET OPERATING COST / (REVENUE)</b>	<b>\$2,540,700</b>	<b>\$435,709</b>	<b>\$1,403,752</b>	<b>55%</b>	<b>\$1,136,948</b>
<b>Debt and Transfers</b>					
Transfer to Reserves	\$10,000	\$0	\$10,000	100%	\$0
<b>Total Debt and Transfers</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>100%</b>	<b>\$0</b>
<b>NET COST (REVENUE)</b>	<b>\$2,550,700</b>	<b>\$435,709</b>	<b>\$1,413,752</b>	<b>55%</b>	<b>\$1,136,948</b>



# County of Wellington

03-September-2024

## Planning

### Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending August 31, 2024

	Approved Budget	August Actual	LIFE-TO-DATE ACTUALS				% of Budget	Remaining Budget
			Current Year	Previous Years	Total			
<b>Planning and Trails</b>								
Economic Development Area Sty	\$280,000	\$0	\$0	\$0	\$0	0%	\$280,000	
Official Plan / MCR Update	\$825,000	\$0	\$31,434	\$429,427	\$460,861	56%	\$364,139	
Official Plan Rev/Update	\$210,000	\$0	\$0	\$0	\$0	0%	\$210,000	
<b>Subtotal Planning and Trails</b>	<b>\$1,315,000</b>	<b>\$0</b>	<b>\$31,434</b>	<b>\$429,427</b>	<b>\$460,861</b>	<b>35%</b>	<b>\$854,139</b>	
<b>Climate Change Initiatives</b>								
Adaptation Plan	\$180,000	\$4,325	\$30,274	\$18,826	\$49,099	27%	\$130,901	
Community EV Infrastructure	\$100,000	\$0	\$9,578	\$0	\$9,578	10%	\$90,422	
Corporate Building Audits	\$100,000	\$0	\$0	\$78,355	\$78,355	78%	\$21,645	
County Facility Submetering	\$25,000	\$0	\$0	\$9,158	\$9,158	37%	\$15,842	
Energy Management Software	\$75,000	\$1,099	\$31,805	\$7,360	\$39,165	52%	\$35,835	
Green Development Standards	\$100,000	\$0	\$75,001	\$4,918	\$79,920	80%	\$20,080	
Home Energy Retrofit Programme	\$310,000	\$0	\$45,696	\$141,202	\$186,898	60%	\$123,102	
<b>Subtotal Climate Change Initiatives</b>	<b>\$890,000</b>	<b>\$5,424</b>	<b>\$192,354</b>	<b>\$259,819</b>	<b>\$452,174</b>	<b>51%</b>	<b>\$437,826</b>	
<b>Total Planning</b>	<b>\$2,205,000</b>	<b>\$5,424</b>	<b>\$223,789</b>	<b>\$689,246</b>	<b>\$913,035</b>	<b>41 %</b>	<b>\$1,291,965</b>	



**County of Wellington**  
**Green Legacy**  
Statement of Operations as of  
31 Aug 2024

	Annual Budget	August Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
<b>Revenue</b>					
Sales Revenue	\$15,000	\$1,000	\$13,559	90%	\$1,441
Other Revenue	\$2,000	\$0	\$260	13%	\$1,740
<b>Total Revenue</b>	<b>\$17,000</b>	<b>\$1,000</b>	<b>\$13,819</b>	<b>81%</b>	<b>\$3,181</b>
<b>Expenditures</b>					
Salaries, Wages and Benefits	\$730,000	\$47,218	\$493,041	68%	\$236,959
Supplies, Material, Equipment	\$109,400	\$4,470	\$58,675	54%	\$50,725
Purchased Services	\$80,600	\$7,947	\$39,811	49%	\$40,789
Insurance and Financial	\$31,800	\$675	\$25,946	82%	\$5,854
Minor Capital Expenses	\$16,000	\$0	\$0	0%	\$16,000
Internal Charges	\$13,000	\$2,755	\$24,912	192%	\$(11,912)
<b>Total Expenditures</b>	<b>\$980,800</b>	<b>\$63,065</b>	<b>\$642,386</b>	<b>65%</b>	<b>\$338,414</b>
<b>NET OPERATING COST / (REVENUE)</b>	<b>\$963,800</b>	<b>\$62,065</b>	<b>\$628,566</b>	<b>65%</b>	<b>\$335,234</b>
<b>Debt and Transfers</b>					
Transfers from Reserves	\$(16,000)	\$0	\$0	0%	\$(16,000)
Transfer to Reserves	\$60,000	\$0	\$60,000	100%	\$0
<b>Total Debt and Transfers</b>	<b>\$44,000</b>	<b>\$0</b>	<b>\$60,000</b>	<b>136%</b>	<b>\$(16,000)</b>
<b>NET COST (REVENUE)</b>	<b>\$1,007,800</b>	<b>\$62,065</b>	<b>\$688,566</b>	<b>68%</b>	<b>\$319,234</b>



# County of Wellington

03-September-2024

## Green Legacy

### Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending August 31, 2024

**LIFE-TO-DATE ACTUALS**

	<b>Approved Budget</b>	<b>August Actual</b>	<b>Current Year</b>	<b>Previous Years</b>	<b>Total</b>	<b>% of Budget</b>	<b>Remaining Budget</b>
Bradford Whitcombe PropRetrofi	\$50,000	\$0	\$0	\$14,070	\$14,070	28 %	\$35,930
Green Legacy Van Replacement	\$60,000	\$0	\$0	\$0	\$0	0 %	\$60,000
Inventory Management Software	\$40,000	\$0	\$0	\$2,416	\$2,416	6 %	\$37,584
Skid Steer Replacement (North)	\$105,000	\$0	\$1,626	\$86,831	\$88,457	84 %	\$16,543
<b>Total Green Legacy</b>	<b>\$255,000</b>	<b>\$0</b>	<b>\$1,626</b>	<b>\$103,316</b>	<b>\$104,942</b>	<b>41 %</b>	<b>\$150,058</b>



**County of Wellington**  
**Emergency Management**  
 Statement of Operations as of  
 31 Aug 2024

	Annual Budget	August Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
<b>Expenditures</b>					
Salaries, Wages and Benefits	\$484,800	\$40,765	\$326,729	67%	\$158,071
Supplies, Material, Equipment	\$21,800	\$1,703	\$8,967	41%	\$12,833
Purchased Services	\$200,800	\$2,779	\$143,204	71%	\$57,596
Transfer Payments	\$155,700	\$43,200	\$87,838	56%	\$67,862
Insurance and Financial	\$13,900	\$563	\$12,056	87%	\$1,844
Internal Charges	\$1,500	\$0	\$222	15%	\$1,278
<b>Total Expenditures</b>	<b>\$878,500</b>	<b>\$89,010</b>	<b>\$579,016</b>	<b>66%</b>	<b>\$299,484</b>
<b>NET OPERATING COST / (REVENUE)</b>	<b>\$878,500</b>	<b>\$89,010</b>	<b>\$579,016</b>	<b>66%</b>	<b>\$299,484</b>
<b>Debt and Transfers</b>					
Transfer to Reserves	\$20,000	\$0	\$20,000	100%	\$0
<b>Total Debt and Transfers</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$20,000</b>	<b>100%</b>	<b>\$0</b>
<b>NET COST (REVENUE)</b>	<b>\$898,500</b>	<b>\$89,010</b>	<b>\$599,016</b>	<b>67%</b>	<b>\$299,484</b>



# County of Wellington

03-September-2024

## Emergency Management

### Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending August 31, 2024

	Approved Budget	August Actual	LIFE-TO-DATE ACTUALS				% of Budget	Remaining Budget
			Current Year	Previous Years	Total			
Emergency Management Software	\$125,000	\$0	\$0	\$0	\$0	0%	\$125,000	
Generator Replacement Program	\$75,000	\$0	\$2,163	\$45,000	\$47,163	63%	\$27,837	
<b>Total Emergency Management</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$2,163</b>	<b>\$45,000</b>	<b>\$47,163</b>	<b>24 %</b>	<b>\$152,837</b>	



## Committee Report

**To:** Chair and Members of the Planning Committee  
**From:** Jackie Osti, Manager of Purchasing and Risk Management Services  
**Date:** Thursday, September 12, 2024  
**Subject:** **Luther Marsh Northern Tree Nursery**

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### **Background:**

On September 1<sup>st</sup>, 2011, the County, Grand River Conservation Authority (“GRCA”) and the Upper Grand District School Board (“UGDSB”) entered an agreement whereby the GRCA licensed the use of its property for the County’s northern tree nursery and UGDSB’s outdoor education programme. The agreement expired on August 31, 2021. Due to recent changes in the Conservation Authorities Act the GRCA undertook an extensive review of its land leases creating significant delays in the signing of a new lease, however operations on the property have continued without interruption.

Staff have finalized the lease agreement (for \$50 annually), which is for a five-year period commencing July 1, 2024, and ending on June 30, 2029.

### **Cost Sharing Agreement:**

As part of the lease review, it was decided that the cost sharing arrangement contained in the original agreement be made into a separate agreement between the County and UGDSB. The cost sharing agreement outlines each agency’s responsibilities and costs for use of the subject lands and remains unchanged from the original terms and conditions. The County operates year-round on this property and is responsible for maintenance of the parking lot, entrance road, seasonal trails, grounds, snow removal, well system, fences, weed spraying and drainage inspection. The County pays 80% of the hydro and UGDSB 20%. Any leasehold improvements are shared equally between the parties. Each party maintains appropriate insurance and parties are cross indemnified.

The County Solicitor reviewed both the lease and cost sharing agreements and had no concerns regarding the County entering into these agreements.

### **Municipal Capital Facility:**

The County added a section for a property tax exemption in the new lease agreement to grant an exemption for the subject lands for municipal and educational purposes whereby the County agrees to provide a property tax exemption for the term of the agreement and shall continue only for so long as this agreement is in good standing and not in default. To grant this exemption, two by-laws, being a municipal capital facility by-law and property tax exemption by-law must be enacted.



**Strategic Action Plan:**

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

- Making the Best Decisions for the Betterment of the Community
  - Openness and transparency in the decisions that the County makes and how it conducts business

**Recommendation:**

That the County enter into a lease agreement with the GRCA and UGDSB for a five-year term commencing July 1, 2024 and ending June 30, 2029; and


That the County enter into a Cost Sharing Agreement with the UGDSB for a five-year term commencing July 1, 2024 and ending June 29, 2029; and

That County staff prepare the necessary by-laws to enter into the lease and cost sharing agreements, to declare a municipal capital facility and grant a property tax exemption to the subject property; and

That the Warden and Clerk be authorized to sign the Lease Agreement and Cost Sharing Agreement; and

That staff be given the authority to negotiate future lease renewal options.

Respectfully submitted,



Jackie Osti,  
Manager,  
Purchasing and Risk Management Services



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Planning Committee  
**From:** Kyle Davis, Risk Management Official  
**Date:** Thursday, September 12, 2024  
**Subject:** **Minto Pines Wellhead Protection Area Amendment**

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### Background

The County of Wellington is subject to five Source Protection Plans. The Town of Minto is regulated by two Source Protection Plans (based on watershed or Conservation Authority boundaries): Ausable Bayfield Maitland Valley (ABMV) Plan and the Saugeen Valley, Grey Sauble, Northern Bruce Peninsula Plan (Saugeen). Source Protection Plans are established under the Clean Water Act for the purposes of protecting current and future sources of drinking water. Source Protection Plans are routinely updated to ensure conformance with Provincial direction and to reflect changes in municipal well locations, risk mitigation practices and science. The purpose of this report is to provide Planning Committee with an update on proposed changes to the Saugeen Source Protection Plan.

On May 31, 2024, the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region (Saugeen) initiated pre-consultation with affected municipalities, provincial ministries and other implementing bodies on proposed changes to the Saugeen Source Protection Plan and Saugeen Valley Assessment Report. Attachment 1 provides the pre-consultation notice dated May 31, 2024. The proposed changes are a Source Protection Region initiated amendment under Section 34 of the Clean Water Act and therefore a council resolution of support is required from the Town of Minto and the County of Wellington.

Two documents, relevant to the Town and County, are being updated as part of the proposed changes: the Assessment Report and Source Protection Plan. For reference, an Assessment Report describes the municipal wellfields and water systems and the science related to delineating the wellhead protection areas while the Source Protection Plan outlines the legal requirements or policies that apply within the wellhead protection areas and other vulnerable areas.

### Comments

The changes that affect the Town and County are related to a new well and a related change to the wellhead protection area for the Minto Pines residential community. The Town was required to drill a new municipal well as the previous well was deteriorating and needed replacement. The new Minto Pines municipal well (Minto Pines Well 1A) is located immediately north of the previous Minto Pine Well 1. This new well location is a six-metre shift in one wellhead protection area (WHPA-A).

The WHPA-A is a 100-metre radius circle surrounding a municipal well. Due to the new well and the resulting shift within the WHPA-A, mapping and text updates are required to the Source Protection Plan and Assessment Report. These updates are bundled with several other updates that are either located outside of the Town or are administrative in nature. Following pre-consultation, the Saugeen

Valley Source Protection Authority will initiate public consultation, review by the Source Protection Committee and then submission to the Ontario Ministry of the Environment, Conservation and Parks for approval.

Once the Province has approved the changes to Assessment Report and Source Protection Plan, the County and Town will be required to update its mapping in its Official Plan and Zoning By-law respectively.

Town Water Services staff, Source Protection staff, and RJ Burnside (consulting engineers for the Town of Minto) were involved in the review of the new municipal well location and the proposed change to the wellhead protection areas. The six metre shift in WHPA-A does not incorporate any new significant drinking water threat activities or properties.

On August 13, 2024, Town of Minto Council passed a resolution endorsing these amendments.

### **Conclusion**

Staff have no concerns with the proposed changes and recommend that the Council endorse the changes and direct staff to forward the supporting resolution the Saugeen Valley Source Protection Authority.

### **Recommendation**

That the Minto Pines Wellhead Protection Area Amendment report be received for information and that County Council endorses the proposed amendments to the Saugeen Valley, Grey Sauble, Northern Bruce Peninsula Source Protection Plan and Assessment Report and that staff forward the endorsement to the Saugeen Valley Source Protection Authority.

Respectfully submitted,



Kyle Davis  
Risk Management Official

Attachment 1 – Pre-consultation Notice, May 31, 2024.

May 31, 2024

**Subject: Source Protection Plan Pre-Consultation, Section 34 Plan Amendments**

On behalf of the Source Protection Committee for the Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region, it is my pleasure to provide **Preliminary Source Protection Plan Policies** as part of the Source Protection Plan Pre-Consultation process under Section 34 of Regulation 287/07 of the *Clean Water Act, 2006*.

Regulation 287/07 requires that the Source Protection Committee consult with bodies responsible for the implementation of Source Protection Plan policies before the publication of draft policies. Comments received as part of the Pre-Consultation process will be reviewed by the Source Protection Committee and possible changes made to policies prior to public consultation. **The deadline for comments regarding the Preliminary Source Protection Plan policies is August 1, 2024.**

Attached to this letter are details of proposed Source Protection Plan amendments as follows:

1. New/amended Wellhead Protection Areas (WHPAs) for Scott Point and Minto Pines;
2. Revisions to chapter 4 of the Saugeen Valley Assessment Report to reflect changes to the Scott Point and Minto Pines drinking water systems, including updated risk assessments;
3. Updated mapping for managed lands, livestock density and impervious surfaces due to changes to the Scott Point and Minto Pines WHPAs;
4. Policy changes (02-05) for discretionary septic maintenance inspections – Lake Rosalind; and
5. Minor edits to source protection plan snow storage threat policies and impervious surface area map legends made under Sec. 51.

Drinking Water Source Protection staff are available for individual meetings throughout the Pre-Consultation process if necessary. Please contact the Drinking Water Source Protection office if such a meeting is required.

The Source Protection Committee looks forward to your involvement in the Pre-Consultation process. Should questions arise, please do not hesitate to contact Carl Seider, Project Manager of the Drinking Water Source Protection program via email at [c.seider@waterprotection.ca](mailto:c.seider@waterprotection.ca).

Sincerely,

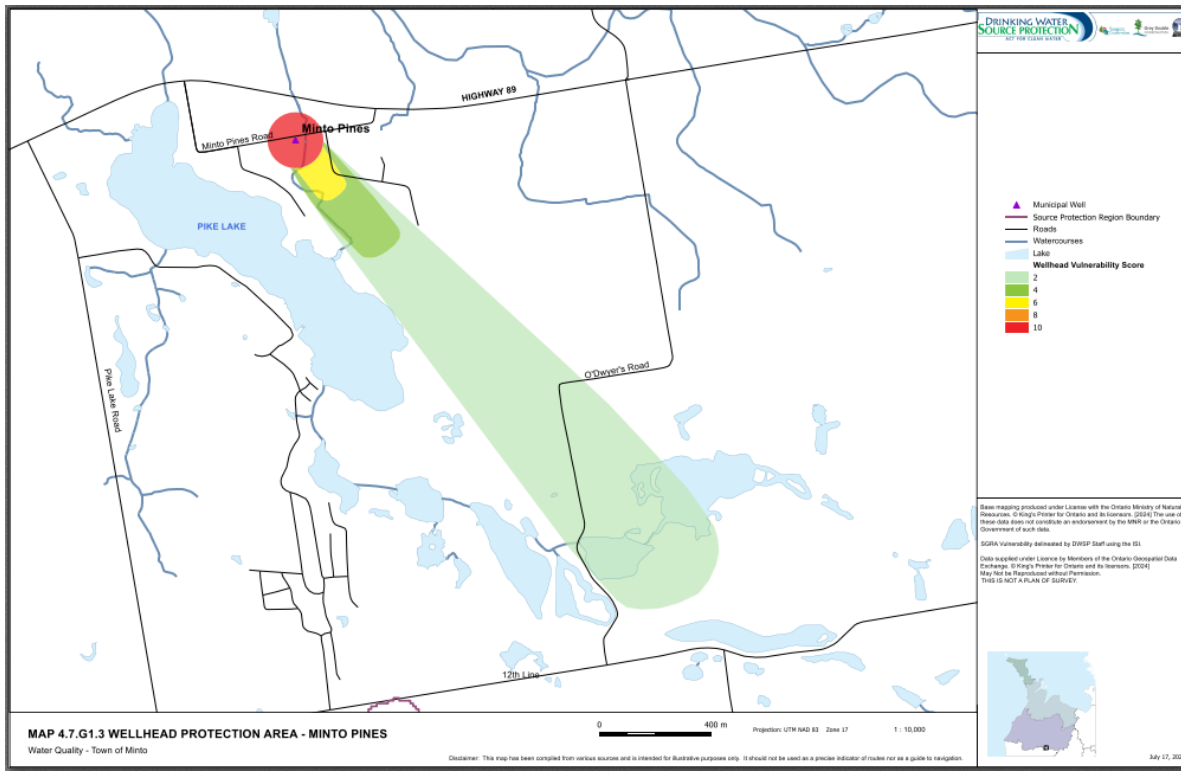
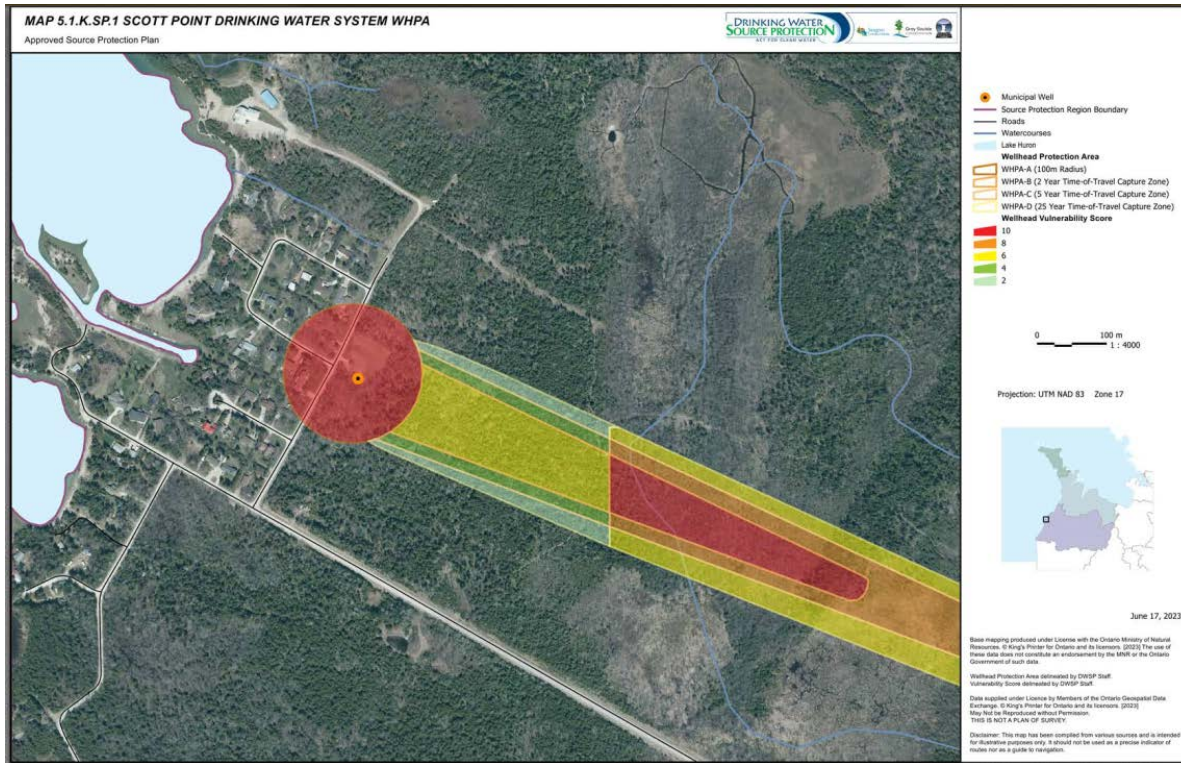


Carl Kuhnke, Chair  
Source Protection Committee  
Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region

cc: [laura.collings@ontario.ca](mailto:laura.collings@ontario.ca)

# Proposed Source Protection Plan and Assessment Report Amendments

## 1. New/amended Wellhead Protection Area (WHPA) delineations to address new Scott Point (Well #2) and Minto Pines (Well #1A).



## **2. Revisions to chapter 4 of the Saugeen Valley Assessment Report**

### **Scott Point**

Scott Point Well #1 was abandoned in 2023 and replaced by a new Well #2 that was constructed in 2022 at a depth of 73.2 m. The new Well #2 is located approximately 200 metres East of the original Well #1 at a depth of 73.32 metres.

The original groundwater model was inspected for appropriateness and applied in the Municipality of Kincardine as a part of a WHPA delineation for the new Scott Point Well #2. The model is regional in extent, such that the model boundaries do not impact the WHPA delineation results. The new well location is located within the existing refined model grid. The only modification to the model was adding the new Scott Point Well #2, associated particle locations for delineating the WHPAs, and the additional records from the Water Well Information System (WWIS) drilled since 2000 for evaluating the model calibration.

Given the Scott Point Well #2 is approximately twice as deep as Scott Point Well #1, vulnerability scoring will be even more overestimated than in the previous study. Overall, the threats assessment of the new Well#2 identified a reduction of 2 residential properties within the WHPA where sewage systems threats applied.

### **Minto Pines**

The Minto Pines Well #1 was drilled in 1982 to a depth of 41.5 m. It was screened in the interval 23.9 - 41.5 m. Well #1 was inspected in 2017 with a reported condition of “fair to poor” and recommended for replacement. The replacement Well 1A was constructed in 2023 to a depth of 38.1 m, with a stainless steel casing installed to a depth of 26.5 m. Well 1A was completed in the same aquifer as Well 1 at a distance of 6 metres north.

In 2023 R.J. Burnside & Associates Limited (Burnside) was retained by the Town to obtain a new Permit to Take Water and review possible source water protection implications. Based on their review, Burnside recommended that the existing WHPA B, C and D areas for Well 1 be retained, with an amended WHPA A re-drawn to account for the shift of Well 1A, 6 metres to the north.

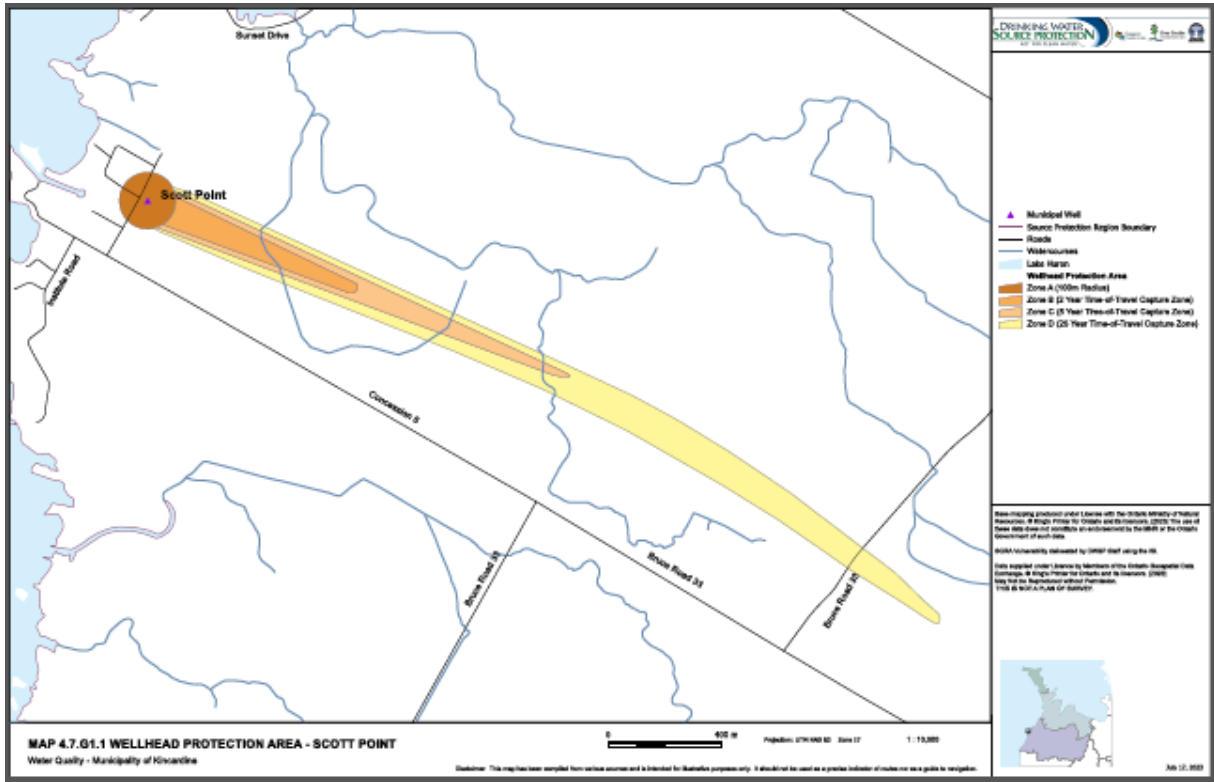
Based on the threats assessment conducted by source protection staff from Wellington Centre, it was noted that the adjustment to the WHPA-A delineation does not result in any additional significant drinking water threats than those already enumerated in the approved Source Protection Plan. Furthermore, there are no new properties affected as a result of the 6 metre shift in the WHPA-A area (the same nine properties remain in the WHPA-A).

## **3. Updated mapping for managed lands, livestock density and impervious surfaces for amended Scott Point and Minto Pines areas.**

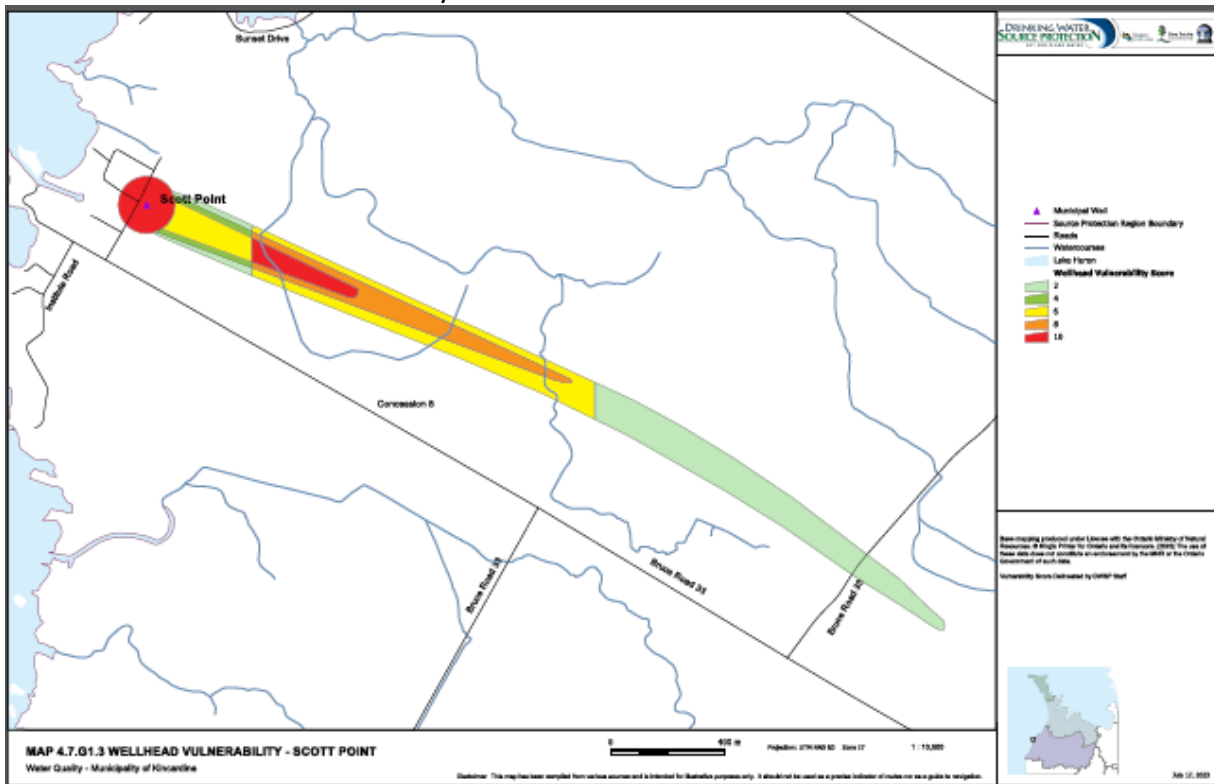
Source Protection GIS staff completed updated Source Protection Plan and Assessment Report maps based on existing source protection data layers. Staff also reviewed topographic maps in determining appropriate vulnerability scores applied to the Nutrient Units and Managed Lands maps.

The following maps have been amended to address the new Scott Point and Minto Pines well locations:

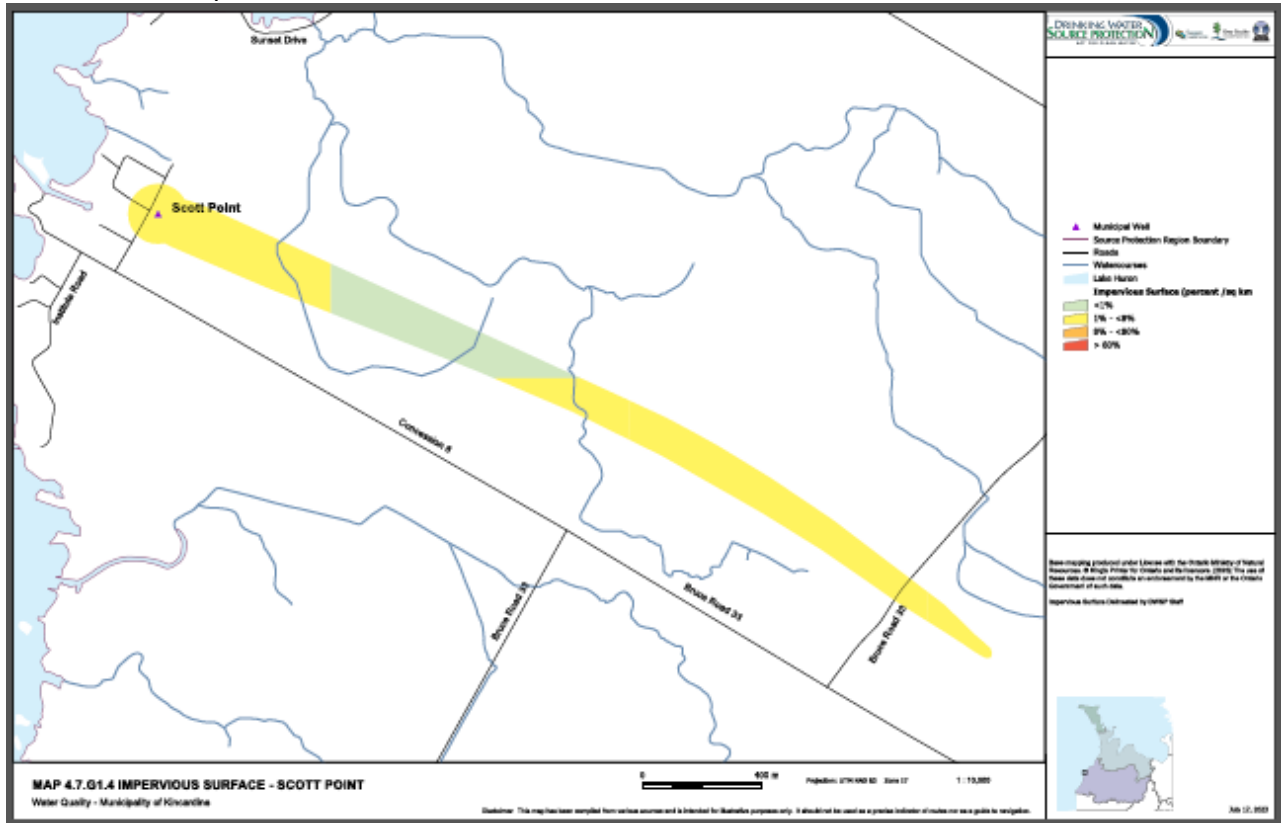
### Scott Point Wellhead Protection Area



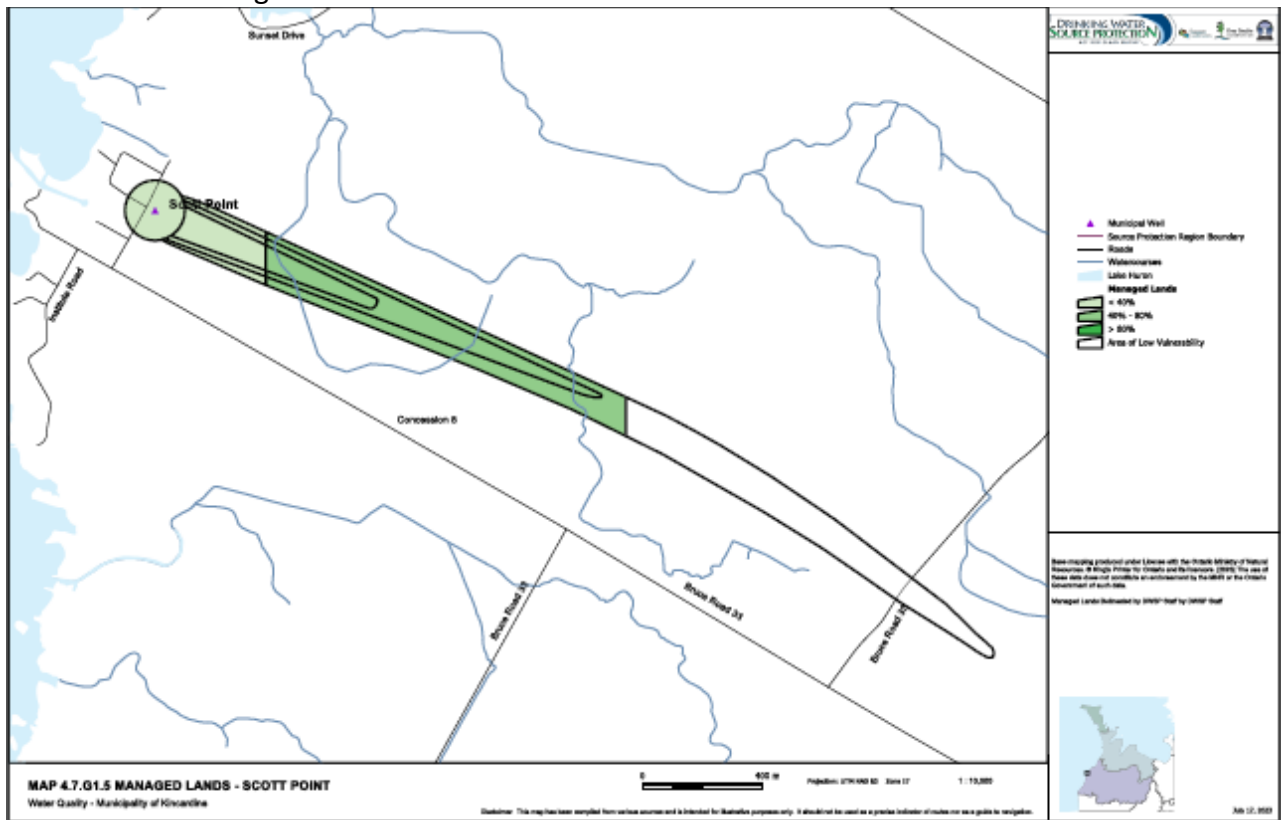
### Scott Point Wellhead Vulnerability



# Scott Point – Impervious Surface

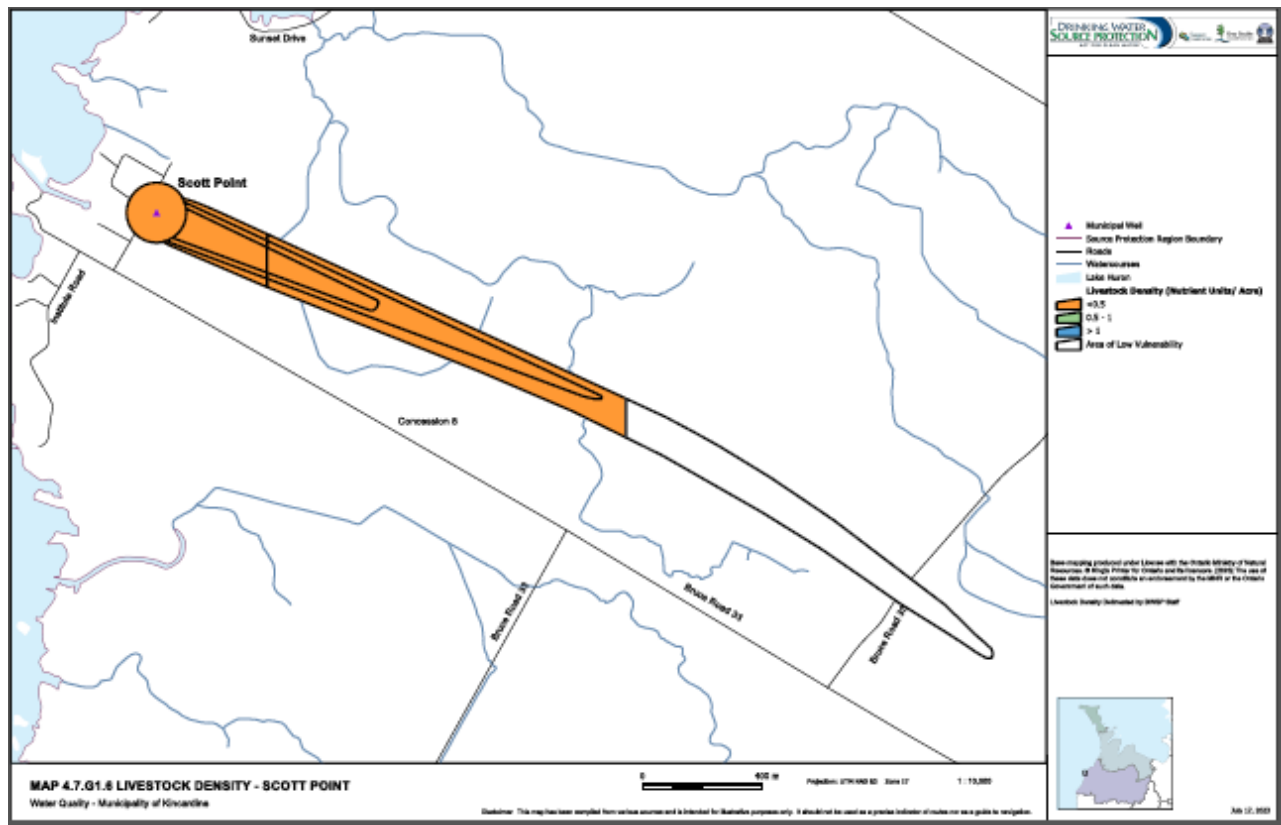


# Scott Point – Managed Lands

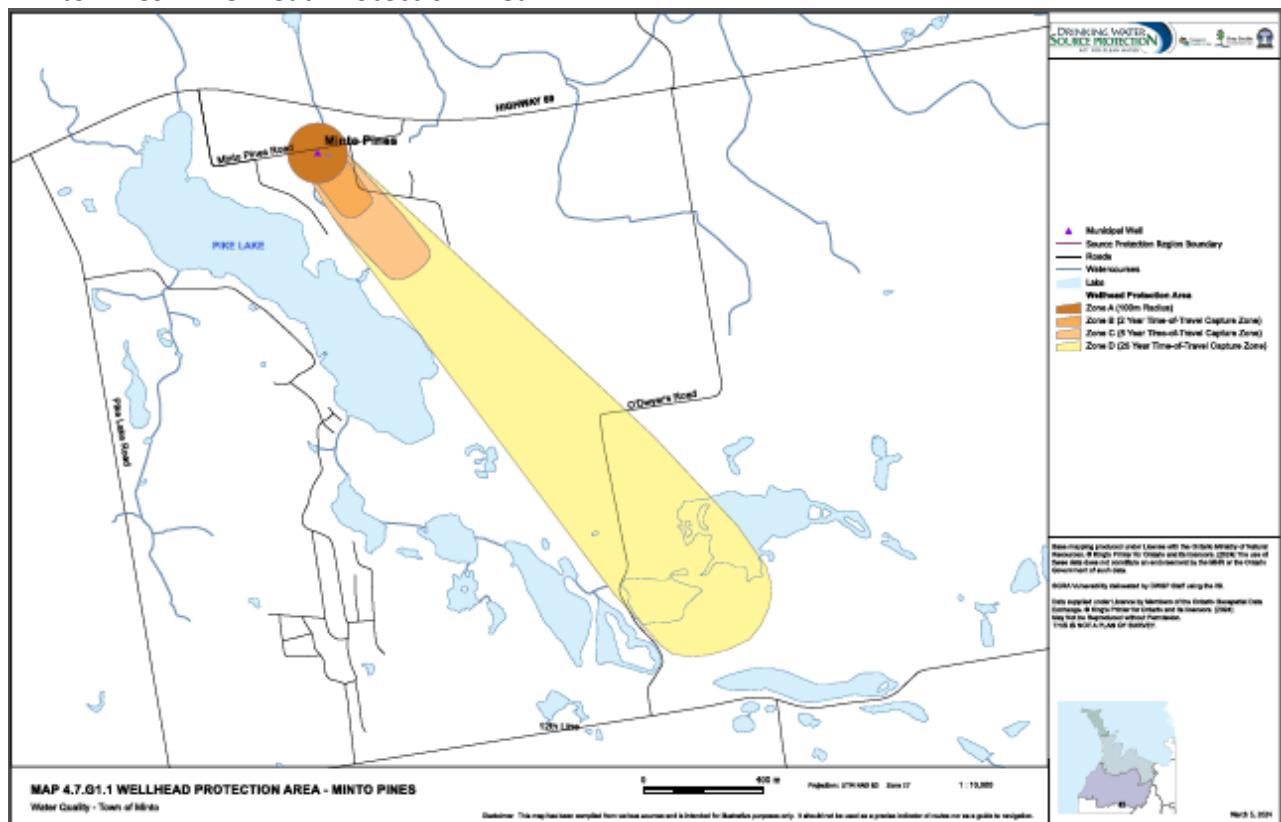




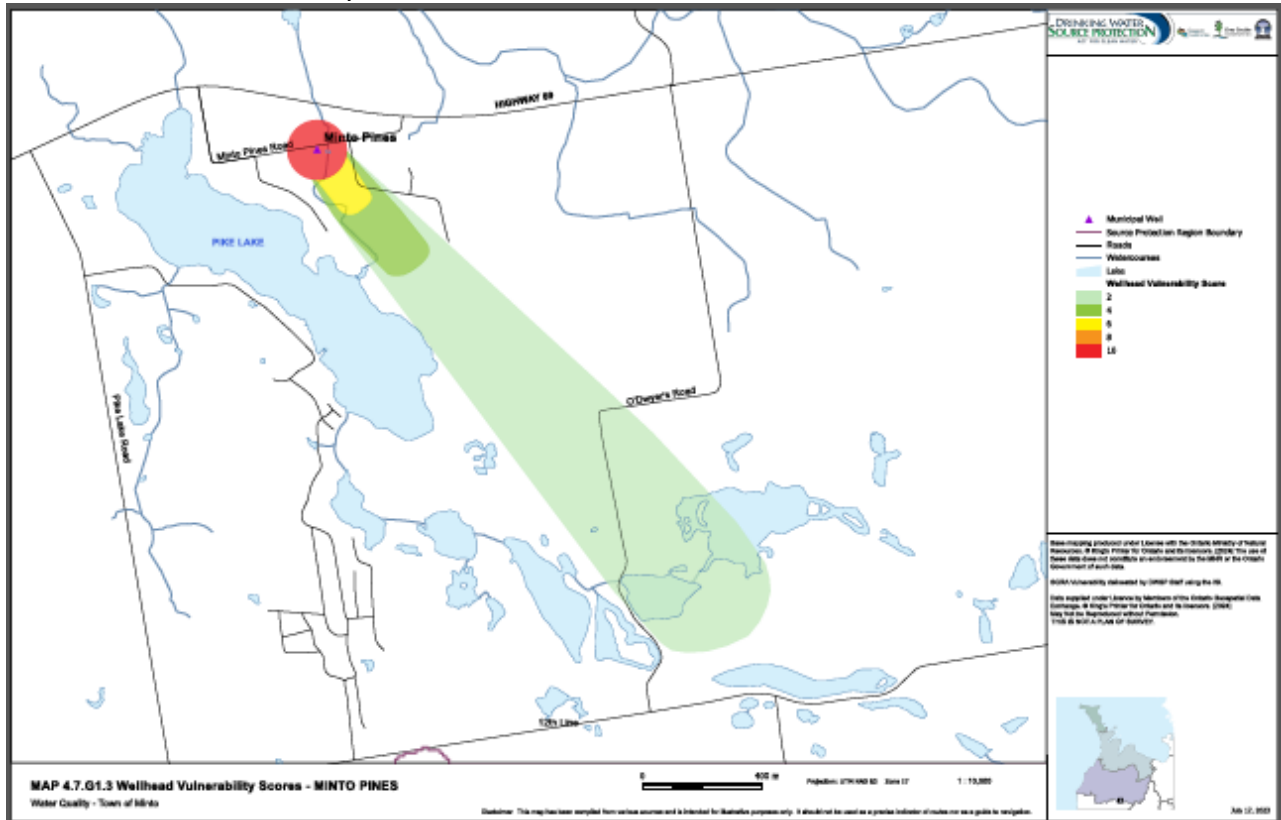
# Scott Point – Nutrient Units



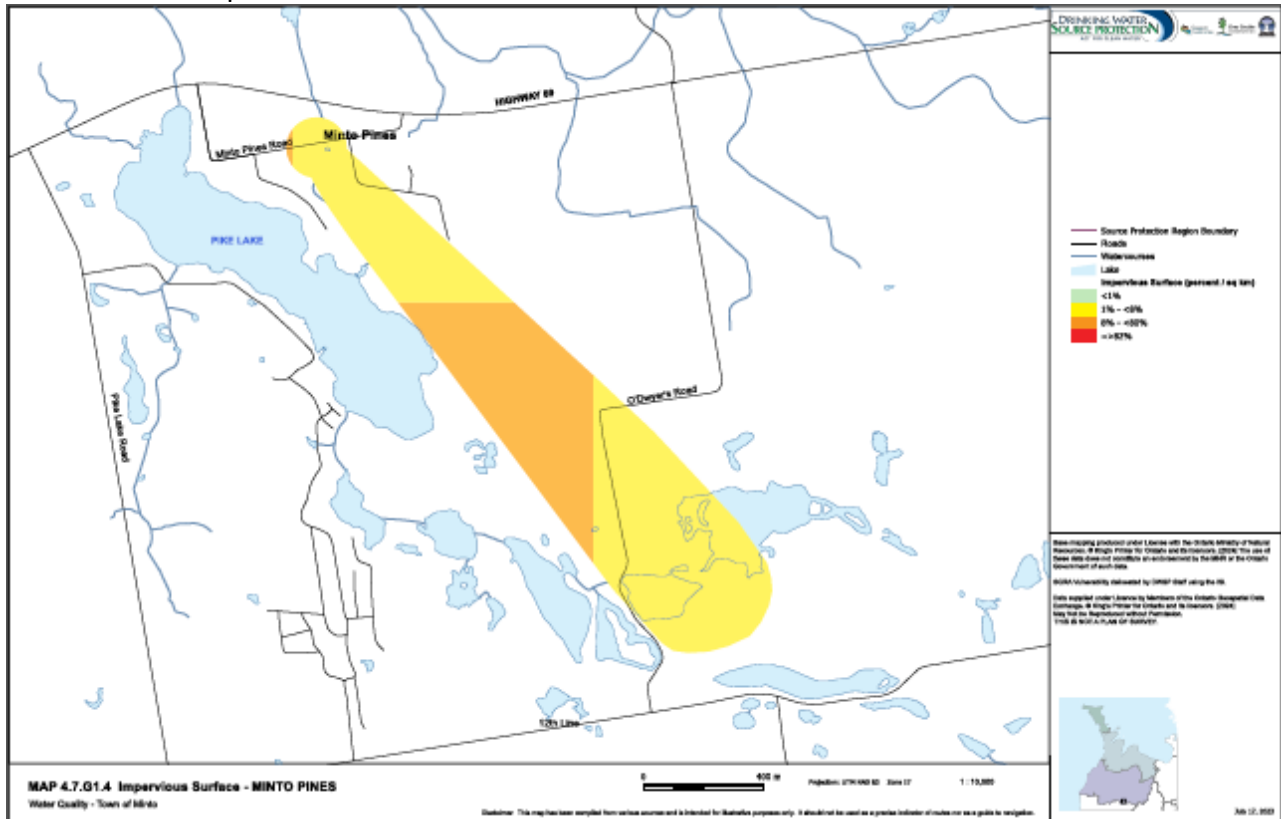
# Minto Pines – Wellhead Protection Area



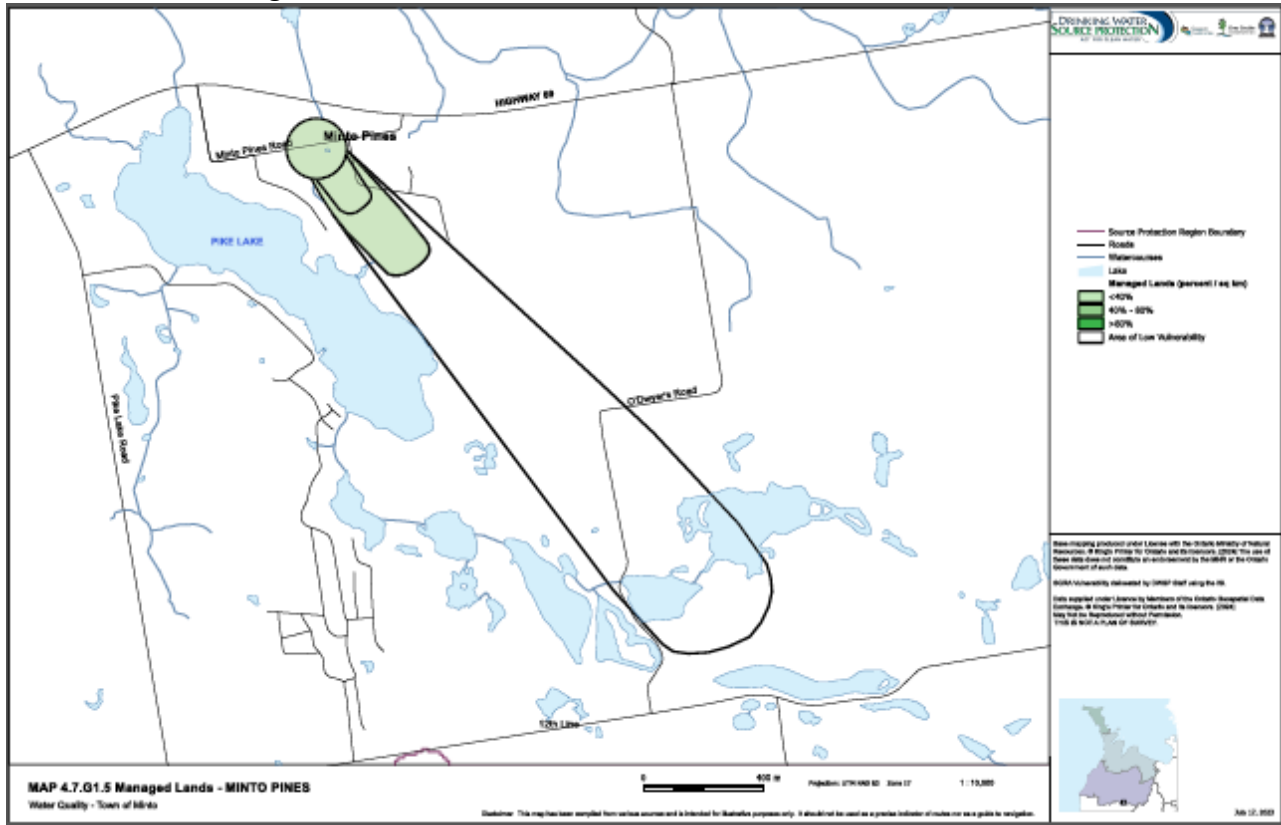
# Minto Pines – Vulnerability Scores



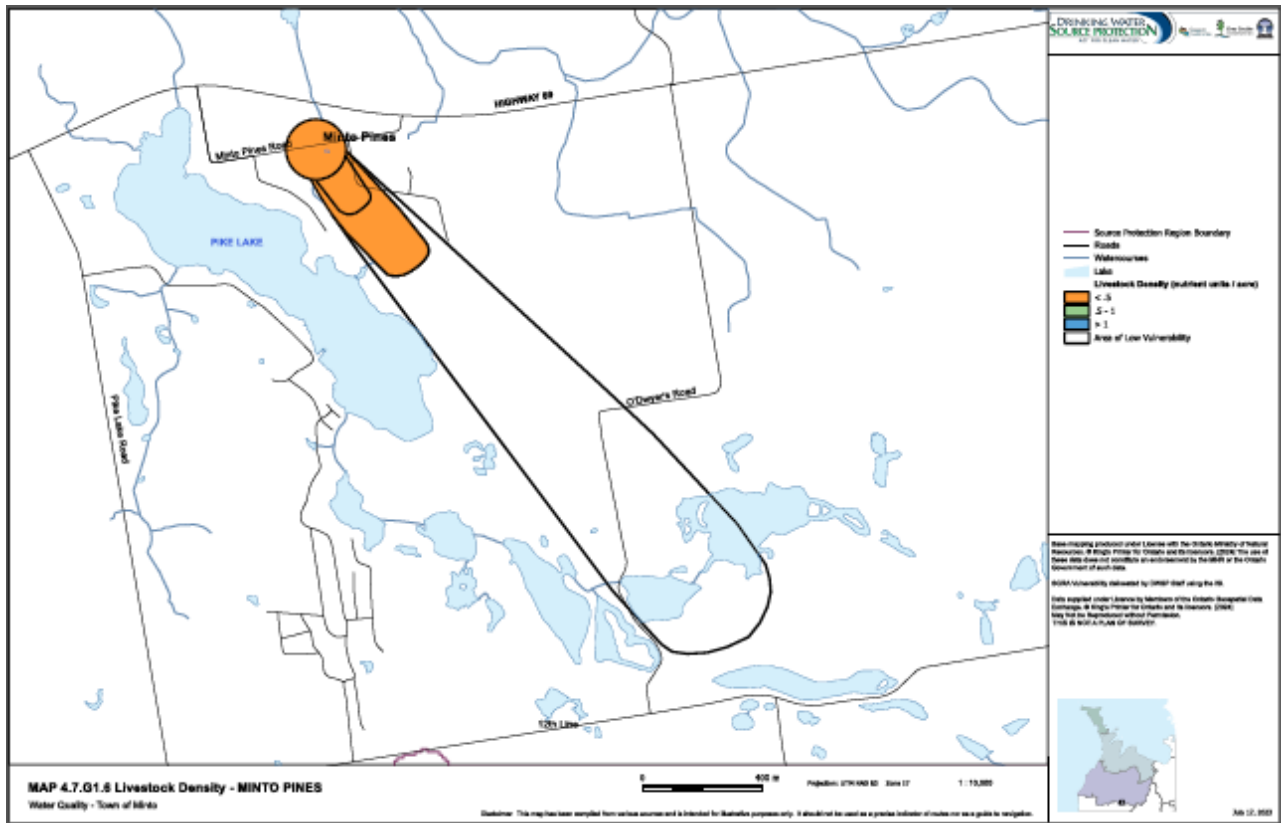
# Minto Pines – Impervious Surface



# Minto Pines – Managed Lands



# Minto Pines – Nutrient Units



#### 4. Policy 02-05 change for discretionary septic maintenance inspections – Lake Rosalind.

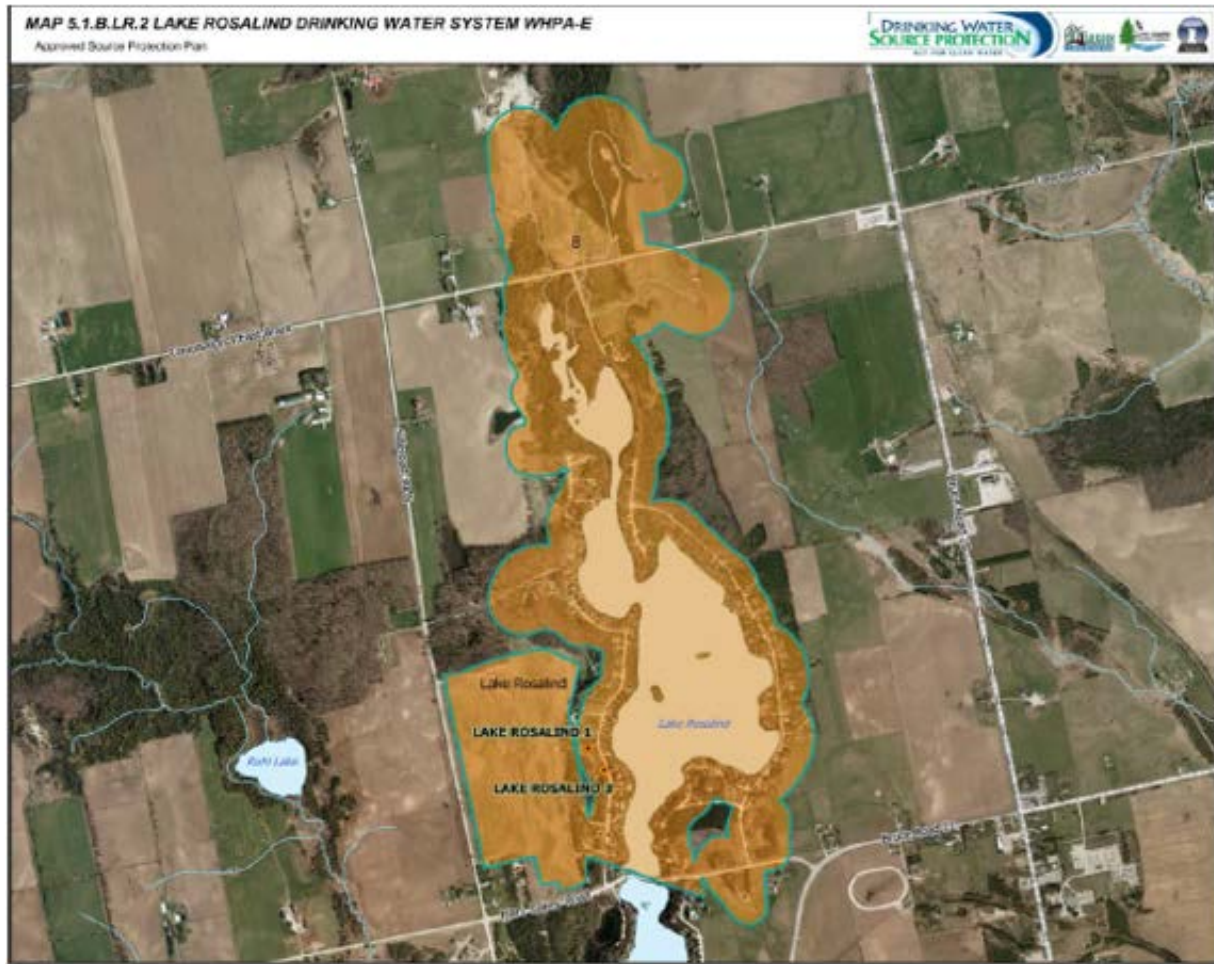
Based on discussions with the municipality and general support from the Lake Rosalind Water Quality Committee, draft policy wording has been developed to help address concerns related to septic threats around Lake Rosalind and Marl Lakes.

This policy will apply to the Municipality, who may work in collaboration with the local Risk Management Official to help prioritize high risk areas or systems that require inspection. This would be a non-mandatory policy but would give authority to implementing bodies to take appropriate action if they become aware of issues with individual septic systems. The Risk Management Official would also assist in the course of their duties to flag properties that may require an inspection.

Below is draft wording for a new non-mandatory policy to address these concerns.

POLICY TEXT ID	POLICY TEXT
<b>02-05</b>	<p><b>Discretionary Maintenance Inspections – Lake Rosalind</b></p> <p>The policy applies in all vulnerable areas where the establishment, operation or maintenance of a septic system is or would be a low or moderate drinking water threat surrounding Lake Rosalind/Marl Lake (existing activity or future activity).</p> <p>To reduce the risk to drinking water sources from septic systems or septic system holding tanks in vulnerable areas where this activity is a low or moderate threat in the Lake Rosalind/Marl Lake WHPA-E area, the local approval agency of septic systems, under the authority of the Ontario Building Code, should consider including these septic systems as part of the discretionary maintenance inspection program outlined in O.Reg. 315/10.</p> <p>In considering these discretionary inspections, priority should be given to areas where septic systems are known to fail and where older septic systems are predominant.</p> <p>Monitoring policy MP-15 applies.</p>

The amended policy would apply to WHPA-E areas around Lake Rosalind/Marl Lake, where septic systems are considered a Moderate/Low risk. Below is a map of the Lake Rosalind WHPA-E area:



**5. Minor edits to source protection plan snow storage threat policies and impervious surface area map legends made under Sec. 51.**

Updated 2021 Technical Rules included changes to snow storage threat areas, resulting in minor amendments to Policy 14-01 and 14-02 Storage of Snow threats for consistency. These amendments will result in no changes to the areas affected by the snow storage threat policies or their implementation.

Snow storage located on commercial or industrial properties can be a significant drinking water threat in a wellhead protection area (WHPA) with a vulnerability score of 10. Policy tools used to address this threat include prohibition and Risk Management Plan (RMP). Snow disposal facilities are regulated under Sewage Works using a prescribed instrument.

2021 Director’s Technical Rule change for snow storage area threats:

Storage of Snow	(1) Snow stored <200m <sup>2</sup> , IPZ or WHPA score of 10
-----------------	--

	<p>(2) Snow stored &gt;200m<sup>2</sup> &lt;2000m<sup>2</sup>, IPZ/WHPA-E score greater than 9, and WHPA score of 10</p> <p>(3) Snow stored &gt;2000m<sup>2</sup>, IPZ/WHPA-E score greater than 8 and WHPA score of 10</p>
--	---

**Circumstances**

- Infiltration or discharge of snowmelt from the storage of snow on commercial or industrial sites
- A storm water drainage system outfall that serves a Snow Disposal Facility.

Below are proposed policies to address these changes given the new snow storage thresholds:

POLICY TEXT ID	POLICY TEXT
<p><b>14-01</b></p>	<p><b>Prohibition</b></p> <p>The policy applies in all groundwater vulnerable areas where the storage of snow is or would be a significant drinking water threat (existing activity or future activity).</p> <p>The storage of snow shall be prohibited under the following conditions:</p> <ol style="list-style-type: none"> <li>1) a storm water drainage system outfall that serves a Snow Disposal Facility; and</li> <li>2) the area upon which snow is stored is more than 200 m<sup>2</sup>;</li> </ol> <p>Therefore, the storage of snow is designated for the purposes of s.57 of the <i>Clean Water Act</i>.</p> <p>With regards to any snow storage sites existing as of the effective date of the Source Protection Plan, the policy takes effect eight months following the effective date of the Source Protection Plan.</p> <p>Monitoring policy MP-23 applies.</p>
<p><b>14-02</b></p>	<p><b>Risk Management Plan for Snow Storage</b></p> <p>The policy applies in all vulnerable areas where the storage of snow is or would be a significant drinking water threat (existing activity or future activity).</p> <p>Where an Environmental Compliance Approval (ECA) is not required, the storage of snow may only occur in accordance with an approved Risk Management Plan and therefore, the storage of snow is designated for the purposes of s.58 of the <i>Clean Water Act</i>.</p> <p>The storage of snow may only occur in accordance with an approved Risk Management Plan under the following conditions:</p> <ol style="list-style-type: none"> <li>1) the infiltration or discharge of snowmelt from the storage of snow on a site where the predominant land use is commercial or industrial by any means other than a storm water drainage system outfall; and</li> <li>2) the area upon which snow is stored is more than 200 m<sup>2</sup>.</li> </ol> <p>The Risk Management Plan shall be renewed every five years or at the discretion of the Risk Management Official.</p>

POLICY TEXT ID	POLICY TEXT
	<p>All locations for Risk Management Plans for existing activities shall be inventoried within three years and plans established within five years of the effective date of the Source Protection Plan.</p> <p>Monitoring policies MP-24 and MP-25 apply.</p>

Also, legends for impervious surface area maps within Chapter 4 Assessment Report Maps need to be updated to reflect approved 2021 Technical Rule changes. These minor amendments support the previous Sec. 36 Plan amendments for impervious surface area calculations where salt handling and storage activities could be considered a significant risk at 30% for Wellhead Protection Areas with a vulnerability score of 10, 6% for Intake Protection Zones (IPZ) with a score of 10 and 8% for IPZ with a score of 9 or 10.

The impervious surface area map legends will be amended as follows:

Scale for WHPAs	Scale for IPZs
=>30%	=>8%
=8 - <30%	=6 - <8%
=1 - <8%	=1 - <6%
< 1%	< 1%



## Committee Report

**To:** Chair and Members of the Planning Committee  
**From:** Rob Johnson, Green Legacy Programme Manager  
**Date:** Thursday, September 12, 2024  
**Subject:** **Green Legacy Programme Strategic Action Plan**

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### 1.0 Background

The County's Green Legacy Programme is a municipal tree nursery that grows trees for distribution to various stakeholders throughout the County of Wellington, while actively engaging as many individuals and community groups in the growing process as possible. Green Legacy has two main goals: increase forest cover in Wellington; and foster a community that is invested and understands the importance of trees and forests in their community. The combination of these two objectives makes the Green Legacy Programme a truly significant and unique municipal tree programme.

### 2.0 Green Legacy Programme Strategic Action Plan

The year 2024 marks the 20th anniversary of the Green Legacy Programme. In that time, Green Legacy has become a cornerstone of the County's ongoing commitment to conserving its natural heritage, increasing tree cover within the County's watersheds to a minimum of 30%, combatting climate change - planting over 3 million trees throughout the County, and providing educational and volunteer opportunities to thousands of residents at two nursery facilities.

In keeping with the overall objectives of the County's 2023 Strategic Plan and the 2022-2030 climate change mitigation plan, the Green Legacy Programme Strategic Action Plan reviews our original mission and guiding principles, highlights the operational structure of the Programme, identifies our challenges, and establishes the priority actions and growth opportunities to ensure that the Green Legacy Programme succeeds well into the future.

### 3.0 Recommendation

THAT the Green Legacy Programme Strategic Action Plan be endorsed by Council.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'Rob Johnson'.

Rob Johnson, B.Sc., E.R.P.D., CMM II  
Green Legacy Programme Manager

Appendix – Strategic Action Plan



Planting Trees  
Today for a  
Healthier  
Tomorrow



# Green Legacy Programme Strategic Action Plan



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## Introduction

The year 2024 marks the 20th anniversary of Wellington County's Green Legacy Programme. In that time, Green Legacy has become a cornerstone of the County's ongoing commitment to conserving its natural heritage, increasing tree cover within the County's watersheds to a minimum of 30%\*\* and combatting climate change. To date, Green Legacy has planted over 3 million trees, provided educational opportunities to over 100,000 students and expanded to two nursery facilities.

Green Legacy partners with all seven of Wellington County's member municipalities, as well as the City of Guelph and 6 area conservation authorities, whose watersheds run through the region: Grand River Conservation Authority, Conservation Halton, Credit Valley Conservation, Maitland Valley Conservation Authority, Saugeen Valley Conservation Authority and the Hamilton Region Conservation Authority.



From 2004 to 2024, the County's population has grown beyond 100,000 residents and our communities have seen a number of social, cultural, and economic changes. The Green Legacy has grown and adapted to meet these opportunities and challenges over the years and has developed the Green Legacy Strategic Action Plan to help ensure the programme's success moving forward.

“Aldo Leopold developed the concept of a “land ethic” in his Sand County Almanac published in 1949. In simple terms, a land ethic recognizes that we rely on the environment to support us and that we have a responsibility to take care of it.”

This Strategic Action Plan, guided by the County of Wellington's updated 2023 Strategic Action Plan and 2022-2030 Climate Change Mitigation Plan, reviews the Green Legacy's original mission statement and guiding principles, and develops a consistent framework to help guide the future success of the programme.

\*\* see appendix

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The **Green Legacy** was created to preserve the community's environmental legacy, now and into the future. The **Green Legacy** has done more than that - it's also preserving a County culture of respect, leadership, environmental stewardship and connection for the employees of today and tomorrow.

**County Culture:**  
**The County of Wellington**

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# Timeline



## The Timeline of the Green Legacy Programme

2004

Launched as a one-time celebration for The County of Wellington's 150th Anniversary, by distributing 150,000 trees to the local municipalities, schools, community organizations and residents.

2005

County Council endorsed the Programme and it was officially established as a tree nursery with greenhouses built at the Little Tract County Forest in Puslinch on land donated by John Little.

2007

Renovated the John Little House at the nursery for office space and volunteer facilities.

2008

Built an underground cooler storage facility to house seed stock and packaged trees over the winter.

2009

Created the Community Outreach Coordinator role to manage volunteers, educational programming, and community outplants.

2010

Celebrated it's 1 millionth tree planted and received United Nations recognition for it's environmental contributions.

2012

Established the Northern Nursery at Luther Marsh Conservation Area in the Township of Wellington North. The Northern Nursery Coordinator position was created.

2015

The southern nursery in Puslinch is renamed as the 'Bradford Whitcombe Green Legacy Nursery' in honour of the former Wellington County warden's contributions to the programme.

2016

The Planning Administration Clerk began assisting the Green Legacy with administrative support, customer service, and database management.

2016

Celebrated it's 2 millionth tree planted.

2020

Adapted to the global COVID-19 pandemic by making individual tree deliveries to residents, a service that continues to this day.

2021

The full time Lead Hand position was created to help oversee the growing daily operations of the Bradford Whitcombe Green Legacy Nursery.

2022



**Celebrated 3 million trees planted!**

## Mission Statement

**“Our mission is to inspire and enable the Wellington County community to grow and plant trees to improve our environment for future generations.”**

The mission of the Green Legacy Programme is to strengthen our community's view towards the value of trees and the environment. Through education and involvement in the Green Legacy, the people of Wellington will increase forest cover to a healthy level, creating a green infrastructure which will ensure ongoing environmental benefits and help the County adapt to climate change.

## Guiding Principles

- To educate and engage the Wellington community in the growing and planting of trees.
- To place a special focus on involving Wellington County schools, so that students learn the value of trees and the environment, by providing practical experience in the growing, planting and caring of trees.
- To empower local organizations to take on tree planting projects through the provision of information, partners and a source of Green Legacy trees.
- To assist and partner with member municipalities of Wellington County to engage the public and to carry out tree planting projects.
- To efficiently operate a community tree nursery, with an emphasis on creating volunteer and educational opportunities for schools, organizations and the general public.
- To continue providing a ready supply of Green Legacy trees to help increase forest cover in Wellington County to 30% in order to maintain a healthy watershed.
- To continue developing new initiatives which encourage trees in the right places on the landscape (wind breaks, shelter belts, living snow fences, water-course buffers, linking existing forests, etc.).
- To continue building partnerships with private nurseries, organizations and other levels of government in helping to fund and carrying out the Green Legacy mission.
- To continue to build capacity to meet demand for trees, as well as volunteer and educational opportunities.

## Internal Training

Since 2004, the Green Legacy Programme has been developing and refining training documents and standard operating procedures to guide the programme. These collective documents, which include educational programming, volunteer protocols, and nursery processes, have come to be known as 'The Green Legacy Way'.

General team training happens each Spring during our main staff intake, and periodically throughout the year as new seasonal tasks arise and/or as new staff and volunteers are on-boarded.

Training documents and standard operating procedures are assessed and updated by the Nursery Coordinator and Community Outreach Coordinator as needed. Once approved by the Manager, these documents are kept in an online digital format that is accessible to all Green Legacy staff and volunteers.

## Current Tree Order/Distribution Trends

When evaluating orders from previous years, we can see an increase in small orders (less than 100 trees) for urban/residential properties, and a decrease in large orders (greater than 500 trees) for rural/farm properties and conservation authorities. In 2024, 68% of seedling orders were for 100 or less. This trend is most evident in member municipalities that are experiencing rapid population growth, such as the Township of Centre Wellington. We receive fewer orders from our more northern member municipalities, such as the Town of Minto, where farming is more prevalent.

Overall, most of the Green Legacy stock (seedlings and potted stock) continues to be planted on privately owned land, and is typically requested by:

- Residents - who place online orders for seedlings to plant themselves or request potted stock for living snow fences and windbreaks.
- Residents requesting outplants - Green Legacy staff pair landowners with schools and facilitate local students visiting residents to provide planting assistance.
- Conservation Authorities - who place one large order to divide and allocate to individual planting projects for residents within the County.
- Community Groups - who organize volunteers and planting projects on both private and public land.

Potted stock is given priority for planting on public land, and is typically requested by:

- The County of Wellington – for Wellington County Museums and Archives grounds, housing facilities, roadside tree planting, etc.
- Member Municipalities – for municipal parks and facilities.
- Schools – for school yard greening projects.

Tree Order and Distribution Trends								
	2016	2017	2018	2019	2020	2021	2022	2023
<b>Total number of orders</b>	<b>282</b>	<b>317</b>	<b>507</b>	<b>673</b>	<b>1241</b>	<b>998</b>	<b>1133</b>	<b>990</b>
Seedlings (plugs)	158,000	154,600	161,800	163,360	156,930	165,640	147,920	157,940
Potted Stock	6,200	10,900	13,000	12,245	8,375	7,988	8,398	8,110
<b>Total Trees Distributed</b>	<b>164,200</b>	<b>165,500</b>	<b>174,800</b>	<b>175,605</b>	<b>165,305</b>	<b>173,628</b>	<b>156,318</b>	<b>166,050</b>





# Community Outreach

## Student Education

The Green Legacy has developed strong partnerships with the Upper Grand District School Board (UGDSB) and the Wellington Catholic District School Board (WCDSB). Each of our school programmes are experiential and hands-on that supports Ontario curriculum expectations. The busing of the Junior and Intermediate students is paid for by The Green Legacy Programme. Students also play an important role in tree production through the various programmes.

## Seeds in the Classroom

Kindergarten to Grade 3 students grow and care for Oak seedlings in planting blocks in their classrooms. The growing blocks are delivered in mid-March and collected by Green Legacy staff before the school year ends

## Branching Out: Nursery Visits

Students in Grades 4, 5 & 6 take a trip to one of our Green Legacy nurseries. Students engage in nursery tasks such as transplanting seedlings and participate in an interpretive hike.

## Roots in the Community: Outplants

Classes in Grades 7 and 8 are partnered with Wellington County landowners and will travel to their properties to plant trees with the assistance of Green Legacy staff.

Students								
	2016	2017	2018	2019	2020	2021	2022	2023
Total Students	10,975	13,430	12,222	10,870	532	N/A due to COVID	2,933	7,580
Trees Grown and Planted	164,505	228,720	174,734	163,366	20,565	N/A due to COVID	18,490	108,012

## Volunteering

Community involvement has always been an important aspect of Green Legacy. Volunteers are integral for seed collection, tree production, and student education. Student volunteers (Co-op and Community Service hours students), corporate groups, and long-term volunteers are a vital part of the Green Legacy's continued success.

Volunteers								
	2016	2017	2018	2019	2020	2021	2022	2023
Total Volunteers	917	955	940	803	347	N/A due to COVID	84	507
Trees Grown and Planted	6,787	6,997	6,651	6,680	3,290	N/A due to COVID	1,105	4,613

## Revenue/Donations

While trees are free to Wellington County residents, the Green Legacy does make tree care items (e.g. mulch mats and rodent guards) available for purchase at slightly above cost. After receiving orders that meet eligibility requirements, remaining tree stock is then offered for purchase at wholesale prices, primarily to The City of Guelph. Individually wrapped gift seedlings are occasionally requested and a charge is applied for the associated bags and printed tags.

Donations and financial contributions to the programme are accepted online year-round at [www.greenlegacy.ca](http://www.greenlegacy.ca), however, as shown in the table below, these amounts vary from year to year.

Revenue					
	2021	2022	2023	2024	2025
Trees	\$3,900.00	\$19,827.00	\$12,169.00		
Mulch Mats	\$2,770.00	\$3,617.00	\$2,589.00		
Rodent Guards	\$1,435.00	\$1,418.00	\$1,130.00		
Donations	\$1,100.00	\$3,360.00	\$650.00		
<b>Total</b>	<b>\$9,205.00</b>	<b>\$28,222.00</b>	<b>\$16,538.00</b>	<b>\$ -</b>	<b>\$ -</b>

## Staffing Structure

Below is the current staffing complement for the Green Legacy Programme:

**Manager** - Full-time

**Bradford Whitcombe Green Legacy Tree Nursery Coordinator** - Full-time

**Northern Nursery Coordinator** - Full-time

**Community Outreach Coordinator** - Full-time

**Lead Hand** - Full-time

**Seasonal** - Staff x 8

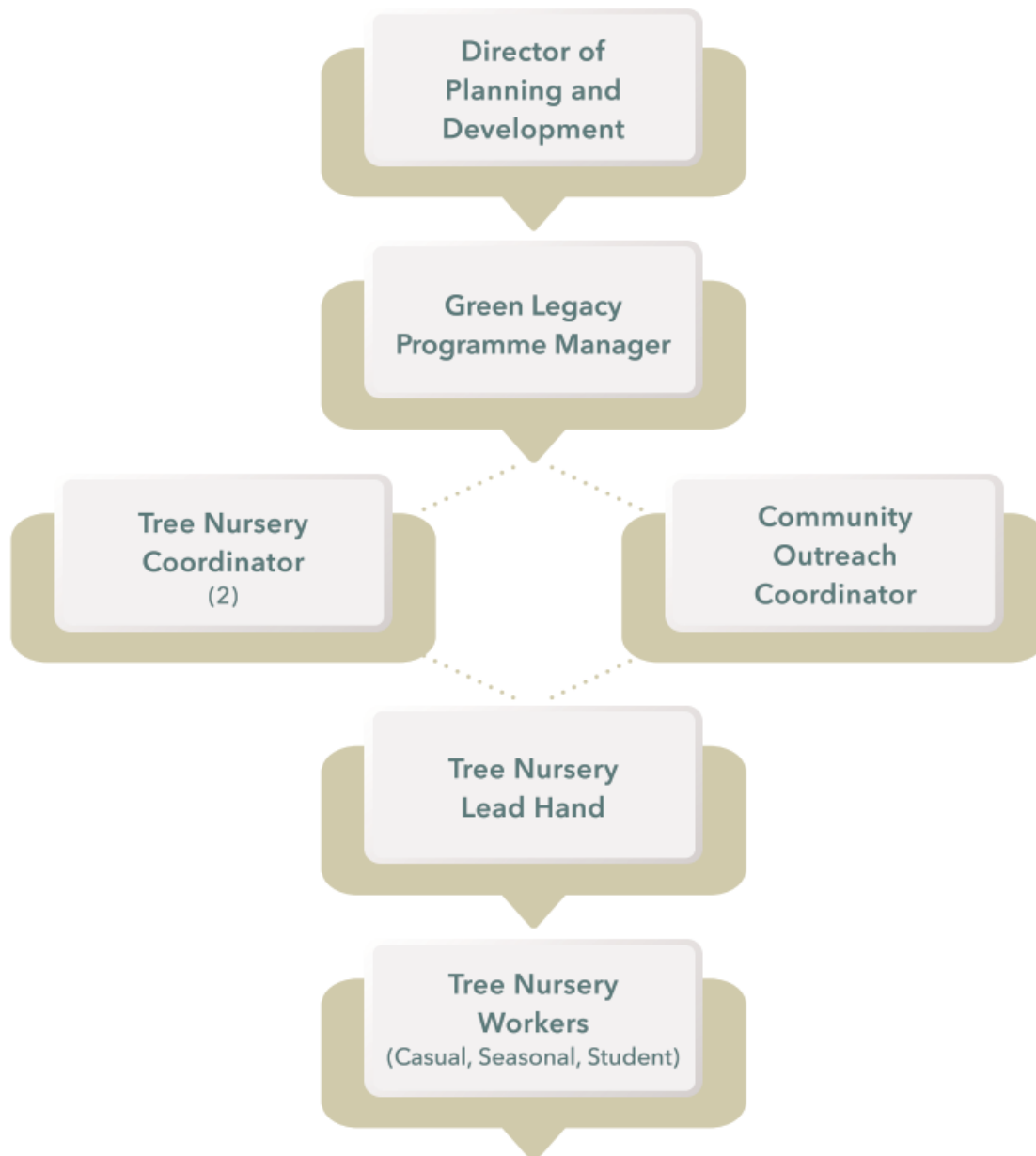
**Summer** - Student x 2

Given the ongoing community support of the **Green Legacy Programme**, it is essential that we maintain adequate staffing and resources to deliver high-quality products and services. As Wellington County's population continues to grow, we expect a greater demand for trees, and an increase in requests for community outreach, education, and planting assistance. In later sections of this Strategic Plan, staff highlight some key challenges, priority actions, and future growth considerations that will help ensure the Green Legacy Programme remains effective and efficient in the years to come.



## Reporting Structure

- **County Council:** Final responsibility for all operational, budgetary, and public engagement activities of the Green Legacy Programme.
- **Planning Committee:** Responsible for recommending to County Council the budget, staffing, direction, and major operating procedures for the Green Legacy Programme.
- **County Staff:** Normal County staff reporting relationships and responsibilities exist. Green Legacy, a division of the Planning Department, with the Green Legacy Manager reporting to the Director of Planning, who reports to the C.A.O. Staff are to ensure the proper management of the programme is consistent with goals and directions established by County Council.



## Challenges

### Increased demand from public:

As outlined above, current trends have shown that changing dynamics within the County over the last 10 years have led to a much higher demand for small orders by individual landowners - mostly urban homeowners.

### Decreased demand from area Conservation Authorities:

Recent legislative changes have revised the mandates of conservation authorities, which has impacted stewardship programming, reduced forestry budgets, and limited extension staff for plantings. As a result of these changes, conservation authorities have been placing increasingly smaller tree orders over the last ten years.

### Lack of space:

While demand for trees has remained constant, the increase of requests to add trees of larger sizes and different varieties has put a strain on the Green Legacy's existing infrastructure. Despite the addition of the Northern Nursery in 2012, increased demand for trees has led to a lack of growing space.

### Seed Sourcing:

Seeds from deciduous species are hand collected by staff and volunteers. Though it varies year by year, over the last decade, sourcing local high quality, viable seeds in the quantities needed to sustain distributions goals and

inventory biodiversity has become more difficult. With a changing climate, crop production has become less predictable and less abundant. Coniferous species have also been impacted by closing the Ontario Seed Plant, climate and disease stresses, causing less overall seed production and availability.

### Pests/Climate:

As climate change continues, nursery staff are having to deal with infestations of tree damaging pests, warmer/drier growing seasons, and shorter/colder packaging seasons. All of these factors have impacted annual tree production.

### Switch to tree deliveries:

With the advent of COVID, Green Legacy was asked to switch from Municipal Tree Days to no contact tree deliveries throughout the County. Post COVID, tree deliveries have continued. While being a great added customer service, it does present logistical challenges (orders, planning, mapping, drivers, vehicles, etc.).

### External Budget stresses:

There has been increased pressures on the annual budget (e.g. escalating costs of bus transportation for educational programming).

## Tree Planting Survival Rates

The need to evaluate tree planting survival rates continues to be discussed. While this may be challenging to achieve on private lands, a selection of public lands with larger public planting partners would give a quantitative snapshot to draw inference from.

As a starting approach, staff will:

- Request that Conservation Authorities and/or community planting groups estimate survivorship for Green Legacy trees that they have received over the last 5 years and evaluate plants success;
- Revisit selected sites from the last 10 years and evaluate County school plantings that were overseen by Green Legacy staff; and
- Review of Warden's Day planting sites from 2006 to present.



## Priority Actions

- Educating the public about the value of trees and the natural environment.
  - Promote Green Legacy through community events.
  - Actively taking part in conferences and seminars.
  - Take part in County driven opportunities such as Taste Real and the Rural Romp, etc., whenever possible.
- Actively involving the community in all aspects of the tree growing/forest process - the gathering of seed, growing nursery stock, and planting and caring for young trees.
  - Continue providing volunteer opportunities to both individual community members and various public and private groups.
- To provide an ongoing supply of high-quality seedlings through to caliper stock in order to meet demand.
  - Continue to build resources for tree spading projects.
  - Continue to collect and purchase source-identified seeds.
  - Continuing to seek advice to address challenges.
- To nurture a land ethic through extensive participation by landowners, our youth and community organizations.
  - Continue to provide high quality, curriculum linked educational programming that is both hands-on and experiential.

- o Continue working with County residents through the Green Legacy volunteer programme.
- o Continue the Green Legacy's involvement with the Indigenous Garden and Wellington Campus development plans.

- o Continue to organize and implement the annual Warden's Planting Day throughout the County.
- o Continued involvement with community groups and initiatives such as Trees for Mapleton.
- o Monitor the success of our planted trees throughout the County.



## Future Growth

### Tissue Culture Lab

Green Legacy is proposing a partnership with the University of Guelph's The Gosling Research Institute for Plant Preservation (GRIPP) located within the Department of Plant Agriculture, for the construction and facilitation of an on-site tissue culture laboratory. This will allow for the rapid development and regeneration of seedling species that are currently under threat in Ontario.

Ontario's natural tree heritage is currently being threatened by habitat loss, climate change and disease. Ontario has several tree species that are currently identified as a species at risk and thus finding reliable seed sources have become increasingly difficult for many key species. Climate change has made naturally viable seeds much less available due to early Springs, late frosts, and extended dry weather. For some species, beyond normal tree masting, it can be many years between collecting viable seeds.

The Ontario Tree Seed Plant, which supplied the Province's nurseries with the bulk of the evergreen and some hardwood seed closed in 2018. Since then, smaller private nurseries have taken up the collection, storage, and distribution of seed, but demand is often higher than these groups can handle.

To combat these challenges and shortcomings within the industry, the ability to clone and propagate a tree from its bud or tissue culture, has the potential to alleviate many of the issues mentioned above. The University



of Guelph has been working on bringing tissue culture to the agricultural sector and has had success within the Hazelnut and the Apple fruit industry. They are also seeing success in the growing and reintroduction of American Elm, which was decimated due to Dutch Elm Disease.

Tissue culture would allow for the propagation of immune and resilient individual trees.

**The recovery of several species could benefit from this technology including:**

- American Beech
- American Elm
- Butternut
- Red Mulberry
- American Chestnut
- Cucumber Magnolia

Other species such as Oaks and Walnuts are also now being affected by diseases just beyond our southern border.

The Green Legacy Programme could be a leader in this emerging field in collaboration with the University of Guelph's The Gosling Research Institute for Plant Preservation (GRIPP) located within the Department of Plant Agriculture. The cost of this propagation technique is currently on par with that of the more traditional growing from seeds and cuttings. Setting up an on-site facility with the specific equipment, space and expertise needed for the process could be paid for through grants and university funding. This has been discussed at a preliminary level and the The Gosling Research Institute for Plant Preservation (GRIPP) located within the Department of Plant Agriculture is excited at the prospect of partnership.



## Green Legacy Northern Nursery

The Green Legacy's Northern Nursery is situated near the Luther Marsh Conservation Area. It was established at this location to be close to residents and schools in the northern Wellington County. At the time, it had space for the development of hiking trails for school programming and is home base for UGDSB's Community Environmental Leadership Program (CELP).

The current remote location does present logistical challenges that limits some operations and further expansion opportunities:

- Land is not owned by Wellington County (GRCA retains ownership of the property) which limits our use and Asset investment.
- Site is not large enough to accommodate expansion of growing space.

- School programming is limited to Spring only - Fall hunting season means education programmes are not safe, and there is limited space to house trees that are transplanted in Fall.
- Lacks adequate all-weather gathering and lunch space for school programming.
- Lacks adequate indoor space for staff and volunteers - one small office/lunch/meeting room.
- The accessible bathroom contains the only indoor sink and acts as an indoor kitchen/heated storage space.
- Shipping containers are currently used for storage of nursery supplies and equipment.
- Shared site with CELP requires compromises in our day-to-day activities.
- Green Legacy currently books/schedules all the CELP led Ducks Unlimited programs offered to grade 4 students (who could be participating in our programming).



- Many area residents frequent the site (on and off hours) to gain entrance to the Conservation Area despite signage and physical barriers alerting them that they are trespassing. This is an ongoing security concern.
- Hiking trails were not built to normal County standards and require a lot of maintenance.

Relocating the nursery to a larger location would allow Green Legacy to address many of the challenges listed above and present opportunities for expansion and new initiatives. Increasing seeded and caliper stock, areas for large-size spaded trees, as well as expanded opportunities with student and volunteer groups, are all areas that would benefit the Green Legacy Programme and Wellington County.

## Green Legacy Forest Technician

Green Legacy is considering the development of a County Forest Technician position under the supervision of the Green Legacy Manager. This new position will allow the County to more closely model the original intentions of the Green Legacy: to work with farmers and other rural land-owners to develop and implement large scale plantings. As a result, this will improve crop yields, increase forest cover and better protect the watersheds.

A Forest Technician's primary focus would be to visit private farms and work with farmers to develop tree planting plans, including riparian plantings and windbreaks. In the past, these plantings used trees provided by the GRCA and

Green Legacy and were funded through programmes such as the Rural Water Quality Program. Often, 100% of the cost of the plantings were covered by these programmes, due in large part to Green Legacy trees being free to County land-owners.

Beginning in 2008, a Trillium grant allowed Mapleton Township to have its own Forest Technician for 5 years. The northern municipalities (Wellington North, Mapleton and Minto) were then able to re-

ceive a second grant to collectively fund the position an additional 3 years. The Grand River Conservation Authority funded a forest technician for the remainder

of the County. Since 2016, Wellington County has relied solely on the GRCA's forest technicians for this type of planning. Due mainly to Provincial funding cuts, the GRCA has had to decrease their Forest Technician positions for the entire Grand River watershed while the needs for this expertise continues to increase .

When forest technicians were providing this service, Green Legacy averaged 300-400 tree orders per season, mainly consisting of high-volume orders (over 1000 trees). Over the past 6 years, Green Legacy has seen these large orders diminish, while smaller orders (100 trees or less)

“When forest technicians were providing this service, Green Legacy averaged 300-400 tree orders per season, mainly consisting of high-volume orders (over 1000 trees)”

have been on the rise. The 2023-2024 tree order season saw 68% of orders were below 100 trees.

Many farmers are willing to put in wind breaks but are looking to have the process organized and implemented by someone else. Farmers have limited time for extra work, so we are missing opportunities to plant more trees that will help farmers deal with the ever increasing strains to their crops due to stresses like climate change. We also have many community tree groups that require assistance with site plans and plantings to make them successful.

Further, we continue to receive requests from landowners to develop planting plans. However, our current staffing model does not allow time to meet the demands. A dedicated forest technician under Green Legacy would allow for increased planting and high count orders, resulting in greater forest cover throughout the County. Between 2008 and 2012, Mapleton Township's grant supported Forest Technician was able to increase forest cover by 35,000 - 50,000 trees per year through its programme. If the County of Wellington had a forest technician, we could see benefits approaching this scale throughout all seven municipalities.



The best time to plant a tree was 20 years ago. The second best time is now.

Over the last twenty years, the **Green Legacy Programme** has had a very productive and successful level of community service and environmental benefit. Staff will continue to explore other environmental initiatives and opportunities that strengthen our commitment to the "land ethic" for Wellington County.

## Appendix

\*\*Environment Canada, in alignment with other conservation authorities, recommends maintaining a minimum 30% tree canopy coverage on a watershed basis. This tree cover is crucial for ensuring the healthy ecological and hydrological function of rivers and lakes within the watershed. By preserving this tree canopy, we contribute to several vital aspects:

1. **Water Quality:** Trees play a significant role in filtering pollutants from rainwater and runoff. Their roots stabilize soil, preventing erosion and reducing sediment transport into water bodies. Additionally, tree leaves absorb airborne pollutants, enhancing overall water quality.
2. **Water Quantity:** Trees help regulate water flow by capturing and releasing moisture through transpiration. Their presence reduces the risk of flooding during heavy rainfall and ensures a steady supply of water during drier periods.
3. **Biodiversity:** A diverse tree canopy supports various wildlife species, including birds, insects, and mammals. These organisms contribute to ecosystem health and resilience.
4. **Climate Resilience:** Trees sequester carbon dioxide, mitigating climate change impacts. They also provide shade, reducing water temperature and supporting aquatic habitats.

In summary, maintaining a 30% tree cover is essential for sustaining our natural environment, safeguarding water resources, and promoting overall ecological balance. Let's continue to protect and nurture our green spaces!



Alternate Formats Available Upon Request.

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## Committee Report

**To:** Chair and Members of the Planning Committee  
**From:** Karen Chisholme, Climate Change and Sustainability Manager  
**Date:** Thursday, September 12, 2024  
**Subject:** Green Fleet Pilot

### Background

In 2023, Climate Change and Sustainability Division partnered with Roads Division to undertake an analysis of the County’s fleet and develop a strategy to reduce its greenhouse gas emissions. This action aligns with the County’s goal of ‘making the best decisions for the betterment of the community’ from the 2023 Strategic Action Plan regarding implementation of the Future Focused Climate Change Mitigation Plan.

### Green Fleet Pilot

The resulting Green Fleet Strategy, completed in early 2024, concluded that while the County’s lean fleet contained vehicles eligible for a green transition there are operational challenges that limit those opportunities. Still there are several light duty vehicles that can be transitioned to electric or hybrid alternatives. Working within the asset renewal timeframe, three vehicles are candidates for a Green Fleet Pilot. This pilot seeks to provide insights in the following areas:

- Mechanical maintenance needs.
- Operational process and needs.
- Cost and range analysis.
- Suitability for various tasks.

The pilot will require investment in electric vehicle charging infrastructure specifically for fleet use. The proposed implementation plan for the Green Fleet Pilot is described within the Final Report (see attached). For ease of reference, both the estimated costs and the timelines for implementation are provided below.

**Table 1: The Estimate costs for implementing Green Fleet Pilot**

Item	Estimated Cost
EV Charger Units and Installation	\$61,600
Property Services Hybrid Pickup	\$70,000
Green Legacy EV pickup	\$75,000
IT EV Van	\$100,000
Vehicle Maintenance (7 years)	\$6,600
GEOTab*	\$0
<b>Total</b>	<b>\$313,200</b>

\* GEOTabs are vehicle activity data tracking instruments and are installed in our fleet vehicles and will be transferred to all proposed pilot replacement vehicles.

Implementation of the pilot is proposed to start in Summer 2024 and extend until summer 2027 (Table 2).

**Table 2: Timelines for green fleet pilot implementation**

<b>Task</b>	<b>Timelines</b>
Funding application(s), if applicable	Summer 2024
EV charger Installation – per Installation Plan	Summer 2024 – Spring 2025
Vehicle Purchase	Spring 2025
Vehicle Delivery	Winter 2025 – End 2026
Mechanic Training	2025
GEOTab Installation	Winter 2025/2026
Vehicle data collection	2026
Pilot assessment	Spring/summer 2027

Staff will investigate this project’s eligibility for external funding (e.g. Natural Resources Canada, Green Municipal Fund).

**Strategic Action Plan:**

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

**Making the Best Decisions for the Betterment of the Community. Action #3** – Continuing with the implementation and progress reporting of the Future Focused climate change mitigation plan.

**Recommendation:**

That Committee direct staff to implement the proposed Green Fleet Pilot.

Respectfully submitted,



Karen Chisholme  
Climate Change and Sustainability Manager

Attachment: Green Fleet Pilot Final Report

2024

# Green Fleet Pilot



Climate Change and Sustainability  
Division

County of Wellington

9/12/2024



## Green Fleet Pilot Proposal

### 1. Introduction:

In 2023, Climate Change and Sustainability Division partnered with Roads Division to undertake an analysis of the County's fleet and develop a strategy to reduce its greenhouse gas emissions. This action aligns with the County's goal of 'making the best decisions for the betterment of the community' from the 2023 Strategic Action Plan regarding implementation of the Future Focused Climate Change Mitigation Plan. The resulting Green Fleet Strategy concluded that while the County's lean fleet contained vehicles eligible for a green transition there are operational challenges that limit those opportunities. Still there are several light duty vehicles that can be transitioned to electric or hybrid alternatives. Working within the asset renewal timeframe, three vehicles are candidates for a Green Fleet Pilot. This pilot seeks to provide insights in the following areas:

- Mechanical maintenance needs.
- Operational process and needs.
- Cost and range analysis.
- Suitability for various tasks.

The pilot will require investment in electric vehicle charging infrastructure specifically for fleet use.

### 2. Objectives

The objectives of this pilot are:

1. Reduce greenhouse gas emissions from Wellington County's corporate fleet.
2. Learn operational and mechanical systems, processes, and needs.
3. Identify utility of different vehicle types for different County applications.

### 3. Analysis of Current Fleet

The County's current (2023) fleet was analyzed and assessed for opportunities to transition to electric or hybrid alternatives. An executive summary of those findings can be found in Appendix A. The study identified the following opportunities for this transition:

**Table 1: Opportunities to transition to lower emissions vehicles**

Division	Vehicle Type	Number of Vehicles	Replacement Year	Green Alternative	Readiness	Notes
Roads	1/2 Ton Pickup	6	2024	Hybrid Pickup	L	Replaced with Internal Combustion Engine in 2024
	1/2 Ton Pickup	6	2030	Hybrid Pickup	L	
	1/2 Ton Pickup	1	2030	Hybrid Pickup	L	
Solid Waste	1/2 Ton Pickup	4	2024	Hybrid Pickup	L	
	1/2 Ton Pickup	3	2026	Hybrid Pickup	L	
	1/2 Ton Pickup	1	2029	Hybrid Pickup	L	
	1/2 Ton Pickup	2	2030+	Hybrid Pickup	L	
Property Services	Utility Van	1	2026	Electric Van	H	
	Utility Van	1	2030+	Electric Van	H	
	½ Ton Pickup	1	2026	Hybrid Pickup	H	
	½ Ton Pickup	1	2030	Hybrid Pickup	H	
	Utility Van	1	2025	Electric Van	H	
	Compact Pickup	1	2030		H	
Emergency Management	Pickup	1	2028	Hybrid Pickup	H	
Green Legacy	3/4 Ton Pickup	1	2025	Electric Pickup	M	Operational adjustment replacement with ½ ton electric pickup
	Utility Van	1	2024	Electric Van	M	
Library	Utility Van	1	2030+	Electric Van	M	
IT	Utility Van	1	2026*	Electric Van	H	
Wellington Terrace	Minivan	1	2027	Hybrid Van	M	

\*IT is exploring retaining their current van due to low mileage and good repair. Their preference is to replace this vehicle with a similar size model (currently only available in Europe). The timing of this replacement may change as a result.

**L – low, M – moderate, H – High.**

Of these opportunities, the Divisions and vehicles most suitable for a pilot study are:

- Property Services – ½ ton pickup replaced with hybrid pickup in 2026.
- Green Legacy – ¾ ton pickup replaced with ½ ton electric pickup in 2025.
- IT – Utility van replaced with electric van in 2026.

#### 4. Low Emissions Vehicle Selection Criteria

The Green Fleet Strategy identified the following vehicles as suitable replacements based on the criteria identified below.

**Table 2: Suitable replacement vehicle recommendations**

Criteria	Property Services	Green Legacy	IT
<b>Current Vehicle Type</b>	Pickup	Pickup	Utility Van
<b>Vehicle Size</b>	½ Ton	½ Ton	Midsize Van
<b>Annual km</b>	40,000	65,000	5,000
<b>Alternative Vehicle Option</b>	Ford F150 XL Power Boost	Ford F150 Lightning	Ford E-Transit
<b>Energy Source</b>	<b>Hybrid Electric Vehicle</b>	<b>Electric Vehicle</b>	<b>Electric Vehicle</b>
<b>Estimated Purchase Price (base model)</b>	\$75,000	\$70,000	\$100,000
<b>City Fuel Economy (L/100km)</b>	10.1	-	-
<b>City Energy Consumption (kWh/100km)</b>	-	29.75	25
<b>Electric Range (km)</b>	-	386	203
<b>CO<sub>2</sub> Emissions (g/100km)</b>	24.83	0	0
<b>Budgeted annual maintenance</b>	\$3,000	\$1,800	\$1,800
<b>Average cost of ownership/km</b>	\$0.55	\$0.26	\$3.74
<b>Total cost (savings)/km vs Internal Combustion Engine (ICE)</b>	\$0.14 or 34% compared to pickups	(\$0.09) or (26%) compared to pickups	\$1.63 or 77% compared to Transit Van

Source: KMPG. 2024. County of Wellington Green Fleet Strategy Final Report.

## 5. Charging Infrastructure Plan

Electric vehicle chargers are required to support the recommended electric vehicles for Green Legacy and IT.

Level 2 chargers require a 220V receptible (i.e. a dryer outlet). These chargers are meant for overnight charging or when long charging times can be accommodated such as long non-driving periods. Level 2 chargers are significantly less expensive to install (estimated \$15,000 per charger) and require no enhanced electrical capacity.

Level 3 (or DC) fast chargers are primarily for quick charging (within 20 to 40 minutes depending on vehicle and charger capacity). These chargers are significantly more expensive (estimated \$150,000) due to their advanced technology and electrical capacity needs. Level 3 chargers require 3-phase power which can limit where these chargers can be installed. The County owns three publicly available Level 3 chargers (Puslinch Library, 138 Wyndham St Guelph (currently not in operation), Arthur Library).

The following charger types and locations have been identified to support the Green Fleet Pilot based on operational needs.

### 5.1. Green Legacy

Green Legacy is modifying their operations which will change the usage of the recommended electric pickup truck from their current usage of the vehicle it will replace. The future usage will reduce or eliminate the need to haul and tow which can greatly reduce the range of electric vehicles. Still, the Green Legacy electric pickup will make daily trips around the County, particularly between the north and Bradford Whitcombe Green Legacy Tree Nursery (BW Nursery). There will be requirements for overnight charging to ensure the truck is ready for daily activities. Installation of one Level 2 EV charger at each of the north Nursery and BW Nursery is recommended to satisfy daily trip needs. Several other chargers are available in the County and City of Guelph, including County-owned Level 3 fast chargers, if needed.

There is sufficient electrical capacity at the north nursery and BW Nursery however upgrades to the electrical panel may be required. The north nursery is owned by Upper Grand District School Board. Agreements are required to install the charger in this location.

A proposed installation plan is summarized in Table 3.

**Table 3: Green Legacy charger installation plan**

<b>Location</b>	<b>Task</b>	<b>Timeline</b>	<b>Estimated Cost</b>
North and BW Nurseries	Electrical panel assessment and identification of installation needs (e.g. panel upgrade)	Summer 2024	\$1000
North Nursery	Approval/agreement with UGDSB	Fall 2024	\$0
North and BW Nurseries	RFQ for charger supply and installation	Winter 2024/2025	\$0
North and BW Nurseries	Form of Agreement for charger installation	Winter 2025	\$0
North and BW Nurseries	Charger Installation: supply of 2 Level 2 chargers, panel upgrades (if needed), wiring and associated construction.	Spring 2025	\$30,000
North and BW Nurseries	Contingency: To cover cost of panel upgrade, if needed, and unforeseen construction costs (30%)		\$9,300
<b>Total Cost</b>			<b>\$40,300</b>

### **5.2. Information Technology (IT)**

The IT van is used to deliver equipment and move staff to address IT issues at facilities through the County. The range of the recommended green replacement is sufficient for most IT trips. A level 2 charger is recommended to be installed at 27 Douglas (adjacent to the current IT van parking stall) for easy overnight charging.

There is sufficient electrical capacity at 27 Douglas however upgrades to the electrical panel may be required.

A proposed installation plan is summarized in Table 4.

**Table 4: IT Charger installation plan**

<b>Location</b>	<b>Task</b>	<b>Timeline</b>	<b>Estimated Cost</b>
27 Douglas	Electrical panel assessment and identification of installation needs (e.g. panel upgrade)	Summer 2024	\$1000
27 Douglas	RFQ for charger supply and installation	Winter 2024/2025	\$0
27 Douglas	Form of Agreement	Winter 2025	\$0
27 Douglas	Charger Installation: supply of 1 Level 2 charger, panel upgrades (if needed), wiring and associated construction.	Spring 2025	\$15,000
27 Douglas	Contingency: To cover cost of panel upgrade, if needed, and unforeseen construction costs (30%)		\$4,800
<b>Total Cost</b>			<b>\$20,800</b>

## 6. Staff Training

Staff will not require training for the duration of the pilot. Repairs and advanced maintenance will be undertaken at a local dealership. However, staff training opportunities will continue to be explored to fulfill future needs.

## 7. Pilot Evaluation Plan

Evaluation for the pilot will examine two areas:

1. Operational suitability
2. Vehicle performance

The following outlines the metrics and approach for each area.

### 7.1. Operational Suitability

Vehicle users will be surveyed to assess the following:

- Is the energy source suitable for operational needs (is charging/refueling compatible with operations)?
- Does the range, battery performance, etc. meet operational needs?
- Does the vehicle type, seating capacity, payload rating, on road/off road capability, Towing capacity, etc. meet operational needs?

## 7.2. Vehicle Performance

Using GEOTab sensors and software, County Roads staff will monitor and analyze the following metrics to determine vehicle performance:

- Vehicle kilometers travelled.
- Emissions avoided (g/100km).
- Energy Consumption/Fuel Consumption (kWh/100km or L/100km).
- Maintenance frequency.
- Maintenance cost.

## 8. Estimated Costs

Cost estimates for implementation of the Green Fleet Pilot are provided below:

**Table 5: Estimate costs for implementing Green Fleet Pilot**

Item	Estimated Cost
EV Charger Units and Installation	\$61,600
Property Services Hybrid Pickup	\$70,000
Green Legacy EV pickup	\$75,000
IT EV Van	\$100,000
Vehicle Maintenance (7 years)	\$6,600
GEOTab*	\$0
<b>Total</b>	<b>\$313,200</b>

\* GEOTab is currently installed in all proposed pilot replacement vehicles. The GEOTab units will be transferred to the new low emissions vehicles. Additional GEOTab units are \$1,500 each.

## 9. Government Incentives

Government incentives are available for both infrastructure (EV chargers) and vehicles. Incentives change periodically so it is important to track funding programme offerings and be prepared to pivot to new offerings as programmes shift.

### 9.1. Funding for Vehicles

Federation of Canadian Municipalities' Green Municipal Fund currently offers funding to reduce or eliminate greenhouse gas emissions from vehicles that deliver municipal services. There are several offerings that may be applicable to this green fleet pilot initiative. The capital investment offering consists of a loan up to \$5 million and a grant worth up to 15% of the loan, combined covering up to 80% of the project. Funding for a pilot whereby new technology, approaches or services are examined in a scoped manner and evaluated is also available for up to 50% of the project cost to a maximum of \$500,000.

Funding opportunities for vehicles will continue to be monitored.

## 9.2. Funding for Infrastructure

Natural Resources Canada’s Zero Emissions Vehicle Infrastructure Program (ZEVIP) runs until the end of 2024. This programme has recently opened to new applications. The fund has various streams of interest including installation of EV chargers at workplaces and public spaces. The fund covers up to 50% of the cost of installation to a maximum of \$5,000 for Level 2 chargers and between \$15,000 and \$100,000 for Level 3 chargers depending on their capacity.

Funding opportunities for chargers will continue to be monitored.

## 10. Implementation Timeline:

The pilot will be set up over two years. In 2024, staff will work with contractors to install charging infrastructure per the infrastructure plan noted above. Staff will request \$70,000 in the 2025 to support infrastructure installation for this pilot. Each affected Division will adjust their vehicle budgets appropriately to cover the incremental cost of the recommended low emissions vehicle for the appropriate budget year. With approval of the 2025 budget in January 2025, quotes and tenders can be pursued to purchase the pilot vehicles. It is anticipated that the County will be able to take possession of the new vehicles in 2026. Once in County possession, Roads will equip the vehicles with GEOTab sensors to track usage and other metrics for analysis and evaluation.

Timelines for the Green Fleet Pilot are summarized in Table 6.

**Table 6: Timelines for green fleet pilot implementation**

<b>Task</b>	<b>Timelines</b>
Funding application(s), if applicable	Summer 2024
EV charger Installation – per Installation Plan	Summer 2024 – Spring 2025
Vehicle Purchase	Spring 2025
Vehicle Delivery	Winter 2025 – End 2026
Mechanic Training	2025
GEOTab Installation	Winter 2025/2026
Vehicle data collection	2026
Pilot assessment	Spring/summer 2027

## 11. Risk Management

The following matrix identifies potential risks with this project and approaches to their mitigation.



**Table 7: Risk matrix**

<b>Risk</b>	<b>Relative Potential of Occurrence</b>	<b>Approach to Mitigation</b>
Vehicles not available within timeframe	Moderate	Vehicle purchase orders can be placed upon pilot approval from Council to maximize delivery window.
Chosen vehicles do not meet operational/service standards	Low	Every effort has been made to ensure the vehicles chosen are suitable for the intended purpose. If they are deemed unsuitable during use, an exchange with another department will be discussed including departments whose vehicles are not frequently used (e.g. Museum, Emergency Management).
EV chargers become stranded assets	Low	The Federal government has indicated that all new vehicles will be electric by 2030. EV chargers will likely be needed in the future. Additionally, the chargers can be moved to other locations if needed.

## 12. Conclusion

Currently, the County’s fleet demands offer limited opportunities to transition to low emissions vehicles due to the types of vehicles in the fleet (i.e. predominantly heavy-duty with few low emissions alternatives) and operational constraints. Of the 33 vehicles identified as having potential opportunities for low emissions replacements, three are recognized as being suitably ready to make this transition. With the support of the affected divisions, this pilot provides an opportunity for the County to learn about these technologies, learn how the vehicles will perform under various conditions, and identify other suitable uses for future expansion.

### 13. Appendix A

#### Green Fleet Strategy Executive Summary

The County of Wellington’s Future Focused 2022-2030 climate change mitigation plan (2021) identified the need to transition the corporate fleet to low emissions alternatives as a priority action to reduce corporate greenhouse gas emissions. The County’s fleet (light duty and heavy-duty vehicles and equipment) contributes almost 4,000 tonnes of carbon dioxide equivalent (t CO<sub>2</sub>e) or 48% of the County’s corporate emissions.

In 2023, the County’s Climate Change and Sustainability Division working in partnership with Roads Division acquired the services of KPMG to complete a Green Fleet Strategy. The Strategy examines the options available to transition the County’s fleet to low emissions vehicles based on our current fleet compliment, operational constraints, and market availability. Those findings are summarized below.

#### A1. Current State

A current state analysis was completed in three phases:

1. Document Review – organizational charts, fleet inventory, fleet utilization data, fleet fuel usage, and green strategy document.
2. Department Profiles – summaries of fleet operations by department: usage, services delivered, historical fuel consumption, potential barriers to transition to green technologies.
3. Stakeholder Consultation – 12 one-on-one interviews with County staff to better understand fleet utilization, service delivery, service expectations, and opportunities to transition to green technologies.

The results of this analysis identified the following readiness levels for each department:

**Table A1: Readiness level for each department**

Low Readiness	Moderate Readiness	High Readiness
Roads	Green Legacy	Property Services
Solid Waste Services	Library	Emergency Management
	Wellington Terrace	Museum
		Personal vehicles used for work
		Other

## **A2. Best Fit Analysis**

The best fit analysis compared the available market options (hybrid, plug-in hybrid, electric, minivan, midsize van, midsize pickup truck, ½ ton pickup truck, ¾ ton pickup truck) to the needs of each vehicle in each department.

The cost of the proposed green technology replacement along with the timelines for replacement (based on the 10-year budget and asset management renewal timelines) were charted (Table 2).

### **Roads**

Light duty vehicles in Roads Division are suitable to transition to electric or hybrid ½ ton pickup trucks. However, the F150 hybrid can more easily be transitioned into service delivery based on current operations and the lack of requirement for a charging station as compared to the full electric F150. Further, some supervisors are required to bring their vehicles home due to on-call needs. This reduces the ability for these vehicles to be charged and ready for daily activities.

### **Solid Waste Services**

Similar to Roads Division, the Solid Waste Services fleet is best replaced with hybrid ½ ton pickup trucks due to towing capacity, the lack of requirement for charging, and operational constraints (e.g. vehicles required to be taken home due to on-call needs).

### **Property Services**

Property Services utilizes both utility vans and pickup trucks in their service delivery. The fully electric E-Transit (or similar) is a suitable replacement for the utility vans based on service delivery and operational activities. These will require chargers to be installed for overnight and intermittent charging. Analysis is needed to determine the best location for fleet charger installation to support Property Service operations.

Currently, it is recommended that the Division's pickup trucks be replaced with hybrid ½ ton pickup trucks due to service delivery requirements. However, these trucks are not due for replacement for several years and technology may advance within that timeframe bringing other options to market. A market scan should be completed when these vehicles come due for replacement.

### **Emergency Services**

Emergency Services utilizes a ½ ton pickup truck several times a week for overall low mileage compared to other County fleet vehicles. Due to its low kilometers travelled, a hybrid ½ compact truck is a suitable cost-effective and lower emissions alternative. Due to the replacement timeframe, a market scan should be completed prior to replacement to determine if new technologies are a better fit.

### **Wellington County Museum and Archives**

The Museum and Archives utilize one ½ ton pickup truck and one utility van. These vehicles are typically handed down from other departments when the vehicles no longer meet their service needs. No low-emissions replacements have been recommended through the Green Fleet Strategy.

### **Green Legacy**

Green Legacy utilizes two ¾ ton pickup trucks and one utility van. There is opportunity and willingness to downsize one pickup truck to ½ ton while still maintaining service standards. Downsizing will better enable transition to a fully electric ½ ton pickup truck along with replacing the utility van with an electric E-Transit. The electric vehicles will require installation of chargers to facilitate overnight and intermittent charging.

### **Library**

The Library utilizes a utility van to deliver items between the County's 14 branches and administration building racking up 260km on weekdays and 150km on weekends. The best fit replacement for the library van is a fully electric E-Transit. However, current service operations limit the time required to charge mid-day to support daily travel requirements. Further, the custom interior features needed to accommodate delivery items may limit the feasibility of the E-Transit. The replacement of the library van is not scheduled for several years. A market scan should be completed prior to purchasing to determine if new technologies address the operational and functional needs of the van.





### **IT**



The IT division utilizes a small utility van to transport staff and equipment between County facilities. This vehicle has low annual utilization compared to other County fleet vehicles. The best-fit replacement for this vehicle is a fully electric E-Transit. This vehicle will require a charger to be installed at the administration buildings in Guelph.

### **Wellington Terrace**

Wellington Terrace utilizes three vehicles: a ½ ton pickup truck for maintenance and a midsize van and a minivan for resident transportation and recreation. The vans are outfitted with wheelchair accessibility technology. The best fit replacement for the minivan is a hybrid minivan since fully electric minivans are not yet available in the market. There is currently no suitable replacement for the midsize van. The pickup truck will be replaced with a vehicle handed down from another department.

Table A2: Best Fit Options by Department

Best-Fit Options by Vehicle Type										
 ½ Ton Pickup Trucks	25	 Compact Pickup Trucks	1	 Midsize Vans	6	 Minivans	1			
Department	Capital Cost	Vehicle Type	2024	2025	2026	2027	2028	2029	2030	
Roads	\$975,000	½ Ton Pickup	½ Ton Pickup (6)			½ Ton Pickup (6)		½ Ton Pickup (1)		
Solid Waste Services	\$750,000	½ Ton Pickup	½ Ton Pickup (4)		½ Ton Pickup (3)			½ Ton Pickup (1) > ½ Ton Pickup (2)		
Property Services	\$75,000	Utility Van	½ Ton Pickup							
	\$100,000	Utility Van	Midsize Van							
	\$100,000	Utility Van	Midsize Van							
	\$100,000	Utility Van	Midsize Van							
Emergency Management	\$35,595	Compact Pickup	Compact Pickup							
Green Legacy	\$70,000	½ Ton Pickup	½ Ton Pickup							
	\$100,000	Utility Van	Midsize Van							
Library	\$100,000	Utility Van	Midsize Van							
IT	\$100,000	Utility Van	Midsize Van							
Wellington Terrace	\$45,435	Minivan	Minivan							
<b>Total</b>	<b>\$2,551,030</b>									

 Hybrid Vehicle Option  
 Electric Vehicle Option

### **Personal Vehicles for Company Use and Leased Vehicles**

There are several staff across the organization who accumulate greater than 10,000 km per year using their personal vehicles for work-related activities. There are three potential risks associated with staff using their personal vehicles for work-related activities:

- Inconsistent level of vehicle maintenance and appearance which may not align with the County's brand image.
- Personal vehicles may not be equipped or maintained to the same level as County-owned vehicles, leading to increased risk of breakdowns or accidents while on the job.
- Difficult for management to validate mileage claims and track time dedicated to tasks.

Should the County decide to transition some positions to County-owned fleet, it is recommended that hybrid or electric sedans or SUVs be considered. Consideration should also be given to vehicle sharing to reduce the cost of ownership per kilometer and share the cost across departments.

### **Heavy Equipment**

Technology is still developing to transition heavy duty fleet vehicles to low-emissions alternatives. Currently there are no alternatives on the market that meet the service needs of the County's heavy-duty fleet.

Alternative fuel sources for heavy equipment include compressed natural gas (CNG) and hydrogen fuel cell (FCV). CNG is becoming a popular choice to transition on-road vehicles that haul or push heavy weights such as snowplows and curb-side waste pickup trucks. Some internal combustion engine vehicles can be retrofitted to accept CNG. However, the infrastructure costs for fueling stations and refueling time make CNG unfeasible for many operations. Similarly, FCV fueling infrastructure is sparse in Ontario and costs for private fueling stations are very high. Further, few FCV options currently exist to make this a feasible choice for the County's fleet.

### **A3. Measuring and Monitoring**

Measuring the impact of the County's fleet and green fleet transition should include scope 2 (i.e. generation of purchased or acquired energy) and scope 3 emissions (e.g. supply chain emissions, battery emissions), along with scope 1 emissions (i.e. tailpipe emissions) to understand the full environmental impact. Impact measurements should also include social (e.g. County brand by demonstrating environmental commitment, influence in the market, improved air quality, etc.) and cost.

Best practices to monitoring the County's green fleet transition include:

- Telematics Systems: GPS technology and onboard diagnostics to provide real-time data on vehicle performance.
- Fleet Management Software: Monitor maintenance schedules, routing, and fuel efficiency.

- Eco-Driving Training: Drive techniques that reduce fuel consumption and emissions.
- Regular Emissions testing: Ensure compliance with environmental standards at the legislative and County level.
- Route Optimization: Reduce mileage, idle time, and fuel consumption by planning the most efficient routes for each trip.
- Utilization: Identify opportunities to add or consolidate fleet vehicles.
- Idle Reduction: Encourage drivers to minimize idle times through policy and technologies like automatic engine shut-off.
- Fleet Vehicle Upgrades: Replacing older, less fuel efficiency vehicles with newer models.

#### **A4. Policy Considerations**

County ownership of low emissions vehicles will necessitate new or amended policies to address associated impacts such as personal use, maintenance, and replacement. Policies in the following areas (and examples) should be considered:

1. **Personal use of County fleet vehicles and charging** (e.g. Canada Revenue Agency taxable benefit increase due to vehicle cost).
2. **Use of County fleet** (e.g. green driving habits)
3. **Leasing** (e.g. procurement strategy for preferred energy source)
4. **Vehicle replacement** (e.g. five-year replacement schedule)
5. **Vehicle maintenance and safety** (e.g. conditions assessments and maintenance standards)

#### **A5. Funding Opportunities**

Federal and Provincial funding programmes evolve and change based on government mandates, priorities, and annual budgets. Continuous monitoring of funding opportunities is recommended.

Current funding offerings consist of:

##### **Green Freight Program**

Natural Resources Canada

Description: Grants and contributions for fleet energy assessments, fuel switching, engine repowers, and purchase of low carbon alternative heavy-duty vehicles.

##### **Capital Project: Reduce fossil fuel use in fleet**

Federation of Canadian Municipalities

Description: Loan and grant programme for capital projects that reduce or avoid fossil fuels use in any vehicle that delivers Municipal services.

##### **Zero Emissions Vehicle Infrastructure Program**

Natural Resources Canada

Description: Funding for the deployment of electric vehicle chargers or hydrogen refueling stations in Canada in public areas, on-street, in multi-unit residential buildings, at workplaces, or on-road vehicle fleets.

#### **Electric Vehicle ChargeON Program**

Ontario Ministry of Transportation

Description: Funding for the installation of public electric vehicle chargers in Ontario.

#### **A6. Overall Impact**

Implementation of the Green Fleet Strategy, specifically the adoption of the 33 green vehicles recommended, will have financial, operational, and environmental impacts.

Current budgets have allocated \$1.5 million for the like-for-like replacement of the 33 vehicles identified in the strategy. The total implementation cost of adopting the 33 vehicles replacement recommendations in the strategy is \$2.6 million, estimating an incremental cost of \$1.1 million. This does not include costs associated with electric vehicles charging infrastructure, staff training, etc.

Operational cost savings are estimated to be 19% with the adoption of the 33 vehicles recommended in the strategy. These savings stem from lower maintenance and fuel costs compared to internal combustion engine vehicles.

Replacing the 33 recommended vehicles in the strategy will reduce greenhouse gas emissions by 42% based on utilization assumptions. There may also be greenhouse gas reductions associated with reduced reliance on fossil fuels run generators and other ancillary uses.

#### **A7. Conclusion**

The County of Wellington operates a lean fleet with the operation of every vehicle maximized and optimized to limit the number of vehicles in the fleet. Most of the fleet consists of heavy-duty vehicles and equipment that currently have few options for low-emissions replacements. The County's light-duty fleet offer some opportunity for replacement to lower-emission hybrid or electric vehicles. In some instances, operational constraints limit the potential for going fully electric due to long re-charging times.

The strategy suggests the recommendations be implemented at vehicle end of life to spread the financial impact over several years.





## Committee Report

**To:** Chair and Members of the Planning Committee  
**From:** Sarah Wilhelm, Manager of Policy Planning  
**Date:** Thursday, September 12, 2024  
**Subject:** **2024 Provincial Planning Statement**



PLANWELL

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### 1.0 Purpose

The purpose of this report is to provide an overview of the new 2024 Provincial Planning Statement.

### 2.0 Report Highlights

- The final version of the 2024 Provincial Planning Statement comes into effect on October 20, 2024.
- The Growth Plan for the Greater Golden Horseshoe will be revoked on the same date.
- In the Greenbelt Areas of the County, references to the 2020 Provincial Policy Statement and 2019 Growth Plan for the Greater Golden Horseshoe will continue to apply.
- The new PPS allows the County to continue to use the 2051 population, household and employment forecasts which came into effect July 12, 2024 through OPA 120.
- Planning staff will continue with the phased Official Plan Review.

### 3.0 Background

The finalization of the Provincial Planning Statement (PPS) brings to conclusion an almost two-year process to streamline and combine the 2020 Provincial Policy Statement and 2019 Growth Plan for the Greater Golden Horseshoe. The Province consulted in 2022 on combining the two policy documents and then in 2023 and 2024 on draft versions of a new policy document. Planning Staff previously reported on the 2023 Draft and the 2024 Draft through report PD2023-17 and PD2024-20.

The 2024 PPS comes into effect October 20, 2024 and all land use planning decisions are required to be consistent with its policies. The Growth Plan for the Greater Golden Horseshoe will be revoked by O. Reg. 328/24 on October 20, 2024.

The above approach will differ for Greenbelt Plan areas of the County in Puslinch and Erin, where elements of the 2020 PPS and 2019 Growth Plan will continue to apply in accordance with the following new paragraph added to section 1.4.1 of the Greenbelt Plan:

“A reference in this Plan to the PPS is a reference to the Provincial Policy Statement, 2020 as it read immediately before it was revoked and a reference in this Plan to the Growth Plan is a reference to the Growth Plan for the Greater Golden Horseshoe 2019 as it read immediately before it was revoked.”

The above paragraph was added through approval of Amendment No. 4 of the Greenbelt Plan approved by the Lieutenant Governor in Council on August 15, 2024 (effective October 20, 2024).

## 4.0 2024 Provincial Planning Statement

The policy changes brought about by the new PPS are substantial. A summary of key policy changes is provided in Appendix A, including those which were made between the 2024 Draft and 2024 Final version of the PPS.

With respect to implementation, Section 6.1.6 of the new PPS states the following:

“Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.”

This means that as of October 20, 2024, decisions of County Council, Planning Committee and Land Division Committee must be consistent with the new PPS and the County Official Plan for County applications such as an Official Plan Amendment, Plan of Subdivision/Condominium, Consent, etc. The same applies to decisions of local Councils and Committees of Adjustment for applications such as a Zoning By-law Amendment, Minor Variance, etc.

### 4.1 Relationship to Official Plan

In addition to the new PPS, the County of Wellington Official Plan also continues to apply to land use and servicing decisions. The new PPS states that:

- Official plans continue to be the most important vehicle for implementation of the Provincial Planning Statement.
- The policies of the PPS represent minimum standards.
- Planning authorities may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Planning Statement.

The new PPS will be implemented through amendments to the County Official Plan as part of the ongoing Official Plan Review. Until those amendments have been completed, it will be necessary to interpret consistency/conformity with both policy documents.

### 4.2 Role of County Planning Staff

Policy and/or Development Planning staff will provide a professional planning opinion regarding:

- a) consistency with the new PPS as part of their comments to Committees and Councils on planning matters; and
- b) conformity with the current County Official Plan policies relative to the new PPS as part of their comments to Committees and Councils on planning matters.

Staff will also continue to consult with Member Municipalities about local needs as part of the Official Plan Review.

### 4.3 Relationship to the Official Plan Review

There are several growth-related policies carried forward in the 2024 PPS which are outlined below and compared with the current Official Plan/Official Plan Review.

Policy Area	2024 PPS	Official Plan / Official Plan Review
<b>Growth Forecasts</b>	<ul style="list-style-type: none"> <li>Allows for municipalities like Wellington to continue to forecast growth using population and employment forecasts previously issued by the Province</li> </ul>	<ul style="list-style-type: none"> <li>The County can continue to use the forecasts in the Official Plan which were based on the Growth Plan and recently approved by the Province through its decision on OPA 120</li> </ul>
<b>Planning horizon for land needs</b>	<ul style="list-style-type: none"> <li>20 to 30-year time horizon required</li> </ul>	<ul style="list-style-type: none"> <li>The 2051 horizon of the Official Plan falls within the 20 to 30-year range</li> </ul>
<b>Priority areas for growth</b>	<ul style="list-style-type: none"> <li>Requires settlement areas to be the focus of growth and development</li> </ul>	<ul style="list-style-type: none"> <li>The County's growth strategy in the Official Plan is consistent with this approach</li> </ul>
<b>Intensification targets</b>	<ul style="list-style-type: none"> <li>Requires County to establish and implement minimum targets for intensification</li> </ul>	<ul style="list-style-type: none"> <li>The current Official Plan contains a minimum County-wide intensification target of 20%</li> <li>Technical work recommends a reduction to 15% County-wide<sup>1</sup></li> </ul>
<b>Density targets</b>	<ul style="list-style-type: none"> <li>Encourages County to establish density targets for lands that have not been fully developed or have been added to settlement areas</li> </ul>	<ul style="list-style-type: none"> <li>The current Official Plan contains a minimum County-wide density target of 40 people and jobs per hectare</li> <li>Technical work recommends maintaining this County-wide target<sup>1</sup></li> </ul>
<b>Phasing policies</b>	<ul style="list-style-type: none"> <li>Encourages County to establish and implement phasing policies</li> </ul>	<ul style="list-style-type: none"> <li>The County will consider phasing policies as part of Official Plan Review</li> </ul>
<b>Settlement area boundary expansion criteria</b>	<ul style="list-style-type: none"> <li>Criteria has been simplified and scoped in some areas</li> </ul>	<ul style="list-style-type: none"> <li>New criteria will be addressed as part of Official Plan Review</li> <li>County's established evaluation framework will continue to be applied, for criteria which doesn't conflict with the PPS</li> </ul>
<b>County-initiated settlement area boundary expansions</b>	<ul style="list-style-type: none"> <li>No longer requires (but does not prohibit) settlement area boundary expansions to be initiated by an upper-tier municipality like Wellington</li> </ul>	<ul style="list-style-type: none"> <li>County will continue with its review and implementation of settlement area boundary expansions</li> </ul>

<sup>1</sup> NOTE: The intensification and density targets for Centre Wellington are under review

As noted above, there are areas of alignment between the growth management policies of the new PPS and the Official Plan and/or Official Plan Review. Staff will conduct a detailed review of these and other matters to determine which Official Plan policies can be retained and those which will need to be reconsidered and revised to be consistent with the new PPS.

#### **4.4 Impact on Severances**

Given the interest in secondary agricultural rural residential severances, it is important to clarify that the new PPS does not automatically over-ride the March 1, 2005 cutoff date, limits on Hamlet expansions, or other requirements set out in the current Official Plan. The PPS places a clear priority on focusing rural growth in rural settlement areas (Secondary Urban Centres and Hamlets), but also allows growth and development to be directed to rural lands. The PPS leaves it up to municipalities to determine how. The County Official Plan policies currently allow for limited growth in rural settlements and rural areas.

Extension of the County's growth horizon from 2041 to 2051 warrants further consideration of rural growth needs. The County has initiated a Rural Residential Growth Analysis as part of the Official Plan Review (see report PD2024-29). The County will consult with Member Municipalities to determine how to best satisfy identified rural residential growth needs amongst the options for rural growth and implement any necessary changes through an Official Plan Amendment(s).

The new PPS also introduces more restrictive criteria for surplus farm dwelling severances. The PPS limits the number of severances to one new residential lot per farm consolidation (either principal dwelling or an additional residential unit, subject to criteria). As the new PPS policy criteria is more restrictive than the County Official Plan, the new PPS policies would prevail in this instance.

#### **5.0 Transition Matters**

On August 20, 2024, the Ministry of Municipal Affairs and Housing posted a proposal to seek feedback about any specific planning matters (or types of matters) in process that should be addressed through a potential transition regulation for the new PPS. For example, matters to be exempted from specific new policies and/or to be consistent with the 2020 Provincial Policy Statement. Details are provided through Environmental Registry of Ontario (ERO) posting #019-9065. Staff is reviewing this matter and may submit comments to the Ministry.

The comment period is open until October 4, 2024.

#### **6.0 Next Steps**

Staff will factor in the new Provincial Planning Statement and continue with the following parts of the County's Official Plan Review in the fall of 2024:

- Future Development Lands (OPA 123)
- Centre Wellington Urban Expansion Review
- Puslinch by Design – Employment Land Study
- Rural Residential Growth Review

Other important areas of focus for the Official Plan Review will be continued or launched in 2025, depending on the extent of work, staff time needed, and consultant availability.

## **7.0 Strategic Action Plan**

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

- Making the best decisions for the betterment of the community
- To assist in solving the current housing crisis

## **8.0 Recommendation**

That the 2024 Provincial Planning Statement report be received for information and forwarded by the County Clerk to Member Municipalities.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Sarah Wilhelm', with a stylized flourish at the end.

Sarah Wilhelm, RPP, MCIP  
Manager of Policy Planning

Appendix A Summary of Key Policy Changes: Provincial Planning Statement, 2024

# Appendix A

## Summary of Key Policy Changes: Provincial Planning Statement, 2024

The Province has made additional changes from the Draft 2024 PPS to the Final 2024 PPS, including the following:

- Policy to require (rather than encourage) municipalities to support intensification and establish minimum targets.
- Policy to require municipalities to consider the impact of development within 300 m of employment areas on the long-term economic viability of employment uses.
- Adding back the definition of significant for the purposes of cultural heritage resources and archaeology.
- Revising the definition of on-farm diversified uses to include energy generation, transmission and energy storage systems.
- Clarifying permissions around creating additional residential units in prime agricultural areas, including that additional residential units are considered in addition to farm worker housing.
- Technical housekeeping changes.

The following table provides a high-level overview of key policy changes of the final 2024 Provincial Planning Statement.

<b>GROWTH MANAGEMENT</b>	
<b>Forecasts and Allocations</b>	<ul style="list-style-type: none"> <li>• direction to use Ontario Population Projections published by the Ministry of Finance as basis for population and employment growth (with potential to modify), with a transition phase for municipalities like Wellington to continue using the 2051 Growth Plan forecasts for land use planning</li> <li>• land to be made available for a range between 20 and 30 years (rather than minimum of 25 years in 2023 Draft PPS)</li> <li>• municipal land and unit supply is required to be based on County allocation of population and units</li> </ul>
<b>New and Expanding Settlement Areas</b>	<ul style="list-style-type: none"> <li>• removes direction requiring settlement area expansions to be identified by municipalities as part of a municipal comprehensive review (Growth Plan) or a comprehensive review (2020 PPS)</li> <li>• provides for more flexible approach to considering such requests</li> <li>• requirement to consider need, infrastructure and public service facility capacity, evaluation of alternative locations in prime agricultural areas, compliance with MDS, impacts on the agricultural system through agricultural impact assessment or analysis, phased progression of urban development</li> <li>• continues to require settlement areas (including rural settlement areas) to be the focus of growth and development</li> </ul>

<b>GROWTH MANAGEMENT</b>	
<b>New and Expanding Settlement Areas (continued)</b>	<ul style="list-style-type: none"> <li>• does not carry over prohibition on establishing new settlement areas from Growth Plan, but only allows where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available</li> </ul>
<b>Intensification</b>	<ul style="list-style-type: none"> <li>• direction for municipalities to support general intensification and redevelopment</li> <li>• requirement to establish and implement minimum targets for intensification and redevelopment within built-up areas</li> <li>• “built-up areas” is not a defined term, leaving flexibility for planning authorities to delineate those areas (as opposed to delineated built-up area and delineated built boundary of the Growth Plan)</li> </ul>
<b>Density</b>	<ul style="list-style-type: none"> <li>• density targets encouraged for lands designated for growth within settlement areas or lands added to settlement areas, but without previous minimum target of 40 residents and jobs per hectare in the Growth Plan for Wellington</li> <li>• removal of 2020 PPS direction for new development in growing areas to be adjacent to existing built-up area</li> </ul>
<b>Strategic Growth Areas</b>	<ul style="list-style-type: none"> <li>• concept of strategic growth areas carried over from the Growth Plan to the PPS</li> <li>• allows for such areas to be identified by municipalities to be the focus for intensification and higher-density mixed uses</li> <li>• there are currently no strategic growth areas identified in Wellington</li> </ul>
<b>Complete Communities</b>	<ul style="list-style-type: none"> <li>• concept of complete communities, one of the guiding principles of the Growth Plan, has been carried over to proposed PPS</li> <li>• removes 2020 PPS policy direction to avoid development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas</li> <li>• adds policy support for improving social equity and overall quality of life for people of all ages, abilities and incomes, including equity-deserving groups</li> </ul>

<b>INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES</b>	
<b>Planning for Infrastructure and Public Service Facilities</b>	<ul style="list-style-type: none"> <li>• added direction to leverage the capacity of development proponents when planning for infrastructure and public service facilities, where appropriate</li> <li>• removal of policies to support prioritizing infrastructure and public service facility planning and investment in strategic growth areas</li> <li>• additional policy clarification supporting public service facilities to be planned and co-located with each other, and with parks and open space where appropriate</li> <li>• new policies supporting municipalities, school boards and childcare service providers to work closely together in planning for schools and child care facilities</li> </ul>
<b>Sewage, Water and Stormwater</b>	<ul style="list-style-type: none"> <li>• added the undefined word “timely” to policy direction for accommodating forecasted growth for planning for sewage and water services, but continues to promote efficient use and optimization of existing municipal and private communal sewage and water services</li> <li>• added direction to “align” with municipal planning for sewage and water services, where applicable (rather than consider)</li> <li>• added direction to consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water and sewage services to meet needs for increased housing supply</li> <li>• concept of servicing “hierarchy” replaced with servicing “options”</li> <li>• removal of policy direction to promote use of existing municipal water and sewage services for intensification and redevelopment to optimize the use of the services</li> <li>• clarification added that municipal sewage services and municipal water services include both centralized and decentralized servicing systems</li> <li>• policy direction added to allow for partial services in rural settlement areas where new development will be serviced by individual on-site water services in combination with municipal sewage services or private communal sewage services</li> </ul>
<b>Source Water Protection</b>	<ul style="list-style-type: none"> <li>• final version of PPS removes previous draft new policy direction to integrate sewage, water and stormwater services with Source Water Protection (Clean Water Act)</li> </ul>



<b>AGRICULTURE AND RURAL AREAS</b>	
<b>Agricultural System Mapping</b>	<ul style="list-style-type: none"> <li>• direction to use an agricultural system approach, but not based on Provincial mapping</li> <li>• clarification will be needed regarding the application of the Provincial mapping in the Greenbelt Area</li> </ul>
<b>Residential Severances in Prime Agricultural Area</b>	<ul style="list-style-type: none"> <li>• prohibits new residential lot creation (except for a surplus farm dwelling, subject to criteria)</li> </ul>
<b>Additional Residential Units</b>	<ul style="list-style-type: none"> <li>• permits up to two additional residential units plus the principal dwelling, provided at least one of these additional residential units is located within or attached to the principal dwelling, subject to criteria</li> <li>• clarification added that permitted additional residential units are in addition to farm worker housing, which is permitted as an agricultural use</li> </ul>
<b>Surplus Farm Dwelling Severances</b>	<ul style="list-style-type: none"> <li>• limits number of severances to one new residential lot per farm consolidation (either principle dwelling or an additional residential unit, subject to criteria)</li> </ul>
<b>Removal of Land from Prime Agricultural Areas</b>	<ul style="list-style-type: none"> <li>• more flexible approach to allow removal of land from prime agricultural areas for new or expanding settlement areas than 2020 PPS and Growth Plan</li> </ul>
<b>New Non-agricultural Uses in Prime Agricultural Area</b>	<ul style="list-style-type: none"> <li>• new requirement for an agricultural impact assessment in these instances to identify potential impacts and recommend avoidance and mitigation approaches</li> <li>• broadens review of impacts from “surrounding agricultural lands and operations” to “the agricultural system”</li> </ul>
<b>Residential Lot Creation in Secondary Agricultural Area</b>	<ul style="list-style-type: none"> <li>• allows for locally appropriate residential development, including lot creation</li> <li>• previous policy reference in draft 2023 PPP to allow “multi-lot residential development” (e.g. subdivision/condominium) has been removed</li> </ul>
<b>Rural Area Growth</b>	<ul style="list-style-type: none"> <li>• reinstated policy from 2020 PPS requiring rural settlement areas to be the focus of growth and development in rural areas, but also allows growth and development to be directed to rural lands</li> </ul>

<b>NATURAL HERITAGE</b>	
<b>Natural Heritage</b>	<ul style="list-style-type: none"> <li>Restored 2020 PPS policies and definitions</li> </ul>
<b>Natural Heritage System</b>	<ul style="list-style-type: none"> <li>direction to identify natural heritage systems based on approach recommended by Province, but not based on Provincial Natural Heritage System for the Growth Plan</li> <li>Natural Heritage System in Greenbelt would appear to continue to apply</li> </ul>

<b>HOUSING</b>	
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>added back requirement for targets for housing that is affordable to low and moderate income households</li> <li>also reinstates definition of “affordable” and “low and moderate income households”, but would measure income for the municipality rather than the regional market area (County)</li> </ul>
<b>Attainable Housing</b>	<ul style="list-style-type: none"> <li>no new policies proposed to address attainable housing</li> </ul>
<b>Housing Options</b>	<ul style="list-style-type: none"> <li>definition of housing options expanded to include additional types of housing (e.g. farm worker housing, multi-generational housing, low- and mid-rise apartments, etc.) and has added affordable housing back to the definition</li> <li>added support for housing on underutilized shopping malls and plazas</li> </ul>

<b>EMPLOYMENT</b>	
<b>Employment Area Definition</b>	<ul style="list-style-type: none"> <li>employment area definition scoped to exclude institutional and commercial uses, including those retail and office uses not associated with a primary employment use</li> </ul>
<b>Employment Area Conversions</b>	<ul style="list-style-type: none"> <li>allows removal of land no longer required for employment area uses (formerly employment conversions), subject to criteria including need</li> <li>such removals are no longer required to be considered as part of a municipal comprehensive review (Growth Plan) or an official plan review or update (2020 PPS)</li> </ul>
<b>Compatibility</b>	<ul style="list-style-type: none"> <li>overall strengthening of policy requirements for land use compatibility between sensitive land uses and employment areas</li> </ul>
<b>Rural Employment Areas</b>	<ul style="list-style-type: none"> <li>does not carry over Growth Plan restrictions which limit employment areas on rural lands to those designated as of 2006 and further limit expansion of such areas</li> </ul>

<b>CLIMATE CHANGE</b>	
<b>Climate Change</b>	<ul style="list-style-type: none"> <li>• overall, a much more general, less restrictive policy approach to plan for the impacts of climate change</li> </ul>

<b>ROLE OF PPS, IMPLEMENTATION AND INTERPRETATION</b>	
<b>Approach</b>	<ul style="list-style-type: none"> <li>• the proposed policies continue to represent minimum standards and allow planning authorities and decision-makers to go beyond them, unless doing so would conflict with the PPS policies</li> <li>• implementation policy (moved from preamble) requires official plans to “...provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas”</li> <li>• municipal official plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning</li> </ul>
<b>Timing</b>	<ul style="list-style-type: none"> <li>• the new PPS comes into effect October 20, 2024</li> <li>• decisions on a planning matter on or after that date must be consistent with the new PPS</li> <li>• the review cycle for the County Official Plan is in progress and the County will continue to update and implement the new PPS policies as part of that process</li> </ul>
<b>Greenbelt Area</b>	<ul style="list-style-type: none"> <li>• the Province has completed an administrative amendment to the Greenbelt Plan to clarify that existing policy connections in the Greenbelt Plan to the 2020 PPS and Growth Plan remain in effect</li> </ul>
<b>Zoning</b>	<ul style="list-style-type: none"> <li>• policy direction for planning authorities to keep zoning by-laws up-to-date with their official plans and the PPS</li> <li>• the PPS also supports forward-looking zoning by-laws that facilitate an appropriate range and mix of housing options for all Ontarians</li> </ul>



## Committee Report

**To:** Chair and Members of the Planning Committee  
**From:** Jameson Pickard, Senior Policy Planner  
**Date:** Thursday, September 12, 2024  
**Subject:** **Official Plan Review - 2024 Rural Residential Growth Analysis**



PLANWELL

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### 1.0 Purpose:

The purpose of this report is to detail planning staff's review of the rural residential growth needs in the County and determine if changes to rural growth policies are necessary.

### 2.0 Background:

To date, much of the focus of the Official Plan Review has been on urban growth. In the last progress report on the Official Plan Review, staff committed to initiate the Rural Residential Growth component of our work plan in the fall of 2024. This phase of work is particularly important to Puslinch as it is the only municipality in the County where all of its growth is considered rural, due to lack of municipal services. Staff recognizes the need for attention to the Township's growth and launched the Puslinch by Design study to identify additional Rural Employment lands.

This report presents the results of our rural residential growth analysis and sets the stage to:

1. Allow for local input into rural growth options;
2. Determine how changing the Secondary Agricultural Area lot creation policies impacts the County's ability to meet the rural growth forecasts for Puslinch, Erin and Minto; and
3. Take new Provincial policies into consideration.

### 3.0 Consultation:

It should be noted that formal consultation on rural growth policies has not occurred to date. However, since the launch of the County's Official Plan Review, staff have received the following public, municipal and stakeholder comments related to rural residential growth:

Requests to re-set the date to allow additional lot creation in the Secondary Agricultural Area

- 7 Puslinch residents
- 5 Erin residents
- 1 Minto resident

Requests to allow expansion of Secondary Urban Centres (only applicable to Puslinch)

- 2 for Aberfoyle
- 2 for Morriston

## Requests to allow expansion of Hamlets/Estate Residential Development

- 2 for Puslinch (Arkell, Audrey Meadows)
- 1 for Erin (Ospringe)
- 3 Centre Wellington (Inverhaugh)
- 3 Guelph/Eramosa (Ariss)
- 2 Mapleton (Wallenstein, Alma)

The County also received Municipal comments:

### **Puslinch**

Council would like more flexibility for rural residential growth in Secondary Agricultural Areas including policy options to support:

- More severances (allowing up to three from a lot and without a date limitation)
- Establishment of new settlements
- Expansion of hamlets
- Expansion of estate residential subdivisions
- Removal of 1 km fringe policy, which limits major growth within 1 km of a settlement area boundary

### **Mapleton**

Township comments on their 2051 growth forecasts requested that more growth be allocated to urban areas in the municipality than was originally planned. County Staff revised the growth forecasts to address these comments by re-allocating some of the rural growth to urban areas.

### **Minto**

Council would like more options for rural residential growth in Secondary Agricultural Areas to allow for minor infilling and rounding out in areas where rural growth is already clustered. In response, staff added the following policy to the Official Plan through OPA 119:

#### **“6.5.4 Rural Clusters**

Rural clusters are long-established small groups of housing with occasional commercial, industrial or institutional uses located in the Secondary Agricultural Area designation. These areas are not designated on Schedule “A” or “B” and are not expected to grow but they may be recognized in the zoning by-law. New lots may only be allowed in rural clusters in accordance with section 10.4.

As part of a *municipal comprehensive review*, the County will assess the impact of constraints such as the *Provincial Agricultural System*, *Natural Heritage System* and *Greenbelt Plan* on the potential future supply of rural residential lots in the Secondary Agricultural Area, including rural clusters. This assessment will consider, among other things, whether changes to the rural residential lot creation policies are needed.”

The above policy will be considered as part of this analysis, but we note that under section 4.0 of this report that Minto has enough supply to 2051 to meet its growth needs without identifying rural clusters.

The County also received detailed comments from the Wellington Federation of Agriculture through the Housing Friendly Policy review. WFA’s comments are summarized below:

**Wellington Federation of Agriculture (WFA)**

The WFA supports housing policy that directs growth and development to existing urban areas and limits growth that fragments and erodes the viability of Wellington’s rural areas. WFA’s comments were specifically critical of rural residential lot creation in the County’s rural areas. While WFA acknowledges that rural lot creation does create housing, they advise that the creation of new rural settlements and/or rural residential lots in these areas leads to land use incompatibilities at the expense of agriculture. WFA also noted that lower quality soils are an asset for certain crop and livestock activities that should be protected and maintained. WFA’s comments put forward several policy recommendations that they believe would help build more homes and preserve farmland.

Planning Staff will consider all relevant feedback received to date in the review and deliberation of rural growth options.

**4.0 Rural Residential Growth Needs:**

In determining if a change to rural growth policies is appropriate, it is necessary to consider the long-term rural residential growth needs of the County. It should be noted that County Staff reviewed Centre Wellington, Guelph/Eramosa, Mapleton, and Minto’s long-term rural growth needs and are satisfied forecasted rural growth can be accommodated through current supply opportunities in the rural area. The following sections outline the long-term rural growth needs of Puslinch, Erin, and Wellington North.

**4.1 Long-term Rural Residential Growth Needs**

As part of the County’s MCR staff reviewed and extended municipal population and household forecasts from 2041 to 2051. This also included a review and extension of our member municipalities rural forecasts. The following table provides an overview of the new 2051 rural household forecasts, implemented by OPA 120, for Puslinch, Erin, and Wellington North and details the amount of household growth remaining to achieve these forecasts over the next 27 years:

**Table 1. Rural Household Demand in Puslinch, Erin and Wellington North**

	<b>Puslinch</b>	<b>Erin</b>	<b>Wellington North</b>
2051 Rural Household Forecast	3,560	3,170	1,705
2021 Census Households	2,860	2,520	1,490
Rural Area Buildout Since Census to End of 2023	100	70	50
<b>Growth Required to Achieve Forecast</b>	<b>600</b>	<b>580</b>	<b>165</b>

Using the 2051 household forecasts and reducing it by the 2021 census household counts and further by rural residential building permits issued between the census and the end of 2023, both Puslinch and

Erin require approximately 600 additional units each to achieve their forecasts. Wellington North requires approximately 165 additional units. The following section outlines existing vacant supply options available to accommodate some of the anticipated rural growth to 2051.

**4.2 Existing Vacant Residential Supply**

Within Puslinch, Erin and Wellington North there are existing areas where rural growth can already be accommodated. The County maintains an inventory which monitors the levels of vacant residential supply across the County, including the rural area. This potential supply needs to be factored into the overall analysis of rural demand. Table 2 outlines the existing vacant supply that exists in Puslinch, Erin, and Wellington North’s rural areas as of July 2024.

**Table 2. Vacant Unit Supply in Puslinch, Erin and Wellington North (July 2024)**

Supply Category	Puslinch	Erin	Wellington North
Vacant units in Secondary Urban Centers, Hamlets and other Rural Residential Areas	73	112	77
Existing Vacant Rural Lots	73	70	38
Potential Supply from New Rural Severances under Current Policies	204	278	0
<b>Total Vacant Supply</b>	<b>350</b>	<b>460</b>	<b>115</b>

**4.3 Summary of Rural Need**

After reviewing the vacant residential supply available in the rural areas of Puslinch, Erin and Wellington North we see that large shares of growth can be accommodated through existing vacant supply options. Table 3 brings together the long-term demand and existing vacant supply to highlight the remaining growth that needs to be accommodated through other rural growth measures.

**Table 3. Rural Area Need**

	Puslinch	Erin	Wellington North
Long-Term Rural Housing Demand	600	580	165
Existing Vacant Rural Residential Supply	350	460	115
<b>Rural Area Need</b>	<b>-250</b>	<b>-120</b>	<b>-50</b>

Based on the results of the rural residential growth needs analysis, Puslinch requires approximately 250 additional units in its supply, Erin requires approximately 120 additional units in its supply, and Wellington North requires approximately 50 units in its supply. This need represents approximately 0.7% of the County’s 2051 household forecast. Based on these results, changes to rural growth management policies in Puslinch, Erin and Wellington North are necessary to address the shortfalls in supply over the long-term.

**5.0 Addressing the Rural Residential Need**

There are certain policy options the County can consider that would provide more opportunities for supply in rural areas. The diversity of Puslinch, Erin, and Wellington North will require a custom

approach to addressing rural growth needs but should be prioritized in accordance with the hierarchy established in the Official Plan for directing growth. The Official Plan directs:

- the majority of growth to the fully serviced urban centres;
- a limited amount of rural growth directed to Secondary Urban Centres and Hamlets (rural settlement areas); and
- to a lesser extent, rural growth is directed to Secondary Agricultural Areas.

The following sections review the different options to grow the vacant residential supply in Puslinch, Erin and Wellington North’s rural areas.

**5.1 Rural Settlement Area Expansions**

In the County, rural settlement areas are considered Secondary Urban Centres and Hamlets and are identified on Schedule A – County Growth Structure in the Official Plan. Over time, these areas have played an important role in accommodating growth in the County’s rural areas and now have limited opportunities for additional growth due to build out. This raises the opportunity to consider expansions of these areas and allow them to continue to play a role in accommodating growth and supporting vibrant rural communities.

A significant constraint to rural settlement area expansions is the Greenbelt Plan. This plan prohibits the expansion of settlement areas reliant on private services. This is an important policy consideration for Puslinch and Erin, which have rural settlement areas located within the regulated area of the Greenbelt Plan. Table 4 identifies the rural settlement areas in Puslinch, Erin and Wellington North and identifies which rural settlement areas are subject to the Greenbelt Plan.

**Table 4. Rural Settlement Areas in Puslinch, Erin and Wellington North**

Within the Greenbelt	Outside of the Greenbelt
Brisbane (Erin)	Orton (Erin)
Ballinafad (Erin)	Cedar Valley (Erin)
Morrison (Puslinch)	Osprige (Erin)
	Crewson Corner’s (Erin)
	Arkell (Puslinch)
	Aberfoyle (Puslinch)
	Conn (Wellington North)
	Damascus (Wellington North)
	Riverstown (Wellington North)
	Kenilworth (Wellington North)

Preliminary Observations

Current Provincial and County policies permit the expansion of settlement areas, subject to detailed criteria being met. The Official Plan prioritizes rural growth to rural settlement areas, as these areas are established and often have existing amenities present to service the community. As part of the Official Plan Review, the County is prepared to work with Puslinch, Erin and Wellington North to discuss options to address rural growth needs by potential expansions to rural settlement areas (outside of the Greenbelt).



## 5.2 Country Residential Areas

Existing Country Residential Areas are designated on Schedule B of the of the Official Plan. These areas exist in Puslinch, Erin and Wellington North but are largely built out. The County Official Plan does not permit new Country Residential Areas to be established.

### Preliminary Observation

Staff will conduct a further review of the new Provincial Planning Statement to determine whether the new polices are intended to allow estate residential subdivisions outside of rural settlement areas.

## 5.3 Secondary Agricultural Area Lot Creation

Most of the rural part of the County is designated Prime Agricultural Area in which new residential lots are not permitted, but there are some areas designated Secondary Agricultural Area in Puslinch, Erin, and Minto. The Secondary Agricultural Area designation provides for a wider variety of uses than the Prime Agricultural Areas and includes a limited opportunity for new rural residential lot creation by severance.

Rural residential lot creation has played an important role in addressing rural growth needs in the County since the creation of the Plan in 1999. Table 5 below shows the numbers of rural residential lots that have been created since 2014 in the County’s Secondary Agricultural Area. Both the Township of Puslinch and Town of Erin have received consistent demand for rural lots over time, while the Town of Minto has experienced consistent, but much lower levels of rural residential lot creation.

**Table 5. Historical Secondary Agricultural Area Residential Lot Creation**

Year	Puslinch	Erin	Minto	Total
2014	5	19	1	25
2015	31	9	1	41
2016	18	12	0	30
2017	34	15	2	51
2018	14	4	2	20
2019	11	1	1	13
2020	9	8	1	18
2021	19	10	3	32
2022	13	9	1	23
<b>Total</b>	<b>154</b>	<b>87</b>	<b>12</b>	<b>253</b>

Revisions to the current Secondary Agricultural Area lot creation policies in the Official Plan is an opportunity to increase supply of rural residential lots. Lot creation for residential uses in the Secondary Agricultural Area is regulated by the following policies under Section 10.4.4:

“One new lot for residential purposes may be permitted from a parcel of land existing on March 1, 2005, provided that:

- a) the lot generally meets a 0.4 ha minimum lot size and is not larger than needed to accommodate the intended residential use, consisting of the dwelling, accessory buildings and uses, and individual sewage and water services, while taking into account

- site constraints such as grading, sightlines, natural heritage features, hazardous lands, and minimum distance separation formulae requirements;
- b) the accessory buildings referred to in a) above may include a hobby barn, subject to local regulations;
- c) the lot has access to an open public road;
- d) the residential use will not hinder or preclude the present use or future potential for agricultural or mineral aggregate operations;
- e) the residential use is compatible with surrounding development;
- f) the use is well removed from any settlement area boundary;
- g) the lands have been owned by the applicant for at least 5 years.

Residential lots in the Secondary Agricultural Area are to be considered part of the rural portion of the local municipal growth strategy. In considering new residential lots the County will assess whether other locations exist on the same property which would provide a more appropriate site given the overall policies of this Plan.

For the purposes of this section, if a parcel of land was the subject of a severance application that was submitted before March 1, 2005, then the severed and retained parcels will be deemed to have existed on March 1, 2005, and a new residential lot may be considered.”

While not the only limiting factor, one of the main policies limiting residential lot creation in the Secondary Agricultural Area designation is the requirement that only one new lot can be created from an original lot that existed as of March 1, 2005. Once a new lot from the original March 2005 parcel has been created, a second new residential lot is not permitted.

#### Preliminary Observations

Staff have completed an analysis in Puslinch and Erin to estimate the number of eligible parcels that could be severed in the Secondary Agricultural Area designation at various dates. While it may be necessary to consider adjusting the March 1, 2005 date, this decision cannot be finalized until the amount of rural growth to be directed to rural settlement areas is first determined. New rural residential lot creation is not permitted in Wellington North as their rural area is designated entirely as Prime Agricultural Area. Accordingly, other growth options will need to be considered in Wellington North.

#### **5.4 Rural Clusters**

Rural clusters are long-established small groups of housing with occasional commercial, industrial or institutional uses located in the Secondary Agricultural Area designation. These areas are not designated on Schedule “A” or “B” in the Official Plan and are not expected to grow but they may be recognized in the zoning by-law. Policy 6.5.4 of the Official Plan speaks to rural clusters in the Secondary Agricultural Areas and commits the County to review these areas through the Official Plan Review.

#### Preliminary Observations

Due to the new Provincial Planning Statement, previous constraints to rural lot creation (Provincial Agricultural and Natural Heritage Systems) are no longer a factor outside of the Greenbelt Plan. This reduces pressures for new supply opportunities, such as rural clusters, to help accommodate rural

growth. Further, through the consent analysis described in Section 5.3 of this report, any opportunities for lot creation in rural clusters can be facilitated in accordance with the secondary agricultural area lot creation policies of the Official Plan. As a result, rural cluster policies may no longer be necessary.

## **6.0 Summary**

Based on the results of the rural residential growth analysis, changes to the rural area policies will need to be considered to help address rural residential growth needs identified in Puslinch, Erin, and Wellington North. While the Official Plan establishes a hierarchy to direct growth, staff anticipate that a combination of policy changes will be necessary to address the diversity that exists across these municipalities.

## **7.0 Next Steps**

Planning Staff is open to discuss the results of the rural residential growth analysis with all member municipalities. Consultation with Puslinch, Erin, and Wellington North, is required to determine the appropriate composition of rural growth options to address identified need. Once municipal input is received, staff will report back to the Planning Committee, with a path forward to satisfy identified rural residential growth needs. Staff will also factor in the new Provincial Planning Statement.

## **8.0 Strategic Action Plan:**

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

- Making the best decisions for the betterment of the community
- To assist in solving the current housing crisis

## **9.0 Recommendation:**

That the 2024 Rural Residential Growth Analysis report be received for information.

That Planning Staff be directed to consult with the Township of Puslinch, the Town of Erin and the Township of Wellington North to determine the appropriate approach to addressing rural growth needs in these municipalities.

That the County Clerk circulate this report to Member Municipalities for information.

Respectfully submitted,



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