

An architectural sketch of a multi-story building with a gabled roof, multiple windows, and a central entrance. The sketch is rendered in black lines on a light background with a soft, watercolor-like wash of blue and green. A yellow diagonal shape overlaps the bottom left of the sketch.

Planning and Design Rationale Report

November
2022

**350 Wellington
Road 7**

CENTRE WELLINGTON



Date:

November 2022

Prepared for:

WMS Inc. & Elora 7 OP Inc.

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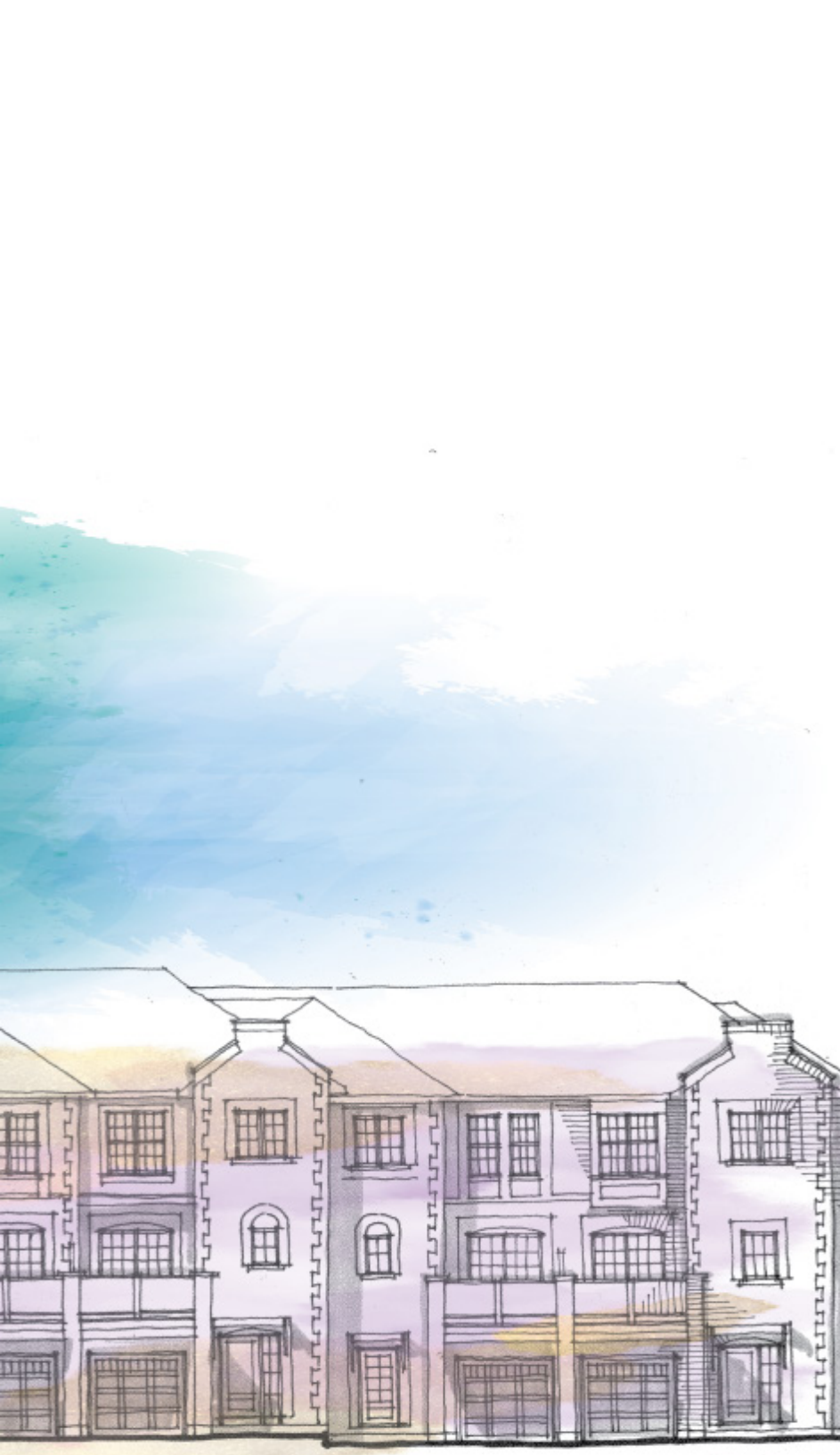
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1.0

INTRODUCTION

INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by WMS Inc. & Elora 7 OP Inc. (hereinafter “the Owner”) to seek approval for Official Plan and Zoning By-law Amendment applications to permit the creation of a new community of the lands municipally known as 350 Wellington Road 7 in the Elora-Salem Urban Centre of the Township of Centre Wellington in the County of Wellington (hereafter referred to as the “Subject Lands”) (**Figure 1**). The property is located on the west side of Wellington Road 7, directly west of the intersection of Wellington Road 7 and South Street.

The Owner is seeking the proposed amendments on the Subject Lands for a 34 block, 273 unit townhome community consisting of a mixture of conventional, back-to-back, and live-work townhome typologies (hereinafter referred to as “the Community”). The proposed development will provide for a total of 41,574.5 square metres (447,519 sq ft) of gross floor area (“GFA”), representing a density of 61.3 Units Per Hectare (“UPH”). The proposed amendments will also permit the option for an 8-storey apartment building in combination with the proposed townhomes

to further diversify the living options, including retirement home and long-term care opportunities. The community will establish new attainable housing opportunities for the Township, promote a sense of arrival at a gateway location to Elora, and achieve a built form, massing and architectural style that will fit harmoniously into the unique character of the Township.

We conclude that the proposed request is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, and conforms to the County of Wellington and the Township of Centre Wellington Official Plans.

1.1 SUBJECT LANDS SURROUNDING AREA DESCRIPTION

1.1.1 Subject Lands

The Subject Lands are located on the west side of Wellington Road 7, directly west of the intersection of Wellington Road 7 and South Street, north of David Street West/Middlebrook Road, and are located outside of the Built Boundary but within the western limits of the Elora-Salem Urban Centre. The Urban Centre includes the Subject Lands along this stretch of Wellington Road 7.

The total area of the Subject Lands is approximately 4.459 ha (+/- 11.018 acres), with approximately 487.68 m of frontage along Wellington Road 7, and a depth of approximately 91.44 m (300 ft)(Figure 1). Currently, the Subject Lands are vacant and are being farmed.

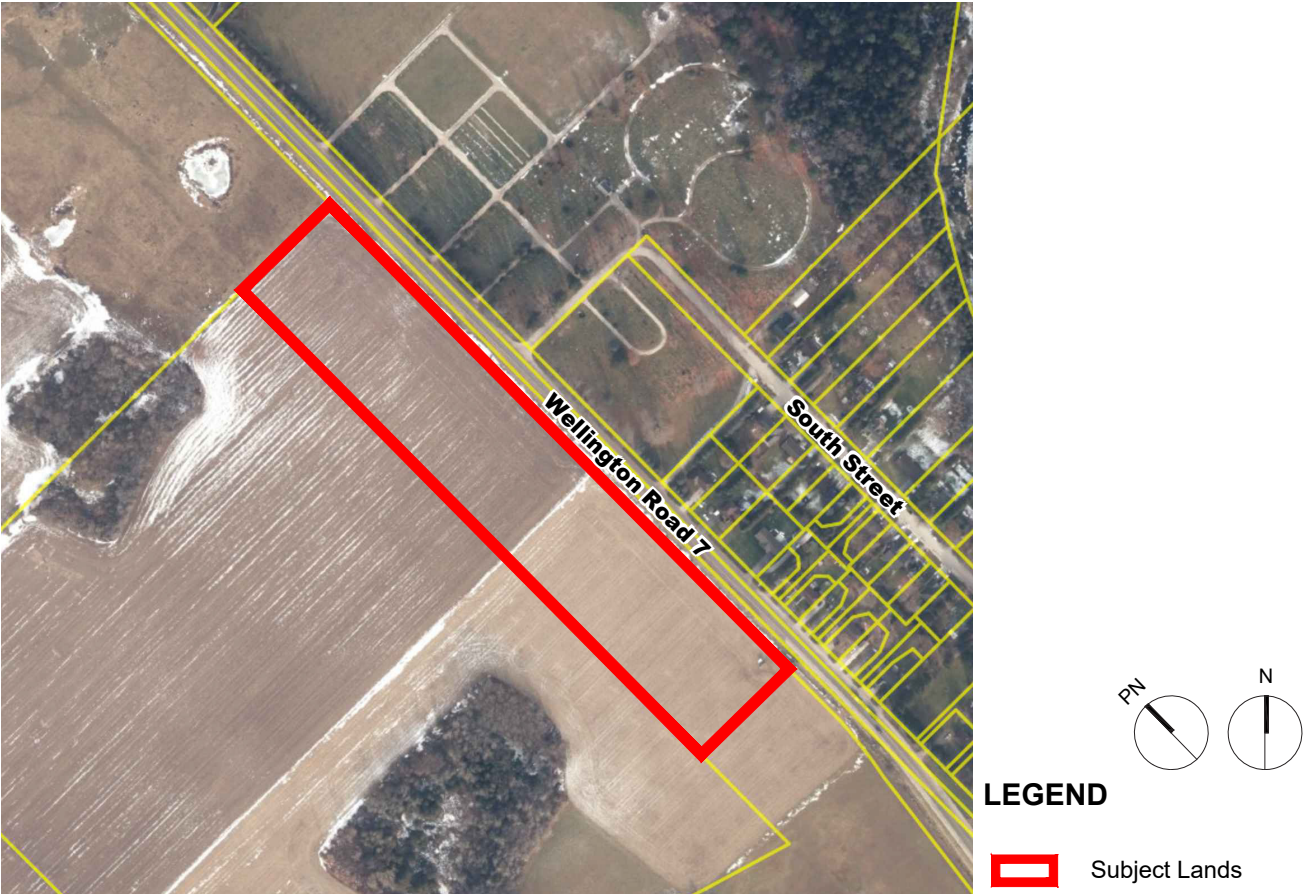


Figure 1: Location Map

1.1.2 Surrounding Area

The surrounding land uses within the immediate area of the Subject Lands are as follows (Figure 2 (A-D) and Figure 3).

NORTH: North of the Subject Lands are a mix of vacant/farm land, low rise residential neighbourhood, and some industrial uses. These lands are located outside of the Urban Centre and are designated Residential, Industrial, and Highway Commercial by the Township OP on Schedule A-1.

EAST: Immediately to the east of the Subject Lands is Wellington Road 7, identified as a County Road with a minimum required width of 20 metres in the County of Wellington Official Plan (the “County OP”). The Centre Wellington Transportation Master Plan identifies Wellington Road as “Future Arterial”. On the east side of Wellington Road 7 is the Elora Municipal Cemetery and a variety of low-density residential uses, including single and semi-detached uses, on large lots which are designated Residential by the Township of Centre Wellington Official Plan (the “Township OP”) in Schedule A-1;

SOUTH: Directly east of the Subject Lands is farmland and the Fieldstone Barn which are located outside of the Urban Centre boundary. Further east, is the Elora & District Community Centre on the southeast corner of Wellington Road 7 and Middlebrook Road/David Street West, and Elora Lions Park at the southwest corner, which is situated in close proximity to Elora Gorge. This area is designated as Recreational in the Township OP on Schedule A-1. Multiple on/off-road multi-use trails are proposed within this area providing active transportation connections toward the Downtown and serving the Subject Lands in the



Figure 2(A): Looking North towards the farms



Figure 2(B): Looking Northeast along Wellington Road 7, towards the cemetery



Figure 2(C): Looking South at the residential development along Wellington Road 7

long term. Downtown Elora is located approximately 800 m from the Subject Lands and is designated as Central Business District;

WEST: Directly to the west of the Subject Lands are lands designated Prime Agricultural within the County OP outside the Elora-Salem Urban Centre. These lands are being used for farming purposes with additional agricultural lands located further west. An existing and proposed cycling route to the south along David Street West connects the Subject Lands to the broader Elora multi-use trail network;

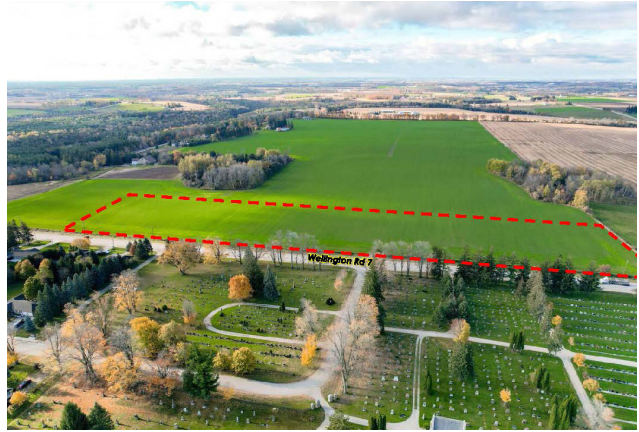


Figure 2(D): Looking West towards agricultural lands

1.1.3 Servicing

The Subject Lands are located within the “Northwest” area of the Elora/Salem Municipal Service Areas as identified on Schedule B – Municipal Servicing Plan Fergus-Elora-Salem of the Township OP. Policy C.6.2 of the Township OP indicates that municipal sewer and water services are available in the Fergus and Elora-Salem Urban Centres and that new development within the Urban Centre will be required to connect to these services where they are available. In addition, it is also noted that the Township will eventually provide municipal sewage and water services to all areas designated within the Fergus and Elora-Salem Urban Centres. Furthermore, new development or lot creation with individual private servicing is not permitted within this Urban Centre except where municipal services are not expected to be made available and where the extension of municipal services is not expected to occur for a considerable period of time, subject to conditions. The Functional Servicing and Stormwater Management Report prepared by MTE

which is being submitted with the Applications has reviewed the existing municipal services. The Report indicates that existing municipal infrastructure for water and sanitary servicing is available at the intersection of Wellington Road 7 and David Street West and will be extended along Wellington Road 7 to service the Site. In addition, the Report indicates that the existing municipal infrastructure, Elora Waste Water Treatment Facility and Centre Wellington Water system are expected to have sufficient capacity to support the proposed development. Servicing to the Subject Lands are driven by the timing of when the development of the lands would take place, currently anticipated for 2024. Additional details with respect to the site servicing approach can be found in the Functional Servicing and Stormwater Management Report.



- | | |
|--------------------------|----------------------|
| Subject Lands | Core Greenlands |
| Urban Boundary | Greenlands |
| Residential | Prime Agricultural |
| Highway Commercial | Recreational |
| Centre Business District | Eating Establishment |
| Residential Transition | School |
| Industrial | Library |
| Core Greenlands | Community Centre |
| Recreational | Recreational |
| Mixed Use | |

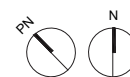


Figure 3: Context Map

1.2 POLICY CONTEXT

The following section provides an initial summary of the policy context for the proposed Community. A detailed review of the policy framework is provided in **Section 3.0** and **Appendices C to F**.

1.2.1 Provincial Policy

The 2020 Provincial Policy Statement (“PPS”) and 2020 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is applicable to the Subject Lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix of uses including residential and commercial to support long-term needs. Specifically, that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 20 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The PPS further states that settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted. Specifically, land use patterns within settlement areas should appropriately and efficiently use existing infrastructure and public service facilities to avoid the need for unjustified or uneconomical expansion.



The Growth Plan directs development to established built up areas where there is existing municipal infrastructure. Intensification and redevelopment is encouraged as is a range and mix of residential and employment uses in a compact urban form.

1.2.2 County of Wellington Official Plan

The County of Wellington Official Plan (“County OP”) locates the Subject Lands within the Elora/Salem Urban Centre, outside of the Built Boundary, and designates them Urban Centre on Schedule A1-Centre Wellington of the County OP (**Figure 4**). They are unique as the lands directly abutting them to the west, south and north are designated Prime Agricultural areas and include some pockets of Core Greenlands and Greenlands. Additionally, the Subject Lands are located adjacent to a County Road (Wellington Road 7).

The County OP identifies that the goal for Urban Centres is to be a focus for growth but that it needs to retain a small town lifestyle. The vision statement includes the requirement to make a greater variety of housing types available. The major objectives include providing opportunities for an adequate supply and diversity of housing to satisfy the varied needs of a growing community, and utilizing urban design principles that ensure public safety and security for local residents and visitors. Further, the County OP permits residential uses of various types and densities, commercial, industrial and institutional uses as well as parks and open spaces within Urban Centres where they are compatible and where services are available.

Specifically, a broad range of residential uses is encouraged in urban centres in order to provide a diverse supply of housing, including affordable housing. Although single-family residence will continue to be the dominant use of urban lands, other forms of housing at densities appropriate to the servicing available and nature of the community will be developed. These may include semi-detached, duplexes, townhouses and apartment units.

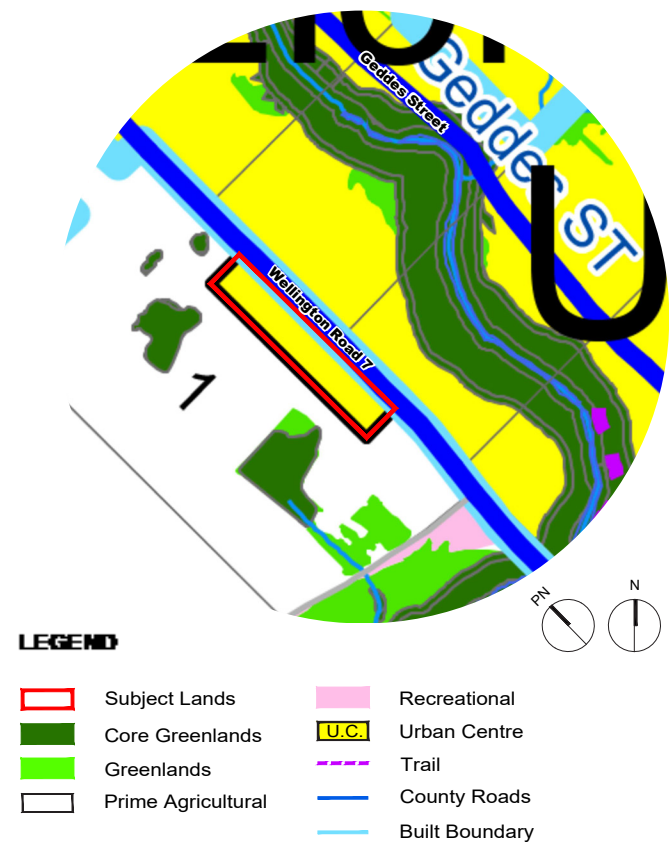


Figure 4: Schedule A1-Centre Wellington of the County OP

1.2.3 Etobicoke Centre Secondary Plan

The Township of Centre Wellington Official Plan (“Township OP”) identifies the Subject Lands as being within the Elora-Salem Urban Boundary, outside of the Built Boundary, and designates the site as Highway Commercial on Schedule A-1 – Land Use Plan Fergus, Elora-Salem of the Township OP (Figure 5). In addition, as mentioned above, the Subject Lands are located within the Northwest Elora/Salem Municipal Service Area as shown on Schedule B – Municipal Servicing

Plan Fergus-Elora-Salem (Figure 6). Further, the Subject Lands are within a Potential Recharge Area and Potential Area for Future Water Supply Taking as shown on Schedule C – Groundwater Management Plan Fergus-Elora-Salem (Figure 7).

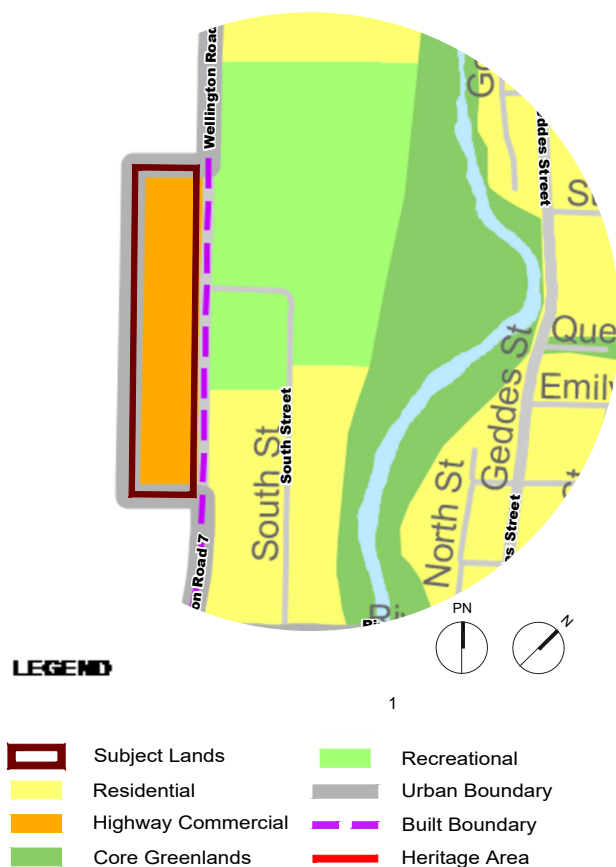


Figure 5: Schedule A-1 – Land Use Plan Fergus, Elora-Salem of the Township OP

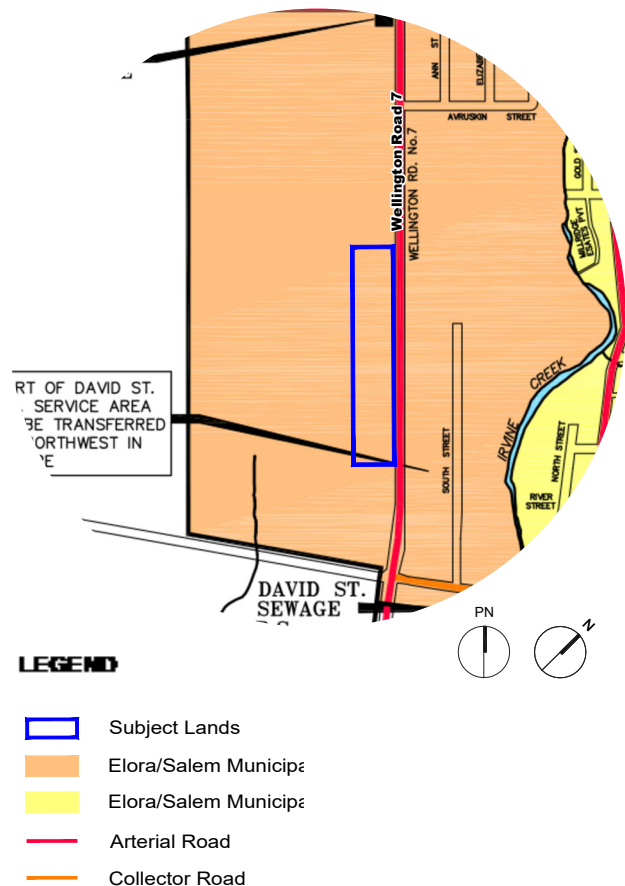


Figure 6: Schedule B – Municipal Servicing Plan Fergus-Elora-Salem

The Township OP requires that the Highway Commercial designation is to provide commercial uses that serve the travelling public or uses not usually considered compatible within the downtown of the urban centre. The permitted uses include uses such as motels, automotive sales and service, general convenience commercial uses, recreational uses, restaurants and banquet halls. Additionally, uses such as building supply outlets, wholesale outlets, churches, funeral homes, garden centres, furniture stores, home furnishing centres, liquor, beer and wine stores may also be permitted subject to the provisions of the Zoning By-law. Further, residential uses may be permitted within mixed use developments provided that commercial uses are located at street level, and land use compatibility can be addressed. This designation does not permit townhouse uses and therefore an Official Plan Amendment is required to the Township OP.

The Township OP requires that all new development within the Elora-Salem Urban Centre be provided with full municipal services. In addition, the Township OP requires all new development within this Urban Centre to connect to these services where they are available. It is the long-term intention of the Township to eventually provide municipal sewage and water services to all of the areas that are designated as part of the Fergus and Elora-Salem Urban Centres. Further, new development or lot creation with individual private servicing is not permitted within this Urban Centre except where municipal services are not expected to be made available and where the extension of municipal services is not expected to occur for a considerable period of time, subject to conditions.

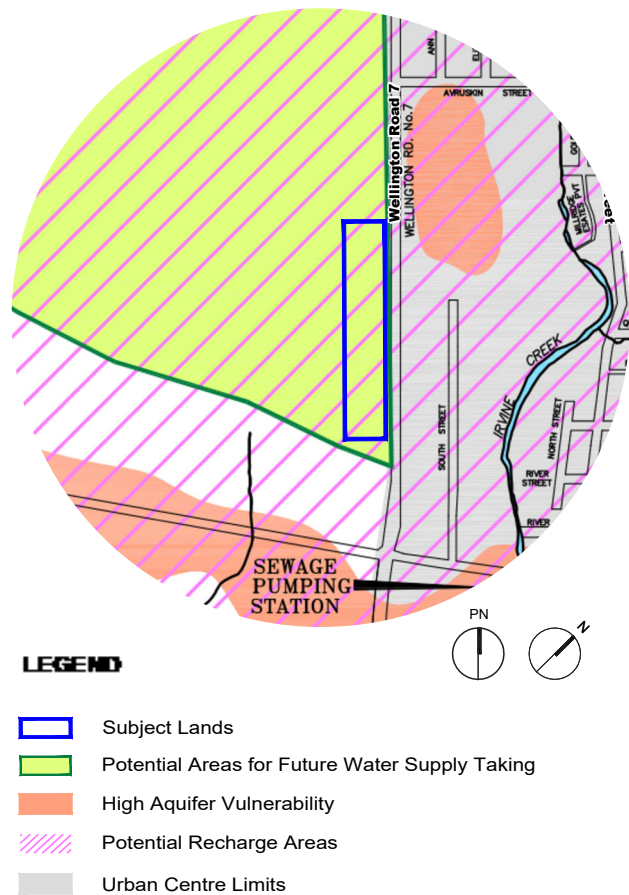


Figure 7: Schedule C – Groundwater Management Plan Fergus-Elora-Salem

1.2.4 Township of Centre Wellington Zoning By-law 2009-045

The provisions of the Township of Centre Wellington Zoning By-law 2009-045 (“Zoning By-law”) are in effect for the Subject Lands. The Zoning By-law zones the Subject Lands Highway Commercial (Holding) (“C2(H)”) on Map 49 of the Zoning By-law (Figure 8). In addition, a southwestern portion of the Subject Lands are shown within an Environmental Protection (“EP”) Overlay. The “C2(H)” zone permits a variety of commercial and institutional uses as-of-right but does not permit any residential uses with exception of a dwelling unit above a ground level commercial use.

The Township recently amended the Highway Commercial Zone to permit apartment buildings up to 5 storeys subject to commercial at grade, as per By-law 2022-72. This By-law was approved by Township Council on September 26, 2022, and is in full force and effect.

The “H” Holding provision restricts the uses on the Subject Lands to any use lawfully existing as of the date of passing of this by-law including uses accessory thereto. The requirement for removal of the Holding Provision require that Council be satisfied that adequate municipal sewer, water, and storm drainage services are available to the site, and that all necessary agreements required to provide for the proper and orderly development of the lands be executed and the applicable terms of such agreements complied with.

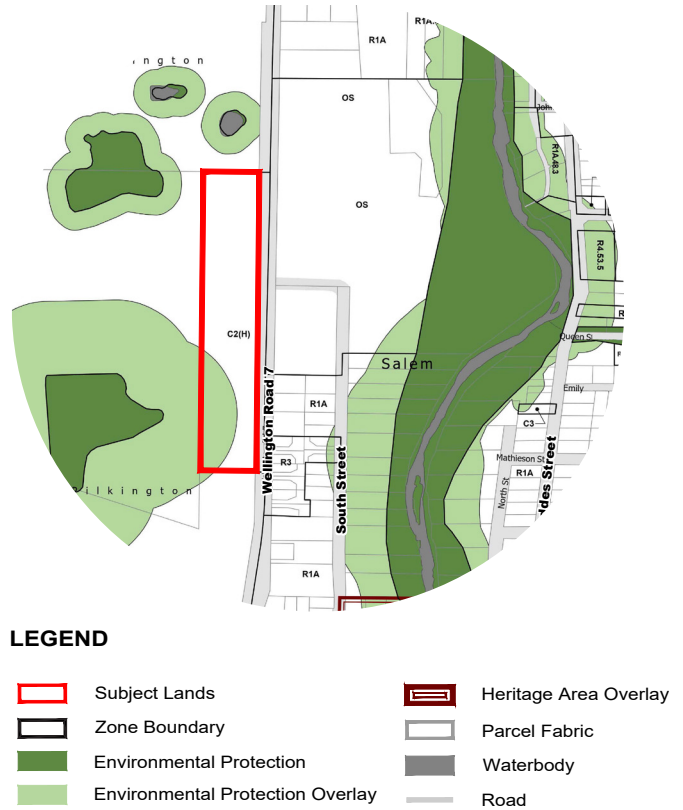


Figure 8: Map 49 of the Zoning By-law

The “EP” overlay represents natural heritage features included in the “Greenlands” designation of the County or Township Official Plans, as well as lands to which Grand River Conservation Authority Regulation 150/06 applies (and such lands have been mapped by the GRCA). Further, the EP Overlay permits development of the lands within this overlay subject to the uses and regulations of the underlying zone as long as the requirements of Section 9.2.3.2 of the zoning by-law are satisfied. Section 9.2.3.3 of the zoning by-law makes mention that the limits of the EP Overlay boundaries shall be governed by Section 2.7.3. Additionally, where the EP overlay results from a GRCA regulation limit, and the limits of the regulated area are amended by the GRCA, then the limits of the EP overlay shall be deemed to be amended, without the need for an amendment to this by-law. The natural heritage feature relates to a setback related to an isolated wetland to the west as identified by the Environmental Impact Study being submitted. As such, the Environmental Impact Study being submitted needs to demonstrate that there will be no negative impact to the features or its ecological functions in order for development of this area to take place. The Environmental Impact Study undertaken by MNAL confirms that there are no natural environment constraints within the subject property. Further, the environmental constraints on the adjacent lands (three wetlands) are all sufficiently

far away (a minimum 65 m from the subject property limits) and of a nature that there is little potential for negative impacts; the only potential impact is on the water balance of two of those wetlands, with measures having been incorporated into the servicing plans for the project to ensure that their water balance is maintained. As such, there are no natural environment concerns which should preclude the proposed medium density residential community.

1.3 PROPOSED COMMUNITY

The proposal intends to develop a mixed townhome Community on the Subject Lands that would include 34 townhome blocks consisting of a mixture of conventional, back-to-back, and live-work townhomes at a density of approximately 61.3 units per hectare (24.8 units per acre) and Gross Floor Area (GFA) of 41,574.5 sq. m. (447,519 sq. ft.). In addition to the mixed townhome Community, the proposed amendments will also be designed to protect for the opportunity to achieve an 8-storey apartment building, offering 79 units as residential, retirement or long term care. The proposed Zoning By-law Amendment will include sufficient flexibility to allow for this consideration subject to additional provisions, including meeting appropriate transition provisions from existing residential areas.

The proposal supports establishing a sustainable and complete Community by offering a balanced mixture of building typology and family-friendly housing options within the Township. This includes a wide range and mix of unit sizes and types. Specifically, live-work conventional townhomes and back to back townhomes will include 3 and 4 bedroom units, and conventional townhomes will include 2-3 bedroom units. Units will range in size from 104.14 sq. m. (1,121 sq. ft.) to 194.72 sq. m. (2,096 sq. ft.) and many will include separate office or den spaces to promote work from home opportunities in a post-COVID era. In addition, the proposed live-work units reinforce the commercial function within the Community while supporting necessary housing for the Town. This typology emerges as a sustainable alternative

and ideal COVID-19 response while supporting sustainable mobility within the Township through the promotion of live-work.

A total of 273 units are proposed within the Community, which includes 70 live-work conventional townhomes, 96 back-to-back townhomes and 107 conventional townhomes. Each block will occupy frontage along a private internal street network, including the proposed streets, Streets A and B. These streets wrap around the proposed back-to-back townhome units to create a ring-road street pattern. The proposed live-work units have frontage and access on both Wellington Road 7 and Street A. The work components are oriented to frame the proposed sidewalk and cycling path to animate the new urban edge while the live components are proposed internal to the Community with direct frontage and access on Street A, protecting for privacy between the two functions. In addition, the internal unit layouts also provide privacy between the two functions internal to the units.

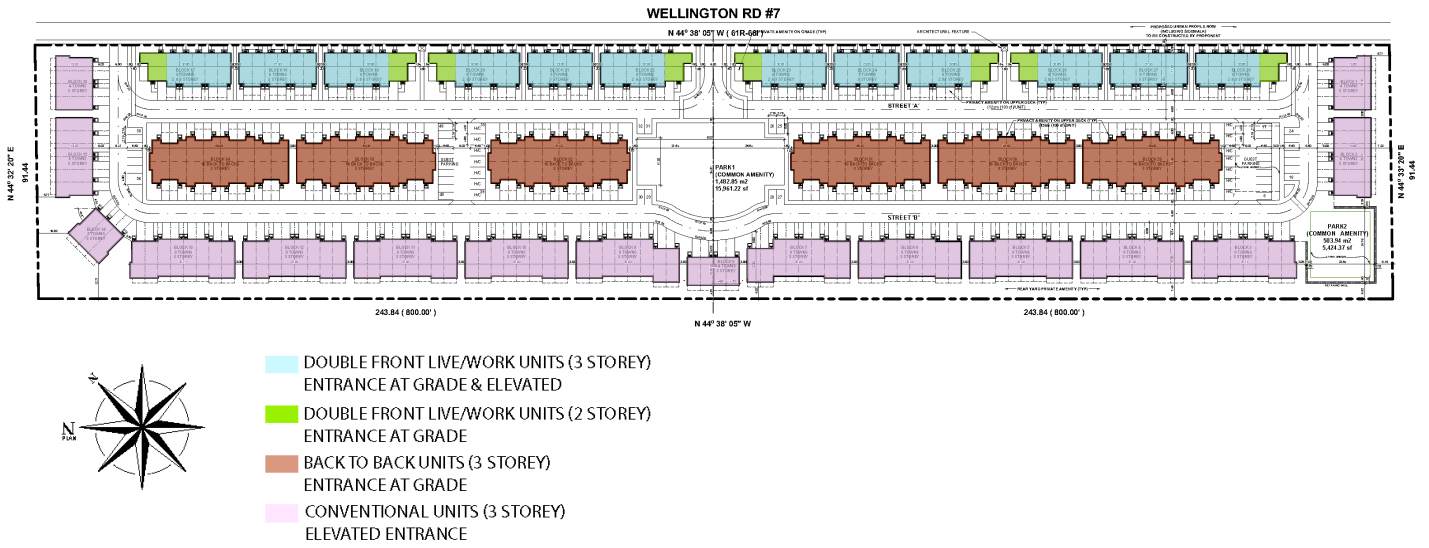


Figure 9: Site Plan



Figure 10: Concept elevation of live-work townhouse units facing Wellington Road 7.

Townhome blocks provide a variety of dwelling unit numbers, with a maximum of 8 per block, offering a variety and diversity of blocks while maintaining appropriate separation distance and mid-block connections to ensure a pedestrian-friendly block arrangement. The proposed block arrangement, setbacks and separation distances also maintain privacy between the residential unit amenity spaces, ensuring compatibility throughout the Community.

Given the Subject Land's location at the edge of the Elora-Salem Urban Centre and adjacent to agricultural and open space uses to the north, south and west, reasonable separation distance and setback from the property line are provided. These setbacks will protect for a minimum of 6.0 m or greater separation distance. Only one block next to the west property line is closer, at 4.9 m, however this has been shifted westerly in order to accommodate a more grand central park for the Community. In addition, the proposal maintains compatibility with the existing 1-2 storey dwellings to the east on the opposite side of Wellington Road 7 through an appropriate transition in building heights of 2-3 storeys and an appropriate 3.0 m setback from Wellington Road 7.

The proposal provides an enhanced open space area of 28 % (12,558.6 sq. m. (135,179.64 sq. ft.)), inclusive of two shared outdoor amenity areas, containing an area of approximately 1,986.79 sq. m. (21,385.62 sq. ft.), and reflecting a rate of 7.27 sq. m. per unit for future resident's enjoyment. One of these shared amenity spaces is proposed as a central park, containing an area of 1,482.85 sq. m. (15,961.22 sq. ft.) located at the centre of the Community with direct pedestrian and visual connection to the public realm along

Wellington Road 7. The other open space is proposed as a parkette, containing an area of 503.94 sq. m. (5,424.27 sq. ft.) located at the southwest corner of the Subject Lands. In addition, each of the units will also contain private amenity space in the form of front and rear yards, and decks or patios.

Landscaping will consist of a balanced mixture of planting species, including shrubs, perennial grass, and deciduous and coniferous trees, to enhance the Community's visual interest and offer natural screening. The Community screening is also provided through privacy and chain-link fences along the interior side yards. Exterior edges represent piers and arched shade structures/gates along the street. The proposed amenity areas will feature landscaping elements such as a shade structure, seating furniture, pavilion BBQ/outdoor kitchen, feature wall, game tables, and waste receptacles to serve as congregation areas for active and passive activities. Landscaping and pedestrian connectivity are integrated throughout the Community to allow for continuous pedestrian movements between the Subject Lands and the surrounding residential, open space, and recreational uses, as well as the Central Business District located approximately 1 km or a 12-15 minute walk to the southeast.

Two gateway features (Architectural Folly) proposed along Wellington Road 7 will define the main pedestrian entries into the Community and serve as a complementary placemaking and private realm feature, enhancing wayfinding and promoting a unique sense of place and local identity.

The proposal includes the introduction of a multi-use path along the urban profile on Wellington Road 7 and down to David Street West/Middlebrook Road which provides an active transportation linkage and access to the existing pedestrian sidewalks of the Township. This also includes traffic calming features along the street and a detailed crosswalk at the David Street West/Middlebrook Road intersection, which will be introduced as part of the approval of this Community.

Access to the Subject Lands will be from 3 driveways along Wellington Road 7. A network of internal private streets, including two proposed streets (Street 'A' and Street 'B') that accommodate vehicular circulation within the Community. The new streets will provide connections to the private driveways serving all townhomes. The proposed parking will be located within a combination of garages/driveways as well as surface parking spaces with 273 garage spaces, 273 driveway spaces, and 56 shared visitor surface parking spaces (including 15 barrier-free parking spaces). In addition, there are 12 visitor bicycle parking spaces being proposed within the shared amenity space located at the centre of the Community.

1.3.1 Proposed Amendments

The Subject Lands are located within the Highway Commercial designation under the Township of Centre Wellington Official Plan. The Official Plan Amendment is required to add back-to-back, cluster and live-work townhouses as a permitted use at grade and above a live-work unit. In addition, the OPA is required to recognize live-work units within the first 20 metres of Wellington Road 7 as commercial uses for the purposes of this site specific policy. The amendment is supported by the recently adopted OPA 119 (County Growth Structure) Amendment which identifies the Subject Lands as a Designated Greenfield Area and not an Industrial or Rural Employment Area. The proposal will allow for increased density of these underutilized lands within the Elora-Salem Urban Centre of the Township of Centre Wellington and for a broader mix of housing types and residential accommodation.

A draft of the proposed Official Plan Amendment document has been prepared and is included in Appendix A of this report.

1.3.2 Proposed Zoning By-law Amendment

The proposed amendment to the Township of Centre Wellington Zoning By-law 2009-045 as amended by 2022-72 will rezone the Subject Lands from the current Highway Commercial (Holding) (C2(H)) Zone in the Zoning By-law to the “C2(H).XX” Zone. The “XX” site specific provision will permit residential and retirement uses in a back-to-back, cluster and live-work townhouse form at grade and above a live-work unit and retirement residences, within a townhouse building containing a maximum building height of 4-storeys. In addition, the site-specific provision protects for an 8-storey apartment building height. The application will bring the Subject Lands into conformity with the proposed Official Plan Amendment and to implement the proposal.

As part of the Zoning By-law Amendment the Subject Lands will also include site specific development standards to allow the Community to occur as depicted in the submitted plans.

A draft Zoning By-law Amendment document has been prepared and is included in Appendix B of this report.

1.4 COMMUNITY CONSULTATION

A Community Consultation Report has been prepared by Junction Group Inc. to provide recommendations on the community consultation related to the proposed Applications. Junction Group conducted a series of focused interviews with key community stakeholders in the fall of 2022 to obtain their feedback on the proposal. These interviews supported an increased community-focused depth of understanding related to the development of the Subject Lands.

Five questions were developed to create the broadest context for respondent feedback:

1. What do you see as the strengths of this neighbourhood?
2. What are your overall thoughts on the types of investments, improvements, and efforts we need in this neighbourhood to create a better place to live, work and play?
3. What are important factors affecting the housing market in your community? How should we address these issues through new development?
4. Specifically, when you look at the proposed development site, what do you think it should include?
5. What would you like The Forrest Group to learn from other developments in Centre Wellington/ Elora (both positive and negative)?

A summary of the respondent themes and ideas is outlined within the Community Consultation Report.

Resident's concerns can be categorized into five areas including, housing needs, highway commercial uses, design and integration, movement and parking, and the environment. A summary of comments is outlined below.

Housing Needs

1. Create vibrant mixed-use communities that include a range of housing types.
2. Offer housing to meet the needs of young families and seniors.
3. Deliver attainable housing for the Centre Wellington workforce.
4. Provide affordable rental opportunities within new developments.

Highway Commercial

1. Commercial uses should not directly compete with the historic downtown.
2. Chain and franchise retail outlets are not desirable.
3. A mix of housing and service commercial should be built on the site.
4. Safely connect the community to downtown Elora to reduce the need for commercial on site.

Design and Integration

1. Reflect the small town feel and character of Elora through design.
2. Create a connected community.
3. Design an interesting, architecturally pleasing community that responds to Elora.
4. Develop a gateway feature along Wellington Rd. 7.
5. Include greenspace and trees within the community.

Movement and Parking

1. Create an environment that engages people on a pedestrian scale.
2. Strengthen active transportation infrastructure and connections in the area.
3. Provide onsite parking for residents and visitors.
4. Promote alternative modes of transportation including, cycling, transit and walking.

Environment

1. Protect and enhance the natural environment.
2. Reduce the carbon footprint of the development through green design
3. Utilize green building materials for new homes
4. Create greenspaces and plant trees throughout the development site.

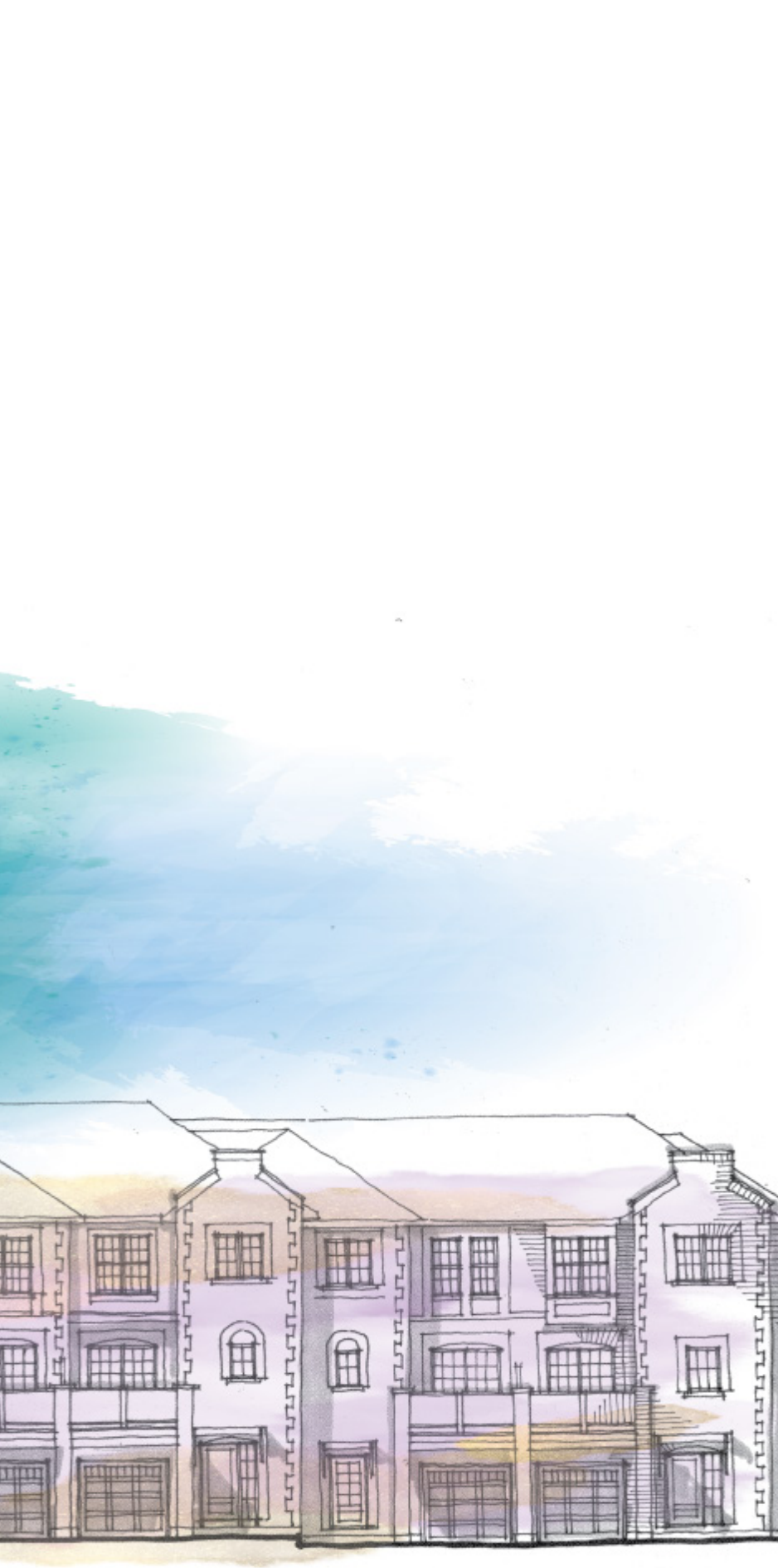
This feedback was utilized to inform the design of the proposed Community and demonstrate the Proponents dedication to working with stakeholders to provide a well-designed Community. The Community Consultation Report provides the following Recommendation Summary on which the proposed Community was based:

1. Create an architecturally pleasing and exciting community that connects with and relates to the existing community.
2. Consider a mixed development that has a variety of housing types including attainable and rental housing.
3. Focus the commercial element on small scale retail or service businesses that compliment, not compete with downtown.
4. Promote active transportation through the design of the community and site function.
5. Build in an environmentally sustainable manner, include greenspace and trees.

Consultant reports accompanying this application including but not limited to a Traffic Impact Study, a Phase One Environmental Site Assessment, and Hydrogeological Assessment Report, address neighbourhood concerns in more detail.

Additional consultation will occur as part of a Statutory Public Meeting where the community will be able to provide additional feedback on the submission that will help inform council's decision.





2.0

**PLANNING AND DESIGN
EVALUATION**

2.0 PLANNING AND DESIGN EVALUATION

2.1 OVERALL CONTEXT

The overall design direction of the proposal supports the creation of complete communities through a mix of housing types in the designated greenfield areas within an urban centre. This Community will provide densities that contribute to the County and Township achieving their growth and density targets while supporting active transportation in the form of pedestrian and cycling connections. The proposal will maintain compatibility between uses and dwelling types and undertakes this in a way that minimizes potential conflict with existing areas. The proposed Community will provide transition from/to the adjacent agricultural uses and the lower density and heights on the east side of Wellington Road 7 by ensuring separation distances are maintained and providing enhanced landscaping along the internal perimeter of the Subject Lands. The proposed Community will further contribute to compatibility through appropriate height transition by proposing a building height of 2-3 storeys next to the existing 1-2 storey detached dwellings to the east and centralizing back to back townhome forms within the site, screened from the street.

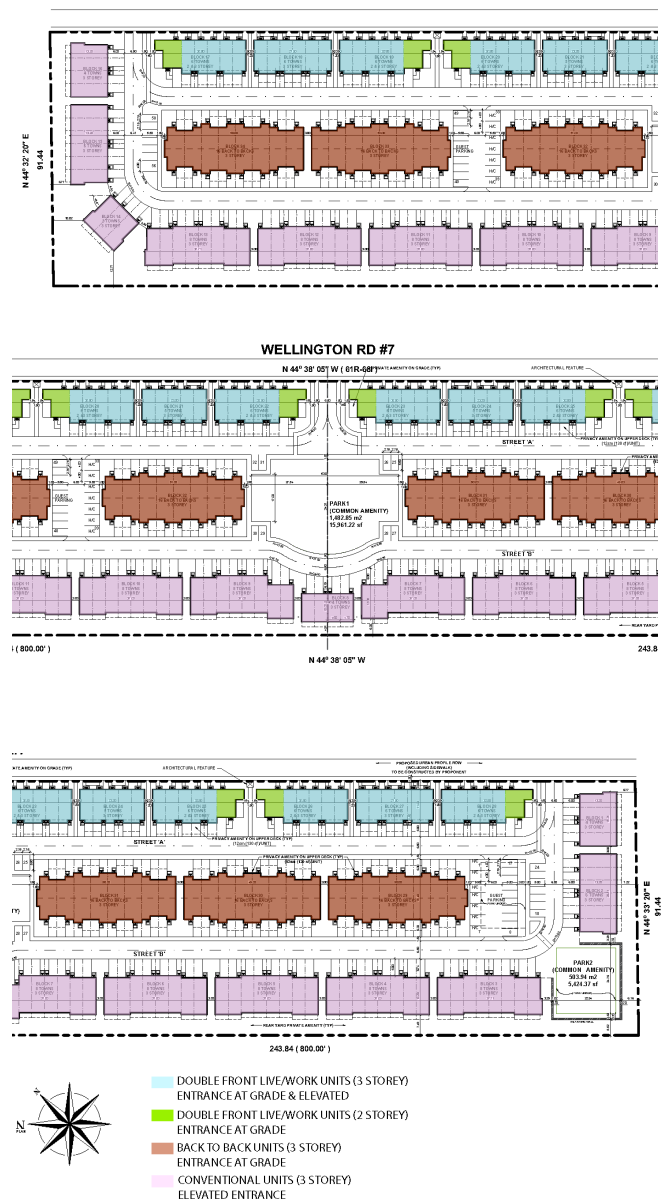


Figure 11: Site Plan in sections

2.2 BUILT FORM AND MASSING

The proposed Community's orientation is compatible with the existing low-rise residential neighborhood to the east of the Subject Lands, as discussed earlier in this report. The proposal provides appropriate transitioning to existing 1-2 storey residential uses through building heights ranging from 2 to 3 storeys, and through an appropriate 3.0 m building setback from Wellington Road 7.

In regards to the abutting lands, the massing and scale of the proposed buildings fit within the area context as no future development is anticipated on these lands given their current agricultural uses and being outside of the settlement area boundary. The proposed townhome Community represents a compact built form that introduces a broader range of housing types and sizes. The proposed massing combined with proposed setbacks will ensure the Community integrates appropriately, establishes a strong urban edge, and contributes to the quality of life for local residents and the travelling public.

The proposed live-work units will create an attractive pedestrian-friendly streetscape and a sense of arrival to the Community. These street-fronting homes will have a small work space with a front door adjacent to Wellington Road 7 and will include variations in massing, architectural articulation, and material. The proposed setback will accommodate landscaping in the front while projecting the front door closer to the street to promote a pedestrian-scaled environment. Back-to-back townhomes are located internal to the Community and have recessed garages and projected terraces above, offering a unique built form that also deploys a double frontage similar to the live-work townhomes. By centralizing this building typology, this ensures the denser townhome form is screened from the street. Conventional townhomes with front doors addressing the proposed street 'B' will have garages accessed from this street. Overall, the townhomes' design considers overall form, massing, proportions, setbacks and stepbacks to create interest with an attractive variety of massing components to enhance the Community and public realm experience.



Figure 12: Concept elevation showing the built form and massing of live-work townhouse units facing Wellington Road 7.

2.3 SITE DESIGN AND PEDESTRIAN MOVEMENT

The proposed built form ensures that the Community reinforces the small-town (village) character of the Township. The mix of conventional, back-to-back and live-work townhomes offers variation and visual interest that ensures a non-repetitive streetscape and block network with a variety of visible building elements and materials. These design decisions avoid monotony and promote an attractive pedestrian environment for residents and visitors.

A density and land use transition is proposed along the Community's eastern perimeter to ensure that the proposed Community respects and is compatible with the existing and planned character and emerging urban fabric along Wellington Road 7. The live-work units are prominently oriented along this frontage to create a mixed-use edge, addressing the planned

arterial road adjacent to the residential designation across the road. The overall built form height and massing coupled with the architectural design will fit harmoniously, ensuring compatibility with the surrounding character. Within the Community, back-to-back and conventional townhome units are arranged on both sides of the proposed internal private streets and oriented to reinforce continuous active facades. The townhome units provide "eyes on the street" for safe and convenient travel throughout the Community. Views are extended from the internal spaces towards the public realm through the pedestrian mid-block connectors between townhome buildings, which achieve greater porosity on site and help direct movement to and from the public realm.

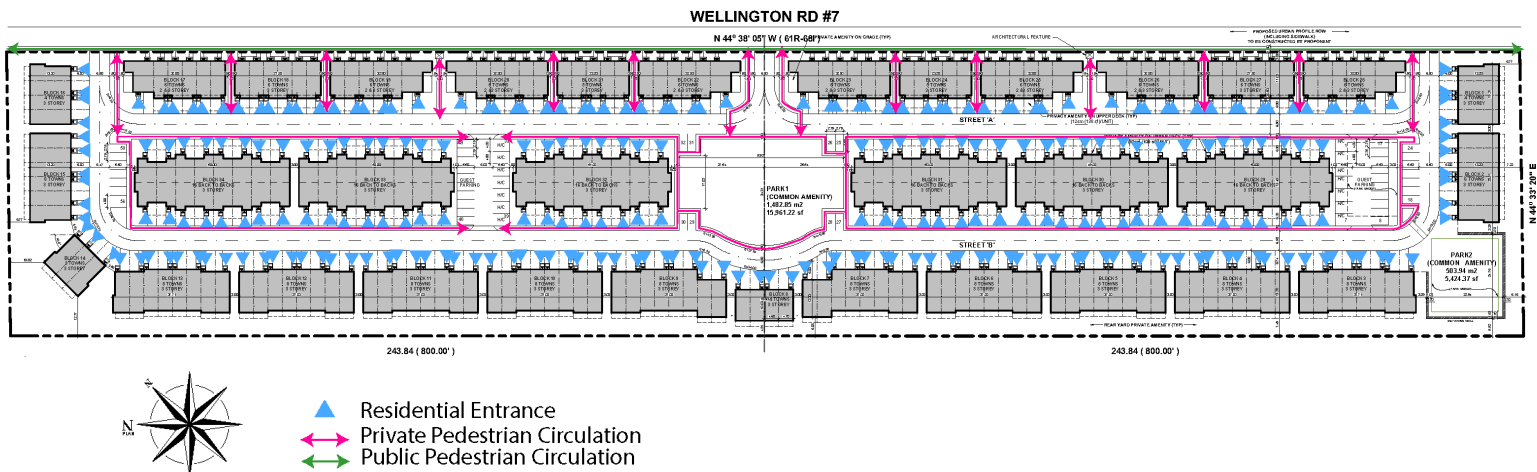


Figure 13: Proposed pedestrian circulation on Site Plan.

Access to the Community is provided to/from Wellington Road 7 via 3 access driveways, one located at approximately the mid-point frontage with the other two located at the northern and southern extents of the property. These access points are proposed with full movements. These access points connect to the proposed private internal street network that includes two north-south streets, Streets A and B, which wrap around the proposed back-to-back townhome units to create a ring-road pattern. The proposed pavement width of each street is 6.5 m. The proposed vehicular movement complements the existing street network and grid pattern of the Township by bisecting the large block internally, which improves the Community and blocks' legibility and ease of navigation.

Garages are contained within the building envelopes to allow space for landscaping and an enhanced pedestrian realm. Surface parking areas will be enhanced with landscaping elements to mitigate their visual appearance on site while providing a safe and comfortable pedestrian experience.

An interconnected network of pedestrian walkways and mid-block connectors parallel the community design to promote an accessible and walkable Community with safe, ready, and direct connections to the proposed public sidewalks.

The proposed townhome blocks have been designed to provide for a safe internal pedestrian circulation network. The proposed 1.5 m pedestrian walkways are being incorporated next to the proposed private street network and will ensure safe connection from each townhome dwelling entrance and the shared amenity areas to the pedestrian circulation system. This pedestrian circulation system wraps around the internal back-to-back townhome units in a ring pattern, with one of the shared amenity areas at the centre.

A pedestrian pathway is being proposed abutting this street with identified pedestrian crossing areas to help reduce conflict between pedestrian and vehicular traffic. Landscaping will complement the pedestrian walkways to further create an inviting pedestrian

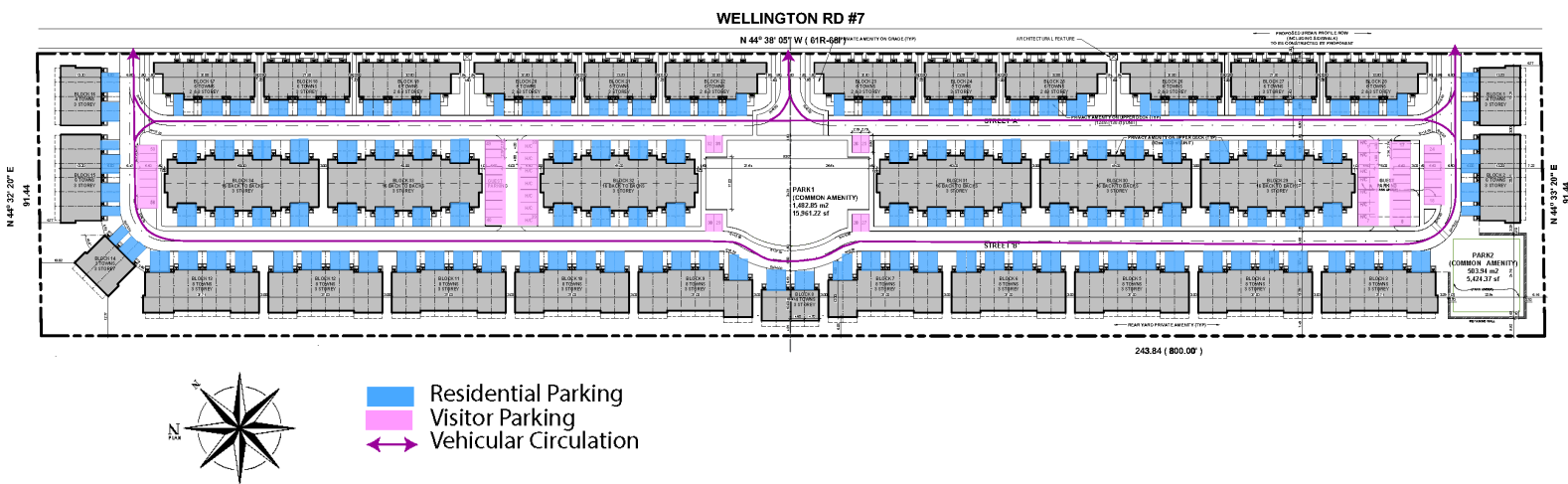


Figure 14: Proposed vehicular circulation on Site Plan.

realm. In particular, the proposal will provide direct pedestrian connections from the internal pedestrian circulation system to the proposed pedestrian and cycling path along Wellington Road 7 through multiple mid-block connectors and walkways along the three proposed access points. This will promote active transportation and provide further linkage to the surrounding neighbourhoods as well as to the Central Business District, located approximately 1 km or a 12-15 minute walk from the Subject Lands.

Landscape transition from the public to the private realm will be provided through street edge landscaping and lighting design to reflect the changing ambience of the Community while maintaining a high level of visibility between pedestrians and motorists.

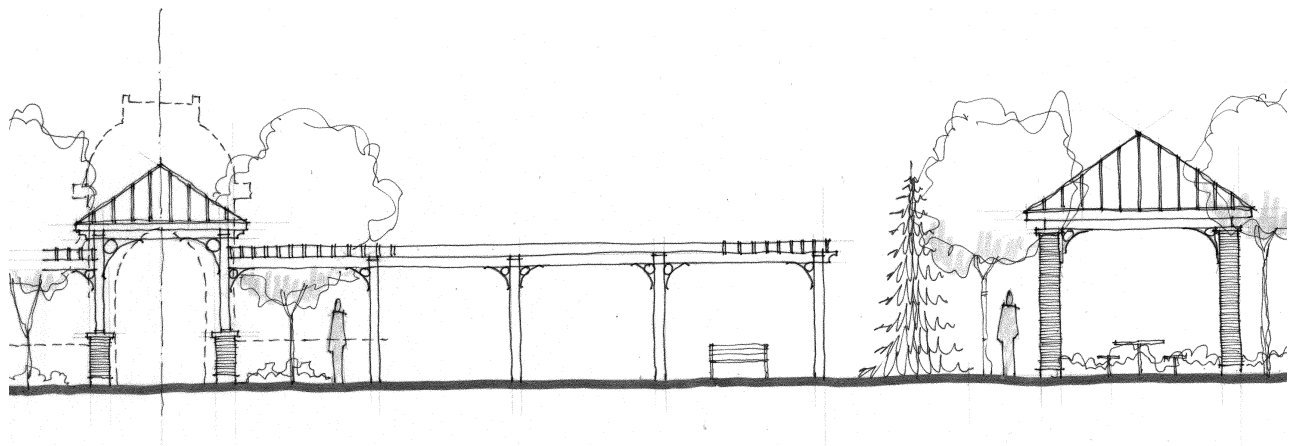


Figure 15: Central Park Concept Elevation

2.4 ARCHITECTURAL DESIGN

The proposal contemplates a mixture of building typologies to establish a balanced mixed-use Community that represents a variety of residential unit types in a non-repetitive and diverse Community vernacular. The architectural style pays homage to local precedent to produce an expression of character compatible with the existing context while setting a precedent for emerging developments.

The proposed architectural design is inspired by the Dalby House, a historical and iconic landmark in downtown Elora that mirrors the local character and vernacular architecture. The proposed architectural details, including external brickwork, decorative quoins along the edges, window outlines, arched lintels, semi-circular doors with voussoirs and transom, truncated and low hip roof line, asphalt shingles and projecting eaves and fascia, all of which are complementary to this local architecture.



Figure 16: Dalby House.

The proposal will promote articulation and visual interest by incorporating breaks and stepbacks in the façade. Along all frontages, the proposed building provides wall and window projections creating a rhythmic pattern along the front and rear facades to create visual interest. As previously mentioned, the overall townhome blocks orientation provides a variety of setbacks to further emphasize relief and rhythm in the overall design.

Various architectural elements such as pitched roofs, gables, dormers, balconies, and a variety of window treatments, styles and shapes will be provided to add diversity, depth and interest to the building's most prominent facades. Common architectural elements such as entrance porticos, continuous building lines, and materiality and colour will be considered to allow for visual cohesiveness and purposeful variation that improves residents' wayfinding ability and sense of place.

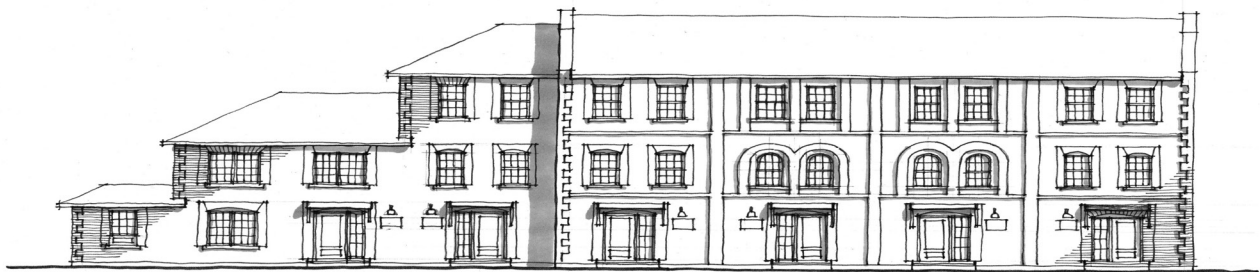


Figure 17: Proposed Concept for live-work townhome elevation.



Figure 18: Proposed Concept for conventional townhome elevation.



Figure 19: Proposed Concept for back-to-back townhome elevation.

Live-work units with frontage on the public street will have a high level of architectural articulation to create a distinctive look, subtle historic-style signage, a welcoming character, and informal surveillance opportunities. In addition, these buildings will maintain a consistent front setback with opportunities for landscaping to properly transition from private indoor spaces to semi-private and public realms.

The main entrances to the residential units will be highly visible and marked with a range of entry elevations to create a diverse and dynamic building façade. The main building entrance will include weather protected entrance and an entryway feature, creating a welcoming arrival experience that engages with the private and public realm streetscape.

A range of materials will be contemplated to ensure a high level of quality design that positively contributes to the area's existing and planned residential architectural character. The proposed building will consider a mixture of façade materials, such as masonry, aluminum cladding, cementitious panel and other materials compatible to the surrounding context. The proposed design will incorporate a consistent pallet of colours and materials on all sides of the proposed buildings to further enhance visual interest. Given that the proposal is in its preliminary stages, the proposed façade design for the conventional, back-to-back, and live-work townhomes is able to evolve and allow for constructive feedback as part of the public process. Overall, by introducing this high quality design in a gateway location of the Township, this Community sets a positive precedent for future applications.

2.5 SITE SERVICING AND PARKING

The proposal will provide access to the parking areas /integral garage areas from the proposed internal private streets. Parking is proposed in the form of driveway spaces, garage parking, and visitor surface parking. The proposed parking arrangement will ensure safe and continuous vehicular movement while minimizing the automobile's visual appearance.

Parking access to all townhomes is proposed internally to minimize public realm disruption and create a pedestrian-oriented streetscape. In effect, all parking will be screened from Wellington Road 7.

Live-work business visitors will be directed to enter the Community, park in the driveway of their destination or in visitor parking, then take the pedestrian walkways, along or between blocks, to the proposed public realm multi-use path. Residential visitors will park in driveways or designated surface parking areas, then enter by means of the internal front doors.

Illuminated signage will be provided on Wellington Road 7 frontage of the homes and businesses. Signage size, design and content, will be prescribed, for continuity.

Garbage collection will be door-to door private garbage and recycle pick up. There will be no bulk garbage storage or collection area in the Community.

2.6 LANDSCAPING

The proposed Community provides a central park, containing an area of 1,482.85 sq. m. (15,961.22 sq. ft.) that is located at the centre of the Community with direct pedestrian and visual connection to the public realm along Wellington Road 7. The other open space is proposed as a parkette, contains an area of 503.94 sq. m (5,424.27 sq. ft.), and is located at the southwest corner of the Subject Lands.

The proposed open spaces will feature landscaping elements such as a shade structure, seating furniture, pavilion BBQ/outdoor kitchen, feature wall, game tables, and waste receptacles to serve as congregation areas for active and passive activities. Landscaping and pedestrian connectivity are integrated throughout the Community to allow for continuous pedestrian movements between the Subject Lands and the surrounding residential, open space, and recreational uses. The central park is intended to provide play areas

for older children while smaller park to the south is intended to be a tot lot park for younger children, meeting play and recreational options for all families.

The site will feature soft and hard landscape elements, year-round planting and vegetation, and a variety of coniferous and deciduous trees to promote seasonal coverage, variety and visual aesthetics while enhancing wayfinding within the Community and creating a sense of place. Specifically, landscaping will consist of a balanced mixture of planting species, including shrubs, perennial grass, and deciduous and coniferous trees, to enhance the Community's visual interest and offer natural screening. The community screening is also provided through privacy and chain-link fences along the internal side yards, and piers and arched shade structures/gates along the street edge.

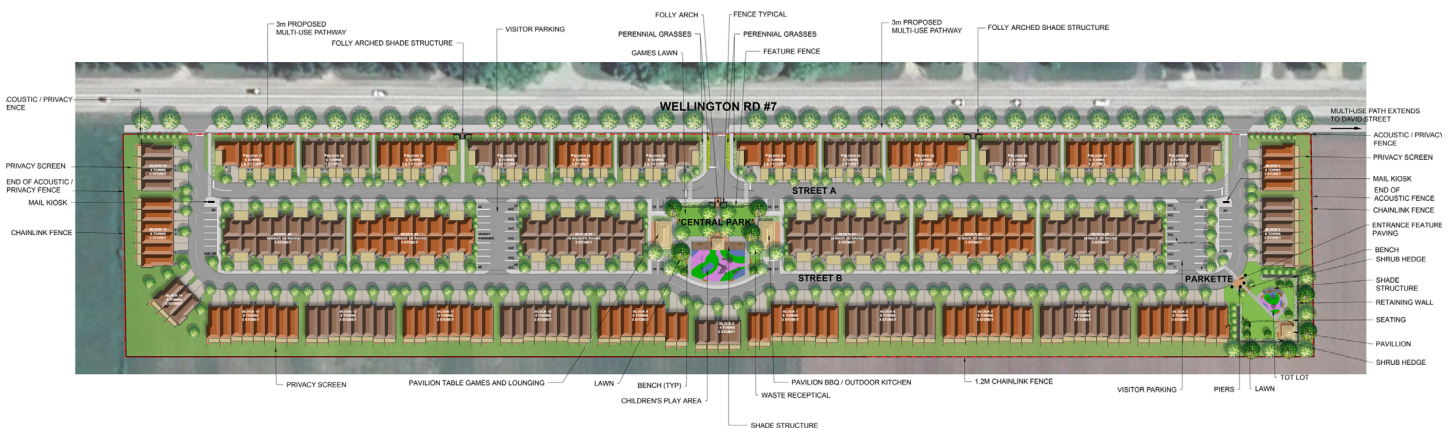


Figure 20: Landscape Plan.

As it relates to Wellington Road 7, the proposal will provide an attractive landscape design to define and animate the street edge while preserving sightlines and views of the street. The proposed landscape setbacks will promote a high-quality streetscape and pedestrian setting along the public street and create green connection points to and from the adjacent public realm. Two gateway features (Architectural Folly) proposed along Wellington Road 7 will define the main pedestrian entries into the Community and serve as a complementary placemaking and private realm feature, enhancing wayfinding and promoting a sense of place.

Street trees will be incorporated along the public boulevard on Wellington Road 7 and within the internal provide streetscape to help humanize the scale of buildings, reduce the urban heat island effect in a compact urban setting, provide additional natural screening and break up the visual expanse of paving. Trees will be appropriately spaced along the streets within landscape areas and setbacks to create continuous canopy moments and shield pedestrians from adverse weather conditions.

2.7 SUSTAINABILITY

As a general planning and design principle, higher-density development within the urban centres in support of future transit is considered sustainable development.

Future occupants wishing to seek alternative forms of transportation will have options for walking and biking available. This will be facilitated by the provision of bicycle parking and the future pedestrian and cycling connections to the existing and proposed sidewalks and multi-use path systems in the surrounding communities.

Energy-efficient construction practices, building technologies, and mechanical systems will be encouraged in the development of the Subject Lands.

Landscape plans in support of the future Site Plan application will consider incorporating hard landscape elements and drought-resistant landscaping to reduce water consumption (where appropriate). Salt-tolerant landscaping in key locations will also be encouraged. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes and encourage root growth for trees.

Stormwater will be captured and stored under the southerly guest parking area and Park 2, and slow released to meet pre-development flow rate, ensuring the area natural features are not impacted by this development.

2.8 APARTMENT BUILDING SCENARIO

Should an apartment building form be pursued, this would further enhance the diversity of living options within the Community. The apartment building form would support smaller attainable unit options in a multi-unit format, expanding opportunities to achieve continuum of living options that would also include all forms of retirement and long term care living.

This scenario would locate an 8 storey, 6,836 sq. m. (73, 584 sq. ft.) apartment building on the south side of the Subject Lands in line of some conventional towns, conventional live/work towns and back to back towns, and serving as an anchor development on the south side of the Subject Lands. The 8 storey building would accommodate 79 units in the form of 1, 2 and 3 bedroom units, ranging in size from 48.95 sq. m. (527 sq. ft.) to 125.41 sq. m. (1,350 sq. ft.) In combination with the remaining 238 townhomes, the scenario would achieve a 317 unit, 43,075.23 sq. m. (463,658 sq. ft.) Community.

Parking would be located primarily below grade through 1 level of underground parking and some surface parking. The loading and underground ramp would be oriented to the rear of the site screened from Wellington Road 7.

The building would be sited and oriented to maintain a 15 m setback from Wellington Road 7 and an 11 m setback from the south property line. At a height of 8 storeys, this setback ensures that apartment building stays well below a 45 degree angular plane from the east side Wellington Road 7. This will ensure

optimal separation from the established residential neighbourhood, limits overlook and loss of privacy, and ensures that any potential shadows will be limited. Given that the current zoning permits a 5 storey building today, the additional 3 storeys simply ensures that any proposed development can optimize attainable housing options on the site.

The smaller park is anticipated to be relocated closer to Wellington Road 7, and the architectural design of the building will complement and continue the architectural vernacular contemplated for the balance of the Community. Overall, this scenario is a reasonable alternative that integrates well with townhomes, and does not compromise the planned function and design objectives of the Subject Lands in the Township.

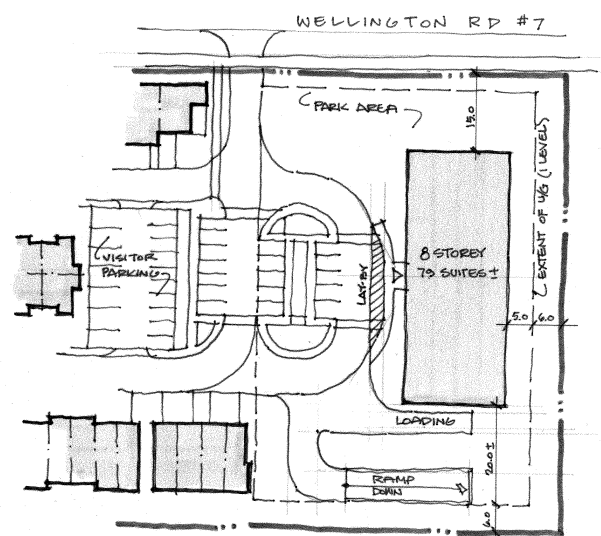


Figure 21: Site Plan - Apartment Option

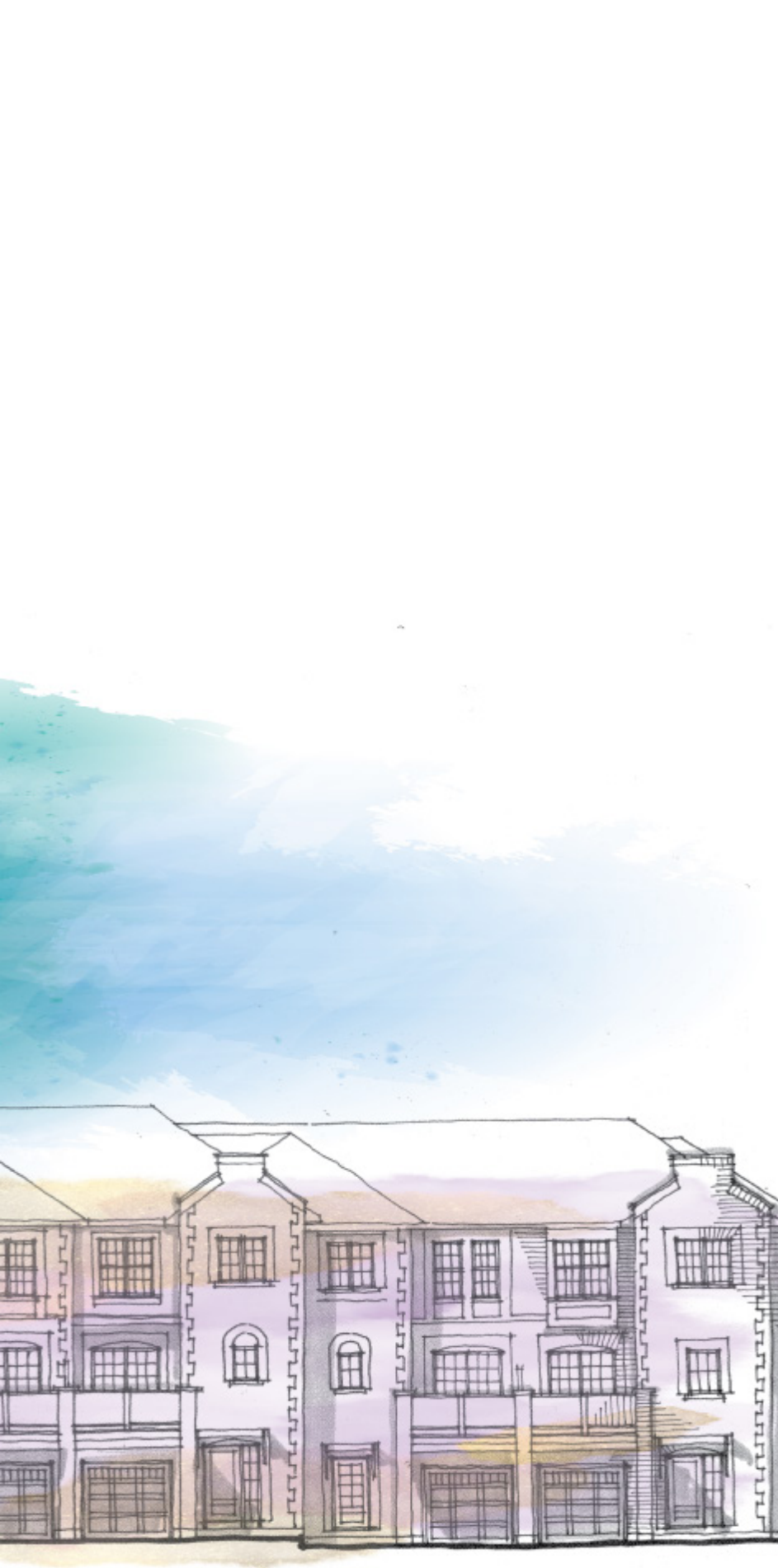
2.9 CONCLUSION

Based on our review of the proposed Community, it is our opinion that the proposal adheres to the existing design direction of the Township community design guidelines. An Urban Design Brief has been prepared in support of this proposal that provides a detailed rationale for this Community. Overall, we can conclude that:

- The design of the Subject Lands will focus on providing a safe and appropriate internal pedestrian circulation system, ensuring safe connections from the proposed townhome blocks to the public sidewalks.
- The proposed townhome blocks will be appropriately oriented to support a pedestrian friendly experience at-grade while transitioning to the existing low-rise single detached dwellings to the east.
- The massing and scale of the proposed townhome blocks is appropriate to the existing and planned context and will complement the area. The proposal represents a gentle form of intensified growth.
- The proposed design will promote and maintain the small Town and historic character of Elora.

Overall, the proposal represents good design and will build upon the existing residential and open space context in an appropriate and reasonable manner.





3.0

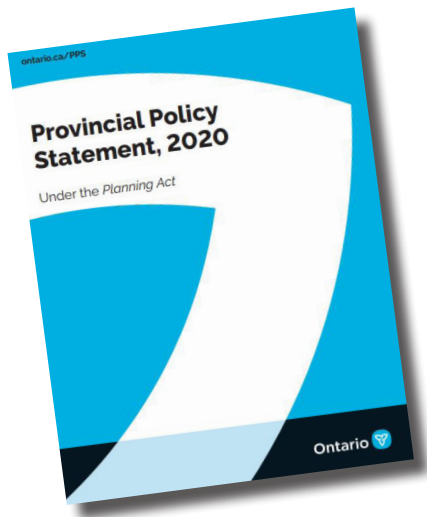
POLICY ANALYSIS

3.0 POLICY ANALYSIS

The relevant planning policies have been analyzed to evaluate how the Official Plan and Zoning By-law Amendments support the intention and goals of the policies. The proposed Community is evaluated against the policies of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the County of Wellington Official Plan, and the Township of Centre Wellington Official Plan.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to F**.

3.1 PROVINCIAL POLICY STATEMENT



The 2020 PPS was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the City of Barrie. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario's long term prosperity, economic

health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility,

provision of housing, protecting the environment and public health, and the efficient use of public services and infrastructure.

The policies within **Section 1.1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained. The proposed amendments are consistent with these policies.

The housing policies identified in **Section 1.4** require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. The proposed Community, through these amendments is consistent with the housing policies.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation and improving the mix of employment and housing uses to shorten commute journeys and decrease congestion. The proposed amendments are consistent with these policies.

Section 2.1 provides policy direction for the long term protection of natural features and areas such as significant wetlands and woodlands. **Section 2.6** identifies the need to identify and protect archaeological resources, which has occurred through the archaeological assessment. The proposed amendments are consistent with these objectives.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendments can be found in **Appendix C**. In summary:

1. The proposed amendments will allow for additional residential units to be developed, through greenfield development in an intensified form and assist in meeting housing objectives of the Province and the City.
2. The proposed amendments will allow for the efficient development of vacant lands within the Elora-Salem Urban Centre of the Township of Centre Wellington. In addition, this Community will support the financial well-being of the Township of Centre Wellington and the County of Wellington through increased tax revenue and development charges.
3. The proposed amendments will allow development which will efficiently utilize existing and planned infrastructure including municipal water and sewage services, utilities, and roads.
4. Development of the Subject Lands does not cause undue environmental or public health and safety concerns and this has been confirmed through a Phase One Environmental Site Assessment by Grounded submitted in support of this application.

5. The proposed amendments will ensure that the Subject Lands are developed in a manner which is compatible with existing and future land uses.
6. The proposed amendments will permit a range of residential dwelling types and sizes which will provide additional housing choices for existing and future residents in this area of the Township by providing family sized units.
7. The proposed Community will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.
8. The Community permitted by the proposed amendments will incorporate low impact development and other sustainable measures (which will be refined at the Site Plan stage) to assist the Province and City to become resilient to climate change.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.

3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020



The Growth Plan was approved by the Province of Ontario on June 16th, 2006, amended on July 1, 2017, May 16, 2019, and August 28, 2020, and is applicable to the Subject Lands. The Growth Plan provides a framework for implementing the Provincial Government's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. The Planning Act also requires that decisions affecting a planning matter conform to the Growth Plan. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy, and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies in **Section 2.0** of the Growth Plan

outline policies that direct where and how growth should occur. These policies promote development in compact form and a mixture of uses in the built up areas to achieve the forecasted growth targets. Specifically the Growth Plan directs the majority of growth towards settlement areas with delineated built boundaries and minimum services to create complete communities.

Section 2.2.6 outlines housing policies to support the achievement of complete communities by incorporating a mix of unit sizes to accommodate a diverse range of household sizes and incomes. These policies direct municipalities to maintain land with servicing capacity to provide at least a three year supply of residential units, which could exclusively consist of lands suitably zoned for intensification and redevelopment.

Specifically under **Section 2.0, Policy 2.2.5.9** of the Growth Plan permits conversion of Employment Areas to non-employment uses through a Municipal Comprehensive review, subject to meeting the applicable criteria. Similar to the 2020 PPS, these applications meet the applicable criteria.

Section 3.0 addresses the necessary infrastructure needed to support growth, such as transit, infrastructure corridors, water and wastewater systems, stormwater management, and public service facilities. Specifically Section 3.2 speaks to the continued investment to transit infrastructure, including bicycle and pedestrian networks, to meet

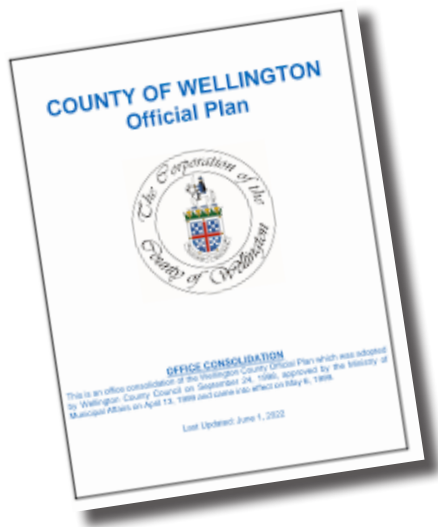
the policy objectives of moving people, goods, and connecting them to adjacent neighbourhoods and communities.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendments can be found in **Appendix D**. In summary:

1. The proposed amendments will achieve an appropriate built-form that will contribute to creating a complete community. The proposed compact built form of the townhome blocks, including the live-work units, is an efficient and appropriate utilization of land.
2. The proposed townhome blocks are compatible with existing and proposed surrounding land uses and implement the Township's vision for the lands as per the current MCR study and recent approval of Zoning By-law amendment 2022-72. The proposal will assist in meeting the daily needs of local residents by adding to the existing housing stock in the Township, providing additional employment opportunities and service commercial uses through the live-work units, and by providing common amenity areas in the form of parks for future residents to use and enjoy.
3. The proposed amendments will permit the Community of 273 new residential units supporting the housing policies set forth in the Growth Plan.
4. The proposed amendments will permit a Community which will allow for the efficient use of the Subject Lands and available infrastructure including municipal water and sewage services, utilities, and roads.
5. The Community permitted by the proposed amendments will incorporate low impact development measures and other green infrastructure to assist the Province and City in becoming resilient to a changing climate.
6. The Community permitted by the proposed amendments will incorporate green design measures such as passive and active energy conservation measures to minimize the Community's energy consumption and greenhouse gas emissions.
7. The proposed Community has been designed and oriented to minimize potential impact on the adjacent agricultural areas.
8. The proposed Community will provide a built form of housing that is not largely available in Elora. A townhome offers opportunities for workforce housing, as well as entry level housing for young families.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan.

3.3 COUNTY OF WELLINGTON OFFICIAL PLAN



The County OP was approved by the Ministry of Municipal Affairs and Housing on April 13, 1999 and came into effect on May 6, 1999. The latest Office Consolidation is dated June 1, 2022 and is the document referenced herein.

The County OP locates the Subject Lands within the Elora/Salem Urban Centre, outside of the Built Boundary, and designates them Urban Centre on Schedule A1-Centre Wellington of the County OP (**Figure 4**). They are unique as the lands directly abutting them to the west, south and north are designated Prime Agricultural areas and include some pockets of Core Greenlands and Greenlands. Additionally, the Subject Lands are located adjacent to a County Road (Wellington Road 7).

Part 3 of the County OP relates to the Wellington Growth Strategy and includes policies related to the general growth strategy, guiding growth and servicing growth. **Policy 3.1** indicates that the County will

encourage a greater share of their growth to locate in the urban system than has been the norm. New multiple lots and units for residential development will be directed to Urban Centres and Hamlets, and may be allowed in site-specific locations with existing approved zoning or designation that permits this type of development. The majority of growth will be directed to urban centres that offer municipal water and sewage services whereas growth will be limited in urban centres and hamlets that offer partial, private communal or individual on-site services. As indicated in the Functional Servicing and Stormwater Management Report being submitted, there is existing municipal infrastructure for water and sanitary servicing available to the south of the Subject Lands, at the intersection of Wellington Road 7 and David Street West, that would be extended along Wellington Road 7 to service the Subject Lands.

Part 4 of the County OP relates to the General County Policies and **Policy 4.2.2** of the County OP relates to conversion of employment lands, which include Industrial, Highway Commercial and Rural Employment Areas, and permits a conversion of such lands to non-employment uses only through a municipal comprehensive review where certain criteria have been demonstrated. Based on our review of the recently approved OPA 119 (County Growth Structure) Amendment, one of the amendments relates to deleting the words “Highway Commercial” from **Section 4.2.2** so that it only relates to Industrial and Rural Employment Areas identified on Schedule A of the OPA. As the Subject Lands are shown as a

Designated Greenfield Area and not an Industrial or Rural Employment Area on this Schedule, **Policy 4.2.2** would no longer apply to the Subject Lands. Furthermore, the Subject Lands were recently rezoned to permit higher intensity residential units by the Township, thereby reaffirming the non-applicability of **Policy 4.2.2**.

Section 4.4 provides the general Housing policies. **Policy 4.4.2** highlights that adequate supply and variety of housing at densities that are efficient and suited to small town character will be encouraged by the County. In addition, **Policy 4.4.3** indicates that the strategic approach to intensification intends to retain small town character. This is achieved through a variety of ways which include supporting increased densities in newly developing greenfield areas with a broader mix of housing types than has been the norm in small towns, and encouraging intensification within urban centres along major roadways and arterial roads. Further, **Policy 4.4.4** identifies policies to encourage increased densities and a broader mix of housing in greenfield areas. This includes requiring that new developments achieve densities which promote the overall greenfield density target of 40 persons and jobs per hectare. The proposed Community will advance these housing policies.

Section 4.6 of the County OP relates to Impact Assessment and indicates that to assess the merit of planning applications, the County or local municipality may require studies to be undertaken to measure various impacts and to propose methods for reducing or eliminating negative impacts. These studies are to include, but are not limited to planning impacts, environmental impacts, traffic impacts, agricultural impacts and fiscal impacts.

Part 7 of the County OP relates to the Urban System and **Section 7.5** provides general policies specifically related to Urban Centres. As per **Policy 7.5.1**, residential uses of various types and densities, commercial, industrial and institutional uses as well as parks and open spaces will be permitted where compatible and where services are available. More detailed official plan designations and policies as well as zoning regulations will identify the location and nature of various permitted uses in urban centres. In addition, **Policy 7.5.3** relates to land use compatibility and provides a highlighted goal of the County being that Urban Centres will provide a full range of land use opportunities normally on full municipal services. Further, **Policy 7.5.5** encourages a broad range of residential uses in urban centres in order to provide a diverse supply of housing, including affordable housing. Although single-family residence will continue to be the dominant use of urban lands, other forms of housing at densities appropriate to the servicing available and nature of the community will be developed. These may include semi-detached, duplexes, townhouses and apartment units. In our opinion, the proposed townhouse uses are permitted within the Urban Centre designation and support the urban systems policy framework.

Part 8 of the County OP relates to Detailed Urban Centre Policies and provides detailed land use policies for all urban centres identified with separate land use schedules in this Plan. **Section 8.1** provides general policies related to the Urban Centre which include the vision and major objectives. A highlighted goal of the County is for Urban Centres to be a focus for growth but it needs to retain a small town lifestyle. The vision statement identified in **Policy 8.1.3** of the County OP includes the requirement to make a greater variety of housing types more available

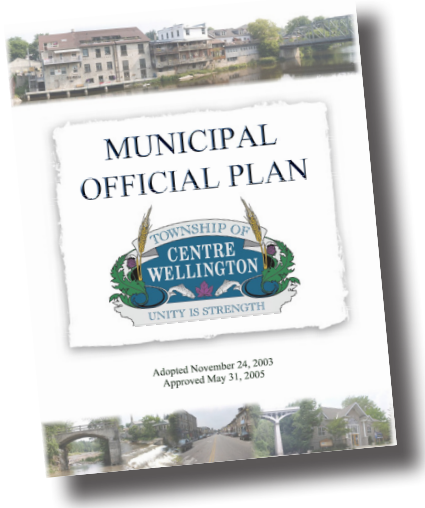
even though single-detached homes will be the dominant form of housing. The major objectives in **Policy 8.1.4** include providing opportunities for an adequate supply and diversity of housing to satisfy the varied needs of a growing community, and utilizing urban design principles that ensure public safety and security for local residents and visitors.

A full analysis of the relevant County OP policies in relation to the proposed amendments can be found in Appendix E. In summary:

1. The proposed amendments will promote the development of a complete community in the Elora/Salem Urban Centre of the County of Wellington by revitalizing and developing lands in a compact, urban form, thereby increasing their vitality.
2. The proposed amendments will respect housing policies of the County OP by providing for appropriate compact built form and a broader mix of new housing stock in the form of conventional townhome, back-to-back townhome, and live-work townhome units. The proposed Community will permit the addition of 273 units within the City, or a density of 61.3 UPH which exceeds the required greenfield density target.
3. The proposed Community addresses the County OP policies related to Impact Assessment as the various Studies being submitted conclude that the proposal will not cause any adverse planning impacts, environmental impacts, traffic impacts, and agricultural impacts.
4. The proposed amendments provide the type of development contemplated within the Urban Centres as they will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent existing residential, agricultural and recreational uses.
5. The proposed amendments will permit a Community which will allow for the efficient use of the Subject Lands and available infrastructure including municipal water and sewage services, utilities, and roads.
6. The proposed amendments will permit a range of residential townhome units, a permitted use within the Urban Centres, which will provide additional housing choices for existing and future residents in this area of the Township by providing for more family sized units.
7. The proposed amendments will contribute to making Wellington a healthier and complete County by promoting strong active transportation options that will be universally accessible.
8. The proposed Community will introduce a housing form and unit types that target first time homebuyers, creating housing that are attainable in the County of Wellington.
9. The proposed Community will integrate architectural and design features that will ensure the small town character of the Town if preserved.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the County OP.

3.4 TOWNSHIP OF CENTRE WELLINGTON OFFICIAL PLAN



It is important to note the relationship of the Township of Centre Wellington Official Plan (“Township OP”) with the County OP. Section A.2 of the Township OP indicates that the County OP provides for a consistent set of planning policies for the entire County which contains sufficient detail to provide appropriate official plan coverage for all of Centre Wellington. In addition, the County OP also provides for local municipalities to rely on the County’s planning policies or to develop their own more detailed policies for all of parts of their community. The Township of Centre Wellington has chosen to prepare its own local municipal official plan. Therefore, the Township OP applies to the Urban Centres of Centre Wellington only. Further, the County OP will set out the broad policies applying to urban areas, but the Township OP will provide detailed planning policies for land use within the boundaries of the Urban Centres.

The Township OP was approved by the Ontario Municipal Board (“OMB”) and came into effect on May 31, 2005. The Township OP locates the Subject Lands

within the Elora-Salem Urban Boundary, outside of the Built Boundary, and designates them Highway Commercial on Schedule A-1 – Land Use Plan Fergus, Elora-Salem of the Township OP (**Figure 5**). In addition, as mentioned above, the Subject Lands are located within the Northwest Elora/Salem Municipal Service Area as shown on Schedule B – Municipal Servicing Plan Fergus-Elora-Salem (**Figure 6**). Further, the Subject Lands are within a Potential Recharge Area and Potential Area for Future Water Supply Taking as shown on Schedule C – Groundwater Management Plan Fergus-Elora-Salem (**Figure 7**).

Section B of the Township OP includes the Community Values, Vision Statement, and Major Goals of the Township OP. The major goals of the Township identified in **Section B.4** include ensuring that adequate lands and services are available to allow for the future needs of the community, providing opportunities for housing, shopping, employment and recreation to serve the needs of a growing community, and providing an adequate supply and diversity of housing to satisfy the varied needs of the community. In our opinion, the proposed Community will advance these Township goals.

Section C of the Township OP provides the General Policies and Section C.5 provides the Housing Policies. **Policy C.5.1** encourages the production of a wide range of housing types to meet future housing needs through subdivision approval and zoning by-law approvals. **Policy C.5.5** relates to Residential Intensification and encourages intensification primarily in the urban centres. The

strategic approach to intensification intends to retain small town character and revitalize downtown areas which includes, among others, supporting increased densities in newly developing greenfield areas with a broader mix of housing types than has been the norm in small towns, and encouraging intensification within urban centres along major roadways and arterial roads. Further, **Policy C.5.6** provides policies pertaining to greenfield housing. In Greenfield areas, the Township is to encourage increased densities and a broader mix of housing and will require new developments to achieve densities which promote the overall greenfield density target of 40 persons and jobs per hectare and specifically strive to attain at least 16 units per gross hectare (6.5 units per gross acre) in newly developing subdivisions. The proposed Community will advance these housing policies and exceed the targeted overall greenfield density target.

Section C.6 of the Township OP provides policies related to Municipal Services. **Policy C.6.1** requires that all new development within the Elora-Salem Urban Centre be provided with full municipal services. In addition, **Policy C.6.2** indicates that municipal sewer and water services are available in the Fergus and Elora-Salem Urban Centres and requires all new development within this Urban Centre to connect to these services where they are available. In addition, it is the long-term intention of the Township to eventually provide municipal sewage and water services to all of the areas that are designated as part of the Fergus and Elora-Salem Urban Centres. Further, new development or lot creation with individual private servicing is not permitted within this Urban Centre except where municipal services are not expected to be made available and where the extension of

municipal services is not expected to occur for a considerable period of time, subject to conditions. As indicated in the Functional Servicing and Stormwater Management Report being submitted, there is existing municipal infrastructure for water and sanitary servicing available to the south of the Subject Lands, at the intersection of Wellington Road 7 and David Street West, that would be extended along Wellington Road 7 to service the Subject Lands.

Section C.4 of the Township OP provides policies related to Ground and Surface Water Resources. As indicated above, the Subject Lands are within a Potential Recharge Area and Potential Area for Future Water Supply Taking. **Section C.4.5.2** relates to both of these areas and states that the extent of these areas is provided for information purposes only. The Township will develop more specific policies and guidelines regarding these groundwater management areas in consultation with the County of Wellington, the Ministry of the Environment and the Grand River Conservation Authority. These Groundwater Management Areas will be factored into the consideration in the review of development applications. A Hydrogeological Assessment has been prepared by Grounded in support of the applications that has considered these groundwater management areas.

Section C.15 of the Township OP provides policies related to Community Design. These policies apply to individual sites, new subdivisions, secondary plan areas, and to the community in its entirety. An Urban Design Brief has been prepared in support of these applications to address these design policies.

As indicated above, the Subject Lands are designated Highway Commercial on Schedule A-1-Land Use Plan Fergus, Elora-Salem of the Township OP. **Section D.5** of the Township OP relates to the Highway Commercial designation and **Policy D.5.1** states that the Highway Commercial designation is to provide commercial uses that serve the travelling public or uses not usually considered compatible within the downtown of the urban centre. **Policy D.5.3** relates to permitted uses for this designation and indicates that uses such as motels, automotive sales and service, general convenience commercial uses, recreational uses, restaurants and banquet halls are permitted. Additionally, uses such as building supply outlets, wholesale outlets, churches, funeral homes, garden centres, furniture stores, home furnishing centres, liquor, beer and wine stores may also be permitted subject to the provisions of the Zoning By-law. Further, residential uses may be permitted within mixed use developments provided that commercial uses are located at street level, and land use compatibility can be addressed. Based on these permissions, in our opinion, townhouse uses would not be a permitted use within the Highway Commercial designation as they are not mixed use and therefore would require an Official Plan Amendment to the Township OP.

Policy D.5.4 states that the Zoning By-law will establish setback, height, lot coverage and parking standards that encourage low density and low coverage commercial development, and that the Zoning By-law may also limit the gross floor area of any highway commercial development. In addition, **Policy 5.5** requires that access to any road shall be carefully regulated to ensure the safe movement of vehicular and pedestrian traffic. Site Plan control by-laws and

agreements are to be used to limit the number and location of road access points. Further, **Policy 5.6** encourages site design standards to provide aesthetically acceptable development. Where Highway Commercial areas are adjacent to residential areas, appropriate measures shall be taken to provide adequate setbacks, landscaping and screening and to control design elements that may detract from the residential area.

The Official Plan Amendment is required to add back-to-back, cluster and live-work townhouses as a permitted use at grade and above a live-work unit. In addition, the OPA is required to recognize live-work units within the first 20 metres of Wellington Road 7 as commercial uses for the purposes of this site specific policy.

Similar to **Section 4.6** of the County OP, **Section E.1** relates to Impact Assessment and indicates that in assessing the merit of any development application requiring approval under the Planning Act, the Township may require studies to be undertaken to measure various impacts and to propose methods for reducing or eliminating negative impacts. These studies are to include, but are not limited to planning impacts, environmental impacts, traffic impacts, agricultural impacts and fiscal impacts. The requirements for these studies are further detailed within this section.

Section C.18.2 of the Township OP provides policies related to conversion of employment lands, which include Industrial, Highway Commercial and Future Employment Lands and permits a conversion of such lands to non-employment uses only through a

municipal comprehensive review where certain criteria have been demonstrated. Based on our discussions with the Director Planning of the Township, we understand that if a submission addresses the criteria under **Section 4.2.2** of the County OP, it would not need to be considered through a formal Municipal Comprehensive Review Employment Area Conversion request. As noted above, **Section 4.2.2** of the County OP has been amended through the County initiated Official Plan Amendment 119 to delete Highway Commercial lands from the meaning of employment lands. As such, the conversion policies would no longer be applicable to the Subject Lands.

A full analysis of the relevant Township OP policies in relation to the proposed amendments can be found in **Appendix F**. In summary:

1. The proposed amendments will permit a range of residential townhome units, which will provide additional housing choices for existing and future residents in this area of the Township by providing for more family sized units.
2. The proposed Community will introduce a housing form and unit types that target first time homebuyers, creating housing that are attainable in the Township of Centre Wellington.
3. The proposed Community addresses the Township housing policies by providing for appropriate compact built form, a broader mix of housing types in the form of conventional townhome, back-to-back townhome, and live-work townhome units, and exceeding the targeted overall greenfield density target at a density of 61.3 UPH.
4. Development of the Subject Lands does not cause undue environmental or public health and safety concerns and this has been confirmed through the Phase One Environmental Site Assessment prepared by Grounded submitted in support of this application.
5. The proposed amendments provide a built form that positively responds to the urban design policies of the Township OP.
6. The proposed amendments address the Township Highway Commercial designation policies by providing for the type of mixed use development, in the form of live-work townhouse units, next to Wellington Road 7, as contemplated by these policies and the recently approved Zoning By-law amendment 2022-72. This, together with the remaining proposed townhouses, allows for a compact built form to be provided on these underutilized lands. In addition, the high quality built form being proposed will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent existing residential, agricultural and recreational uses while maintaining the small Town character of Elora. Further, the proposal includes appropriate parking standards and access driveways, as has been indicated in the Traffic Impact Study being submitted.
7. The proposed Community addresses the Township OP policies related to Impact Assessment as the various Studies being submitted conclude that the proposal will not cause any adverse planning impacts, environmental impacts, traffic impacts, and agricultural impacts.

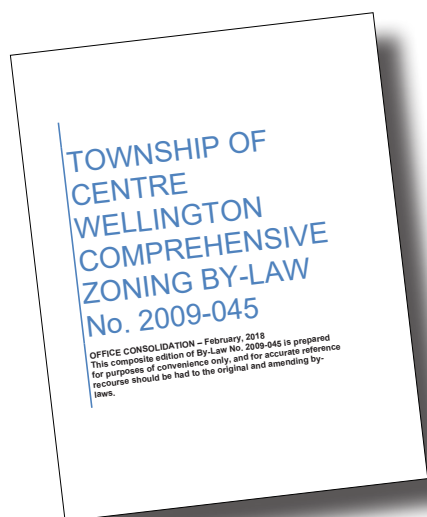
8. The proposed amendments will promote the development of a complete community in the Elora/Salem Urban Centre of the Township by achieving compact built form on vacant lands, thereby increasing their vitality.

9. The proposed amendments will permit a Community which will allow for the efficient use of the Subject Lands and available infrastructure including municipal water and sewage services, utilities, and roads.

10. The proposed amendments will contribute to making Centre Wellington a healthier and complete County by promoting strong active transportation options that will be universally accessible.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the overall policy direction of the Township OP.

3.5 ZONING



3.5.1 Township of Centre Wellington Zoning By-law 2009-045

The Subject Lands are zoned Highway Commercial (Holding) (“C2(H)”) on Map 49 of the Township of Centre Wellington Zoning By-law 2009-045 (“Zoning By-law”) (**Figure 8**). In addition, a southwestern portion of the Subject Lands are shown within an Environmental Protection (“EP”) Overlay. The “C2(H)” zone permits a variety of commercial and institutional uses as-of-right but does not permit any residential uses with exception of a dwelling unit above a ground level commercial use. As noted previously, the Township amended the Highway Commercial Zone to permit apartment buildings up to 5 storeys subject to commercial at grade, as per By-law 2022-72.

The “H” Holding provision restricts the uses on the Subject Lands to any use lawfully existing as of the date of passing of this by-law including uses accessory thereto. The requirement for removal of the Holding Provision require that Council be satisfied that adequate municipal sewer, water, and storm drainage services are available to the site, and that all necessary agreements required to provide for the proper and orderly development of the lands be executed and the applicable terms of such agreements complied with.

The “EP” overlay represents natural heritage features included in the “Greenlands” designation of the County or Township Official Plans, as well as lands to which Grand River Conservation Authority Regulation 150/06 applies (and such lands have been mapped by the GRCA). Further, the EP Overlay permits development of the lands within this overlay subject to the uses and regulations of the underlying zone as long as the requirements of **Section 9.2.3.2** of the zoning by-law are satisfied. **Section 9.2.3.3** of the zoning by-law makes mention that the limits of the EP Overlay boundaries shall be governed by **Section 2.7.3**. Additionally, where the EP overlay results from a GRCA regulation limit, and the limits of the regulated area are amended by the GRCA, then the limits of the EP overlay shall be deemed to be amended, without the need for an amendment to this by-law. The natural heritage feature appears to relate to a setback related to an isolated wetland to the west as identified by the Environmental Impact Study being submitted. As such, the Environmental Impact Study being submitted needs to demonstrate

that there will be no negative impact to the features or its ecological functions in order for development of this area to take place. An Environmental Impact Study undertaken by MNAL confirms that there are no natural constraints associated with the subject property or adjacent lands which should preclude the development of this property.

The proposed amendment to the Township of Centre Wellington Zoning By-law 2009-045 as amended by 2022-72 will rezone the Subject Lands from the current Highway Commercial (Holding) (C2(H)) Zone in the Zoning By-law to the "C2(H).XX" Zone. The "XX" site specific provision will permit residential and retirement uses in a cluster and live-work townhouse form at grade and above a live-work unit, and retirement residences, within a townhouse building containing a maximum building height of 4-storeys. In addition, the site specific provision protects for an 8-storey apartment building. The application will bring the Subject Lands into conformity with the proposed Official Plan Amendment and to implement the proposal. In addition, the existing Holding Provision applicable to the Subject Lands will need to be removed subject to meeting the conditions related to servicing and agreements.

As part of the Zoning By-law Amendment the Subject Lands will also include site specific development standards to allow the Community to occur as depicted in the submitted plans. The following are the proposed amendments to the Zoning By-law:

- Add live-work townhouse, cluster townhouse, apartment dwellings, retirement community residential, retirement residences, nursing home as permitted uses
- Exempt the requirements related to residential uses on the ground floor and require that a minimum of 8.0 m² of non-residential commercial floor area be provided for each live-work townhouse unit fronting onto Wellington Road 7.
- Permit a reduction in the rear yard setback from 7.5 metres to 4.9 metres.
- Permit a maximum height of 4-storeys for townhouses.
- Permit a maximum height of 8-storeys for apartment dwellings.

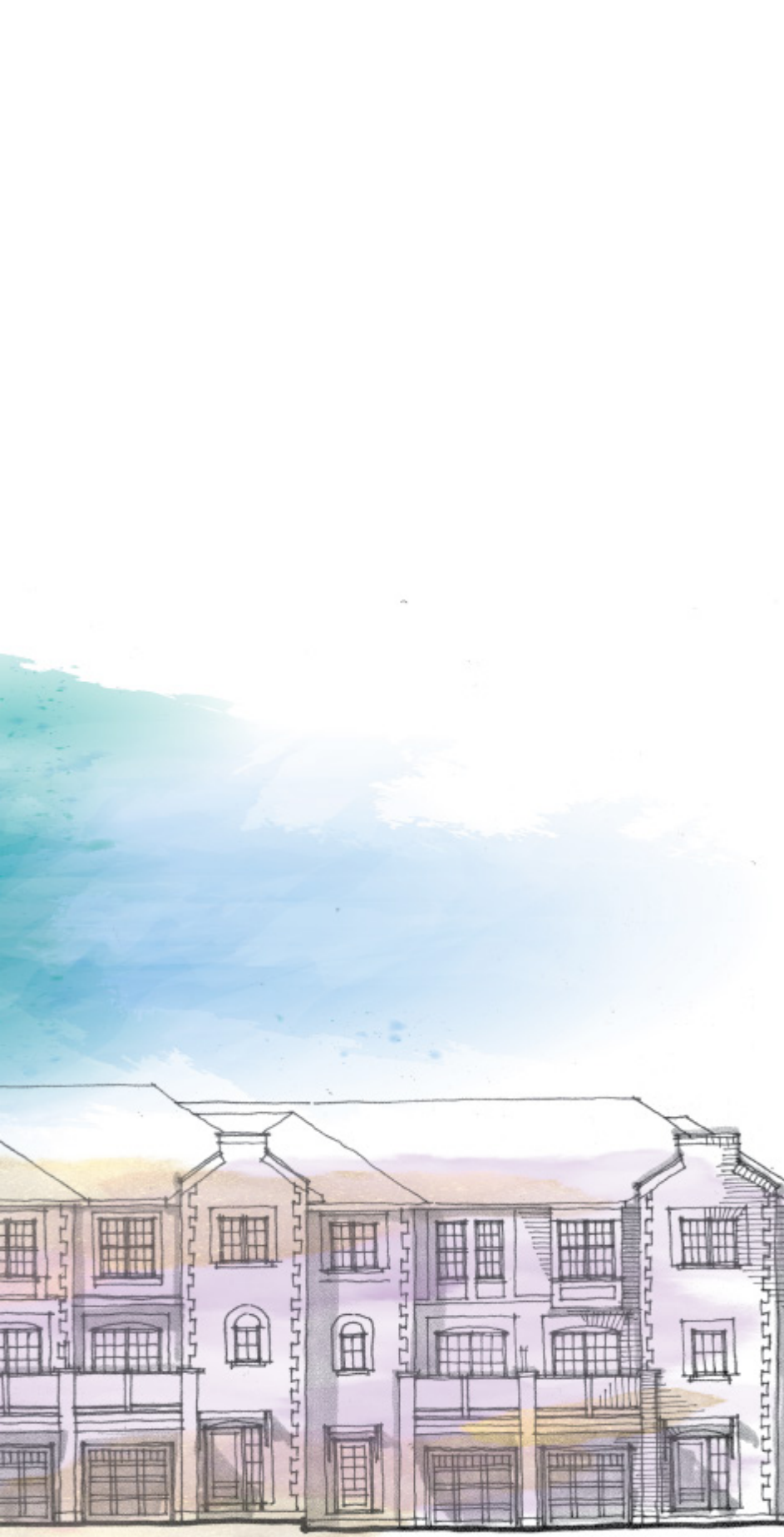
The above amendments to the Zoning By-law are reasonable and justified for the following reasons:

1. The deletion of the setback and area requirements related to residential uses on the ground floor next to a street line allows for flexibility to be provided on a site specific basis. The intent of this standard continues to be maintained as a requirement is added that each of the proposed live-work units fronting onto Wellington Road 7 must provide a minimum of 8.0 m² of non-residential commercial uses. As such, in our opinion, the deletion of this standard is reasonable and appropriate as the requirement to provide non-residential commercial uses next to Wellington Road 7 is maintained.
2. The reduction to the rear yard setback is required to the proposed cluster townhome blocks next to the west property line. All of these townhome blocks, with exception of one block, provide for a minimum setback of 6.0 metres between the back of each block and the west property line. The setback to one of the blocks is 4.9 metres as it has been shifted westerly due to a bend in the vehicular circulation network next to this block. Given the unique location of the Subject Lands, at the edge of the Urban Centre and adjacent to agricultural uses, no development is envisioned next to the Subject Lands. Therefore, proper distance separations are provided. In addition, these proposed setbacks will ensure an appropriately sized rear yard for each of the units. As such, no adverse impacts are anticipated from this reduction.

3. The proposal for an 8-storey apartment building containing a retirement residence will protect for the flexibility to provide this typology and increases the mix of housing types on the Subject Lands, including retirement living. The proposed 8-storey height limit meets a 45 degree angular plane when taken from the residential lots on the east side of Wellington Road 7 and therefore, in our opinion, achieves appropriate transition and mitigates potential impact on adjacent properties.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment are appropriate and reasonable and will not conflict with the policy direction of Provincial policies, the County OP, and the Township OP.





4.0

SUMMARY AND CONCLUSIONS

SUMMARY & CONCLUSIONS

MHBC has prepared this Planning Justification Report in support of a request for an Official Plan and Zoning By-law Amendment to permit a 273 unit townhome Community on the Subject Lands.

The proposed vision for the Subject Lands contemplates a compact townhome Community to support the existing and planned pedestrian and public realm along a major County road. The Community will establish new attainable housing opportunities for the Township, promote a sense of arrival at a gateway location to Elora, and achieve a built form, massing and architectural style that will fit harmoniously into the unique character of the Township. The development of the Subject Lands will allow for an appropriately designed compact form which implements the vision being established by the County and Township through the “Urban Centre” and “Residential” policies of the County OP and the Township OP.

The block layout on the Subject Lands follows the general design parameters used in the Township of Centre Wellington. The proposed orientation and built form of the blocks is located in such a way so that it will contribute to a compact Community that achieves compatibility through the respect of privacy and the limiting of overlook opportunities. Further, through the variety of Reports and Studies being submitted, it has been demonstrated that the proposed Community does not create any negative planning, environmental,

traffic, and agricultural impacts for the County of Township.

The density being sought will support the existing and planned infrastructure and is supportive of the growth objectives of the policies of the Province, the County, and the Township. The approval of the proposed amendments will implement provincial policy, whereas denial of the proposed amendments would not achieve those goals on the Subject Lands.

Despite the Subject Lands being designated “Highway Commercial” in the Township of Centre Wellington Official Plan, the proposed amendments implement the recently adopted OPA 119 (County Growth Structure) Amendment which no longer identifies Highway Commercial designated lands as employment lands and identifies the Subject Lands as Designated Greenfield Area and not an Industrial or Rural Employment Area. The proposal also builds on the recent Township amendments to the Highway Commercial Zone (through 2022-72) which acknowledges that multi-unit residential conforms to the Official Plan. As such, the subject OPA implements the revisions made by OPA 119 on the Subject Lands.

The site-specific provisions that form part of the amendment will permit the contribution toward the development of a complete and integrated community in an area of the County and Township.

As such, the proposed amendments are in the public interest and represents good planning for the following reasons:

1. The proposed amendments are consistent with the Provincial Policy Statement.
2. The proposed amendments conform to the Growth Plan for the Greater Golden Horseshoe.
3. The proposed amendments conform to the County of Wellington Official Plan.
4. The proposed amendments conforms to the Township of Centre Wellington Official Plan.
5. The proposed amendments provide appropriate and reasonable density along a major County road to support the existing and planned infrastructure.
6. The proposed amendments will permit a range of housing units and types which will provide additional housing choices for existing and future residents, and attainable housing options for first time homebuyers in this Urban Centre, the Township, and the County as a whole.
7. The proposed amendments permit residential development on the site in a sensitive manner, and in a compact urban form utilizing existing and planned municipal infrastructure.
8. The proposed amendments will permit a Community which will not cause any environmental or public health and safety concerns.
9. The proposed amendments will allow a Community that will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures and other green infrastructure which will be refined at the Site Plan stage.
10. The proposed amendments will permit a Community which has been planned and designed with the importance of healthy and active community living in mind, with family sized units.

11. The proposed amendments will permit a Community which is also in reasonable walking and cycling distance to commercial uses including community facilities, thus supporting a healthy and active lifestyle for future residents.

12. The proposed amendments will permit a Community which is compatible with adjacent land uses and will fit harmoniously into the existing context.

For the above reasons, we respectfully submit that the proposed Official Plan and Zoning By-law Amendments as contained in **Appendix A and B** are appropriate and we respectfully request their approval.

Yours truly,
MHBC



Eldon C. Theodore, BES, MUDES, MLAI, MCIP, RPP
Partner | Urban Designer | Planner



Mariusz Jastrzebski BURPI, MCIP, RPP
Associate | Planner



Ashish Abraham, B.E.S.
Planner

Appendix A: Official Plan Amendment

A

The Corporation of the Township of Centre Wellington
By-law 2022-XX

A By-law to adopt Amendment Number X to the Official Plan for the Township of Centre Wellington.

The Council of the Corporation of the Township of Centre Wellington, pursuant to the provisions of the Planning Act, R.S.) 1990, as amended, does hereby enact as follows:

1. That Amendment Number X to the Official Plan for the Township of Centre Wellington, consisting of text and the attached maps, and explanatory text, is hereby adopted.

2. That this By-law shall come into force and take effect on the day of the final passing thereof.

Read a first, second and third time and finally passed this X day of [Month], 2022.

Mayor - Kelly Linton

City Clerk – Kerri O’Kane

Amendment Number X
Township of Centre Wellington
Official Plan

Index

Part A – The Preamble

The Preamble provides an explanation of the proposed amendment including the purpose, location, and background information but does not form part of this amendment.

Part B – The Amendment

The Amendment describes the changes and/or modifications to the Township of Centre Wellington Official Plan.

Part C – The Appendices

The Appendices, if included, herein, provide information related to the Amendment, but do not constitute part of the Amendment.

Part A – The Preamble

Purpose

The purpose of this amendment is to create a site specific policy area to the Highway Commercial designation for the lands legally known as Part Lot 1 Concession A Wgr Pilkington Part 1, 61r4528; Centre Wellington, municipally known as 350 Wellington Road 7 (the “Subject Lands”), located on the west side of Wellington Road 7. The Subject Lands have been vacant for a long period of time and were purchased by the owner to develop the lands for residential uses in the form of townhouses. Although the Highway Commercial designation permits dwelling units within mixed use development, provided that the residential use is located above commercial use, townhouses are not a permitted use within this designation and the proposed townhouse development would not be permitted. As such, an Official Plan Amendment is required to add back-to-back, cluster and live-work townhouses as permitted uses at grade and above a live-work unit, and to recognize live-work units within the first 20 metres of Wellington Road 7 as commercial uses for the purposes of this site specific policy area. This amendment will permit the proposed 273 townhouse unit development.

Location

The Subject Lands are located on the west side of Wellington Road 7, directly west of the intersection of Wellington Road 7 and South Street, and are located outside of the Built Boundary but within the western limits of the Elora-Salem Urban Centre. The Urban Centre wraps around the Subject Lands along this stretch of Wellington Road 7.

Rationale

The proposed amendment is consistent with the policies of the Provincial Policy Statement as it will provide for compact built form on the Subject Lands. The proposed amendment will allow for the efficient development of underutilized lands within the Elora-Salem Urban Centre of the Township of Centre Wellington. In addition, it will permit a range of residential dwelling types and sizes which will provide additional housing choices for existing and future residents within this Urban Centre and the Township by providing family sized units.

The guiding principles of the Growth Plan speak to the achievement of complete communities that meet the needs of residents for daily living. The amendment will allow for the development of townhouses which will ultimately add to the existing housing stock within the Township of Centre Wellington and Wellington County.

The proposed amendment for the Subject Lands is appropriate and represents a practical use for the lands given its compatibility with the surrounding land uses. The proposed amendment will ultimately create a compact, pedestrian oriented community and will not create any negative impacts on adjacent lands. The proposed amendment is consistent with the policies of the Provincial Policy statement, Growth Plan, conforms to the policies for lands within the Urban Centre in the County of Wellington Official Plan and conforms to the Residential policies in the Centre Wellington Official Plan.

Part B – The Amendment

All of this part of the document entitled Part B – The Amendment, consisting of the following text constitutes Amendment No. X to the Township of Centre Wellington Official Plan.

Details of the Amendment

The Official Plan of the Township of Centre Wellington is hereby amended as follows:

1. That Schedule A-1 of the Township of Centre Wellington Official Plan – Elora Land Use Plan is amended by identifying the area illustrated on Schedule ‘A’ of this Amendment as PA1-15.
2. That Policy PA1-15 is added as follows:

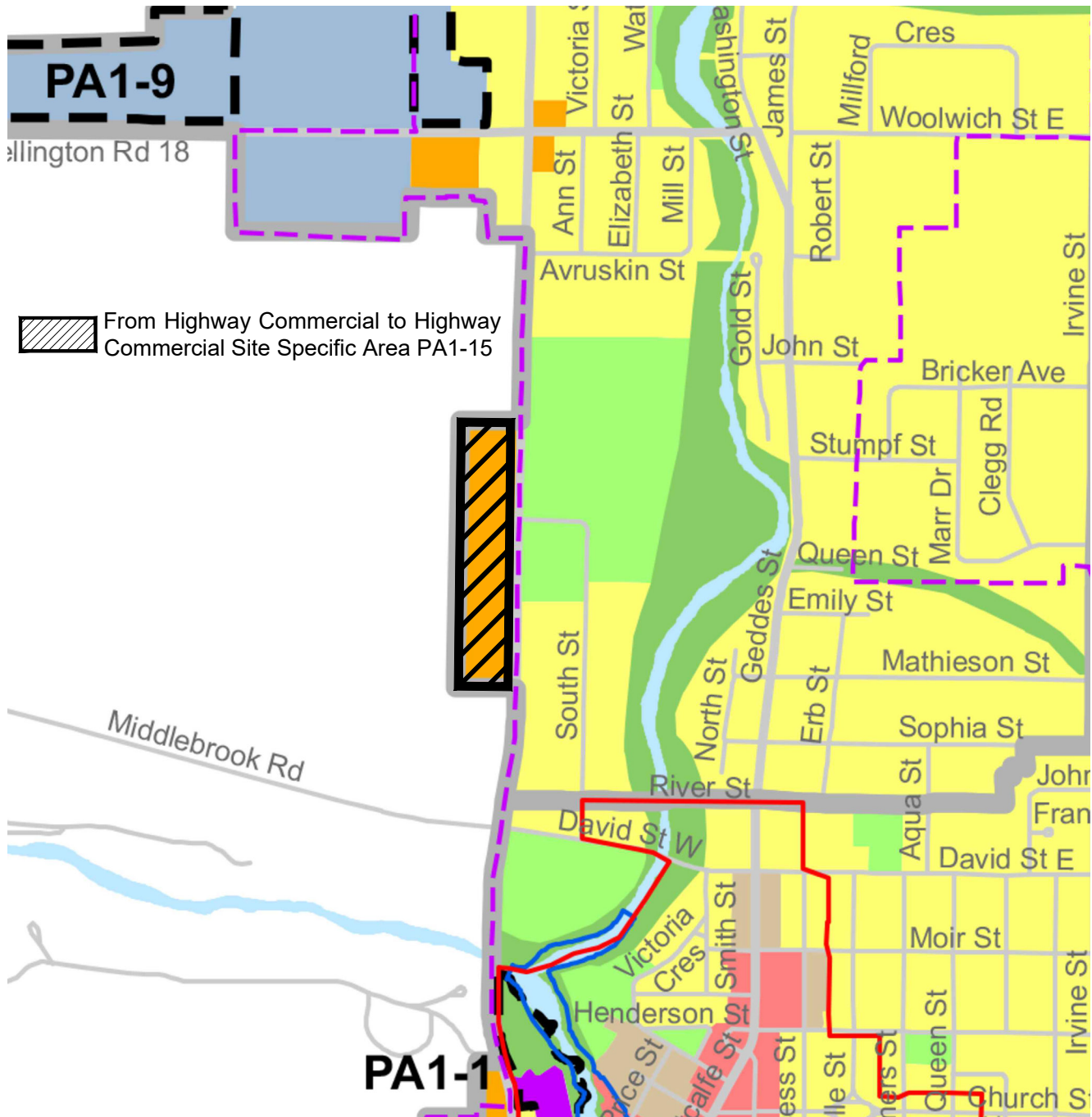
PA1-15 – 350 Wellington Road 7

Notwithstanding Policy D.5.3, back-to-back townhouses, cluster townhouses, and live-work townhouses are permitted as additional uses and building types on the lands municipally known as 350 Wellington Road 7 at grade and above a live-work unit. Furthermore, live-work units within the first 20 metres of Wellington Road 7 shall constitute commercial uses for the purposes of this designation.

The Corporation of the Township of Centre Wellington

Schedule 'A'

Official Plan Amendment Number X



Appendix B: Zoning By-Law Amendment

B

**The Corporation of the Township of Centre Wellington
By-law 2022-xx**

A By-law to amend the Township of Centre Wellington Zoning By-law 2009-045, as amended, to change the zoning of certain lands from “Highway Commercial (Holding) (C2(H))” to “Highway Commercial (Holding) Site Specific Exception Zone (C2(H).XX)”.

Whereas the Council of the Corporation of the Township of Centre Wellington deems it desirable to amend By-law No. 2009-045, as amended, pursuant to Section 34 of the Planning Act, R.S.O. 1990;

Now therefore the Council of the Township of Centre Wellington hereby enacts as follows:

1. Schedule “A” Map 49 to By-law No. 2009-045 is hereby amended in accordance with the attached Schedule “A” which forms part of this by-law.
2. Section 15 of By-law No. 2009-045, as amended, is hereby further amended by adding the following Exception:

15.XX	C2(H).XX	<p>Notwithstanding any other provision of this by-law to the contrary, on lands zoned C2(H).XX, a townhouse development containing 273 townhouse dwellings is permitted, subject to the following special provisions:</p> <p>a) The following uses shall be permitted in addition to the uses permitted under the C2 Zone:</p> <ul style="list-style-type: none"> i) Cluster townhouse ii) Back-to-back townhouse iii) Live-work townhouse unit at-grade and above a live-work unit iv) Apartment building v) Retirement residence vi) Retirement community residential vii) Nursing home <p>b) The maximum permitted building height is:</p> <ul style="list-style-type: none"> i) Townhouses: 4 storeys ii) Apartment Buildings: 8 storeys provided that a 45 degree angular plane is met when taken from the residential lots on the east side of Wellington Road 7; <p>c) For the purposes of this site specific exception, Section 10.3.4(e) does not apply provided that each live-work townhouse dwelling provides a minimum of 8.0 m² of non-residential commercial floor area with direct building access onto Wellington Road 7;</p> <p>d) The minimum rear yard setback shall be 4.9 metres;</p>
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		<p>e) The number of residential units may be increased to 317 for any proposal that includes an apartment building;</p> <p>f) Notwithstanding any severance, partition, or division of lands shown on Schedule "A" which forms part of this by-law, the provisions of this By-law shall apply to the whole of the lot as if no severance, partition or division had occurred.</p>
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3. All other applicable provisions of By-law No. 2009-045 shall continue to apply to the lands affected by this amendment.
4. This by-law shall come into effect on the date of final enactment by the Council pursuant to Section 34 of the Planning Act, R.S.O., 1990.

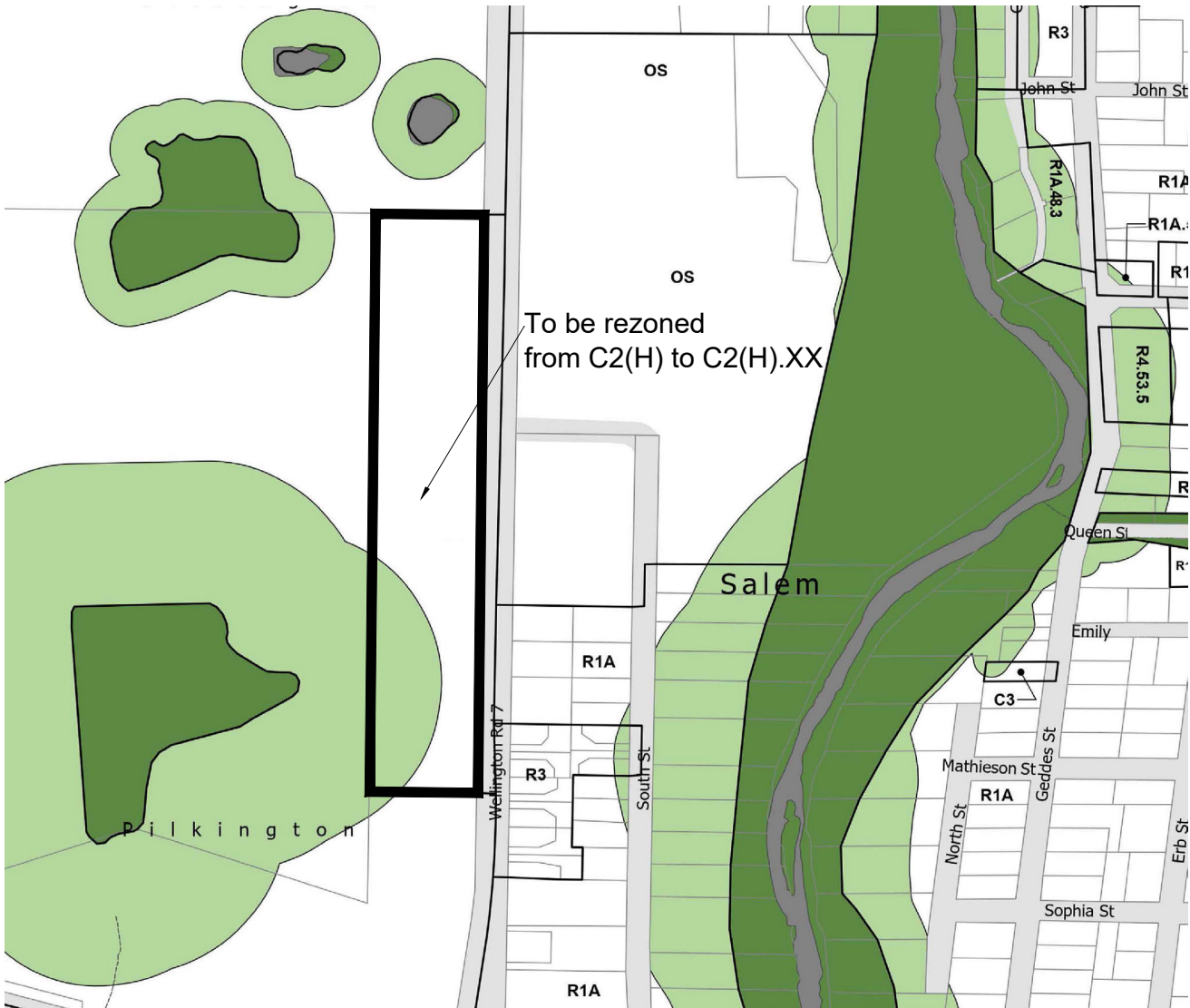
Read a first, second and third time and finally passed this X day of [Month], 2022.

Mayor – Kelly Linton

Municipal Clerk – Kerri O’Kane

Township of Centre Wellington Schedule 'A' By-Law 2022-xx

An Amendment to Township of Centre Wellington
Zoning By-Law No. 2009-045 as amended



This is Schedule 'A' to By-Law 2022-xx passed on XX day of XX,20XX.

Mayor- Kelly Linton

Municipal Clerk- Kerri O'Kane

Appendix C: Provincial Policy Statement (2020) Analysis



Appendix C: Provincial Policy Statement (2020) Analysis

The Provincial Policy Statement, 2020 (“PPS”) was approved by the Lieutenant Governor in Council and came into effect May 1, 2020. The Provincial Policy Statement replaced the Provincial Policy Statement issued April 30, 2014.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens’ welling-being, economic vitality and environmental protection.

The following is an analysis of the proposed Official Plan Amendment and Zoning By-law Amendment in relation to the 2020 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment addresses them.

POLICY

- a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *Accommodating an appropriate range and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for the older persons), employment (including industrial and commercial), institutional (including places of worship, centres, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *Avoiding development and land use patterns that would prevent the efficient expansion of*

EVALUATION

The proposal will develop a vacant greenfield site for a residential Community, thereby supporting the financial well-being of the neighbourhood, Township, County and Province.

The proposed amendments will permit a mix of residential unit types on the Subject Lands, which will contribute to diversifying the housing stock by providing a range of unit types and sizes, and meets the long-term needs of the neighbourhood, Township, and County.

The proposed Community will not cause any environmental or public health and safety concerns as confirmed by a Phase One Environmental Site Assessment prepared by Grounded.

The Subject Lands are located within the existing settlement area. No expansion to the existing

settlement areas in those areas which are adjacent or close to settlement areas;

settlement area boundary is required to accommodate the proposed Community.

e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed amendments will permit development patterns within an urban area that is in a compact urban form and will utilize the planned and existing infrastructure to the Subject Lands, thereby minimizing servicing costs and land consumption.

f) *Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*

While the proposed development form (townhomes) are technically exempt, the live/work units have the capacity to provide barrier-free movement along Wellington Road 7, and the proposal will meet all accessibility requirements as per the building code and Accessibility of Ontarians with Disabilities Act and all other required accessible standards.

g) *Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs;*

The proposed Community will utilize the existing and planned municipal infrastructure that is available to the Subject Lands, reducing servicing costs. A Functional Servicing and Stormwater Management Report has been prepared by MTE that confirms sufficient infrastructure is available within the Township to service the proposal once the services are extended to the Subject Lands.

h) *Promoting development and land use patterns that conserve biodiversity and;*

The proposed Community will mitigate impacts on the environment and conserve biodiversity as confirmed within the Environmental Impact Study prepared by Michalski Nielsen Associates Limited.

i) *preparing for the regional and local impacts of a changing climate*

The proposal will support initiatives such as developing a compact urban form and promoting sustainable movement patterns that help limit impacts on a changing climate.

Policy 1.1.3 – Settlement Areas

This Provincial Policy Statement is applicable to the proposed Community as it states that:

“the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities...It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Within this policy, the following is relevant.

Policy 1.1.3.1 of the PPS states *that settlement areas shall be the focus of growth and development.*

Evaluation: The proposed Community is situated within the existing Elora-Salem Urban Centre, which is an urban area in the Township of Centre Wellington. The proposal represents residential growth on an existing undeveloped property within this Urban Centre and Township. The proposal is compatible with the existing residential, agricultural and recreational uses abutting the Subject Lands.

Policy 1.1.3.2 states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *Efficiently use land and resources;*
- b) *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomic expansion;*
- c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *Prepare for the impacts of a changing climate;*
- e) *Support active transportation;*
- f) *Are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *Are freight-supportive.*

Evaluation: The proposed Community supports **Policy 1.1.3.2a)** as it proposes to allow for future residential uses that will efficiently use land within a settlement area. A Functional Servicing and Stormwater Management Report has been prepared by MTE that confirms sufficient infrastructure and public service facilities are available; no uneconomical expansion of services will occur as a result of this Community. The proposal supports active transportation by providing pedestrian connectivity to the broader network.

Policy 1.1.3.3 of the PPS states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities require to accommodate projected needs.*

Evaluation: The Subject Lands are located along a County Road which connects the Elora-Salem Urban Centre with surrounding areas. Although the County has not yet reached a point where public transit is a viable transportation option, we would anticipate that should public transit become a viable option that this proposal would support public transit optimization. As such, the proposed Community will assist the City in achieving the required density at this location.

Policy 1.1.3.4 of the PPS states *that appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.*

Evaluation: The proposed Community allows for compact urban form with appropriate development standards, while acknowledging the importance of public health and safety, and avoiding or mitigating risks. The proposal will not result in public health and safety issues as confirmed by the Phase One Environmental Site Assessment prepared by Grounded.

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

Evaluation: The proposed Community allows for development adjacent to an existing built-up area in a more compact urban form within a growth area. The proposed Community will provide a range of residential unit types and sizes at a transit supportive density of 61.3 UPH (24.8 UPA).

Section 1.4 Housing

Policy 1.4.1 states that *to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Evaluation: The proposal contributes to the Township of Centre-Wellington's ability to accommodate residential growth for a minimum of 10 years through the proposed residential growth in a compact urban form. The proposal will connect to the existing and planned services and utilities that are available to the Subject Lands, and will have the capacity to service the proposed townhomes.

Policy 1.4.3 states that PPS states that *planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Evaluation: The proposal introduces approximately 273 units in the form of conventional townhomes, back-to-back townhomes, and live-work townhomes to the neighbourhood. This will offer different housing options that reach a broader spectrum of living options and affordability than what exists today. The proposed 61.3 UPH will optimize the usage of the existing and planned public services, facilities and infrastructure and support the active transportation options.

Section 1.6 – Infrastructure and Public Service Facilities

Section 1.6.6.1 of the PPS addresses sewage and water infrastructure and states that *planning for sewage and water services shall direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services. Municipal sewage and water services are the preferred form of servicing for new developments.* Furthermore, **Policy 1.6.6.2** states that *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services*

Evaluation: The proposed Community represents residential growth in a compact form on vacant land within settlement areas and will utilize the existing and planned municipal sewage services and municipal water services.

Section 1.6.7 Transportation Systems

Policy 1.6.7.1 states that *transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

Evaluation: The proposed Community will provide a private road and pedestrian walkways that connect to Wellington Road 7 at three different points to allow vehicles and pedestrians to move to and from Wellington Road 7 with ease, removing the need for the expansion of municipal roads into the site. As the proposed Community is located within the Township of Centre Wellington, it will have access to Ride Well which is a public transit service that uses a rideshare model of operation within Wellington County.

Policy 1.6.7.2 states that *efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies where feasible.*

Evaluation: The Subject Lands are serviced by Ride Well which will provide access to all the municipalities within Wellington County. While the proposed Community will add critical population and employment to the Subject Lands, a Traffic Impact Study prepared by JD Engineering Inc. in support of this application confirms the proposed parking supply will accommodate the anticipated parking demand generated by the proposed development.

Policy 1.6.7.3 of the PPS states *as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*

Evaluation: Ride Well which is a public transit service that uses a rideshare model of operation within Wellington County will provide connections to all the municipalities within Wellington County and beyond.

Policy 1.6.7.4 of the PPS states that *land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Evaluation: The proposed Community will provide a transit supportive density of 61.3 UPH which is comprised of approximately 273 residential units.

Section 1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for impacts of a changing climate through land use and development patterns with:*

POLICY

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure, and*
- g) *maximize vegetation within settlement areas, where feasible.*

EVALUATION

The proposed buildings will be in a compact form.

The Subject Lands are currently serviced by the Ride Well rideshare service. The proposed Community will provide continuous pedestrian pathways to offer active transportation options. The proposal will utilize existing and planned facilities connecting the proposed Community to the surrounding uses.

The proposed Community is in proximity to the residential, commercial and recreational uses in the surrounding areas. The addition of residential and live-work uses on the Subject Lands will help reduce commute time and emissions in Elora, allowing residents to have an easy access live-work environment.

The proposed Community will maximize energy efficiency and conservation through supporting green initiatives that will be addressed at the Site Plan Approval stage.

The proposal provides for a shared outdoor amenity area in the form of two parks and at the

same time protects the existing natural heritage features outside of the developable area as confirmed by the Environment Impact Study, prepared by Michalski Nielsen Associates Limited.

Wise Use and Management of Resources

2.1 Natural Heritage

Within **Section 2** Wise Use and Management of Resources, **Policy 2.1**, describe how natural features and areas should be protected for long term. The following is a review of the relevant policies and how the proposed amendment addresses them.

Policy 2.1.1 states that *natural features and areas shall be protected for the long term*. **Policy 2.1.2** states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features*. **Policies 2.1.5- 2.1.8** outline the development and site alternation policies and restricts development from a range of areas containing environmental features such as but not limited to fish habitat, wetlands, and significant valleylands.

Evaluation: An Environmental Impact Study by MNAL confirms that there are no natural constraints associated with the subject property or adjacent lands which should preclude the development of this property.

2.6 Cultural Heritage and Archeology

Policy 2.6.4 states that *Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources*.

Evaluation: A Stage 1-2 Archeological Assessment has been undertaken by CRM Lab Archeological Services which has confirmed that the Subject Lands do not contain any archaeological resources of cultural heritage value or interest and no further archaeological assessment is required.

Based on the above, it is concluded that the Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.

Appendix D: Growth Plan Analysis, 2020

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Appendix D: Growth Plan Analysis, 2020

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), as amended on August 28, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed Official Plan and Zoning By-law Amendments are in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposed Community.

Policy 1.2.1 states that the successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable by incorporating approaches to reduce greenhouse gas emissions.

Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the proposal optimizes the use of existing and planned water, wastewater and stormwater infrastructure available to the Subject Lands to support growth in a compact and efficient form. Further, the proposal will provide for a mix of housing options in the neighbourhood that is in proximity to existing commercial and recreational uses and will provide for active transportation options through a proposed pedestrian circulation network.

Section 2.2.1 Managing Growth

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan, or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review, will be used for planning and managing growth in the Greater Golden Horseshoe ("GGH") to the horizon of this Plan.

Evaluation: The proposed Community will permit residential uses which will assist in achieving the population targets for the City as set out in through this policy and in Schedule 3 of the Growth Plan.

The relevant policies of **Section 2.2** are described and addressed as follows:

Policy 2.2.1.2 states that *forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands.*

Evaluation: The proposal supports the Growth Plan's growth directives by locating development within a settlement area where existing and planned municipal water and wastewater systems are available to the Subject Lands, and offer housing options that support a complete community. Furthermore the Subject Lands are strategically located in an area well served by commercial and recreational uses.

Policy 2.2.1.4 states that *applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *Provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodates the needs of all household sizes and incomes;*
- d) *expand convenient access to:*

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
- ii. public service facilities, co-located and integrated in community hubs;
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

Evaluation: The proposed Community will contribute to achieving complete community by:

- providing a diverse range and mix of housing options including family sized units;
- providing on site pedestrian connections to open space/park area;
- proposing a high-quality built form with high visual interest;
- the proposed Community will reduce the demand of vehicles by being located within the boundary of Wellington County’s Ride Well service (a public transit service that uses a rideshare model of operation), thereby reducing travel demands and thus greenhouse gas emissions; and,
- providing green infrastructure and low impact development features to be refined at the site plan stage.

2.2.6 Housing

Policy 2.2.6.1 states *Upper – and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as other policies of this Plan by:*
 - i. *Identifying a diverse range and mix of housing options and densities, including additional residential units, and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*

Furthermore, **Policy 2.2.6.3** states *to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

Evaluation: The proposed Community has been designed to be supportive of this housing goal, and provides for a mix of conventional townhome units, back-to-back townhome units, and live-work townhome units and sizes to accommodate a diverse range of household sizes and incomes. The proposed Community includes approximately 273 residential units which will assist the Township by providing additional residential units to the housing supply.

Section 3.2 - Policies for Infrastructure to Support Growth

Policy 3.2.7.2 states that *proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*

- a) is informed by a subwatershed plan or equivalent;
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

Evaluation: A Functional Servicing and Stormwater Management Report prepared by MTE has been submitted in support of the Official Plan and Zoning By-law Amendment applications that proposes a low impact approach to stormwater retention and slow release to meet pre-development flows off-site, therefore addressing Policy 3.2.7.2. A more detailed Stormwater Management Report will be submitted during the detailed design stage at Site Plan Approval.

2.2.7 Designated Greenfield Areas

As the Subject Lands are surrounded by development but have been predominantly uses for agricultural/farming purposes, the lands are considered designated greenfield areas. This is further confirmed in the recently Council adopted OPA 119 (County Growth Structure) which identifies the lands as Designated Greenfield Areas on Map A1: County Growth Structure – Centre Wellington.

Policy 2.2.7.1 states that *new development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

Furthermore, **Policy 2.2.7.2** states that *the minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

- a) *The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare;*

Evaluation: The proposal supports the achievement of complete communities by diversifying the mix and range of housing options available in the Community, in walking distance to active transportation options and supportive services within a 5-10 minute walk. The Community will achieve a density of 157 people and jobs per hectare, meeting the minimum density targets (based on 273 units at 2.57 people per unit and 4.45 ha and recognizing that live/work units would represent the same unit density).

4.2.2 Natural Heritage System

Policy 4.2.2.1 states that *a Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.*

Evaluation: As the Subject Lands are within a Settlement Area, the Natural Heritage System policies do not apply. Regardless, an Environmental Impact Study undertaken by MNAL confirms that there are no natural constraints associated with the subject property or adjacent lands which should preclude the development of this property.

Based on our analysis, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan.

Appendix E: The County of Wellington Official Plan Analysis



Appendix E: The County of Wellington Official Plan Analysis

The County of Wellington Official Plan (“County OP”) was approved by the Ministry of Municipal Affairs and Housing (MMAH) on April 13, 1999 and came into effect on May 6, 1999. The Office Consolidation was last updated on June 1, 2022 and is the document referenced herein.

The County OP locates the Subject Lands within the Elora/Salem Urban Centre, outside the Built Boundary, and designates them Urban Centre as shown on Schedule A1-Centre Wellington of the County OP. Additionally, the Subject Lands are located adjacent to a County Road (Wellington Road 7).

PART 3 – WELLINGTON GROWTH STRATEGY

Section 3 provides the general goals, policies and objectives of the County’s growth management strategies.

Policy 3.1. states that *to achieve the general growth strategy Wellington will encourage a greater share of the County’s growth to locate in the urban system than has been the norm. New multiple lots and units for residential development will be directed to Urban Centres and Hamlets, and may be allowed in site-specific locations with existing approved zoning or designation that permits this type of development. The priorities for directing growth will be as follows:*

1. *the majority of growth will be directed to urban centres that offer municipal water and sewage services.*
2. *growth will be limited in urban centres and hamlets that offer partial, private communal or individual on-site services.*
3. *to a lesser extent, growth will also be directed to secondary agricultural areas.*

Evaluation: The proposed Community will be built within the Urban Centre which permits the type of residential development being contemplated. The proposal will facilitate growth within the Urban Centre and will allow for the efficient use of existing and planned infrastructure, which includes municipal water and sewage services that are available within the Township to service the proposal once the services are extended to the Subject Lands.

Policy 3.3 states that *Wellington has the following objectives for growth:*

- *to encourage efficient cost effective development patterns;*
- *to take advantage of capacities in existing and planned water, waste water, utilities and transportation systems;*
- *to encourage growth in urban areas;*
- *to identify and promote opportunities for growth in the built up areas of urban centres through intensification and redevelopment where this can be accommodated, taking into account small town scale and historic streetscapes;*
- *to encourage more efficient use of land through increased densities in designated Greenfield areas of urban centres;*
- *to identify areas outside of prime agricultural areas as a location for rural growth opportunities;*
- *to maintain a healthy balance between jobs and housing in order to reduce the need for long distance commuting, and increase the modal share of walking and cycling, where appropriate;*
- *to provide choice for residents and businesses by providing a variety of growth opportunities, housing types, services, recreation and cultural activities, and public open space;*

- to encourage mixed-use and pedestrian-friendly development in appropriate locations;
- to prohibit the establishment of new settlement areas; and
- to support a culture of conservation, including water, energy and cultural heritage conservation, air quality protection and integrated waste management.

Evaluation: The proposal addresses this Policy by:

- facilitating gentle density through an efficient and cost effective development pattern in the Urban Centre, while also utilizing the existing and planned services and infrastructure, where possible.
- providing a range of housing types in the form of conventional townhomes, back-to-back townhomes, and live-work townhome units to encourage more efficient use of land through increased densities;
- maintaining a healthy balance between jobs and housing in order to reduce the need for long distance commuting;
- encouraging mixed-use and pedestrian-friendly development by providing live/work units and providing pedestrian connections throughout the development that connect to Wellington Road 7 as well to provide connections to the nearby recreational and commercial uses.

Policy 3.3.1 states the following targets:

Residential Intensification: By the year 2015 and for each year thereafter, a minimum of 20 percent of all residential development occurring annually will be within the built-up area.

Greenfield Density: the designated greenfield area of the County will be planned to achieve an overall minimum density of not less than 40 residents and jobs per hectare.

Affordable Housing: minimum of 25% of new housing in the County will be affordable to low and moderate income households.

Evaluation: The residential intensification target does not apply to the proposed Community as the Subject Lands are located just outside the built-up area boundary. However, the proposed Community will achieve a density of 61.3 units per hectare which exceeds the greenfield density target. The proposal will also provide attainable housing options and the Owner will work with the County on any affordable housing funding mechanisms available to support this policy objective if available.

Policy 3.4 states that *Wellington will provide for the efficient and environmentally sound use of land by encouraging full municipal water and waste water services for new development. Where full municipal services are not available or cannot be provided, municipalities may choose to use private communal sewage services and private communal water services. The use of individual on-site systems will be limited to the low intensity uses in the rural system and unserved settlement areas. Existing development and development commitments based on individual on-site services may be recognized and, if proven adequate, may continue. Development commitments may include lands designated or zoned for development or with approved subdivisions.*

Evaluation: The Functional Servicing and Stormwater Management Report indicates that the Subject Lands are currently not serviced but that the Township has sufficient water supply through 2028 and that there is ample sanitary capacity and allocation, once the services are brought along

Wellington Road 7. Servicing to the Subject Lands are driven by the timing of when the development of the lands would take place, currently anticipated for 2024.

PART 4 – GENERAL COUNTY POLICIES

Section 4 provides the general goals, policies and objectives of the County's planning strategies.

Policy 4.4.1 states that *the County will ensure that residential growth can be accommodated for a minimum of 10 years through residential intensification, redevelopment and if necessary, lands which are designated and available for new residential development.*

Evaluation: The proposed Community will accommodate residential growth through compact urban form by providing 273 townhome units to help achieve the County's housing goals.

Policy 4.4.2 states that *the County will provide for a variety of housing types to satisfy the present and future social, health and well-being requirements of residents of the regional market area. New residential developments will be promoted at densities which efficiently use available servicing and are appropriate to site conditions and existing patterns of development.*

Evaluation: The proposed Community will provide for a variety of townhomes in the form of conventional townhomes, back-to-back townhomes, and live-work townhome units that promote densities that are appropriate to the site condition and existing patterns of development.

Policy 4.1.5.j states that *where the County has determined a proposed development has areas of archaeological potential, an assessment of the property will be required to identify archaeological resources. Resources identified and determined to be significant will be conserved. The County may also require parts of a site to be excluded from development in order to maintain the heritage integrity of the site*

Evaluation: A Stage 1-2 Archaeological Assessment has been undertaken by CRM Lab Archaeological Services which has confirmed that the Subject Lands do not contain any archaeological resources of cultural heritage value or interest and no further archaeological assessment is required.

Policy 4.2.2 states that *conversion of employment lands (Industrial, Highway Commercial and Rural Employment Areas) within employment areas to non-employment uses which, for the purposes of this sub-section includes major retail uses, may be permitted only through a municipal comprehensive review where it has been demonstrated that:*

- a) *there is a need for the conversion;*
- b) *the municipality will meet its employment forecast allocation;*
- c) *the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other policies of this Plan.*
- d) *there is existing or planned infrastructure to accommodate the proposed conversion;*
- e) *the lands are not required over the long term for the employment purposes for which they are designated;*
and
- f) *cross-jurisdictional issues, if any, have been considered.*

Evaluation: Based on the County's current MCR process and the recently adopted OPA 119 (County Growth Structure) Amendment, one of the amendments relates to deleting the words "Highway

Commercial" from Section 4.2.2 so that it only relates to Industrial and Rural Employment Areas identified on Schedule A of the OPA. The Subject Lands are shown as a Designated Greenfield Area and not an Industrial or Rural Employment Area. Therefore, Policy 4.2.2 would no longer apply to the Subject Lands.

Policy 4.4.3 states *this Plan contains policies encouraging intensification primarily in urban centres but also, to a much lesser extent in hamlets. The strategic approach to intensification intends to retain small town character and revitalize downtown areas which includes:*

- a) *supporting increased densities in newly developing greenfield areas with a broader mix of housing types than has been the norm in small towns;*
- b) *supporting appropriate intensification in all areas within the built boundary including adaptive re-use or redevelopment of brownfields and greyfields;*
- c) *encouraging added housing above commercial uses in and near the downtown, in residential transition areas, and in other main commercial areas;*
- d) *encouraging intensification within urban centres along major roadways and arterial roads;*
- e) *encouraging modest intensification in stable residential areas respecting the character of the area. Stable residential areas are considered to be established areas generally consisting of predominantly low density housing on local roads with the built boundary;*
- f) *conserving cultural heritage and archaeological resources where feasible, as built up areas are intensified;*
- g) *encouraging intensification which results in new rental accommodation;*
- h) *encouraging small scale intensification in hamlets consistent with their character and servicing including accessory or second residences, limited severances and conversions; and*
- i) *encouraging the development of appropriate standards for residential intensification, redevelopment and new residential development which are cost effective, environmentally sound and compatible with existing uses, small town scale and character;*
- j) *ensuring that adequate infrastructure is, or will be, established to serve the anticipated development.*

Evaluation: The proposed Community will support increased densities in newly developing greenfield areas with a mix of housing types which includes conventional townhomes, back-to-back townhomes, and live-work townhome units. The proposed Community will provide live/work units and will be situated along a major County Road. Furthermore, the proposed Community will ensure the development is cost effective, environmentally sound and compatible with existing uses, small town scale and character. This is achieved through more compact built form and building heights which allow for transition with the existing surrounding land uses. Further, the proposal will utilize the existing and planned municipal infrastructure which is sufficient to meet the needs of the proposed development.

Policy 4.4.4 states that *in greenfield areas, the County will encourage increased densities and a broader mix of housing and will:*

- a) *encourage approved but undeveloped plans of subdivision to consider revisions which add additional housing units in appropriate locations;*
- b) *require new developments to achieve densities which promote the overall greenfield density target of 40 persons and jobs per hectare and specifically:*
 - i) *strive to attain at least 16 units per gross hectare (6.5 units per gross acre) in newly developing subdivisions;*
 - ii) *somewhat lower densities may be considered in newly developing subdivisions where physical and environmental constraints such as larger than normal storm water management requirements, parcel*

dimensions that do not yield efficient lotting patterns and the need for transition areas from adjacent land uses, or on small parcels of under 2 hectares (5 acres);

- iii) In (i) and (ii) above gross hectares or gross acres means residential land excluding environmentally protected features and non-residential uses (schools, convenience commercial) but includes roads, parks, storm water management areas or other utility blocks; and*
- iv) encourage the introduction of medium density housing types in new subdivisions and other Greenfield areas.*

Evaluation: The proposed Community will permit the addition of 273 units within the City, or a density of 61.3 UPH which exceeds the required greenfield density target.

Policy 4.6.1 states that *in order to assess the merit of planning applications, the County or local municipality may require studies to be undertaken to measure various impacts and to propose methods of reducing or eliminating negative impacts. These studies shall be prepared by qualified professionals and will include, but are not limited to:*

- *planning impacts*
- *environmental impacts*
- *traffic impacts*
- *agricultural impacts*
- *fiscal impacts*

Studies prepared as part of an environmental assessment, licensing procedure or other planning process may fulfill all or part of the requirements of this section.

Furthermore, **Policy 4.6.2** states that *planning impact assessments may be required to evaluate:*

- a) the need for the proposed use other than for aggregate operations, taking into account other available lands or buildings in the area;*
- b) the appropriateness of the proposed site for the use proposed taking into consideration the size and shape of the land and its ability to accommodate the intensity of use proposed;*
- c) the adequacy of the proposed method of servicing the site;*
- d) the compatibility of the proposed use with consideration given to the height, location, proximity and spacing of buildings; the separation between various land uses; impacts from noise, odour, dust or other emissions from the proposed use and from adjacent land uses; loss of privacy, shadowing or impact on cultural heritage resources and landscapes;*
- e) the impact on natural resources such as agricultural land and mineral aggregate deposits;*
- f) the impact on biodiversity and connectivity of natural features and areas;*
- g) the exterior design in terms of bulk, scale and layout of buildings and other design elements; h) the possibility that site contamination has occurred or the site may contain historic petroleum wells or associated works, and if so, demonstrate compliance with provincial regulations;*
- i) methods of reducing or eliminating negative impacts;*
- j) other planning matters considered important by a Council.*

Furthermore, **Policy 4.6.3** states that *Environmental impact assessments prepared by a qualified person may be required to evaluate the impacts a proposed development may have on the natural environment and the means by which negative impacts may be reduced or eliminated. An environmental impact assessment may include some or all of the following:*

- a) a description of the proposal, including a statement of purpose;*

- b) a description of the existing land use on the subject lands and adjacent lands, as well as the relevant land use regulations;
- c) an identification of proposed land uses and activities and potential environmental impacts;
- d) a delineation of any environmental constraint area on a site plan;
- e) a description of the terrestrial and aquatic resources, natural and built landforms, surface and groundwater and other significant environmental features or functions on the site;
- f) an assessment of the impact on groundwater resources and in particular existing private wells and municipal supply wells in the area;
- g) a consideration of the need for a subwatershed study;
- h) an assessment of the impact on groundwater resources and in particular existing private wells and municipal supply wells in the area;
- i) a statement of the relative environmental and ecological significance of the natural features and functions affected by the proposal;
- j) a consideration of the potential to maintain, restore or where possible, improve the longterm ecological function and biodiversity of natural heritage systems;
- k) requirements to be addressed in Site Plans and/or Development Agreements;
- l) a statement that there are no negative impacts on provincially significant greenland features and functions and a description of the means by which negative environmental impacts will be mitigated in other greenland areas.
- m) a consideration of the potential for enhancement of environmental features or functions through site design alternatives;
- n) a proposal for monitoring, where needed;
- o) such additional concerns as a Council may consider relevant.

Finally, **Policy 4.6.4** states that where a development proposal may add significant volumes of traffic to a road system or where development is proposed in an area with recognized road deficiencies, a Council may require a traffic impact assessment. The assessment may include any or all of the following:

- a) pre and post development traffic patterns and volumes;
- b) structural adequacy and capacity of the existing and proposed road system;
- c) convenience, accessibility and safety of the site for people and vehicles and the effect on traffic customarily on the road;
- d) sight distance visibility;
- e) grade (slope) of road;
- f) suitability of the road for all weather conditions;
- g) suitability of the site or roads for snow plowing and removal;
- h) pedestrian and bicycle traffic flows and potential conflicts, particularly where schools or senior facilities are nearby;
- i) ability of new roads to meet municipal standards;
- j) means by which negative impacts will be reduced or eliminated;
- k) such additional concerns as a Council may consider relevant.

Evaluation: The proposed OPA and ZBA applications include the necessary studies required to be able to assess the planning impacts, environmental impacts, traffic impacts, and agricultural impacts. Aside from this Planning Justification Report where the Conclusions can be found in Section 4.0, the remaining Studies indicate the following:

Environmental Impacts

An Environmental Impact Study is being submitted with the Applications which has been scoped on the basis of the specific attributes of the property and adjacent lands. This Study demonstrates that there are no natural environment constraints within the subject property. Further, the environmental constraints on the adjacent lands (three wetlands) are all sufficiently far away (a minimum 65 m from the subject property limits) and of a nature that there is little potential for negative impacts; the only potential impact is on the water balance of two of those wetlands, with measures having been incorporated into the servicing plans for the project to ensure that their water balance is maintained. As such, there are no natural environment concerns which should preclude the proposed medium density residential community. Permissions will need to be obtained from GRCA for development over a portion of these lands, however there should be no reason why that agency would not permit this properly planned community. Nor are there any reasons, from a natural heritage perspective, why such development should not be approved by the Township of Centre Wellington or Wellington County.

Traffic Impacts

A Traffic Impact Study is being submitted with the Applications. This Study indicates that the proposed community will not cause any operational issues and will not add significant delay or congestion to the local roadway network. In addition, the proposed parking supply meets the minimum requirements in the Township's Zoning By-law 2009-045. Further, the proposed north access, centre access, and south access will operate efficiently as full-movement accesses, with one-way stop control for eastbound movements. A single ingress and egress lane at the north access, centre access and south access will provide the necessary capacity to service the proposed community.

Agricultural Impacts

Based on the Minimum Distance Separation (MDS) Document – Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks Document, Publication 853, prepared by the Ministry of Agriculture, Food and Rural Affairs of the Province of Ontario, Implementation Guideline 36 relates to Non-Application of MDS within Settlement Areas. This Guideline states that MDS I setbacks are not required for proposed land use changes, including rezonings and redesignations, within approved settlement areas, as it is generally understood that the long-term use of the land is intended to be for non-agricultural purposes. As the Subject Lands are within an Urban Centre, this Guideline applies and therefore there can be no agricultural impacts anticipated.

Fiscal Impacts

This is not applicable as the proposal provides for gentle residential density on the Subject Lands and will not create negative impacts on existing commercial facilities or impose severe or unusual financial burdens on the municipality's fiscal well-being.

PART 7 – THE URBAN SYSTEM

Section 7 provides the relevant policies pertaining to lands classified within the Urban System in the County of Wellington Official Plan.

Policy 7.5.1 states that *Urban Centres are expected to provide a full range of land use opportunities. Residential uses of various types and densities, commercial, industrial and institutional uses as well as parks and open space uses will be permitted where compatible and where services are available.*

More detailed official plan designations and policies as well as zoning regulations will identify the location and nature of various permitted uses in urban centres.

Evaluation: The Subject Lands are designated Urban Centres and are proposed to be developed with a range and mix of residential uses consisting of conventional townhomes, back-to-back townhomes, and live-work townhome units. The proposed townhome building heights of 2-3 storeys, along with the proposed setbacks, provide appropriate transition and will be compatible with and supportive of the surrounding residential, agricultural and recreational uses. Further, as indicated in the Functional Servicing and Stormwater Management Report being submitted, the Subject Lands will have access to available services in the area once the services are extended to the Subject Lands.

Policy 7.5.2 states that *Sewage and water services will be provided in accordance with Section 11.2 of this Plan.*

Road access will be via internal roads where possible, then via local roads where possible and then via County Roads or Provincial Highways where there is no other alternative. In all cases, appropriate sighting standards must be met and road functions maintained.

Evaluation: The Subject Lands will have access to available services in the area once the services are extended to the Subject Lands. Road access to the proposed Community will be via Wellington Road 7 which is a County Road. Internal roads will be provided within the proposed Community to provide access for vehicles to each individual townhome unit.

Policy 7.5.3 states that *more detailed planning policies and zoning regulations shall be developed for Urban Centres to ensure that existing and proposed uses are compatible and that adverse impacts are kept to a minimum and that appropriate mitigation is provided where practical.*

Evaluation: The proposed Community will be compatible with the surrounding existing and planned development in terms of its proposed land use (residential) and building height and will not cause any unacceptable adverse impacts of a planning nature.

Policy 7.5.5 states that *urban centres shall provide a broad range of residential uses to provide a diverse supply of housing, including affordable housing.*

In Wellington, the single-family residence will continue to be the dominant use of urban lands. Other forms of housing at densities appropriate to the servicing and the nature of the community will also be developed including semi-detached, duplex townhouse and apartment units.

An Additional Residential Unit may be allowed subject to the provisions of Section 4.4.6 of this Plan.

Additionally, bed and breakfast establishments will be encouraged within single detached dwellings where adequate services and parking are available.

Evaluation: The proposed Community will provide for a range of townhome types, including conventional townhomes, back-to-back townhomes, and live-work townhome units, which are considered to be an appropriate form of housing for the Subject Lands given that apartment buildings up to 5 storeys are permitted.

Policy 7.5.6 states that *"Main Street" is also an appropriate area for mixed use in small towns. Public service facilities are often complementary to commercial uses, and planning policies will support residential uses above or to the rear of street level commercial uses.*

Evaluation: The proposed Community will provide live-work units to support the residential uses above. This supports the mixed-use criteria as it provides multiple land use opportunities at the Subject Lands.

PART 8 – DETAILED URBAN CENTRE POLICIES

Section 8 provides the detailed policies pertaining to lands designated Urban Centre in the County of Wellington Official Plan.

Policy 8.1.3 states *by the end of the planning period, it is expected that the urban centres in Wellington County will have the following characteristics:*

- a) *that traditional community values will be maintained and the small town character will be enhanced;*
- b) *that the single-detached home will continue to be the dominant form of housing but a greater variety of housing types will also be available;*
- c) *that the central business district will remain the primary focus of commercial, cultural and civic functions for the municipality;*
- d) *that well planned industrial areas will continue to provide new job opportunities and municipal tax revenues;*
- e) *that the quality of life for the residents will be enhanced by the protection of natural and cultural environment, the enhancement of new recreational opportunities, and the preservation of heritage resources;*
- f) *that infrastructure such as roads, water, utilities, fire protection and administration will be improved and, where feasible, expanded to meet the needs of a growing community;*
- g) *that the greenland system and rivers will remain dominant natural features in urban centres providing aesthetic and recreational opportunities for both residents and visitors alike;*
- h) *that the elements of the natural environment including rivers, hills, wetland, groundwater and forest resources will be protected, enhanced and well managed.*

Evaluation: The proposed Community will balance the traditional community values such as the small town character with also providing a variety of housing types such as conventional townhomes, back-to-back townhomes, and live-work townhome units. The proposed Community will also provide common amenity area in the form of two parks which will enhance the quality of life for residents by providing new recreational opportunities. The Subject Lands will have access to available services in the area once the services are extended to the Subject Lands to meet the needs of this growing community.

Policy 8.1.4 states that *the major objectives of all urban centres are:*

- a) to ensure that adequate lands, infrastructure and community facilities are available to serve the existing and future needs of the community;
- b) to provide opportunities for an adequate supply and diversity of housing to satisfy the varied needs of a growing community;
- c) to provide the opportunity for an adequate supply and diversity of commerce and industry to serve the needs of a growing community;
- d) to ensure that development and development-related activity proceeds in an environmentally responsible manner;
- e) to encourage steady, economic growth in a carefully controlled manner to provide employment;
- f) to encourage economically viable and physically attractive central business district;
- g) to utilize urban design principles that ensure public safety and security for local residents and visitors;
- h) to maintain appropriate standards for development and redevelopment which encourage controlled growth and represent a long term benefit to the community;
- i) to ensure that adequate parkland, open space, and recreational opportunities are available to meet the recreational needs of every citizen;
- j) to protect, preserve and where practical enhance, the unique natural and cultural heritage resources of the community; and
- k) to provide for a safe and efficient vehicular and pedestrian transportation system in the community.

Evaluation: The proposed Community will help to serve the existing and future needs of the community by providing 273 townhome units. This will help provide adequate supply and diversity of housing in the form of conventional townhomes, back-to-back townhomes, and live-work townhome units. The proposed Community will not cause any adverse impacts to the environment, but will aid in encouraging steady, economic growth in a carefully controlled manner to provide employment opportunities through the live-work townhome units. Public safety and security for local residents and visitors will be achieved through utilizing urban design principles such as providing sidewalks to encourage active transportation and create a safe network for pedestrians to access the proposed Community. Appropriate standards for development will be maintained through ensuring the proposed Community is compatible with existing and planned development. Adequate parkland will be provided through two parks that are proposed at the proposed Community as common amenity areas to meet the recreational needs of the residents. Safe and efficient vehicular and pedestrian transportation system will be facilitated at the proposed Community through private roads and sidewalks. Overall, the proposed Community will achieve the major objectives set out for urban centres. More detailed policies are captured in the Township OP.

Policy 8.3.2 states that *Wellington has set the following objectives for residential development:*

- a) to ensure that an adequate supply of land is available to accommodate anticipated population growth over the planning period;
- b) to provide a variety of dwelling types to satisfy a broad range of residential requirements and ensure that affordable housing is available;
- c) to manage the rate of growth and the amount of residential development within the urban centre in order to maintain and enhance the small town character;
- d) to support the development, at appropriate locations and densities, of residential facilities that meet the housing needs of persons requiring specialized care;
- e) to ensure that adequate infrastructure will be available to all residential areas;
- f) to minimize potential compatibility issues between residential and other land uses;
- g) to encourage intensification, development proposals provided they maintain the stability and character of existing neighbourhoods;

- h) to support the establishment of certain non-residential uses in appropriate locations of the municipality;
- i) to encourage residential developments which incorporate innovative and appropriate design principles which contribute to public safety, affordability, energy conservation and that protect, enhance and properly manage the natural environment;
- j) to monitor the housing supply by reviewing new development, demolitions, intensification, and the number of affordable housing units brought on stream.

Evaluation: The proposed Community will provide 273 townhome units, which include conventional townhomes, back-to-back townhomes, and live-work townhome units. This provides a variety of dwelling types to satisfy a range of residential requirements while also providing for gentle intensification along a major County road to maintain the small town character. The proposed Community will support live/work units and will minimize any potential compatibility issues between residential and other land uses. This is achieved by providing for appropriate building heights and transition to the surrounding existing residential, agricultural, and recreational land uses. In addition, the proposal will make more efficient use of and utilize the existing and planned available infrastructure. Further, the proposed Community will be designed to maintain public safety, and minimize impacts to the natural environment.

Policy 8.3.5 states that *multiple residential developments such as townhouses and apartments may be allowed in areas designated RESIDENTIAL subject to the requirements of the Zoning By-law and further provided that the following criteria are satisfactorily met:*

- a) that medium density development on full municipal services should not exceed 35 units per hectare (14 units per acre) for townhouses or row houses, and 75 units per hectare (30 units per acre) for apartments, although it may not always be possible to achieve these densities on smaller sites;
- b) that the design of the proposed height, setbacks, landscaping and vehicular circulation, will ensure that it will be compatible with existing or future development on adjacent properties;
- c) that the site of the proposed development has a suitable area and shape to provide:
 - i) adequate on-site landscaping to screen outdoor amenity areas both on the site and on adjoining property, to buffer adjacent residential areas and to improve the overall appearance of the development;
 - ii) on-site amenity areas for the occupants of the residential units;
 - iii) adequate off-street parking, access and appropriate circulation for vehicular traffic, particularly emergency vehicles; and
 - iv) adequate grading to ensure that drainage from the property is directed to public storm drainage facilities and not to adjoining properties.
- d) that adequate services such as water, sewage disposal, storm water, roads and hydro are available to service the development;
- e) that within the built boundary, medium density is encouraged to locate on major roadways and arterial roads;
- f) that in greenfield areas, medium density is encouraged to locate on major roadways, and roads designed to serve an arterial or collector function, while street townhouses are allowed on local roads;
- g) that a separate zone(s) is established for multiple residential development.

Evaluation: The proposal responds to the above policy as follows:

- The proposal provides for 273 townhome units, consisting of a mix of conventional townhomes, back-to-back townhomes, and live-work townhome units, at a density of 61.3 units per hectare. Although, the proposed density exceeds the permitted density of the County OP Urban Centres

policies, the Township OP states that detailed planning policies for land use within the boundaries of the Urban Centres will be provided by the Township. Therefore, this density provision does not apply to the Subject Lands.

- The proposed Community will be designed such that the proposed heights, setbacks, landscaping and vehicular circulation will be compatible with existing or future development on adjacent properties. The proposal provides building heights of 2-3 storeys which are similar to the existing building heights of the residential buildings to the east on the opposite side of Wellington County Road 7. In addition, the proposal provides appropriate front, side and rear yard setbacks for each of the units which provides space for front and rear yard amenity areas. This is in addition to two large common amenity areas, one located centrally to the proposal and the second at the southwest corner of the Subject Lands. Further, the proposal provides a functional internal street network with three access points to/from Wellington County Road 7 and a total of approximately 602 parking spaces, consisting of 2 spaces per unit and 56 visitor spaces. This proposed parking count meets the minimum requirements of the Township's Zoning By-law and has been deemed to be adequate by the Traffic Impact Study being submitted.
- The Subject Lands are located along a County road.
- Adequate services such as water, sewage disposal, storm water, roads and hydro will be available to the proposed Community.

PART 11 – ENVIRONMENTAL SERVICES

Section 11 provides the policies pertaining to environmental services in the County of Wellington Official Plan.

Policy 11.2.2 states that *the following objectives apply to water and sewage services:*

- a) to protect the quality and quantity of ground and surface water;*
- b) to deliver an adequate supply of potable water and means of sewage disposal to meet the needs of existing and future residents and businesses;*
- c) to encourage development to use the highest level of service practical based on a priority of municipal, then private communal and then individual on-site services;*
- d) to make optimum use of existing infrastructure;*
- e) to promote efficient water use and to minimize waste water flows;*
- f) to ensure that adequate capacity exists in municipal water and sewage services to serve both residential and economic development activities; The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual onsite sewage services.*
- g) to implement strategies to make optimum use of water and sewage services where constraints exist.*

Evaluation: The proposed Community will be connected to the existing municipal infrastructure for water and sanitary servicing available at the intersection of Wellington Road 7 and David Street West. The Functional Servicing and Stormwater Management Report indicates that adequate capacity exists in municipal water and sewage services to serve the proposed Community and efficient water use will be promoted.

Policy 11.2.4 states that *the following water and sewage policies apply in urban centres:*

- a) *municipal services are the preferred method of servicing in all urban centres and reasonable efforts will be made to provide for municipal services in all urban centres;*
- b) *most Urban Centres have municipal sewer and water services. Development will normally be required to connect to these services;*
- c) *individual on-site servicing is not allowed in urban centres which have municipal services except:*
 - i) *to provide for the continued use of lots developed on individual on-site services;*
 - ii) *to allow a small scale use on an existing lot in an area where municipal services are not reasonably anticipated;*
 - iii) *to recognize previous development approvals where individual on-site services are still appropriate.*
- d) *municipal services may be extended to all areas identified as urban centres, but may not be extended beyond the boundaries of the urban centre except to address an identified health issue or to provide services to public service facilities. This does not prevent the extension of services from one urban area to another urban area such as the sewage system connections between Guelph and Rockwood, or between Drayton and Moorefield. Additionally a Council may approve the extension of services to areas where development existed outside urban boundaries prior to the restructuring of the County on January 1, 1999 if council determines that the health or environmental benefits are significant;*
- e) *all municipalities with municipal water and sewage services will ensure that adequate capacity exists to provide opportunities for both residential and economic development activities;*
- f) *municipal water and sewage capacity will be reviewed at regular intervals and allocations may be altered if no substantial development has taken place over a three year period.*
- g) *where municipal sewer and water services are not available in an urban centre and it is not reasonable to anticipate these services, municipalities may choose to use private communal services, in accordance with a Servicing Options Assessment as set out in Section 11.2.3.*
- h) *where municipal and private communal services are not available in an urban centre and it is not reasonable to anticipate these services, individual on-site sewage and water services may be used in accordance with a Servicing Options Assessment as set out in Section 11.2.3.*
- i) *Partial services shall only be permitted in the following circumstances:*
 - i) *where they are necessary to address failed individual on-site sewage and water services in existing development; and*
 - ii) *to allow for infilling and rounding out of existing development on partial services in urban centres and hamlets provided that:*
 - a) *the development is within the reserve sewage system capacity and reserve water system capacity;*
and
 - b) *site conditions are suitable for the long-term provision of such services.*

Evaluation: The proposed Community will be connected to the existing municipal infrastructure for water and sanitary servicing available at the intersection of Wellington Road 7 and David Street West. The Functional Servicing and Stormwater Management Report indicates that adequate capacity exists in municipal water and sewage services to serve the proposed Community and efficient water use will be promoted.

Policy 11.3.4 states that *until such time as a Watershed Plan is approved, an applicant for approval of subdivisions, zoning amendments, site plans, or building permits may be required to submit a storm water management report providing the following information:*

- a) *a plan for the provision of storm water drainage facilities to accommodate the proposed development;*
- b) *a grading plan for the proposed development or to provide services to public service facilities. Additionally a Council may approve the extension of services to areas where development existed outside urban*

boundaries prior to the restructuring of the County on January 1, 1999 if council determines that the health or environmental benefits are significant;

- c) an assessment of the pre-development and post-development discharge of water during flood conditions on any stream, watercourse or drainage works;
- d) an assessment of the impacts of the proposed development on the water quality of any stream or watercourse, particularly in terms of water temperature, baseflow, and fisheries potential, and the means of mitigating any potential reductions in water quality and quantity;
- e) an assessment of the storm water capacity of any proposed receiving stream, watercourse or drainage works;
- f) the means of controlling erosion and sedimentation using the best available construction and management practices during and after the construction of the development;
- g) an assessment of how development will maintain or enhance the minimum baseflow of a watercourse, and maintain storage levels during periods of minimum baseflow for flow augmentation;
- h) the potential impact of the development and any proposed storm water management techniques on groundwater resources;
- i) an investigation showing that feasibility of infiltration of storm water at or near the source.

Evaluation: The Functional Servicing and Stormwater Management Report being submitted indicates that the SWM criteria, established in the SWM Criteria Brief, can be satisfied with the implementation of on-site controls for water quantity and water quality. A surface water runoff balance can be maintained to Wetland A and Wetland B through grading and will result in a small net gain in annual runoff over pre-development conditions on the Site, given an easement with the neighbouring property owner to the west can be obtained. LID methods will be explored during detailed design.

PART 12 – TRANSPORTATION

Section 12 provides the policies pertaining to all forms of transportation in the County of Wellington Official Plan.

Policy 12.2 states that *pedestrian facilities will be encouraged both as a means of travel and for recreation. The following policies will be supported in Wellington.*

- a) *sidewalks will be required in all new developments in all urban centres and will be encouraged in hamlets, whenever practical;*
- b) *schools and convenience commercial uses are encouraged in locations central to residential neighbourhoods; higher density residential uses will be encouraged near “main street” areas to allow people to have walking access to a variety of services;*
- c) *pedestrian friendly facilities such as pedestrian crossings, signalized intersections, curb cuts, pedestrian bridges and lighting will be incorporated into community design practices to encourage walking;*
- d) *pedestrian trails, particularly those which re-use abandoned railway right of ways will be encouraged.*

Evaluation: The proposed Community will include a pedestrian circulation network to provide safe pathways for pedestrians that includes sidewalks which connect the Subject Lands to the surrounding areas including to Wellington Road 7, parks and open spaces, and to the Central Business District located approximately 1 km or a 12-15 minute walk.

Policy 12.5.5 states that *other roadways, not under the jurisdiction of the province, county or local municipality, are normally private roads serving a limited number of lots or private roads serving condominium or land lease projects. The following policies apply to these roadways:*

- a) private roads serving individual lots shall be discouraged and will only be allowed to recognize long standing situations and where an agreement with the local municipality is in place to ensure an appropriate level of maintenance and access for emergency vehicles;*
- b) private roads serving condominium or land lease projects are supported provided they are designated and developed to standards which provide safe access to all units and provided that an agreement with the local municipality ensures an appropriate level of maintenance and access for emergency vehicles.*

Evaluation: The proposed Community will incorporate a private road network within the Subject Lands which will be functional and provide safe access to all proposed units. An agreement can be entered into with the local municipality through the development review process to ensure an appropriate level of maintenance and access for emergency vehicles if deemed necessary.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the County of Wellington Official Plan.

Appendix F: The Township of Centre Wellington Official Plan Analysis



Appendix F: The Township of Centre Wellington Official Plan Analysis

The Township of Centre Wellington Official Plan (OP) was approved by the Ministry of Municipal Affairs and Housing (MMAH) and came into effect on May 31, 2005.

The Township of Centre Wellington Official Plan ("Township OP") locates the Subject Lands within the Elora-Salem Urban Boundary, outside of the Built Boundary, and designates them Highway Commercial as shown on Schedule A-1-Land Use Plan Fergus, Elora-Salem of the Township OP. In addition, as mentioned above, the Subject Lands are located within the Northwest Elora/Salem Municipal Service Area as shown on Schedule B –Municipal Servicing Plan Fergus-Elora-Salem. Further, the Subject Lands are within a Potential Recharge Area and Potential Area for Future Water Supply Taking as shown on Schedule C – Groundwater Management Plan Fergus-Elora-Salem.

As residential uses are not permitted within the "Highway Commercial" designation of the Township OP, the proposal is to redesignate the Subject Lands from "Highway Commercial" to "Residential"

The following is an analysis of the proposal and the proposed Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") in relation to the Township OP.

SECTION B

Section B provides the community values, vision statement, and major goals for the Township of Centre Wellington.

Policy B.4 states that *the major goals of the Township of Centre Wellington are to:*

1. *Maintain the high quality of life which residents of Centre Wellington currently enjoy.*
2. *Protect the unique natural resources of the community.*
3. *Ensure that adequate lands and services are available to allow for the future needs of the community.*
4. *Provide opportunities for housing, shopping, employment and recreation to serve the needs of a growing community.*
5. *Encourage sustainable economic growth to provide employment opportunities and tax revenues for the Township.*
6. *Provide an adequate supply and diversity of housing to satisfy the varied needs of the community.*
7. *Promote a safe and efficient road and pedestrian system in the Township.*
8. *Set appropriate standards for development that encourages controlled growth that will represent a long-term benefit to the community.*
9. *Ensure that adequate parks and open spaces are available to meet the recreation needs of all ages.*
10. *Provide improved municipal services and community facilities to serve the needs of the community and to anticipate future needs.*
11. *Protect the unique cultural heritage resources of the community.*
12. *Ensure that new development is compatible with existing and approved land uses.*
13. *Create a culture of conservation, including water, energy and cultural heritage conservation and air quality protection.*

Evaluation: The proposed Community will help maintain a high quality of life for residents in Centre Wellington to enjoy through adding to the existing housing stock in the Township in the form of a mix of conventional townhome units, back-to-back townhome units and live-work townhome units. The proposed Community will also include two common amenity areas in the forms of parks for the future residents to use. Additionally, this proposed Community will also be compatible with existing and approved land uses.

SECTION C – GENERAL POLICIES

Section C provides the general goals, policies and objectives of the Township’s planning strategies.

Policy C.2.17 states that *...where the Township becomes aware that a property of significant or known archaeological interest may be altered, damaged or destroyed as a result of a proposed development or development actually in progress, the Township will discourage any further adverse activity on the property and notify the Ministry of Tourism, Culture and Recreation and the persons responsible to determine the appropriate course of action.*

Evaluation: A Stage 1 Archaeological Background Study and Stage 2 Property Assessment prepared by CRM Lab Archaeological Services indicates that there is no further cultural heritage value or interest (CHVI) on the subject property.

Policy C.4.5.2 states that *four types of groundwater management areas are proposed:*

- *Areas of high aquifer vulnerability*
- *Well field capture zones*
- *Areas of potential future water supply*
- *Recharge areas.*

The general extent of these areas within and adjacent to the Fergus, Elora-Salem and Belwood Urban Centres are illustrated on Schedule “C”. While the groundwater management areas are not a land use designation, they are provided for information purposes. The Township will develop more specific policies and guidelines regarding these groundwater management areas in consultation with the County of Wellington, the Ministry of Environment and the Grand River Conservation Authority. The Groundwater Management Areas shall be a factor to be considered in the review of development applications.

Evaluation: A Hydrogeological Assessment was undertaken by Grounded which confirmed that based on the low to moderate permeability of the soils, groundwater transmission is expected to be moderate, and provides appropriate recommendations for short term and long term groundwater control, addressing this policy.

Policy C.5.1 states *the Township of Centre Wellington encourages the production of a wide range of housing types to meet future housing need. Council shall provide for the opportunity, through subdivision approval and zoning by-law approvals, for a variety of housing types to be provided. Prior to approving new development or redevelopment, Council will consider the housing need within the community and the housing market area and provide opportunities for a range of housing types throughout the community that are appropriate given existing site conditions, neighbouring developments, and servicing options.*

Evaluation: The proposed Community will provide a range of housing types which includes 107 15’ conventional townhomes, 62 15’ double front conventional townhomes (live-work units), 8 22’

double front conventional townhomes (live-work units), and 96 20' back to back townhomes. These 22' double front conventional townhomes will be 2 storeys in height while all the other townhomes will be 3 storeys in height. The townhomes being proposed for this Community will complement the surrounding residential uses in the area which are generally single detached homes.

Policy C.5.2 states *the Township of Centre Wellington shall, as long as land is available within the Urban Centre limits, maintain a minimum ten (10) year supply of residentially designated land within each Urban Area at all times. The Township of Centre Wellington adopts as a guideline the maintenance of a minimum three- (3) year supply of housing units in registered and draft approved plans of subdivision, and applications approved*

Evaluation: The proposed Community will add a total of 273 units to the existing housing stock within the Township of Centre Wellington.

Policy C.5.5 states *this Plan contains policies encouraging intensification primarily in the urban centres. The strategic approach to intensification intends to retain small town character and revitalize downtown areas which includes:*

- a) *supporting increased densities in newly developing greenfield areas with a broader mix of housing types than has been the norm in small towns;*
- b) *supporting appropriate intensification in all areas within the built boundary including adaptive re-use or redevelopment of brownfields and greyfields;*
- c) *encouraging added housing above commercial uses in and near the downtown, in residential transition areas, and in other main commercial areas;*
- d) *encouraging intensification within urban centres along major roadways and arterial roads;*
- e) *encouraging modest intensification in stable residential areas respecting the character of the area. Stable residential areas are considered to be established areas generally consisting of predominantly low density housing on local roads with the built boundary;*
- f) *conserving cultural heritage and archaeological resources where feasible, as built up areas are intensified;*
- g) *encouraging intensification which results in new rental accommodation;*
- h) *encouraging small scale intensification in rural areas and hamlets consistent with their character and servicing including accessory or second residences, limited severances and conversions; and*
- i) *encouraging the development of appropriate standards for residential intensification, redevelopment and new residential development which are cost effective, environmentally sound and compatible with existing uses, small town scale and character.*

Evaluation: The proposed Community will support increased densities through a gentle compact form by providing 2 and 3 storey townhome units in a greenfield area while respecting the character of the area. The proposed Community will also provide 70 live-work units which supports the Township's goal of adding housing above commercial uses near the downtown and in residential transition areas. Further, the proposed Community will provide for a cost effective, environmentally sound development that will be compatible with the surrounding existing and proposed uses, and that maintains the small town scale and character.

Policy C.5.6 states that *in greenfield areas, the Township will encourage increased densities and a broader mix of housing and will:*

- 1. *encourage approved but undeveloped plans of subdivision to consider revisions which add additional housing units in appropriate locations;*

2. *require new developments to achieve densities which promote the overall greenfield density target of 40 persons and jobs per hectare and specifically:*
 - i. *strive to attain at least 16 units per gross hectare (6.5 units per gross acre) in newly developing subdivisions;*
 - ii. *somewhat lower densities may be considered in newly developing subdivisions where physical and environmental constraints such as larger than normal storm water management requirements, parcel dimensions that do not yield efficient lotting patterns and the need for transition areas from adjacent land uses, or on small parcels of under 2 hectares (5 acres);*
 - iii. *In (i) and (ii) above gross hectares or gross acres means residential land excluding environmentally protected features and non-residential uses (schools, convenience commercial) but includes roads, parks, storm water management areas or other utility blocks; and*
3. *encourage the introduction of medium density housing types in new subdivisions and other Greenfield areas.*

Evaluation: The proposed community will achieve 61.3 units per hectare (24.8 units per gross acre) as a newly developing subdivision through providing a total of 273 units in the form of a mix of conventional townhome units, back-to-back townhome units and live-work townhome units.

Policy C.6.1 states that *this Plan anticipates that all new development and redevelopment will have access to a full range of appropriate municipal services. These services will be expanded in a rational, cost-effective manner that minimizes the tax burden on existing residents. Servicing costs to new developments will normally be recovered from developers through servicing agreements and development charges.*

It shall be the policy of the Township of Centre Wellington that:

1. *All new development and redevelopment within the Fergus and Elora-Salem Urban Centres shall be provided with full municipal services, to such standards as may be required by the Township, including:*
 - a) *Sanitary sewage disposal facilities*
 - b) *Water supply facilities*
 - c) *Storm drainage facilities*
 - d) *Hydro*
 - e) *Public roads*
 - f) *Telecommunications*
2. *Telephone, cable television and natural gas services will be provided to all new development, wherever feasible and appropriate,*
3. *The Township may require and enter into agreements to provide for the staging of development in order to allow the efficient and orderly provision of municipal services,*
4. *The Township may pass by-laws and enter into agreements, including financial arrangements with property owners, for the installation of municipal services,*
5. *As local municipal services become available along property frontage, adjacent owners may be required to connect to them and may be subject to service area charges.*
6. *Land/soil stripping during pre-servicing and servicing activities, as part of new development shall not be permitted unless prior written authorization has been received from the municipality. Maintenance of ground cover for erosion, sedimentation and dust control will be required. The Township controls the removal of topsoil through its Site Alteration By-law.*

Evaluation: A Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the extension of water and wastewater services from David Street West, the installation of storm sewers through the urbanization of Wellington Road 7,

and the implementation of on-site stormwater quality and quantity controls. The report confirms there is sufficient capacity to service the Subject Lands.

Policy C.6.2 states that...*The Fergus and Elora-Salem Urban Centres have municipal sewer and water services. New development will be required to connect to these services where they are available. It is the long-term intention of the Township to eventually provide municipal sewage and water services to all of the areas that are designated as part of the Fergus and Elora-Salem Urban Centres...New development or lot creation with individual private servicing is not permitted within the Fergus and Elora-Salem Urban Centres, except in the following circumstances:*

(A) Where municipal services are not expected to be made available, new development or lot creation on individual private services will not be allowed unless it is first demonstrated to be appropriate through the submission and approval of a pre-servicing report which addresses the viability of all reasonable servicing options and their impact on ground and surface water quality and quantity, and limited to the following circumstances:

- 1. To provide for the continued use of existing lots of record developed on individual services;*
- 2. To allow small scale and low intensity uses on an existing lot of record in an area where municipal services are not available and are not reasonably expected to be available;*
- 3. To recognize outstanding development approvals on individual services where municipal services are not available and are not reasonably expected to be available.*

(B) Where the extension of municipal services is not expected to occur for a considerable period of time (i.e. greater than ten years), but only if the following conditions are met:

- 1. If such lands were not located within the corporate limits of the former Town of Fergus or the former Village of Elora.*
- 2. If there are no documented history of problems associated with the malfunction of private sewage systems and related contamination of private wells in the vicinity of the proposed development.*
- 3. If the character of surrounding development is of such low density that the extension of municipal services is uneconomical in the short term.*
- 4. The lands are identified as a Policy Area by this Plan.*

Where individual services are permitted, provision will be made through development agreements to ensure that municipal sewer and water services will be accommodated in the future and will be provided. These developments will be required to connect to municipal services when they become available.

Evaluation: As noted previously, a Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the extension of water and wastewater services from David Street West, the installation of storm sewers through the urbanization of Wellington Road 7, and the implementation of on-site stormwater quality and quantity controls. The report confirms there is sufficient capacity to service the Subject Lands.

Policy C.6.4 states that *new development will not generally be given draft subdivision approval unless adequate water and sewage treatment plant capacity is demonstrated to be available and has been allocated by Council to accommodate the proposed development. This must take into account commitments made to service other lands.*

Section 70.3 of the Planning Act, R.S.O. 1990, authorizes the Province to enact regulations permitting municipalities to establish a system for allocating sewage and water services. In the event that such regulations are enacted, it is

Council's intent to amend this Plan as necessary to implement a system of sewer and water allocation in compliance with the regulations.

In circumstances where capacity is tied to the construction of new or expanded treatment facilities, the capacity will be considered available once Environmental Assessment Act approval has been given; and Council has passed a resolution approving a specific budget item that dedicates capital for the completion of facilities such that the facilities are completed prior to the commencement of construction of development.

Evaluation: We understand that the Subject Lands are currently not serviced, but that the Township has sufficient water supply through 2028 and that there is ample sanitary capacity and allocation, once the services are brought along Wellington Road 7. A Function Servicing and Stormwater Management Report by MTE has confirmed these findings.

Policy C.6.4.2 states that *all new development in the Fergus and Elora-Salem Urban Centres shall be connected to the municipal sanitary sewage system except where this Plan provides a specific exemption. The system and its various components and appurtenances are permitted in all land use designations of this Plan.*

Evaluation: As noted previously, a Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the extension of wastewater services from David Street West. The report confirms there is sufficient capacity to service the Subject Lands.

Policy C.6.6.2 states that *all new development in the Fergus and Elora-Salem Urban Centres shall be connected to the water supply system except where this Plan provides for specific exemptions. The system and its various components and appurtenances are permitted in all land use designations of this Plan.*

Evaluation: As noted previously, a Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the extension of water services from David Street West. The report confirms there is sufficient capacity to service the Subject Lands.

Policy C.7 states that *the Township of Centre Wellington encourages the effective management of storm water drainage and run-off through the implementation of best management practices and storm water management techniques in accordance with applicable provincial policies and guidelines.*

- 1. No development shall occur without appropriate regard for storm run-off, onsite collection and channelling of storm water to an adequate outlet.*
- 2. Detention/retention ponds may be used as part of the storm drainage system to maintain post development flows to pre-development levels.*
- 3. Floodplains of natural streams shall be preserved and protected.*
- 4. Municipal drains may be identified as floodplain and may have setback restrictions identified in the implementing zoning by-law.*
- 5. Design of development proposals shall incorporate on-site control techniques to control quantities of suspended materials washed from the sites.*
- 6. Permanent or temporary sediment retention basins may be required to control quantities of suspended materials washed from the sites.*
- 7. Council shall encourage, develop, and adopt in consultation with all applicable government agencies comprehensive subwatershed planning in advance of new development or redevelopment.*

8. *Development shall be permitted only on lands having soil and drainage conditions that are suitable for development and only with appropriate storm water management and sediment control.*
9. *Artificial channelization of watercourses using concrete-lined channels that can impact the natural environment and fish habitat is discouraged.*

Evaluation: As noted previously, a Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the installation of storm sewers through the urbanization of Wellington Road 7, and the implementation of on-site stormwater quality and quantity controls. The report confirms there is sufficient capacity to service the Subject Lands.

Policy C.7.1 states that *development or redevelopment applications shall be considered on the basis of the following factors with respect to storm water management:*

1. *The storm water capacity of the receiving watercourse*
2. *The ability for storm water to be managed in such a way that post-development storm water flows do not exceed pre-development flows for designated storms, unless it can be demonstrated that an increase in storm water flows will not have a negative affect downstream from the development*
3. *The preparation of a storm water management plan for the proposed development in conformity with the applicable Ministry of the Environment "Storm Water Management Practices, Planning and Design Manual and which details:*
 - a. *Existing run-off levels and any increases expected as a result of the proposed development*
 - b. *Measures for quantity and quality control*
 - c. *Measures to minimize or eliminate negative downstream impacts*
 - d. *Measures to control erosion and sedimentation during construction of the proposed development*
4. *Where drainage, for land proposed for development, crosses municipal boundaries, the receiving municipalities shall be consulted and requested for comment on the proposed storm water management plan.*
5. *All storm water management facilities shall be subject to the Class Environmental Assessment process.*

Evaluation: As noted previously, a Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the installation of storm sewers through the urbanization of Wellington Road 7, and the implementation of on-site stormwater quality and quantity controls. The report confirms there is sufficient capacity to service the Subject Lands.

Policy C.7.2 states that *the Township of Centre Wellington may adopt Subwatershed Plans for developing areas through consultation with the Grand River Conservation Authority and/or any other relevant or affected agencies. When a Subwatershed Plan is approved by Council, applicants for approval of subdivisions, zoning, building permits and site-plan approval may be required to submit a storm water management plan that demonstrates how the proposed development would manage storm water in accordance with the Subwatershed Plan.*

Until such time as Subwatershed Plans are approved, an application for approval of a subdivision, zoning, building permit or site plan, may be required to submit a storm water-management report providing the following information:

1. *A plan for the provision of storm water drainage facilities to accommodate the proposed development;*
2. *A grading plan for the proposed development;*

3. *An assessment of the pre-development and post-development discharge of water during flood conditions on any stream or watercourse;*
4. *An assessment of the impacts of the proposed development on the water quality of any stream or watercourse, particularly in terms of water temperature, base flow, and fisheries potential, and the means of mitigating any potential reductions in water quality;*
5. *An assessment of the storm water capacity on any proposed receiving watercourse;*
6. *The means of controlling erosion and sedimentation using the best available construction and management practices during and after the construction of the development;*
7. *An assessment of how development will maintain or enhance the minimum baseflow of a watercourse, and maintain storage levels during periods of minimum baseflow for flow augmentation;*
8. *The potential impact of the development and any proposed storm water management techniques on groundwater resources;*
9. *The location of any flood lines associated with open watercourses.*

Evaluation: A Functional Servicing and Stormwater Management Report prepared by MTE has been submitted addressing this requirement.

Policy C.7.4 states that *Storm water management systems shall provide quality control for all receiving water bodies that contain fish habitat. Infiltration of storm water at or near the source is the preferred method of treatment but where infiltration is not feasible, extended detention wet ponds will be used.*

Evaluation: As noted previously, a Functional Servicing and Stormwater Management Report prepared by MTE confirms that the Subject Lands will be serviced through the installation of storm sewers through the urbanization of Wellington Road 7, and the implementation of on-site stormwater quality and quantity controls.

Policy C.8.7 states that *where it is anticipated that any development or redevelopment may generate significant traffic volumes, or where there are deficiencies in existing traffic conditions, the Township of Centre Wellington or the County of Wellington may require that the applicant provide a traffic impact assessment in accordance with Section E.1.4.*

Evaluation: A Traffic Impact Study is being submitted with the Applications. This Study indicates that the proposed community will not cause any operational issues and will not add significant delay or congestion to the local roadway network. In addition, the proposed north access, centre access, and south access will operate efficiently as full-movement accesses, with one-way stop control for eastbound movements. A single ingress and egress lane at the north access, centre access and south access will provide the necessary capacity to service the proposed community.

Policy C.10 states *the Township of Centre Wellington encourages the efficient use and conservation of energy. In order to achieve this goal, the following measures shall be encouraged:*

1. *The establishment of compact developed areas, minimizing distances between places*
2. *The provision of higher density uses along major transportation corridors rather than on local roads*
3. *The intensification of existing built-up areas*
4. *The re-use, renovation, and retrofit of existing buildings*
5. *The integration of compatible land uses*
6. *The location of interrelated uses in proximity to one another*
7. *The concentration of service and commercial activities within the Central Business District*

8. *The development of a transportation system that minimizes street length, reduces trip length, minimizes requirements for stops, and provides convenient pedestrian and bicycle routes*
9. *The arrangement and design of lots and buildings to take advantage of solar access, and in consideration of the solar access of neighbouring properties*
10. *The use of water and energy saving devices within new development or redevelopment*
11. *The application of reduce, reuse and recycle waste management principles in all economic activities*
12. *The use of alternative energy sources.*

Evaluation: The proposed Community will implement a compact development that incorporates live-work units to minimize the need to commute long distances. The proposed Community will be compatible with existing and proposed residential, commercial and recreational land uses and encourages active transportation to these surrounding land uses through a connected sidewalk network.

Policy C.12.1 states that *as a condition of the development, redevelopment or division of land, the Township of Centre Wellington shall require for parks purposes:*

1. *For residential development, the conveyance of up to 5% of the land area proposed for development;*
2. *For commercial and industrial development, the conveyance of up to 2% of the land area proposed for development;*
3. *For residential development, the Township may also pass by-laws pursuant to Section 42 of the Planning Act to require that land be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 300 dwelling units proposed.*

Evaluation: The proposed Community will provide private parks with a combined area of 2,139.79 sq. m which equates to 7.83 sq. m per unit. Public Parkland requirements as per the Planning Act will be addressed by way of cash in lieu.

Policy C.13 states that *It is the policy of the Township to ensure that adequate off-street parking and loading facilities, including access to such facilities, are provided to meet the needs of various uses of lands. For the purposes of this section parking facilities include provision for both bicycles and automobiles.*

Evaluation: A Traffic Impact Study is being submitted with the Applications. This Study indicates that the proposed parking supply meets the minimum requirements in the Township's Zoning By-law 2009-045. In addition, the proposed north access, centre access, and south access will operate efficiently as full-movement accesses, with one-way stop control for eastbound movements. A single ingress and egress lane at the north access, centre access and south access will provide the necessary capacity to service the proposed community.

Policy C.15.1 states that *to ensure that any development proposal from the individual site level, to the community level, is designed to achieve a high standard and to contribute positively in both form and function to the built and managed environment of The Township.*

Evaluation: The proposed Community will be designed to achieve a high standard in order to contribute positively in both form and function to the built and managed environment of The Township. An Urban Design Brief prepared by MHBC expands on the proposal's design appropriateness.

Policy C.15.2 states the objectives of community design:

1. *To achieve a higher standard of architectural design in the built environment which is based on the compatibility of new urban development with the existing pattern of urban development.*
2. *To enhance the enjoyment of the built environment*
3. *To achieve a varied pattern of built form that supports and enhances the urban experience through architectural design that addresses both aesthetic and functional requirements.*
4. *To achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms.*
5. *To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics.*
6. *To maximize the richness and visual delight of the existing building architecture, specifically within the Central Business District, through attention to massing, proportion, façade articulation, architectural detail, materials, and their successful integration.*
7. *To identify and encourage the maintenance and enhancement of “gateway” entrances, both from a vehicular and pedestrian point of view, into the Urban Centres. Gateway entrances should reflect the unique character of the area where they are located.*

Evaluation: The proposed Community will achieve a high standard of architectural design while also being compatible with the existing pattern of surrounding development. In addition, the proposed Community will include two common amenity areas in the form of parks to enhance the enjoyment of the built environment. Varied patterns of built forms are achieved in the types of townhomes being proposed which include a mix of conventional townhome units, back-to-back townhome units and live-work townhome units. An Urban Design Brief prepared by MHBC expands on the proposal's design appropriateness.

Policy C.15.3 states the design guidelines:

1. *The Township shall encourage the preparation of urban design and site planning guidelines that shall be applied to all development proposals. The Township may also establish from time to time Urban Design Guidelines that apply to a specific district or development proposal.*
2. *In general terms, The following urban design factors shall be used to determine the acceptability of development proposals:*
 - a) *The extent to which the proposal attains the pertinent Urban Design objectives and policies of this Plan; and,*
 - b) *The extent to which the proposal fits within any Council-approved Urban Design guidelines which are applicable to a development site, its local area, and/or its neighbourhood or district.*
3. *Urban Design Guidelines shall generally ensure that proposed developments:*
 - a) *Are compatible in architectural form with abutting neighbourhoods;*
 - b) *Form a cohesive and unified cluster of buildings which are architecturally compatible with each other;*
 - c) *Provide links with the pedestrian, cycle and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and,*
 - d) *Maintain and enhance remaining elements of valued historic development patterns in the layout of new development.*
4. *New development located within an existing established district or neighbourhood will be designed as an integral part of the area's existing larger pattern of built form and open spaces such as building mass, height, proportion, enclosed volume and position relative to street and site.*
5. *The preservation of the existing pattern of setbacks in the existing urban area shall be supported so that new buildings do not substantially alter the street relationship.*

6. *New developments within the Central Business District should support the creation of continuous building façades along streets frequented by pedestrians.*
7. *The street façades of publicly accessible buildings should be designed to encourage and facilitate public accessibility;*
8. *Except in the industrial designations building functions that do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.*
9. *Community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.*
10. *Signage should clearly indicate street address and/or building, business or tenant name, and should integrate with the façade design.*
11. *The preservation of important views from strategically located viewpoints and the preservation of significant sequences of views of particularly important landmarks and features shall be encouraged to the extent possible.*
12. *The placement of a broad range of artworks in publicly accessible and visible locations such as parks, streets, plazas, and on buildings shall be encouraged, particularly those which foster civic identity by reflecting and/or interpreting the local history, traditions, culture and values of citizens.*

Evaluation: The proposed Community will be compatible in architectural form with surrounding neighbourhoods through maintaining the low/medium density and small town feel. Further the proposed townhomes will form a cohesive and unified cluster that are architecturally compatible. Additionally, pedestrian walkways will be provided within the site and provide connections to Wellington Road 7. An Urban Design Brief prepared by MHBC expands on the proposal's design appropriateness.

Policy C.15.4 states that *the Township shall ensure that as many trees and other vegetation as possible are retained on site subject to development by requiring the submission of a tree inventory and saving plan for all applications, with priority being given to trees and other vegetation most suited to adoption of post-construction conditions, through the following criteria:*

1. *By ensuring that as much existing naturalized space on a site subject to development is retained as possible, and where retained is permitted to regenerate according to the process of natural succession of the native plant community, with minimal intervention;*
2. *Where retention of significant treed areas, individual trees or naturalized areas has been determined by the Township not to be feasible, in accordance with its policies and guidelines, the loss of such features shall be offset by requiring their replacement with an appropriate quantity and quality of vegetation on the site or elsewhere in the Township.*
3. *By establishing specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation in appropriate numbers, sizes, shape, texture and colour to achieve objectives such as to:*
 - a) *Maintain and enhance the character of existing neighbourhoods and settlement areas and other areas of the Township.*
 - b) *Provide features such as the definition of public open spaces, accent or screening of adjacent building forms, framing of views or focal points, reinforcing of location, direction of pedestrian movement and demarcation of areas within different functions; and,*
 - c) *Provide the maximum protection feasible to trees and other vegetation from snow removal operations such as ploughing and de-icing.*
4. *By establishing specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation which:*
 - a) *Maintain a predominance of native plant species;*

- b) Are tolerant of disease, drought and pollutants;
- c) Suitable for the site with respect to soil and drainage conditions, similarity to other plants, relative shade tolerance and overall hardiness;
- d) Provide seasonal variation in form, colour and texture;
- e) Generally requires low maintenance and features and materials which enhance ecological stability;
- f) Reflect the following aesthetic criteria: suitable mature dimensions, branching habits, shade pattern, colour and texture of foliate and bark;
- g) Reflect the following functional criteria: density of shade, density of visual screening in all seasons, sound attenuation qualities, and ability to buffer wind, control snow deposition and stabilize slopes; and,
- h) Limit mown turf grass lawn to areas of high pedestrian traffic, active recreation and landscape ornament in order to maximize areas inhabited by diverse, low maintenance meadow plant communities.

The Township shall encourage landscape design that supports the maintenance of naturalized space; replacement of lost vegetation, use of native species, and enhancement of ecological stability

Evaluation: A Tree inventory and Assessment Report and a Conceptual Landscape Plan have been prepared by Schollen & Company Inc. which provide advice on tree removal and preservation based on the concept and new landscape planting in keeping with the Township objectives.

Policy C.18.2 states that *conversion of employment lands (Industrial, Highway Commercial and Rural Employment Areas) within employment areas to non-employment uses which, for the purposes of this sub-section includes major retail uses, may be permitted only through a municipal comprehensive review where it has been demonstrated that:*

- a) *there is a need for the conversion;*
- b) *the municipality will meet its employment forecast allocation;*
- c) *the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other policies of this Plan.*
- d) *there is existing or planned infrastructure to accommodate the proposed conversion;*
- e) *the lands are not required over the long term for the employment purposes for which they are designated; and*
- f) *cross-jurisdictional issues, if any, have been considered.*

Evaluation: Based on the County's current MCR process and the recently adopted OPA 119 (County Growth Structure) Amendment, one of the amendments relates to deleting the words "Highway Commercial" from Section 4.2.2 so that it only relates to Industrial and Rural Employment Areas identified on Schedule A of the OPA. The Subject Lands are shown as a Designated Greenfield Area and not an Industrial or Rural Employment Area. Therefore, Policy 4.2.2 would no longer apply to the Subject Lands.

PART D – DETAILED URBAN CENTRE POLICIES

Section D provides the detailed policies pertaining to land use designations in the Township of Centre Wellington Official Plan.

Policy D.2.11 states that *There are some older residential neighbourhoods in the urban centres which have lots with larger than normal frontages and areas. These areas represent the community's heritage and exemplify a style of development typical of small town Ontario. Many people choose to live in Centre Wellington because of this heritage. This Plan attempts to preserve the charm and integrity of these neighbourhoods and will make efforts to ensure that future development is sensitive to and compatible with existing residential development.*

The development of vacant or under-utilized properties for residential uses are encouraged but should be compatible with surrounding uses in terms of dwelling type, building form, site coverage and setbacks. Developments such as residential conversions, bed and breakfast establishments or home occupations that do not substantially alter the exterior appearance of the existing residences may also be permitted in accordance with the policies of this Plan and the applicable zoning provisions.

Where new residential development is permitted or proposed adjacent to an existing or zoned industrial use or other potentially incompatible land use, a planning impact assessment outlining measures to maintain land use compatibility, including but not limited to land use separation and buffering, shall be provided in accordance with applicable MOE guidelines.

Evaluation: The proposed Community will develop a currently vacant property for highway commercial uses, and will ensure that they are compatible with the surrounding uses in terms of the proposed building heights which allows for appropriate transition with existing residential, agricultural, and recreational uses.

Policy D.2.12 states that *Intensification within all residential land use designations shall be evaluated using the following criteria:*

- a) the compatibility of the proposed development in built form including height, massing, scale, setbacks, orientation, use, built form, architectural character and materials, separation distances, shadowing and privacy. Compatible development is considered to be development that may not be the same as existing adjacent development but which can co-exist with existing development while not creating unacceptable adverse impacts;*
- b) the degree to which building height and massing shall provide a transition between planned and existing development;*
- c) the maintenance of a lotting pattern that is generally consistent and compatible with the predominant character of the area;*
- d) the ability of roads or municipal infrastructure to accommodate the proposal;*
- e) the impact of the development on the streetscape including, where feasible, the protection of municipal street trees;*
- f) the degree to which impact on the adjacent properties is minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, views, enjoyment of outdoor amenities, and shadowing; and*
- g) the conservation of significant cultural heritage resources.*

Evaluation: The proposed Community will intensify the Subject Lands while ensuring that it will be compatible with the surrounding residential, agricultural, and recreational uses. Further, the proposed Community will be compatible in terms of height, massing, scale, orientation, use, built form, architectural character and materials, shadowing and privacy and will not create any adverse impacts. Appropriate transition in terms of height will be maintained between planned and existing development. The lotting pattern of the proposed Community will generally be consistent and compatible with the predominant character of the area and the access points along Wellington

Road 7 will be sufficient to accommodate the proposal. Any impact in terms of grading, drainage, location of service areas, access and circulation, privacy, views, enjoyment of outdoor amenities, and shadowing will be minimized on adjacent properties.

Policy D.5.1 states that *The predominant use of land within areas designated HIGHWAY COMMERCIAL on Schedule "A" shall be for commercial uses serving the travelling public, or uses not usually considered compatible within the downtown of the urban centre.*

The Main Street of most urban centres supports considerable volumes of traffic into and through the urban centre, which often require goods and services such as automobile service, food and other items. The travelling public can best be served by providing appropriate commercial areas with access and visibility from this major road.

In addition, certain commercial uses, due to their nature, require large sites to accommodate their associated buildings, storage and parking requirements that are either not available or suitable within the downtown area of the community. Appropriate commercial areas for such land uses are required.

In addition, **Policy D.5.3** states that *the HIGHWAY COMMERCIAL designation as illustrated on Schedule "A" of the Plan shall accommodate uses catering to the travelling public such as motels, automotive sales and service, general convenience commercial uses, recreational uses, restaurants and banquet halls. Uses such as building supply outlets, wholesale outlets, churches, funeral homes, garden centres, furniture stores, home furnishing centres, liquor, beer and wine stores may also be permitted subject to the provisions of the Zoning By-law.*

Residential uses may be permitted within mixed use developments provided that commercial uses are located at street level, and land use compatibility can be addressed.

Evaluation: The proposed townhomes are not a permitted use within the Highway Commercial designation and therefore an Official Plan Amendment is required to redesignate the Subject Lands from Highway Commercial to Residential.

Policy D.5.4 states that *the Zoning By-law will establish setback, height, lot coverage and parking standards that encourage low density and low coverage commercial development, and that the Zoning By-law may also limit the gross floor area of any highway commercial development.*

In addition, **Policy 5.5** requires that *access to any road shall be carefully regulated to ensure the safe movement of vehicular and pedestrian traffic. Site Plan control by-laws and agreements are to be used to limit the number and location of road access points.*

Further, **Policy 5.6** encourages *site design standards to provide aesthetically acceptable development. Where Highway Commercial areas are adjacent to residential areas, appropriate measures shall be taken to provide adequate setbacks, landscaping and screening and to control design elements that may detract from the residential area.*

Evaluation: The proposed amendment addresses the Township Highway Commercial designation policies by providing for the type of mixed use development, in the form of live-work townhouse units, next to Wellington Road 7, as contemplated by these policies and the recently approved Zoning By-law amendment 2022-72. This, together with the remaining proposed townhouses, allows for a compact built form to be provided on these underutilized lands. In addition, the high quality built form being proposed will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent existing residential,

agricultural and recreational uses. Further, the proposal includes appropriate parking standards and access driveways, as has been indicated in the Traffic Impact Study being submitted.

PART E – IMPLEMENTATION

Section E provides the detailed policies pertaining to impact assessments in the Township of Centre Wellington Official Plan.

Policy E.1.1 states that *in assessing the merits of any development applications requiring approval under the Planning Act, the Township may require studies to be undertaken to measure various impacts and to propose methods of reducing or eliminating negative impacts. Qualified professionals shall prepare these studies and will include, but are not limited to:*

- *Planning impacts*
- *Environmental impacts*
- *Traffic impacts*
- *Agricultural impacts*
- *Fiscal impacts*

Studies prepared as part of an environmental assessment, licensing procedure or other planning process may fulfill all or part of the requirements of this section.

Also, **Policy E.1.2** states that *planning impact assessments may be required to evaluate:*

1. *the need for the proposed use other than for aggregate operations, taking into account other available lands or buildings in the area;*
2. *the appropriateness of the proposed site for the use proposed taking into consideration the size and shape of the land and its ability to accommodate the intensity of use proposed;*
3. *the adequacy of the proposed method of servicing the site;*
4. *the compatibility of the proposed use with consideration given to the height, location, proximity and spacing of buildings; the separation between various land uses; impacts from noise, odour, dust or other emissions from the proposed use and from adjacent land uses; loss of privacy, shadowing or effect on heritage resources;*
5. *the impact on natural resources such as agricultural land and mineral aggregate deposits;*
6. *the exterior design in terms of bulk, scale and layout of buildings and other design elements;*
7. *the possibility that site contamination has occurred or the site may contain historic petroleum wells or associated works, and if so, demonstrate compliance with provincial regulations;*
8. *methods of reducing or eliminating negative impacts;*
9. *other planning matters considered important by the Township.*

Also, **Policy E.1.3** states that *Environmental impact assessments prepared by a qualified person may be required to evaluate the impacts a proposed development may have on the natural environment and the means by which negative impacts may be reduced or eliminated. An environmental impact assessment may include some or all of the following:*

1. *A description of the proposal, including a statement of purpose;*
2. *A description of the existing land use on the subject lands and adjacent lands, as well as the relevant land use regulations;*
3. *An identification of proposed land uses and activities and potential environmental impacts;*

4. A delineation of any environmental constraint area on a site plan;
5. A description of the terrestrial and aquatic resources, natural and built landforms, surface and groundwater and other significant environmental features or functions on the site;
6. A statement of the relative environmental and ecological significance of the natural features and functions affected by the proposal;
7. A statement that there are no negative impacts on provincially significant natural heritage features and functions and a description of the means by which negative environmental impacts will be mitigated in other natural heritage areas.
8. A consideration of the potential for enhancement of environmental features or functions through site design alternatives;
9. A proposal for monitoring, where needed
10. Such additional concerns as the Township may consider relevant.

Finally, **Policy E.1.4** states that *where a development proposal may add significant volumes of traffic to a road system or where development is proposed in an area with recognized road deficiencies, a Council may require a traffic impact assessment. The assessment may include any or all of the following:*

1. Pre and post development traffic patterns and volumes;
2. Structural adequacy and capacity of the existing and proposed road system;
3. Convenience, accessibility and safety of the site for people and vehicles and the effect on traffic customarily on the road;
4. Sight distance visibility;
5. Grade (slope) of road;
6. Assessment of required right of way width to accommodate required road standard in accordance with municipal servicing standards;
7. Suitability of the road for all weather conditions;
8. Suitability of the site or roads for snow plowing and removal;
9. Pedestrian and bicycle traffic flows and potential conflicts, particularly where schools or senior facilities are nearby;
10. Ability of new roads to meet municipal standards;
11. Means by which negative impacts will be reduced or eliminated;
12. Such additional concerns as a Council may consider relevant.

Evaluation: The proposed OPA and ZBA applications include the necessary studies required to be able to assess the planning impacts, environmental impacts, traffic impacts and agricultural impacts. Aside from this Planning Justification Report whose conclusions can be found in Section 4.0, the remaining Studies indicate the following:

Environmental Impacts

An Environmental Impact Study is being submitted with the Applications which has been scoped on the basis of the specific attributes of the property and adjacent lands. This Study demonstrates that there are no natural environment constraints within the subject property. Further, the environmental constraints on the adjacent lands (three wetlands) are all sufficiently far away (a minimum 65 m from the subject property limits) and of a nature that there is little potential for negative impacts; the only potential impact is on the water balance of two of those wetlands, with measures having been incorporated into the servicing plans for the project to ensure that their water balance is maintained. As such, there are no natural environment concerns which should preclude the proposed medium density residential community. Permissions will need to be

obtained from GRCA for development over a portion of these lands, however there should be no reason why that agency would not permit this properly planned community. Nor are there any reasons, from a natural heritage perspective, why such development should not be approved by the Township of Centre Wellington or Wellington County.

Traffic Impacts

A Traffic Impact Study is being submitted with the Applications. This Study indicates that the proposed community will not cause any operational issues and will not add significant delay or congestion to the local roadway network. In addition, the proposed parking supply meets the minimum requirements in the Township's Zoning By-law 2009-045. Further, the proposed north access, centre access, and south access will operate efficiently as full-movement accesses, with one-way stop control for eastbound movements. A single ingress and egress lane at the north access, centre access and south access will provide the necessary capacity to service the proposed community.

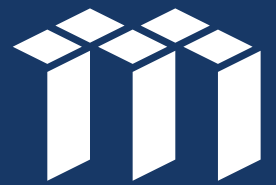
Agricultural Impacts

Based on the Minimum Distance Separation (MDS) Document – Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks Document, Publication 853, prepared by the Ministry of Agriculture, Food and Rural Affairs of the Province of Ontario, Implementation Guideline 36 relates to Non-Application of MDS within Settlement Areas. This Guideline states that MDS I setbacks are not required for proposed land use changes, including rezonings and redesignations, within approved settlement areas, as it is generally understood that the long-term use of the land is intended to be for non-agricultural purposes. As the Subject Lands are within an Urban Centre, this Guideline applies and therefore there can be no agricultural impacts anticipated.

Fiscal Impacts

This is not applicable as the proposal provides for gentle residential intensification development on the Subject Lands and will not create negative impacts on existing commercial facilities or impose severe or unusual financial burdens on the municipality's fiscal well-being.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the overall policy direction of the Township OP.



MHBC
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