

Planning Justification Report

# Ospringe, Town of Erin

## Zoning By-law Amendment and Draft Plan of Subdivision



2015 Aerial and Parcel Mapping Retrieved from County of Wellington Interactive Map,



Prepared for Spirit of Pentecost  
by IBI Group  
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<b>ORIGINATOR:</b>	Julia Redfearn
<b>REVIEWER:</b>	Odete Gomes
<b>AUTHORIZATION:</b>	Odete Gomes
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# 1 Introduction

IBI Group was retained by Spirit of Pentecost to coordinate the Zoning By-law Amendment and Draft Plan of Subdivision applications for their property located in the hamlet of Ospringle, in the Town of Erin, County of Wellington (corner of Second Line and Wellington County 124).

The lands are currently designated HAMLET (Ospringle) in the Town of Erin Official Plan.

The lands are zoned Agricultural (A) and Rural Residential Three (R3) in the Town of Erin Zoning By-law 07-67. A Zoning By-law Amendment is required to allow for the proposed residential low density development.

The proposed development includes thirteen (13) single detached residential lots on private services.

IBI Group has been retained to provide an independent planning opinion in support of the applications. The purpose of this report is to provide an overview of the proposed development, outline the existing context, and provide the planning basis and justification in support of the proposed Zoning By-Law Amendment and Draft Plan of Subdivision.

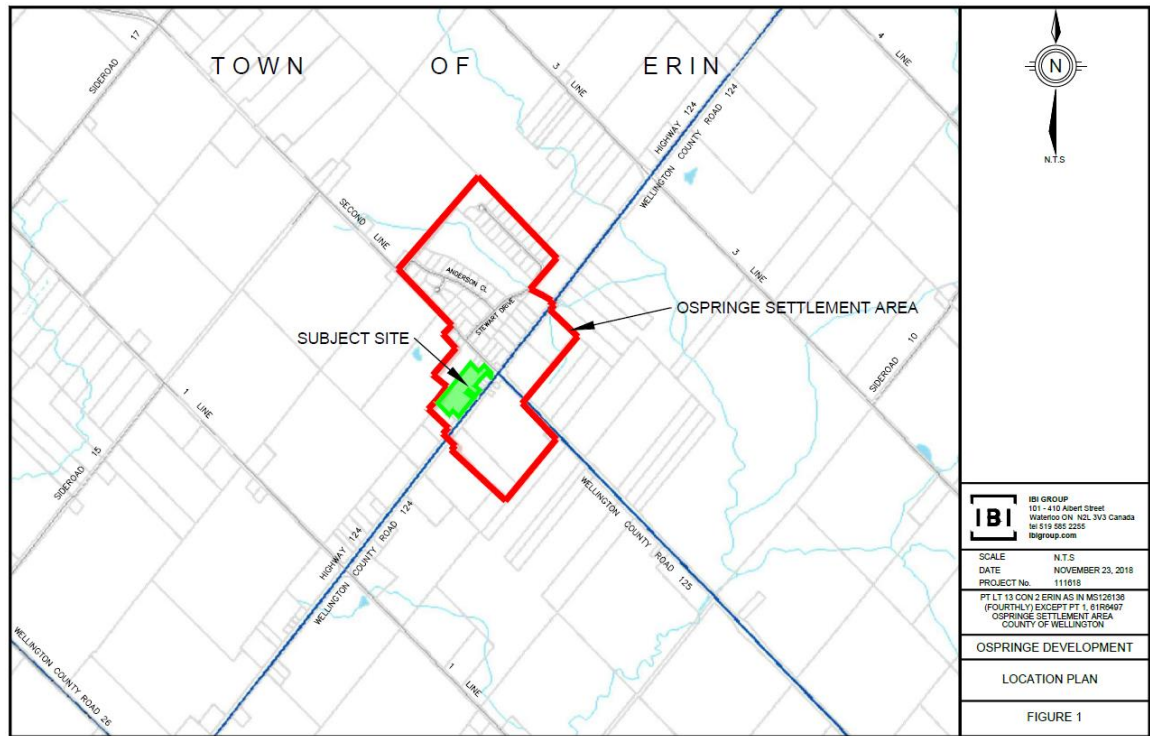
## 1.1 Site Description

The subject lands are located in the Ospringle Settlement Area in the Town of Erin, County of Wellington, at the northwesterly corner of the intersection of Wellington County Road 124 and Second Line. The property has frontage on both Second line and Wellington County Road 124.

The subject lands are legal described as:

- PT LT 13 CON 2 ERIN AS IN MS126136 (FOURTHLY) EXCEPT PT 1, 61R6497 OSPRINGE SETTLEMENT AREA COUNTY OF WELLINGTON

The subject lands have a total area of approximately 3.62 hectares (8.9 acres). The subject site is shown contextually on **Figure 1 – Location Plan**.



## 1.2 Existing Conditions and Surrounding Context

The subject lands are mostly vacant, with the only built form being a single detached dwelling and detached garage, as shown from a southward facing view in **Figure 2 – Existing Street View of the Subject Lands**, retrieved from Google Maps Street View May 2018.



**Figure 2 – Existing Street View of Subject Lands**

The subject lands are bound by existing residential to the north and south, along Wellington County Road 124. The surrounding lands consist mainly of residential dwellings, various commercial buildings and agricultural uses. The following describes the surrounding uses in detail:

North: Second Line, existing residential and commercial (i.e. plaza with gas station, convenience store and restaurants);

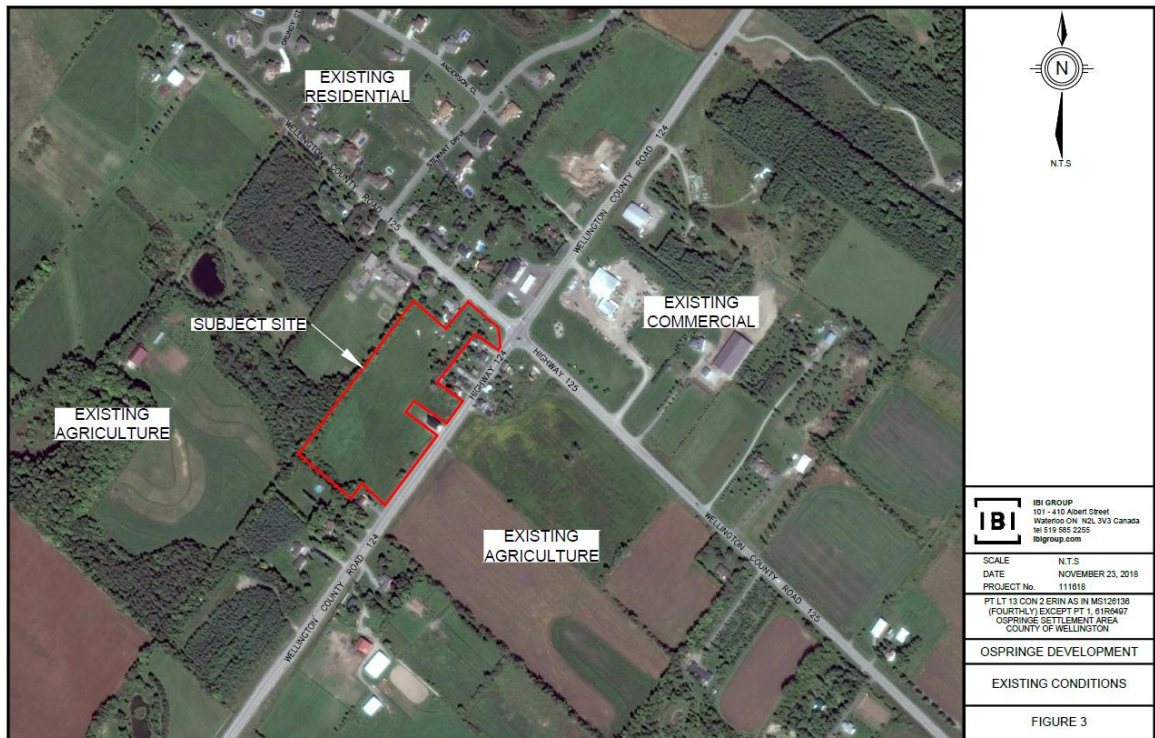


East: County Road 124, single detached dwellings, and a commercial (i.e. farm equipment supplier);

South: County Road 124, existing agriculture (cash crops), and single detached residential dwellings. Also, a Plan of Subdivision (23T-160002) and Zoning By-law Amendment (Z16/06) were approved by Council in 2017, permitting a 60 lot residential development, located approximately 30 metres south of the subject lands; and,

West: A woodlot, existing agriculture (cash crops), and an institutional use (religious organization);

Please refer to **Figure 3 – Existing Conditions** for an aerial view of the subject site and surrounding land uses.



## 2 Proposed Development

The proposed development consists of thirteen (13) single detached rural residential lots. The lots range in size from 2,027 sq. metres to 2,678.83 sq. metres. The lot frontages range from 21.61 metres to 39.64 metres. The proposed concept plan is provided in **Appendix A**.

The proposed development includes (13) residential lots, one (1) stormwater management block, one (1) new municipal road, and one (1) 6.0 metre access. The proposed road (shown as Street “A” on the concept plan) will provide access onto Second Line. All proposed lots will have frontage onto Street “A”. No access is provided to Wellington County Road 124.

A stormwater management pond will be developed on block one (1) of the proposed plan. The stormwater management pond is intended to be private. **Table 1 – Proposed Development Details** below shows the proposed lot areas, frontages, and block or lot reference numbers. Details regarding building locations will be provided at a later date.

LOT/BLOCK	FRONTAGE (M)	LOT AREA(M <sup>2</sup> )
Lot 1	39.64	2091.42
Lot 2	38.42	2027.06
Lot 3	38.28	2027.06
Lot 4	25.15	2678.83
Lot 5	22.58	2072.54
Lot 6	21.61	2348.66
Lot 7	28.00	2126.40
Lot 8	33.52	2063.48
Lot 9	32.11	2067.68
Lot 10	32.11	2066.98
Lot 11	32.11	2066.98
Lot 12	32.11	2065.58
Lot 13	32.87	2323.84
Block 1 – SWM Pond	118.64 (onto Street “A”)	2,310
Road	N/A	5,176
6.0 metre Access	N/A	493

**Table 1 – Proposed Development Details**

### 3 Required Planning Applications

The following section provides an overview of the planning applications that are currently proposed or will be required for the proposed development.

#### 3.1 Draft Plan of Subdivision

A Draft Plan of Subdivision will be required to obtain permission to subdivide the property. The proposed Draft Plan of Subdivision, displayed in **Appendix A**, intends to subdivide the subject lands into thirteen (13) lots, two (2) blocks (one for the proposed stormwater management pond and one for the 6.0 metre access), and a new municipal right-of-way (ROW).

**Table 2 – Proposed Details of the Draft Plan of Subdivision** below provides details regarding proposed uses, unit counts, and lot/block areas.

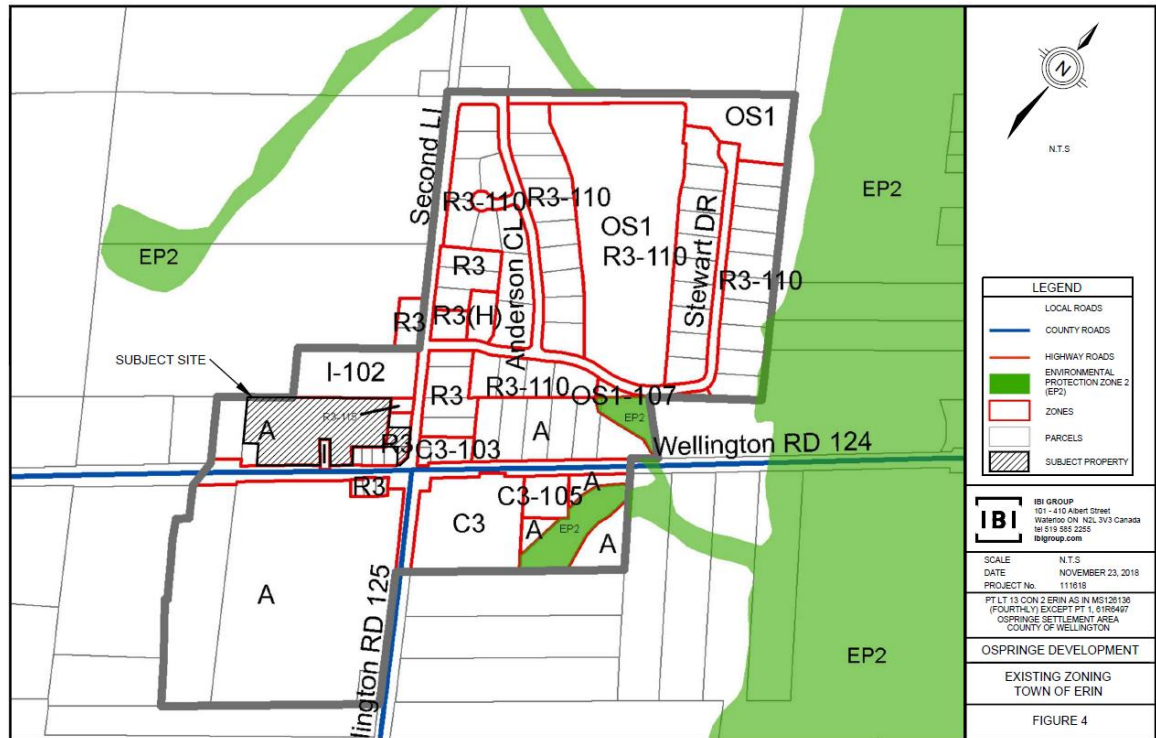
BLOCK/LOT	PROPOSED USE	UNIT COUNT	AREA (HA)
Lots 1-13	Single Detached	13	2.8241
Block 14	Stormwater Management Pond	N/A	0.2310
Block 15	6.0m Access	N/A	0.0493
Street “A”	Private Road	N/A	0.5176
<b>TOTAL</b>		13	3.6220

**Table 2 – Proposed Details of the Draft Plan of Subdivision**



### 3.2 Zoning By-law Amendment

By-law 07-67, as amended is the Comprehensive Zoning By-law of the Town of Erin, regulating land use and building location. The June 2018 consolidated version was used for the purpose of this report. The subject lands are zoned Agricultural (A) and Rural Residential Three (R3), as shown below in **Figure 4 – Existing Zoning Town of Erin**.



The Agricultural (A) Zone permits the following uses:

- Agricultural uses
- Single detached dwelling
- Accessory dwelling unit in accordance with Section 4.1.1 and Section 4.1.2
- B&B (Class 1 & 2) in accordance with Section 4.3
- Home Industry in accordance with Section 4.17
- Home occupation in accordance with Section 4.18
- Commercial nursery
- Portable asphalt plant
- Wayside pit or quarry
- Uses accessory to any permitted use

The existing Agricultural (A) Zone regulations are as follows:

LOT REQUIREMENTS	LOT AREA LESS THAN 10 HA
Minimum Lot Area	0.4 ha
Minimum Lot Frontage	30.0 m
Minimum Front Yard	10.5 m
Minimum Rear Yard	7.5 m

Minimum Interior Side Yard	3.0 m
Minimum Exterior Side Yard	7.5 m
Maximum Lot Coverage	30%
Maximum Height Main Building	11.0 m

**Table 3 – Existing Agricultural (A) Zone Regulations**

The portion of the subject lands zoned Agricultural (A) conforms to Zoning By-law 07-67, as it is vacant and meets the minimum lot size requirements. Nonetheless, the existing parcel zoned Agricultural (A) is being underutilized within an existing hamlet in the Town of Erin.

The Rural Residential Three (R3) permits the following uses:

- Detached dwelling
- Accessory dwelling unit
- Home occupation in accordance with Section 4.18
- B&B (Class 1 & 2) in accordance with Section 4.3
- Existing institutional uses
- Uses accessory to a permitted use

The Rural Residential Three (R3) Zone regulations are as follows:

R3 ZONE	SINGLE DETACHED DWELLING
Minimum Lot Area	2,000 sq. m
Minimum Lot Frontage	30.0 m
Minimum Front Yard	7.5 m
Minimum Rear Yard	7.5 m
Minimum Side Yard	3.0 m
Minimum Exterior Side Yard	4.5 m
Maximum Lot Coverage	30%
Maximum Building Height	11.0 m
Where a yard abuts a County Road, no building or structure shall be erected within 27.4 m of the centre line of the road allowance.	

**Table 4 – Existing Rural Residential Three (R3) Regulations**

The existing single detached dwelling on the subject lands meet the requirements of the R3 Zone; however, the existing accessory structure is constructed in front of the *front building line* of the main building, which is not permitted in Zoning By-law 07-67 as per section 4.2.2. Additionally, the single detached dwelling is in poor condition, having history of being relocated multiple times.

To facilitate the proposed development a Zoning By-Law Amendment is required. This application proposes to amend Zoning By-law 07-67 from Agriculture (A) and Rural Residential Three (R3) to Rural Residential Three – Modified (R3-\_\_\_) with a special provision to permit a reduced lot frontage from 30 metres to 21.61 metres. Please refer to **Appendix B** for the proposed Draft By-law. **Table 5 – Proposed Site Statistics versus R3 Zone Regulations** a comparison of the minimum requirements of the Rural Residential Three (R3) Zone and the proposed minimum provisions, demonstrating where a special provision is required in yellow.

R3 ZONE	SINGLE DETACHED DWELLING	PROPOSED	SPECIAL PROVISION REQUIRED
Minimum Lot Area	2,000 sq. m	36,200 sq. m	No
Minimum Lot Frontage	30.0 m	21.61 m	Yes
Minimum Front Yard	7.5 m	7.5	No
Minimum Rear Yard	7.5 m	7.5	No
Minimum Side Yard	3.0 m	3.0	No
Minimum Exterior Side Yard	4.5 m	4.5 m	No
Maximum Lot Coverage	30%	30 %	No
Maximum Building Height	11.0 m	11.0 m	
Where a yard abuts a County Road, no building or structure shall be erected within 27.4 m of the centre line of the road allowance.			

**Table 5 – Proposed Site Statistics versus R3 Zone Regulations**

## 4 Supporting Studies

A Geotechnical Investigation, Functional Servicing Report, Stage One and Two Archaeological Impact Assessment, Heritage Impact Assessment, and Traffic Impact Study have been prepared by various consultants in support of the proposed development and subsequent planning applications. Summaries of these reports are provided below.

### 4.1 Geotechnical Investigation

A geotechnical investigation was conducted by Chung & Vander Doelen Engineering Ltd. in support of the proposed development. The purpose of the geotechnical investigation was to determine the subsurface conditions and relevant soil properties at the subject lands in order to provide geotechnical recommendations for the design and construction of the site grading, residential foundations, and the internal roadway. The following comprises of the subsurface conditions: topsoil, sand and silt to sandy silt, granular deposits, sandy silt till, silt, and groundwater. As a result of the findings, procedures for the construction of engineered fill were provided along with procedures for the planning stages and during site grading operations. Additionally, the following recommendations were provided: earth fill to support future dwelling structures and roadways is to be constructed significantly different than earth fill to be used to raise grade in wastewater treatment leaching bed envelopes, and engineered fill construction be conducted during the summer and early fall months. Please refer to the geotechnical report submitted alongside the planning applications for details regarding the findings and recommendations. The findings and recommendations were considered and addressed by the engineers at IBI Group for site grading design purposes.

## 4.2 Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by IBI Group to outline the various engineering design components of the site in support of the proposed development based on geotechnical and hydrological findings. Erosion, grading and sediment control measures (i.e. silt fences, temporary ponds, mud mats, and straw bales) will be implemented to ensure sediment does not escape the development, details to be provided at the final design stage. There are various utilities in the surrounding area to service the proposed development, including: hydro, gas, cable and telephone. In regard to water supply and septic, the proposed individual lots will be serviced by private wells and tertiary septic tank and tile systems. A preliminary stormwater management plan was also prepared by IBI Group, confirming that on-site stormwater quantity and quality can be accommodated as a result of the proposed development. Ultimately, the proposed development is serviceable according to all current and applicable design standards.

## 4.3 Stage One and Two Archeological Impact Assessment

A stage one and two Archeological Impact Assessment (AIA) was prepared by Archaeological Assessments Ltd. Stage one consisted of a historical evaluation of Ospringe and indicated that there are no previously registered archaeological sites located either on or immediately adjacent to the subject lands, and that there is only one previously registered archaeological site within a one kilometre radius. The stage two of the AIA includes a field survey to determine if the subject lands consist of archaeological resources. The area of obvious disturbance by the house, garage and driveways no longer have any archaeological potential and were not shovel test pitted. Ultimately, there was no archaeological material or sites located during the course of the stage 2 AIA of the subject lands. The report prepared by Archaeological Assessments Ltd. was submitted to the Minister of Tourism and Culture as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.

## 4.4 Heritage Impact Assessment

A Heritage Impact Assessment (HIA) was prepared by Scarlett Janusas Archeological Inc. The HIA consisted of a comprehensive cultural heritage assessment on the built heritage and cultural heritage landscape. Every built feature was subject to field evaluation, the built features were photographed and evaluated as to the cultural heritage interest, value and merit. The single detached dwelling located at 5414 Second Line has been identified as having cultural heritage value and interest.

It is suspected that the aluminum siding may cover a wooden frame house. The additions have no cultural heritage value or interest, but the main building was one of the original in the area. The original building has been move twice (first time from the original toll gate house located and then back from the road due to road widening).

The HIA concludes that one of the following options have been recommended for 5414 Second Line:

- **Option: 2 – Test:** Prior to any restoration, testing of the integrity of the buildings should be conducted to determine restoration requirements or if the value of the restoration is outweighed by the lack of structural integrity.
- **Option: 3 – Comprehensive architectural drawings** should be conducted for all the built heritage features as a permanent record of the building.
- **Option: 4 – Restoration in situ** is recommended for the entire built heritage.

- **Option: 5 – Restoration and remove buildings to a different location:** Given that the study area is proposal for subdivision development, relocation of this building should ideally be in a setting where their heritage attributes correlate with the community/setting, these buildings should remain within the village of Ospringe.
- **Option: 6 – Adaptive reuse** can be an alternative to removal of the buildings. The heritage elements of each of the buildings should be restored and maintained. The development of the proposed subdivision could include the incorporation of the bindings. These areas could be uses as community centres, day care facilities, other recreational options, bed and breakfasts, etc. In this way the buildings could remain in situ, but reused.
- **Option: 9 – Signage recognition:** Plaques and/or signs that provide a succinct description of the date, style, architect/builder, wherever possible. Subdivision roadways should be names after the previous owners of the property.

## 4.5 Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by IBI Group to analyze potential traffic impacts to the study area caused by trips generated by the proposed development. Two subdivision plans were evaluated, including one with access onto County Road 124 and the other onto County Road 125, also referred to as Second Line. Site traffic from the proposed development is estimated to generate 19 trips (5 entering, 4 existing) in the AM peak hour and 17 trips (11 entering, 6 existing) in the PM peak hour. Based on 2023 total traffic conditions, traffic operations at the intersection of County Road 124 and Second Line, are expected to be acceptable during both weekday AM and PM peak hours with no critical movements. In regard to the proposed site driveway entrance intersecting with Second Line, is expected to operate well with excellent traffic operations with minimal delays. Ultimately, the proposed development is feasible from a traffic perspective.

## 5 Review of Planning Framework

The following subsections provide an assessment of the proposed development against current and applicable planning policy, including the Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”), the Provincial Policy Statement (2014), the 2014 Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”), the County of Wellington Official Plan, and the Official Plan of the Town of Erin.

### 5.1 Planning Act, R.S.O. 1990, c. P.13

Section 2 of the Planning Act refers to matters of provincial interest that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, must have regard to, among other matters in order to carry out their responsibilities under the Act:

*(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

**Planning Comment:** 5414 County Road 125 is not a designated heritage property, nor is it located within a Heritage Conservation District. However, a Heritage Impact Assessment was prepared by Scarlett Janusas Archeological Inc., as the single detached dwelling located at 5414 Second Line has been identified as having cultural heritage value and interest. As a result of the findings, the following recommendations will be executed to ensure the built heritage and cultural heritage landscape are not adversely impacted by the proposed development: testing of the integrity of the buildings to determine restoration requirements (if any, as the existing dwelling is in poor

condition), comprehensive architectural drawings will be conducted for all the built heritage features, and signage recognition. A stage 1 and 2 AIA were prepared by Archaeological Assessments Ltd., finding that no archaeological materials or sites were located during the stage 2 assessment of the subject lands, confirming that no further concerns for impacts to archaeological resources exist.

*e) the supply, efficient use and conservation of energy and water;*

*f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste water management systems;*

*g) the minimization of waste;*

**Planning Comment:** There are various utilities with existing facilities surrounding the subject lands, including hydro, gas, cable, and telephone. Servicing of the proposed development by these various utilities will be provided by an extension of these facilities. A preliminary grading and servicing plan, as well as a conceptual layout of the storm sewers and stormwater management facility are provided alongside the planning submission, confirming that the proposed development can appropriately deal with sewage, water and waste water management. In regard to transportation, the TIS prepared by IBI Group confirmed that the proposed driveway will operate well in the future to serve the proposed development from a traffic operations point of view. County Road 124 is an arterial road, southeast adjacent to the subject lands, that is designed to service high volumes of intra-urban traffic at moderate speeds. Second Line is a collector road, east adjacent to the subject lands, intended to service a moderate amount of traffic and is used primarily to collect traffic from local roads and channeling it to arterial roads, as proposed.

*h) the orderly development of safe and healthy communities;*

*j) the adequate provision of a full range of housing, including affordable housing;*

*o) the protection of public health and safety;*

**Planning Comment:** The thirteen (13) single detached dwellings will contribute to a full range of housing in Ospringe, Erin and the County of Wellington. The proposed development will further contribute to a safe and healthy community. Supporting studies prepared by IBI Group have confirmed that the proposed development can be adequately serviced and will not have an adverse impact on traffic in the area surrounding the subject lands, confirming public health and safety will be maintained.

*p) the appropriate location of growth and development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

*r) the promotion of built form that,*

*i. is well-designed,*

*ii. encourages a sense of place, and*

*iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

*s) the mitigation of greenhouse gas emissions and adaptation to climate change.*

**Planning Comment:** The subject lands are located within a hamlet, which is part of the urban system, where development is permitted. Currently, there is no transit in Erin, or the County of Wellington for that matter, as it is not feasible due to the existing low density rural character. However, Wellington County received a grant in 2018 to establish a transit system, and the proposed development will increase transit viability along County Road 124, Ospringe, in the Municipality of Erin. Moreover, the proposed development maintains the low density character of



Ospringe, Erin while creating functional residential lots that results in intensification, contributing to the mitigation of greenhouse gas emissions.

**Section 34** of the Planning Act provides policies related to Zoning By-laws, such as restricting use of land, construction of buildings or structures, loading or parking facilities, and areas, height, and density. Specifically, Section 34(10) of the Planning Act discusses the opportunity for amending Zoning By-laws, despite any other provision under Section 34 of the Planning Act.

**Planning Comment:** The proposed development is subject to Section 34 of the Planning Act, as it requires an amendment to Comprehensive Zoning By-law 07-67. The subject lands are currently zoned Agricultural (A) and Rural Residential Three (R3), whereas they require a change to a more appropriate zone with site-specific provisions related to the proposed minimum lot frontage.

**Planning Act Conclusion:** The proposed development is consistent with all applicable laws of the Planning Act, as it:

- is functional from a servicing perspective;
- focuses residential growth within an existing hamlet;
- increases the viability of transit along County Road 124, Erin;
- appropriately addresses heritage and archaeological concerns;
- is well-designed, vibrant, and attractive to encourage a sense of place, ensure public safety and accessibility for all; and,
- contributes to combating climate change by more efficiently utilizing land.

## 5.2 Provincial Policy Statement (2014)

This PPS was issued under Section 3 of the Planning Act and came into effect April 30, 2014. It replaced the previous version of the Provincial Policy Statement issued March 1, 2005.

The PPS provides policy direction on matters of provincial interest related to land use planning, which supports the provincial goal of enhancing the quality of life for the citizens of Ontario. The focus of the document is on building strong communities, a clean and healthy environment, and economic growth by directing growth to existing settlement areas, encouraging efficient and cost effective land use development patterns, and protecting natural resources for the long term.

The Vision of Part IV states "...Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities..."

**Policy 1.1.1** "Healthy, liveable and safe communities are sustained by:

- 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 mix of residential (including second units, affordable housing and housing for older persons), [...] 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 settlement areas in those areas which are adjacent or close to settlement areas;*

**Planning Comment:** The proposed development more efficiently utilizes the subject lands than the existing residential dwelling and accessory structure, while maintaining the low density rural

character of Ospringe, Erin. The proposed thirteen (13) residential units will further contribute to the mix of residential uses in Erin to meet long-term needs of the community. The proposed land use pattern will not result in environmental or public health and safety concerns, or the expansion of a settlement area.

- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- 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;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

**Planning Comment:** The proposed development promotes a cost-effective development pattern, as it is an appropriate form of mild infill, which will minimize land consumption and consider the impacts of climate change. The proposed thirteen (13) lots are functional from a servicing perspective, as the FSR prepared by IBI Group confirms that the lots will be serviced by individual tertiary septic tank and tile systems in addition to private wells, which is common for lots located within a hamlet. Additionally, the FSR confirmed that there are existing utilities surrounding the subject lands, including hydro, gas, cable, and telephone to service the proposed development, provided they are extended. In regard to land use barriers, the proposed design will be in accordance with all current and applicable AODA Standards to ensure accessibility for all.

**Policy 1.1.2** states that *sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years....Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

**Policy 1.1.3.1** says that *settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

**Planning Comment:** As noted above, vitality, regeneration, growth and development shall be encouraged within settlement areas, as proposed. Further, the proposed development will contribute to accommodating the long-term residential needs of the community through the intensification of an existing settlement area.

**Section 1.1.3.2** *Land use patterns within the settlement areas shall be based on:*

- a) *densities and a mix of land uses which:*
  - 1. *efficiently use land and resources;*
  - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned of available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - 3. *minimize negative impacts to air quality and climate change and promote energy efficiency;*
  - 4. *support active transportation;*

**Planning Comment:** The proposed development on the subject lands efficiently utilizes the existing utilities and transportation infrastructure in the surrounding area. Also, the higher density proposed for the subject lands protect the natural environment by using less land for development so that more land remains in its natural state, unchanged by human activity. No development is being proposed within the open space areas.

**Policy 1.1.3.3** *Planning authorities shall identify appropriate locations and promote opportunities for 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 required to accommodate projected needs.*

*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

**Policy 1.1.3.4** *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

**Policy 1.1.3.5** *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

**Policy 1.4.1** *To provide for an appropriate range and mix of housing types 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 of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

**Planning Comment:** The proposed development is a mild form of residential intensification within a hamlet. The proposed development avoids risk to public health and safety, as confirmed by qualified professionals from various perspectives that prepared the required supporting studies. The proposed land use pattern takes into consideration the existing and proposed building stock in Ospringe. Provincial targets are not established for hamlets, however the proposed development will contribute to accommodating the long-term housing needs required for the anticipated population growth in Erin and the County of Wellington.

**Section 1.4.3** requires that *planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- b) *Permitting and facilitating:*
  1. *All forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
  2. *All forms of residential intensification, including second 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 of 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; and*
- e) *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.*

**Planning Comment:** As previously mentioned, the proposed development is a mild form of residential intensification and redevelopment that will minimize the cost of housing and facilitate a

compact built form that maintains the low density character of Ospringe. Further, the proposed development is serviceable according to all current and applicable design standards, maintaining appropriate levels of health and safety. The proposed thirteen (13) lots have a minimal impact on existing public service facilities. Also, due to the size of Ospringe, most of the necessary public services are provided in Rockwood, a nearby hamlet approximately 7.1 kilometres away, including: Ontario Provincial Police, Rockwood Fire Station #20, Sacred Heart Catholic School, Rockwood Centennial Public School, Canada Post, Rockwood Branch Library, and Rockmosa Community Hall. Currently, there is no transit in Erin, as it is not feasible due to the existing low density rural character. However, as previously mentioned, Wellington County received a grant in 2018 to establish a transit system, and the proposed development along with the approved development south of the subject lands will increase transit viability along County Road 124, Ospringe, in the Municipality of Erin.

**Section 1.6** of the PPS frameworks the policies applicable to the issue of infrastructure and public service facilities, including policies for sewage, water and stormwater. It is important that infrastructure such as electricity generation facilities and transmission and distribution systems is designed to be viable over their life cycle and available to meet current and projected needs while considering impacts from climate change. Further, prior to designing new infrastructure, the use of existing infrastructure shall be optimized, including public service facilities. In regard to sewage and water services, existing municipal sewage and water services shall be optimized, and new systems shall be feasible, protect human health and the natural environment, and be financially viable. Water conservation and use efficiency are also encouraged, and service integration is promoted at all stages of the planning process.

Lot creation may be permitted only if there is confirmation of sufficient reserve sewage and water system capacity, including treatment capacity, which may be in the form of private communal sewage and water services, and on-site sewage services. Planning for stormwater management is also required to minimize or prevent contaminant loads and changes in water balance and erosion, prevent property damage and decrease risks to public health and safety, maximize the extent and function for vegetation and pervious surfaces, and promote stormwater best management practices (“BMPs”).

In regard to transportation systems, existing and planning infrastructure should be safe, energy efficient, facilitate the movement of people and goods, and address projected transportation needs. Transit is encouraged, where feasible.

**Planning Comment:** The proposed development has effectively considered infrastructure and public service facilities, including policies for sewage, water and stormwater. The FSR prepared by IBI Group confirms that there are existing utilities surrounding the subject lands, including hydro, gas, cable, and telephone to service the proposed development, provided they are extended. The FSR also confirms that the proposed individual lots can be serviced by private wells and individual tertiary septic tank and title systems according to all applicable and current design standards. A Stormwater Management Report also prepared by IBI confirms that the stormwater can be appropriately dealt with to prevent contaminant loads and changes in water balance and erosion. Effective measures to protect public health and safety are outlined in the stormwater management plan, and will be implemented accordingly, such as setbacks.

In regard to the transportation system, a local road is proposed to intersect with Second Line, a collector road, intended to service a moderate amount of traffic. According to the TIS prepared by IBI Group, under 2023 total traffic conditions, it is expected that traffic operations will be acceptable with regards to levels of service and que lengths. Also, there are a range of complementary land uses within the surrounding area of the subject lands that may be accessed by active transportation or short vehicular trips, such as: Heartland Farm & Cidery, Premium Equipment Ltd. - John Deere, Datta Yoga Centre of Canada, Esso, Teak Barn, Knox Presbyterian

Church, and Wingrove Veterinary Svc. However, sidewalks are only encouraged in hamlets, as they are not always practical, and vehicular travel is the most common. For example, Ospringe, Erin does not currently have existing sidewalk infrastructure, thus it would not be feasible to propose sidewalks as part of the proposed development that would ultimately not be well-connected to complementary land uses. Additionally, transit does not exist in Ospringe, Erin, or Wellington County, as it is unfeasible due to the rural low density character cross-county. Nonetheless, as development progresses within the hamlets and Urban Centres, the feasibility of transit increases.

**Section 1.7.1** explores the support for long-term economic prosperity.

*Long-term economic prosperity should be supported by:*

- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- i) promoting energy conservation and providing opportunities for development of renewable energy systems, including district energy;*
- j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- k) encouraging efficient and coordinated communications and telecommunications infrastructure.*

**Planning Comment:** The proposed development contributes to long-term economic prosperity by encouraging a sense of place and promoting a well-designed built form that considers the recommendations outlined in the HIA prepared by Scarlett Janusas Archeological Inc. The proposed development will maintain a consistent character with other single detached residential lots existing and proposed in Ospringe, Erin by utilizing the same Rural Residential Three (R3) Zone with consistent setbacks. In regard to energy conservation, the subject lands are being more efficiently utilized as a result of the proposed redevelopment by increasing the number of residential units from one (1) to thirteen (13) in a hamlet consisting of alike and supporting land uses. The existing trees along the west border of the subject lands are proposed to be maintained where possible to consider ecological benefits provided by nature.

**Section 1.8** addresses the need to conserve energy, reduce the amount of greenhouse gas emissions, improve air quality, and prolong the impacts of climate change.

**Section 1.8.1** states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

- 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;*
- f) promote design and orientation which:*
  - 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
  - 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*
- g) maximize vegetation within settlement areas, where feasible.*

**Planning Comment:** The proposed infill and residential intensification within an existing hamlet promotes a more compact built form that encourages the efficient development of an underutilized land parcel. The proposed design will take into consideration existing vegetation and soil conditions on the subject lands to maximize energy efficiency and conservation. The viability for future transit to run through Ospringe will be increased as a result of the proposed development.

Specifically, **Section 2.2.1** states that *planning authorities shall protect, improve or restore the quality and quantity of water by:*

- a) *Using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development*
- c) *Identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed*
- d) *Maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas*
- e) *Implementing necessary restrictions on development and site alteration to:*
  1. *Protect all municipal drinking water supplies and designated vulnerable areas; and*
  2. *Protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features and their hydrologic functions*
- f) *Planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality*
- h) *Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces*

**Planning Comment:** A geotechnical investigation was conducted by Chung & Vander Doelen in support of the proposed thirteen (13) lot subdivision. The subsurface conditions on the subject lands consist of the following: topsoil, sand and silt to sandy silt, granular deposits, sandy silt till, silt, and groundwater. As a result of the findings, it was recommended that earth fill to support future dwelling structures and roadways is to be constructed significantly differently than earth fill to be used to raise grade in wastewater treatment leaching bed envelopes. Further, it is recommended that engineered fill construction be conducted during summer and early fall months. Lastly, various procedures are recommended for site grading within wastewater treatment leaching bed envelopes. For more details, please refer to the Geotechnical Report submitted alongside the Zoning By-law Amendment and Draft Plan of Subdivision applications. All recommendations were taken into consideration during the preparation of the stormwater management plan and subsequent report also submitted alongside the planning applications.

**Section 3** of the PPS concentrates on protecting public health and safety by reducing public cost or risk from natural or human-made hazards.

**Section 3.1.3** *Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards.*

**Planning Comment:** The proposed development will not result in any natural or human-made hazards that pose a threat to public health and safety.

**PPS Planning Conclusion:** The proposed development is consistent with the PPS, as:

- it more efficiently utilizes the subject lands than the existing single detached dwelling and accessory structure;



- the subject lands are currently located within a hamlet, in which residential growth and development is permitted;
- it can be fully serviced according to all current and applicable design standards;
- the infill residential development would increase population density and help the County accommodate the required 10 year supply of residential land while minimizing land consumption and servicing costs;
- the proposed increase in density increases the viability for transit and housing ownership in Ospringle; and,
- the appropriate precautions will be taken into consideration to address the existing residential dwelling that has cultural and heritage value.

The existing development is inconsistent with the Provincial Policy Statement, as it:

- inefficiently utilizes the subject lands by mostly remaining vacant;
- does not support transit viability; and,
- does not provide a mix and range of dwelling types and tenures.

### 5.3 Growth Plan for the Greater Golden Horseshoe

The Greater Golden Horseshoe is one of the fastest growing regions in North America. The Growth Plan for the Greater Golden Horseshoe is a framework for implementing the vision of stronger and more prosperous communities. As part of a strategy for dealing with the expected population growth, the Growth Plan indicates a need for compact development that intensifies population densities in settlement areas, optimizes existing infrastructure and protects the natural environment.

The Growth Plan addresses these challenges through directing growth to built-up areas where the capacity exists to best accommodate the expected population and employment growth, while providing strict criteria for settlement area boundary expansions.

**Section 2.2.1** of the Growth Plan deals with managing growth.

**Section 2.2.1.1** *Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*

**Section 2.2.1.2** *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 the 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*
- c) *Within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - iv. *areas with existing or planning public service facilities;*
- e) *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

*f) Development will be generally directed away from hazardous lands*

**Planning Comment:** The proposed development is within an existing settlement area, a hamlet which is where growth is focused. The subject lands are not hazardous and the proposed lots will be serviced with private wells and individual tertiary septic tank and tile systems. The proposed development also contributes to the achievement of a complete community, as it provides needs for daily living throughout an entire lifetime and is within proximity to existing complementary uses.

**Appendix C** includes Schedule 3 of the Growth Plan – Distribution of Population and Employment, demonstrating that the County of Wellington is intended to increase in population from 122,000 in 2031 to 140,000 in 2041, whereas the current population is approximately 90,932 according to the 2016 census. Therefore, the thirteen (13) proposed residential units will contribute to accommodating the expected increase in population.

**Section 2.2.1.4** *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 second units and affordable housing, to accommodate people at all stages of life, and to accommodate 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) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development*

**Planning Comment:** The proposed development contributes to the housing types and tenures in Ospringe, Erin, and Wellington County. Further, the thirteen (13) residential units more efficiently utilize the subject lands than the existing residential dwelling and accessory structure through mild infill and intensification, creating a more compact built form. The proposed development is functional, serviceable, maintains the low density character of Ospringe, and will create an attractive and vibrant public realm during a detailed design stage of the planning process by conforming to minimum zoning provisions, where applicable. There are complementary uses within Ospringe and other hamlets within a short trip distance (maximum 10 km) to the subject lands, whether by car or active transportation, such as: institutional, residential, environmental, and commercial. The existing roads have capacity to sufficiently support the slight increase in traffic as a result of the proposed development, as confirmed in the TIS, prepared by IBI Group. By increasing density within the hamlet, prime agricultural land with good soil conditions outside of the hamlet are being preserved and effects of climate change considered. Low impact

development has further been considered during the preparation of the stormwater management plan.

**Section 2.2.6** of the Growth Plan provides guidance on housing.

**Section 2.2.6.1** *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:*

- a) *supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
  - i) *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*

**Section 2.2.6.2.** *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

**Planning Comment:** As previously mentioned, the proposed development contributes to the dwelling types and tenures within Ospringe, Erin, and Wellington County. Additionally, it contributes to achieving the minimum intensification and density targets outlined in the Growth Plan for the County of Wellington. A dwelling type that results in a higher density would not be appropriate for the subject lands, as they are in a hamlet where less growth is focused than urban centres, and adjacent to the north hamlet boundary and low density residential dwellings.

**Section 3.2.6.2** *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*

- a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
- b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*

**Section 3.2.8.2** *Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.*

**Planning Comment:** The proposed thirteen (13) lots will be serviced with individual tertiary septic tank and tile systems and private wells. According to the FSR, the proposed development is functional from a servicing perspective and in accordance with all current and applicable design standards. In regard to stormwater management, strategies have been prepared by IBI Group to effectively deal with water quantity and quality. Moreover, as previously mentioned, the proposed development will support the achievement of the minimum intensification and density targets in the Growth Plan. In regard to public service facilities, there are several provided in Rockwood, a hamlet approximately 7.1 kilometres away from the subject lands, that will support the proposed development, such as a: fire station, police station, library, and school(s).

**Section 4.2.10.1** *Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016 that will include:*

- a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*
- d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;*
- e) *recognizing the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;*
- f) *protecting the Natural Heritage System and water resource systems;*
- h) *providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and*
- i) *any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.*

**Planning Comment:** In regard to reducing greenhouse gas emissions and contributing to combating the effects of climate change, the proposed development intensifies land within the boundaries of a hamlet. Due to the rural low density nature of the County of Wellington, the thirteen (13) single detached dwellings are an appropriate mild form of infill development, simultaneously contributing to the achievement of minimum intensification and density targets set out in the Growth Plan. As previously mentioned, there are existing utilities and road infrastructure in the surrounding area to support the proposed development, and the proposed individual wells and tertiary septic tank and tile systems are sufficient to service each proposed lot. In regard to stormwater management, a plan was prepared by IBI Group that includes measures to efficiently manage stormwater quantity and quality on the subject lands post-development. The existing trees on the subject lands will be preserved, where possible. The existing dwelling on the subject lands has cultural interest, but is in poor condition; as a result, IBI Group will proceed with executing relevant recommendations provided by Scarlett Janusas Archeological Inc.

**Growth Plan Planning Conclusion:** The proposed development conforms to the Growth Plan policies as:

- it is within the and existing hamlet and settlement area, where development is focused;
- it is serviceable by existing utilities, road infrastructure, and proposed private wells, individual tertiary septic tank and tile system, and stormwater management pond;
- a mild form infill and intensification are appropriate on the subject lands and contribute to minimum intensification and density targets for the County of Wellington outlined in the Growth Plan, in addition to the prevention of urban sprawl; and,
- the existing dwelling with cultural interest will be accommodated in accordance with some of the recommendations provided by Scarlett Janusas Archeological Inc.

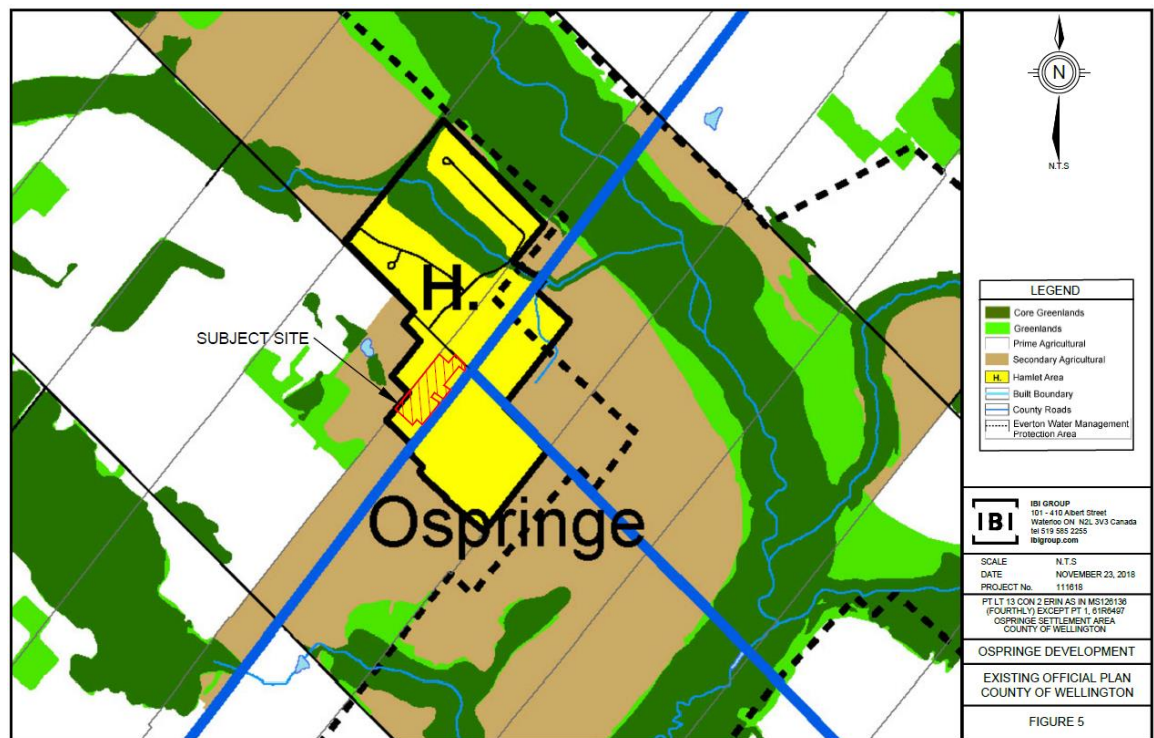
The existing development conflicts with the Growth Plan, as it:

- underutilizes land within the hamlet boundaries;

- does not contribute to the achievement of residential intensification and density targets; and,
- fails to provide a high quality, compact built form.

## 5.4 County of Wellington Official Plan

The County of Wellington Official Plan was adopted by Wellington County Council on September 24, 1998, approved by the Ministry of Municipal Affairs on April, 13, 1999 and came into effect on May 6, 1999. The online office consolidation from June 1, 2018 was used for the purpose of this report. The County of Wellington Official Plan is a guiding document outlining the long-term vision for physical development and protection of resources throughout Wellington County's communities. Schedule A-2 Town of Erin designates the subject lands as a hamlet in the County of Wellington Official Plan, as shown below in **Figure 5 – Existing Official Plan County of Wellington**.



The following policies and associated planning comments apply to the subject lands.

### Part 3 – Wellington Growth Strategy

#### Policy 3.1 General Strategy

*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. *A lesser extent, growth will also be directed to secondary agricultural areas.*

**Policy 3.2 Projected Growth**

[...] *The forecast anticipates that 82% of population growth in Wellington County will take place in 14 urban centres. The remainder will largely be directed mainly to hamlets and secondary agricultural areas.*

**Policy 3.5 Allocating Growth**

*Hamlets are part of the Urban System in this plan; however, due to the difficulty in forecasting growth for small areas, hamlets are not assigned specific forecasts but are part of the residual municipal forecasts after urban centres are calculated.*

	2016	2036	2041
Total Population	12,365	15,360 to 16,250	15,865 to 18,905
Households	4,115	5,185 to 5,480	5,385 to 6,340
Total Employment	3,770	5,220	5,240

**Table 6 – Projected Growth in Wellington County to 2041**

**Planning Comment:** **Table 6 – Projected Growth in Wellington County to 2041** above provides an excerpt from the County of Wellington Official Plan, demonstrating the proposed population is anticipated to increase by approximately 6,540 people over a 25 year time span. The proposed development will contribute to accommodating the anticipated population growth to 2041 in Wellington County, as it is projected that approximately 18% of the population growth will be directed to hamlets and secondary agricultural areas. Although services are typically limited in hamlets, it has been confirmed through various supporting studies that the proposed development can be sufficiently serviced by existing utilities, provided they are extended, existing and proposed road infrastructure, and proposed engineering services, including private wells, individual tertiary septic tank and tile systems, and an on-site stormwater management facility.

**Part 4 – General County Policies**

**Policy 4.4.3 Residential Intensification**

*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:*

- h) encouraging small scale intensification in hamlets consistent with their character and servicing including accessory or second residences, limited severances and conversions;*
- 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; and,*
- j) ensuring that adequate infrastructure is, or will be, established to serve the anticipated development.*

**Policy 4.7.1 Distinct Urban-Rural Boundary**

*In order to allow the efficient expansion of urban areas, and to maintain a clear distinction between urban and rural areas, the County of Wellington:*

- a) prohibits new development adjacent to existing urban centres, or hamlets unless part of an urban expansion (adjacent will normally mean within 1 kilometre of an urban area boundary);*

**Planning Comment:** The proposed development includes small scale intensification within a hamlet that is consistent with the surrounding small town residential character of Ospringle, which



is supported by the County of Wellington Official Plan. Adequate infrastructure is existing and proposed to service the proposed development.

## **Part 7 – The Urban System**

### **Policy 7.1** The Urban System Defined

*The Urban System includes the larger urban places in Wellington, which are expected to accommodate the majority of growth over the planning period. The urban system includes:*

- *hamlets*
- *urban centres*

*The urban system is sometimes referred to as “urban areas.”*

### **Policy 7.3** Planning Approach

*Hamlet policies will be developed to recognize the smaller urban places in Wellington which do not have central sewer and water systems. Hamlets are expected to eventually build out on existing designated lands, while growth beyond their current boundaries will be limited.*

#### **Policy 7.4.1** Hamlets Permitted Uses

*Development will be relatively small-scale given the rural context and level of service available in hamlets. The primary residential use will be low density single detached units, although some small-scale multiple-unit development may be considered to provide greater housing variety. [...]*

#### **Policy 7.4.2** Servicing

*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 siting standards must be met and road functions maintained.*

#### **Policy 7.4.4** Land Use Compatibility

*In hamlets the establishing of specific areas for various land uses is normally left to the zoning by-law. In establishing zones, Councils shall 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.*

**Planning Comment:** The Urban System, which is expected to accommodate a majority of growth, includes hamlets. No growth is proposed beyond the hamlet boundary. Road access to the proposed development will be from Second Line, a collector road, to a proposed local road. The TIS prepared by IBI Group confirmed that the existing and proposed road infrastructure has the capacity to support the proposed development. In regard to land use compatibility, the proposed thirteen (13) residential dwellings are compatible with the existing small town character of Ospringe.

## **Part 10 – Creating New Lots**

### **Policy 10.1.1** All New Lots

*The County will strive to ensure that:*

- *the natural environment is protected*
- *natural resources are protected*
- *public services are used efficiently*
- *good community design is promoted*

- *health and safety issues are addressed*

**Planning Comment:** The proposed development results in the creation of 12 additional lots on lands currently underutilized within Ospringle, Erin. The proposed development will efficiently utilize existing utility services, the road network, and public services within the surrounding area. There are no concerns related to public health and safety or the natural environment and resources as a result of the proposed development. The proposed design of the 13 lots is consistent with existing and approved residential developments within Ospringle, Erin to ensure land use compatibility and character preservation.

**Policy 10.1.2** Subdivision Required

*Plans of subdivision will normally be required when:*

- a) four or more lots (including the retained) are being created, or [...]*

**Policy 10.1.3** Matters for Consideration

*The County will consider the following when considering new lot creation by subdivision, consent or part lot control:*

- a) that any new lots will be consistent with official plan policies and zoning regulations;*
- b) that all lots can be adequately serviced with water, sewage disposal, stormwater management or drainage, fire protection, roads, utilities, solid waste disposal to accepted municipal standards and without undue financial burden on the municipality;*
- c) that sufficient reserve water and sewage plant capacity will be available when lots are created in areas to be serviced by central water and sewage systems;*
- d) that all lots will have safe driveway access to an all-season maintained public road and that access to a local road will be preferred over county and provincial roads, where practical;*
- e) that public streets, spaces and facilities will be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including, but not limited to, walking and cycling.*

**Planning Comment:** The proposed development results in a total of thirteen (13) lots, requiring a Draft Plan of Subdivision, which is being submitted concurrent with the Zoning By-law Amendment application. The proposed lots can be adequately serviced with water, sewage disposal, stormwater management, fire protection, roads, and utilities in accordance with all applicable municipal standards, without financial burden on the municipality, as confirmed in the FSR prepared by IBI Group. There are no concerns related to public health and safety, as each lot will have safe driveway access to an all-season maintained public road. The proposed and existing road network have sufficient capacity to accommodate the increase in residential density. Due to the existing low density rural character of Ospringle, non-motorized transportation to various land uses will likely be limited.

- f) that the topography, soils and drainage of the site are satisfactory for the lot sizes and uses proposed;*
- g) that tree loss related to anticipated development be kept to a minimum and, wherever reasonable, be compensated for by new tree planting;*
- h) that natural heritage features are not affected negatively;*
- i) that lots are not created in areas which would pose a threat to public health or safety;*
- j) that natural resources such as agricultural lands and mineral aggregates would not be affected adversely;*

**Planning Comment:** The trees on the subject lands are mostly located along the periphery and will be preserved. The proposed development does not pose a threat to public health or safety, and will not have an adverse impact on natural heritage features or natural resources. Further, the FSR prepared by IBI Group confirms that the proposed development is functional and serviceable according to all current and applicable design standards.

- k) *that the size and shape of proposed lots is suitable, including frontage, area and the proportion of frontage to depth;*
- l) *that the proposed lots and uses are compatible with and designed to minimize adverse impacts on surrounding uses;*
- m) *that all new lots shall have logical lot lines given existing lot patterns in the area, natural and human-made features and other appropriate considerations;*
- n) *that residential lots will have adequate access to community facilities such as schools, libraries and parks based on reasonable standards for the area;*
- o) *that the creation of any lot is necessary, timely and in the public interest;*
- p) *that provincial legislation and policies are met, including the Greenbelt Plan policies set out in Section 9.9 of this Plan.*

**Planning Comment:** A Rural Residential Three (R3) Zone is proposed for the subject lands, similar to the other residential areas in Ospringe, Erin. A site-specific provision is only required to accommodate a reduced lot frontage of 21.61 metres, whereas 30.0 metres is required. Four of the thirteen (13) proposed lots are below the minimum 30 metre lot frontage and are each located along the west lot line of the subject lands, adjacent to the proposed cul-de-sac. Despite their reduced lot frontage, the proposed residential lots are completely functional from a servicing perspective and will maintain streetscape continuity. Further, the proposed lots are compatible with the surrounding land uses and have an approximately average residential lot frontage considering the existing lotting within Ospringe, Erin. The future residents of the subject lands will have adequate access to community facilities such as schools, libraries and parks within an approximately 10 kilometre radius. The creation of these residential lots are in the public interest, as the mostly vacant lands will be more efficiently utilized and there will be more opportunity for people to live in a small town community, desirable for many choosing to move to Wellington County.

#### **Policy 10.1.4 Studies**

*In considering the creation of new lots and in particular lots created by plan of subdivision, the County may require studies to ensure that the policies of this Plan are appropriately addressed.*

*Plans of subdivision will be accompanied by:*

- *planning impact assessments*
- *environmental impact assessments*
- *preliminary stormwater management plans*

*Where a plan of subdivision is proposed to be developed on individual on-site or private communal water or sewage services, the following studies will also be required:*

- *a servicing options assessment*
- *a hydrogeological study*

**Planning Comment:** Preliminary stormwater management plans, an FSR, hydrogeological study, among other studies have been prepared and submitted alongside this Planning Justification Report, in support of the proposed planning applications.

**Policy 10.3.7** Minimum Distance Formula (MDS)

The appropriate provincial minimum distance separation formula will be applied to all new lot creations.

**Policy 10.6.1** Urban System – Hamlets

*New lots may be created in Hamlets provided that the land will be appropriately zoned.*

*Lots may be created for a variety of community uses subject to the policies of this Plan.*

**Planning Comment:** New lots may be created in hamlets provided they are appropriately zoned, as proposed. There are no concerns related to separation distances from existing farm operations, as the adjacent agricultural lands consist of residential dwellings, cash crops, and/or are separated by an existing woodlot.

**Part 11 – Environmental Services**

**Policy 11.2.5** Hamlet Servicing

*Municipal sewer and water services are not anticipated in hamlets. Individual on-site services will be the norm for most small developments. Existing smaller lots may be developed if an acceptable means of servicing can be provided. [...]*

*Modest development in the existing built up area of the village may be allowed if it does not significantly increase water and sewage demands. [...]*

**Planning Comment:** Ospringle, Erin is not well-equipped with municipal sewer and water services to support the proposed development. Therefore, individual on-site services are proposed for the small residential development. The FSR prepared by IBI Group confirms that the proposed servicing is functional according to all current and applicable design standards.

**Part 12- Transportation**

**Policy 12.1** General

*The County will encourage the development of safe and efficient transportation systems which are both environmentally responsible and convenient for users.*

**Policy 12.2** Pedestrian Facilities

*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;*

**Planning Comment:** A TIS was prepared by IBI Group, confirming that the existing and proposed road network have the capacity to safely support the proposed development. Pedestrian facilities are uncommon in Ospringle, but there are inconsistent paved shoulders along the County Road through the hamlet that may be used for active transportation, if desirable. Sidewalks are only encouraged in hamlets, as they are not always practical. For example, Ospringle, Erin does not currently have existing sidewalk infrastructure, thus it would not be feasible to propose sidewalks as part of the proposed development that would ultimately not be well-connected to complementary land uses.

### **Policy 12.5.3 Major Roadways**

*The provincial highway system and the county road system provide the major roadways in Wellington and they are shown on Schedule A. The following policies apply to provincial and county roads:*

- a) *major roadways are expected to provide and serve high volumes of traffic including truck traffic;*
- d) *access to major roadways should be restricted through the following means:*
  - i) *prohibition, where necessary;*
  - ii) *requiring access from lower volume roads, where possible;*
- f) *roadway authorities may acquire land for road widening through acquisition programs or land dedication when planning approvals are sought;*

**Planning Comment:** County Road 124 is considered a major roadway, expected to provide and serve high traffic volumes. It is an east-west county road with one lane in each direction. According to the TIS prepared by IBI Group, the proposed development is estimated to generate 19 trips (5 entering, 4 exiting) in the AM peak hour and 17 trips (11 entering, 6 exiting) in the PM peak hour. As a result, the proposed site driveway is anticipated to operate well with excellent traffic operations with minimal delays and is capable to serve the proposed development from a traffic operations point of view. Access to the subject lands is proposed onto Second Line, a collector road, as access onto County Road 124 is not permitted by the County. A 30 metre ROW is required for County Road 124 within the boundaries of Ospringle, Erin, as existing.

### **Policy 12.5.4 Local Roadway**

*Local roadways include both urban and rural roads under the jurisdiction of a local municipal government. The following policies apply to local roads:*

- a) *rural roads laid out along original township concession and lot lines often provide important collector functions and operate at reasonably high speeds. These routes need to be protected from strip development, access points with poor visibility and other conditions which would impair their functions;*
- b) *urban roads may be classified as arterial, or collector or local routes to recognize a hierarchy of functions and to encourage development compatible with those functions;*
  - ii) *collector roads may be county or local roads serving moderate to high volumes of traffic into and out of downtown areas and connecting to other urban areas as well as collecting local traffic for distribution to the arterial road system;*
  - iii) *local roads serve low volumes of local traffic and provide access to individual properties;*
- c) *local roads will be improved through widenings, intersection improvements, signalization daylight triangles, turning lanes, tapers and traffic calming devices where required;*
- d) *urban collector roads and most local urban roads will be served by sidewalks on at least one side;*

**Planning Comment:** Second Line, also referred to as County Road 125, is a collector road under the jurisdiction of the local municipal government where access to the proposed residential development is proposed. Second Line is a north-south county road with one lane in each direction, serving moderate to high volumes of traffic, with no cycling or sidewalk facilities. A 20 metre ROW is required for Second Line, as existing. The proposed local road provides access from Second Line to the thirteen (13) residential lots on the subject lands and is intended to serve

low volumes of traffic for distribution. According to the TIS prepared by IBI Group, the southbound queues for County Road 124 / Second Line / County Road 125 signalized intersection is expected to not spill upstream and interfere with the site drive operations located approximately 60 metres north on Second Line. The daylight triangle on the subject lands has already been provided.

#### **Policy 12.5.6 Road Widening Policies**

*The following policies apply to road widenings:*

- a) *road widenings may take place where deemed necessary by a Council. Privately owned land required for road widening may be acquired by purchase, expropriation, dedication as a condition of subdivision, severance or site plan approval or other appropriate means;*
- b) *for the purpose of Section 41 of the Planning Act dealing with site plan approval, the following road minimum widths are required except where more specifically set out in Table 13 of this Plan:*
  - i) *30 metres for county roads outside urban centres*
  - iii) *20 metres for local roads*
- d) *generally road widenings will be taken on both sides of a road as measured from the centreline of the road allowance.*

**Planning Comment:** Neither County Road 124 or 125 have road minimum widths set out in Table 13 of the County of Wellington Official Plan. Therefore, as previously mentioned, County Road 124 has a ROW of 20 metres, as existing, and County Road 125 has a ROW of 30 metres, as existing. Therefore, road widenings are not required. The proposed road to the thirteen (13) residential lots is 18 metres wide, which is sufficient to accommodate the low traffic volumes.

**County of Wellington Official Plan Planning Conclusion:** The proposed development is in conformity with the County of Wellington Official Plan, as it:

- will contribute to accommodating the anticipated population growth to 2041 in Wellington County, as it is projected that approximately 18% of the population growth will be directed to hamlets and secondary agricultural areas;
- can be sufficiently serviced by existing utilities, provided they are extended, existing and proposed road infrastructure, and proposed engineering services, including private wells, individual tertiary septic tank and tile systems, and an on-site stormwater management facility;
- is compatible with surrounding land uses and is in proximity, from a rural perspective, to community facilities, such as schools, libraries and parks;
- efficiently utilizes land within an existing hamlet, increasing the opportunity for people to live within a small town community, being in the public interest;
- preserves the natural environment, where possible; and,
- maintains public health and safety.

The existing development is not consistent with the County of Wellington Official Plan, as it underutilizes land within an existing hamlet, where population growth in Wellington County is partially focused.

## **5.5 Official Plan for the Town of Erin**

The Official Plan for the Town of Erin was approved by Wellington County Council on December 14, 2004 and contains modifications and applications up until May 2012. The Official Plan for the

Town of Erin is in conformity with and implements the policies of the PPS (2005), Growth Plan (2006), Greenbelt Plan (2006), and County of Wellington Official Plan (1999). The purpose of the Official Plan for the Town of Erin is to provide a guiding land use document stating the intent of how the future growth and development will be managed through a series of goals, objectives, and policies. Preserving cultural and natural resources, achieving economic growth, and the maintaining the public interests are common considerations of this plan. The following designations, policies, and planning comments apply to the subject lands and/or proposed development.

SCHEDULE	DESIGNATION
Schedule A-2	Hamlet Area
Schedule "B-6" Ospringe	Hamlet Area
Schedule C Road Plan	Highway 124 – County Road Second Line – Local Roadway (Collector Road)

**Table 7 – Town of Erin Official Plan Designations for the Subject Lands**

**Section 2.0 – Community Vision**

**Policy 2.3.1** Relationship to the County Growth Strategy

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

**Policy 2.3.2** Current County Growth Forecast

TOWN OF ERIN						
Years	2006	2011	2016	2021	2026	2031
Total Population	11,680	11,930	12,490	13,510	14,530	15,530
Households	3,810	3,960	4,160	4,510	4,850	5,180
Total Employment	3,550	3,590	3,780	4,600	5,020	5,460

**Table 8 – Current County Growth Forecast**

**Planning Comment:** The Town of Erin is expected to increase in total population of 3,040 over a span of 15 years, as shown in **Table 8 – Current County Growth Forecast**. The proposed development will contribute to achieving this expected increase in population in the built-up area, where 20% of all residential development is to occur annually.

**Section 3.0 – General Policies**

**Policy 3.5.1** Variety of Housing

*The Town encourages the production of a wide range of housing types to meet the Town’s future housing need, while recognizing the limitations imposed by the predominantly rural character of Erin and the lack of municipal sewage treatment. While it is anticipated that single detached homes will continue to be the predominant housing type a variety of housing types including semi-detached, duplex, townhouse and apartment units will be encouraged.*

**Policy 3.5.2** Supply of Residential Land

*The Town shall maintain at all times, the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development and maintain at all times where new*

*development is to occur, land with servicing capacity sufficient to provide at least a 3 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**Planning Comment:** The proposed single detached dwellings will contribute to the predominately rural character of Erin, which is a particularly appropriate housing type for hamlets. Further, the proposed development will contribute to the supply of residential land in Erin for a minimum of 10 years through mild residential intensification and redevelopment. The proposed development is expected to be sufficiently serviced with water, sewage disposal, stormwater management, fire protection, roads, and utilities in accordance with all applicable municipal standards. The proposed Rural Residential Three (R3) Zone is intended to accommodate residential intensification and redevelopment, making more efficient use of the mostly vacant subject lands.

### **Policy 3.5.5 Residential Intensification**

*This Plan contains polices encouraging intensification primarily in urban centres but also, to a much lesser extent in rural areas and hamlets. The strategic approach to intensification intends to retain small town character and revitalize downtown areas which include:*

- a) Supporting increased densities in newly developing Greenfield areas with a broader mix of housing types once municipal sewer service is available*
- b) Supporting appropriate intensification in all areas within the built boundary including adaptive re-use or redevelopment of brownfields and greyfields*
- 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 within the built boundary.*
- f) Conserving cultural heritage and archaeological resources where feasible, as built-up areas are intensified;*
- h) Encouraging small scale intensification in rural areas and hamlets consistent with their character and servicing to allow accessory units and limited severances.*

**Planning Comment:** The proposed development supports increased densities and modest intensification within the built boundary, ensuring to respect the character of the area. The proposed individual tertiary septic tank and tile systems and private wells will sufficiently service the proposed development and limit severances. A HIA was prepared by Scarlett Janusas Archeological Inc., to ensure the conservation of cultural heritage features, where feasible. The following recommendations will be executed to appropriately manage the existing dwelling on the subject lands that holds cultural heritage value: testing of the integrity of the buildings to determine restoration requirements (if any, as the existing dwelling is in poor condition), comprehensive architectural drawings will be conducted for all the built heritage features, and signage recognition. A stage 1 and 2 AIA were prepared by Archaeological Assessments Ltd., finding that no archaeological materials or sites were identified during the stage 2 assessment of the subject lands, confirming that no further concerns for impacts to archaeological resources exist.

### **Policy 3.6.3 Municipal Services – General Policies**

*It shall be the policy of the Town of Erin that:*

- a) All new development and redevelopment shall be provided with services to the standards required by the Town, including:
  - i. sewage disposal, [...];*
  - ii. water supply;**



- iii. *stormwater management;*
- iv. *hydro (underground wherever practical);*
- v. *roads and sidewalks; and*
- vi. *telecommunications.*

b) *New development shall occur as logical and orderly extensions of existing built-up areas;*

**Planning Comment:** As previously mentioned, the proposed development will be well-equipped with the following services: sewage disposal, water supply, stormwater management, hydro, roads, and telecommunications. Please refer to the FSR prepared by IBI Group for details.

#### **Policy 3.6.7 Storm Water Management**

*The Town of Erin 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.*

- a) *No development shall occur without appropriate regard for storm run-off, on-site collection and channeling of storm water to an adequate outlet.*
- e) *Design of development proposals shall incorporate on-site control techniques to control quantities of suspended materials washed from the sites.*
- g) *Development shall be permitted only on lands having soil and drainage conditions which are suitable for development with appropriate storm water management and sediment control.*

#### **Policy 3.8.2 Transportation – Objectives**

*The Town of Erin has set the following objectives with respect to transportation:*

- a) *To meet the immediate and long term requirements of residents, institutions and businesses with respect to the safe and efficient movement of vehicles and pedestrians within & through the Town.*
- b) *To minimize adverse effects of the transportation system on the natural environment, existing residential neighbourhoods and the aesthetic character of the Town;*
- d) *To encourage the development of safe and efficient pathways and trails in the Town which promote walking/biking, reduce dependency on motor vehicles and minimize the conflict between pedestrian and vehicular traffic;*

**Planning Comment:** A preliminary stormwater management plan and FSR have been submitted concurrent with the planning applications, effectively utilizing on-site control techniques to manage water quantity and quality. Please refer to the preliminary stormwater management plan and report prepared by IBI Group for details. As previously mentioned, the proposed development will result in minimal impact to the existing transportation system, ensuring the safe and efficient movement of vehicles. In regard to active transportation methods, Ospringe, Erin does not currently have existing infrastructure, thus it would not be feasible to propose sidewalks as part of the proposed development that would not be well-connected to complementary land uses.

#### **Policy 3.8.3 Functional Classifications**

*The Town of Erin recognizes the following functional classification of roads:*

- a) *Arterial roads serve high volumes of intra-urban traffic at moderate speeds with limitations on property access and rights-of-way shall be 30 metres. Arterial roads generally consist of County Roads, but some municipal roads may also be designated as arterial roads.*

- b) *Collector roads serve a moderate amount of traffic and are used primarily to collect traffic from local roads and channeling it to arterial roads. Access to individual properties is allowed and rights-of-way shall be a minimum of 26 metres.*
- c) *Local roads serve a low volume of traffic and provide access to individual properties. Right-of-ways shall be 26 metres.*
- d) *Arterial and collector roads are identified on Schedule "C" of the Official Plan. All other roads on the schedules are considered local roads.*

**Policy 3.8.4 Proposed Roads**

- b) *New development proposals shall not diminish the ability to develop proposed roads as identified in this Plan.*

**Policy 3.8.7 Traffic Impact Assessment**

*Where a development proposal will add significant volumes of traffic to the road system or is to be located in an area with recognized deficiencies, Council may require a traffic impact assessment in accordance with Section 5.16 of this Plan.*

**Planning Comment:** County Road 124 is an arterial road that serves high volumes of intra-urban traffic with a ROW of over 30 metres. County Road 125 / Second Line is a collector road that serves moderate amounts of traffic to collect traffic from local roads and channel to arterial roads with a right-of-way of approximately 20 metres. Therefore, a road widening of approximately 6 metres is required, and can be taken from either side of the street, instructed by the Town of Erin. The proposed road provides access to individual properties and has a ROW of 18 metres, which is appropriate for the low volume traffic. According to a TIS prepared by IBI Group, the proposed development is estimated to generate 19 trips (5 entering, 4 exiting) in the AM peak hour and 17 trips (11 entering, 6 existing) in the PM peak hour. As a result, the proposed site driveway is anticipated to operate well with excellent traffic operations with minimal delays and is capable to serve the proposed development from a traffic operations point of view. The proposed development will not diminish the ability to develop proposed roads as identified on the Schedules in the Official Plan of the Town of Erin.

**Policy 3.13 Community Design**

*[...] The Town's goal is 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 Town.*

**Planning Comment:** Policy Section 3.13 provides details regarding landscape and urban design guidelines. The proposed development exemplifies considerate execution of important factors outlined in the Official Plan community design policies in regard to lot design, as it will have a consistent built form and provisions to existing residential lots in Osprings, Erin. Details regarding architectural design and building location will be determined at a future stage in the planning process. The final design is intended to provide a source of pride for the neighbourhood and quality infill example for the Town of Erin.

**Section 4.0 – Land Use Policies**

**Policy 4.5.1 Hamlets Introduction**

*There are a number of historical small settlement areas in the Town. Six of these areas are designated Hamlet in this Official Plan - Ballinafad, Brisbane, Cedar Valley, Crewson's Corners, Orton and Osprings. The boundaries of these communities are designated on Schedule A-1 and detailed land use plans are shown on Schedule B-1 to B-6.*

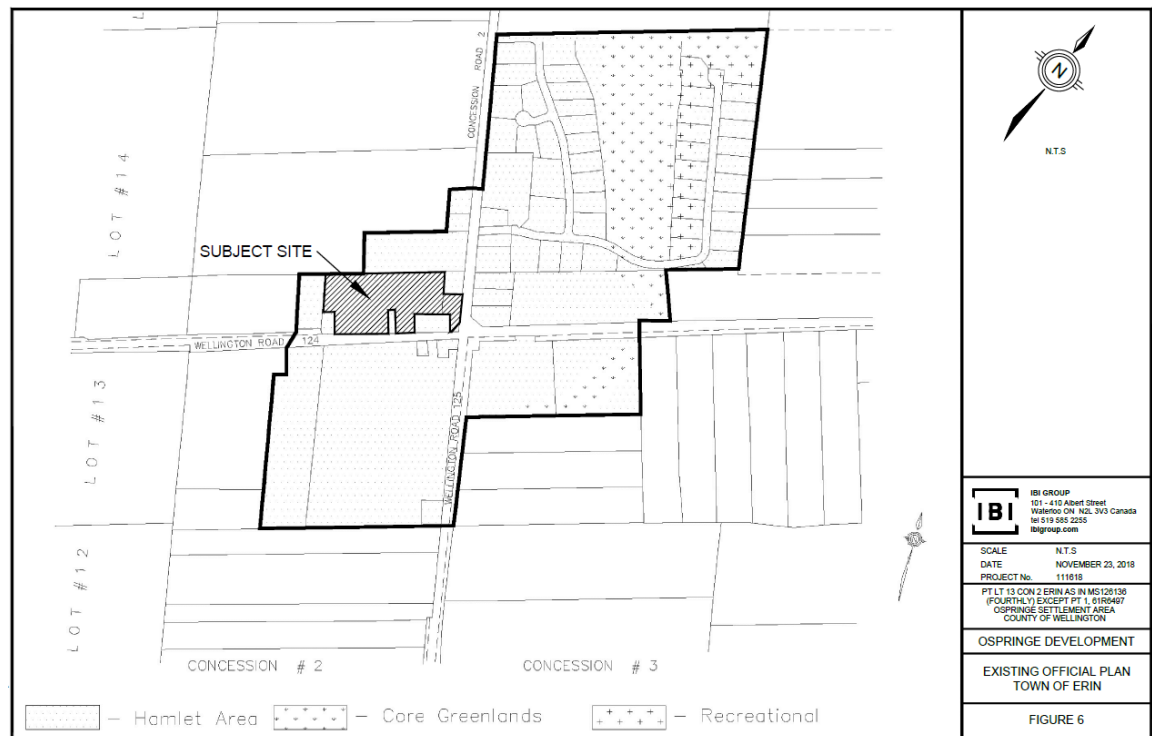
*Traditionally, these small settlements have serviced the surrounding agricultural communities. While they continue to perform this function to some extent, their more recent function is to provide an alternative location for non-farm residential development.*

*It is the intent of this Plan that some of the Town's growth is to be directed to the six Hamlets. Some of these settlements have environmental constraints such as hazard lands and wetlands. Their growth potential is also limited by servicing constraints such as lack of municipal sewage treatment and water supply services, which are not currently available for any of the Hamlets. Therefore, the ability of these settlements to expand varies and in some cases, future development will be limited to minor infilling and rounding out.*

**Policy 4.5.2 Permitted Uses**

*Generally, it is intended that development will be relatively small scale, given the essentially rural context of the Town. Residential development will be low density in order to maintain the existing visual qualities of a small village. Limited institutional uses such as churches and schools, public parks and open spaces, local commercial and small scale dry industrial uses may also be permitted. Individual uses will be regulated by the Zoning By-law.*

**Planning Comment:** On Schedule B-6 of the Official Plan for the Town of Erin, the subject lands are designated hamlet, as shown in **Figure 6 – Existing Official Plan Town of Erin**. The proposed development supports the function of a hamlet, by providing an alternative location for non-farm residential development, accommodating a portion of the Town of Erin's population growth. According to reports provided by the Grand River Conservation Authority, there are no environmental constraints on the subject lands preventing residential development. The lack of municipal sewage treatment and water supply services is not an issue for the proposed development, as the FSR prepared by IBI Group confirms that private wells and individual septic tanks and tile systems will sufficiently service the proposed development. Small scale, low density residential development is permitted in hamlets, as proposed to maintain the existing visual qualities of a small village.



#### **Policy 4.7.1 Residential Overview**

*The single-detached home is the dominant housing type in Erin and this situation is expected to continue. However, new housing types are needed to provide a greater variety of residential accommodation as well as a more affordable housing supply. [...]*

*The municipality is strongly committed to preserving the character and integrity of existing residential areas and will make reasonable efforts to ensure that development is compatible with established neighbourhoods. [...]*

**Planning Comment:** Single detached residential dwellings are expected to continue within the Town of Erin, as proposed. The proposed development will contribute to preserving the character and integrity of residential areas, ensuring that development is compatible with Ospringe, Erin.

#### **Policy 4.7.2 Residential Objectives**

*The Town of Erin 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 Town in order to maintain and enhance the small town character of the community;*
- 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 an adequate level of municipal services will be available to all residential areas;*
- f) To minimize potential compatibility issues between residential and other land uses;*
- g) To encourage infilling and redevelopment proposals provided they maintain the stability and character of existing neighbourhoods;*
- 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 encourage a high standard of community design consistent with the policies of Section 3.13 of this Plan; [...]*

**Planning Comment:** The proposed development effectively utilizes lands through residential infill within an existing hamlet to accommodate anticipated population growth. Further, the thirteen (13) single detached residential dwellings and residential lots will contribute to the variety of dwelling types and lot sizes in the Town of Erin, while respecting the low density small town character of the community. As previously mentioned, the proposed development will be adequately serviced by existing utilities, provided they are extended, existing and proposed road infrastructure, and proposed engineering services, including private wells, individual tertiary septic tank and tile systems, and an on-site stormwater management facility. The proposed Rural Residential Three (R3) Zone is consistent with zoning for the existing residential lots in Ospringe, Erin, and only a site-specific amendment for the subject lands is required to address reduced lot frontages along the cul-de-sac. There are no compatibility concerns between the proposed residential use and adjacent institutional and agricultural land uses and woodlot. A high standard of community design will be encouraged through a detailed design stage of the planning process, and appropriate lot provisions that impact community character will be implemented through this proposed Zoning By-law Amendment.

**Official Plan for the Town of Erin Planning Conclusion:** The proposed development conforms to the Official Plan for the Town of Erin, as it:

- maintains the small town character of Erin while contributing to the housing types that will accommodate anticipated population growth through a mild form of infill development;
- will be sufficiently serviced with water, sewage disposal, stormwater management, fire protection, roads, and utilities in accordance with all applicable municipal standards;
- conserves cultural heritage and archaeological resources where feasible, as built-up areas are intensified;
- the existing transportation system will continue functioning at an appropriate level of service; and,
- executes important factors outlined in the Official Plan design community design policies.

The existing development conflicts with the Official Plan for the Town of Erin, as it:

- inefficiently utilizes land within a hamlet, where growth is focused;
- does not significantly contribute to the variety of dwelling types and tenures in the Town of Erin;
- does not fully support development at appropriate locations and densities to meet the various needs of the community; and,
- is not taking appropriate measures to ensure the upkeep of an existing building with cultural heritage value.

## 6 Conclusions and Recommendations

This Planning Justification Report has provided a thorough analysis of the proposed development in regards to applicable Provincial and local planning policy. The subject lands are suitable for development, particularly the proposed concept plan. Spirit of Pentecost plan to develop the lands with thirteen (13) single detached dwellings. In order to permit the proposed development, a Zoning By-law Amendment is required to change zones and permit site-specific regulations. A Draft Plan of Subdivision is required to subdivide the existing lot into thirteen (13) residential lots. The proposal represents a mild form of infilling and intensification and maintains the low density rural character of Ospringe, Erin.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications:

- are consistent with the 2014 Provincial Policy Statement, as they represent a form of infill and redevelopment with a hamlet and are serviceable according to all applicable and current design standards;
- conform to the 2017 Places to Grow – Growth Plan for the Greater Golden Horseshoe, as they contribute to the mix of housing types and tenures to meet the County of Wellington provincial targets;
- conform to and implements the intent of the Official Plan for the Town of Erin, as they are compatible with the surrounding area and create residential intensification within a hamlet;

- are supported by various studies submitted with the application, including a Geotechnical Investigation, Functional Servicing Report, Stage One and Two Archaeological Report, Heritage Impact Assessment, Traffic Impact Study; and,
- represents “good planning” and are in the public interest.

Whereas, the existing development and zoning on the subject lands:

- are inconsistent with the 2014 Provincial Policy Statement, as it underutilizes existing lands within a hamlet;
- do not conform to the 2017 Places to Grow – Growth Plan for the Greater Golden Horseshoe, as it does not significantly contribute to the residential targets outlined by the province;
- do not conform to the County of Wellington Official Plan, as they underutilize land within an existing hamlet, where population growth in Wellington County is partially focused; and,
- do not conform to the Official Plan for the Town of Erin, as the setback of the existing accessory structure does not maintain streetscape continuity and development at appropriate locations is not supported.

Based on a review of the subject lands, the surrounding lands, supporting studies, and the applicable planning policy framework, the application represents good planning, will facilitate intensification within an existing hamlet, and will add additional housing opportunities for the existing and future residents. As a result, it is recommended that the Draft Plan of Subdivision be approved and corresponding Zoning By-law Amendment be approved in accordance with the Draft By-law in **Appendix B**.

Respectfully submitted this \_\_\_9\_ day of **September, 2019**

Regards

IBI Group



Julia Redfearn BES  
Planner



Odete Gomes BES MCIP RPP  
Associate, Senior Planner

*I hereby certify that this Planning Justification Report was prepared under the direction of a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.*