

# Planning Justification Report

---

## 191 Wellington Road 7 and 290 South Street, Elora

James Keating Construction (2004) Limited

Township of Centre Wellington

Zoning By-law Amendment

October 2025



# Planning Justification Report

---

191 Wellington Road 7 and 290 South Street, Elora

Zoning By-law Amendment

Township of Centre Wellington

October 2025

**Prepared for:**

James Keating Construction (2004) Limited  
70 Mathieson Street  
Salem, Ontario  
N0B 1S0

**Prepared by:**

GSP Group Inc.  
72 Victoria Street South, Suite 201  
Kitchener, ON  
N2G 4Y9



# Contents

1.	Introduction .....	1
1.1	Overview .....	1
1.2	Purpose and Scope.....	1
2.	Site Description & Surrounding Uses.....	4
2.1	Site Location and Description.....	4
2.2	Surrounding Uses and Context .....	4
3.	Proposed Development.....	6
3.1	Overview .....	6
4.	Planning Policy Review and Analysis .....	8
4.1	Ontario Planning Act .....	8
4.2	Provincial Planning Statement.....	12
4.2.1	Planning for People and Homes .....	12
4.2.2	Housing.....	12
4.2.3	General Policies for Settlement Areas .....	13
4.2.4	Energy Conservation, Air Quality and Climate Change .....	13
4.2.5	Cultural Heritage and Archaeology .....	14
4.2.6	Provincial Planning Statement Summary.....	14
4.3	County of Wellington Official Plan .....	14
4.3.1	Cultural Heritage and Archaeological Resources.....	15
4.3.2	Housing.....	15
4.3.3	The Urban System .....	17
4.3.4	Detailed Primary Urban Centre Policies .....	17
4.3.5	Wellington County Official Plan Summary .....	22

4.4	Township of Centre Wellington Official Plan .....	24
4.4.1	Housing .....	24
4.4.2	Municipal Servicing .....	25
4.4.3	Stormwater Management .....	25
4.4.4	Community Design .....	25
4.4.5	Residential .....	26
4.4.6	Township of Centre Wellington Official Plan Summary .....	30
4.5	Urban Design Brief.....	32
4.5.1	Surrounding Neighbourhood Context .....	32
4.5.2	Proposed Development.....	33
4.5.3	Response to Policy Guideline and Framework .....	36
4.5.4	Urban Design Brief Summary .....	39
4.6	Township of Centre Wellington Zoning By-law .....	41
5.	Subject Application.....	44
6.	Supporting Technical Studies and Reports.....	47
6.1	Transportation Impact Study .....	47
6.2	Heritage Impact Assessment.....	47
6.3	Functional Servicing and Stormwater Management Design Report.....	49
7.	Public Consultation Considerations .....	50
8.	Conclusion .....	51

# List of Figures

Figure 1 - Site Location.....	3
Figure 2 - Surrounding Context.....	5
Figure 3 - Development Concept.....	7
Figure 4 - County of Wellington Official Plan - Land Use Plan .....	23
Figure 5 - Township of Centre Wellington Official Plan - Land Use Plan.....	31
Figure 6 - Township of Centre Wellington Zoning By-law 2009-045.....	42
Figure 7 - Zoning Compliance Chart.....	43

# 1. Introduction

## 1.1 Overview

GSP Group Inc. has been retained by James Keating Construction Ltd. (the “Owner”) in support of a Zoning By-law Amendment application (“Subject Application”) to facilitate the development of the property municipally known as 191 Wellington Road 7 and 290 South Street, Centre Wellington in the Township of Centre Wellington in Wellington County (“Site”) (**Figure 1**). The Site is located on the west side of South Street, north of David Street West.

In the Wellington County Official Plan, the Site is located within the Delineated Built-Up Area of Elora/Salem and designated “Primary Urban Centre”. The local planning framework designates the Site as ‘Residential’ on Schedule A-1 of the Township of Centre Wellington Land Use Plan, which permits a variety of housing types, with low rise and low-density housing forms such as single-detached and semi-detached dwelling units being the predominate form. Townhouses and apartments may also be allowed subject to the requirements of the Zoning By-law and the applicable policies of the Official Plan. Accordingly, the Site is zoned as ‘R1A Residential’ on Schedule A, Map 49 of the Township of Centre Wellington Zoning By-law which permits single-detached dwellings, semi-detached dwellings, and existing link or twin dwellings. This application seeks to permit the development of 4 street townhouse units and 21 cluster townhouse units. The Site contains an existing single detached dwelling which is listed on the Municipal Heritage Register. The existing single detached dwelling will be retained, with its existing attached garage addition demolished. The lands with the existing single detached dwelling will severed to be separate from the balance of the development lot.

This Zoning By-law Amendment requests that the Site be rezoned from ‘Residential (R1A)’ to ‘Residential (R3),’ with site-specific exemptions (R3.XX.X). The draft text of the proposed Zoning By-law Amendments is attached to this report as **Appendix “A”**.

## 1.2 Purpose and Scope

A pre-consultation meeting for Zoning By-law Amendment, Draft Plan of Condominium, and Site Plan Approval was held on June 25, 2025. Among other requirements, the Township identified a Planning Justification Report as a requirement of a complete application.

As such, this Planning Justification Report has been prepared in support of the Subject Application (this “Report”). The purpose of this Report is to provide:

- A description of the Site and its existing physical conditions and its context within the surrounding area;
- An analysis of the relevant planning policy and regulations that are applicable to the Site and the proposed redesignation and rezoning;
- An urban design brief; and,
- A planning opinion for the Subject Application.

We have also considered the following technical reports in our analysis:

- Functional Servicing and Stormwater Management Design Report prepared by GEI Consultants Canada Limited;
- Heritage Impact Assessment prepared by Archaeological Research Associated Ltd.; and,
- Transportation Impact Study prepared by Paradigm Transportation Solutions Limited.

The above reports are further discussed in Section 6 of this Report.



## Site Location

Source: Google Earth Aerial Imagery (2025)

Figure

1

## 2. Site Description & Surrounding Uses

### 2.1 Site Location and Description

The Site is a through lot with 90.90 metres (±298 feet) of frontage along South Street and 64.14 metres (±210 feet) of interrupted frontage along Wellington Road 7. The Site includes two parcels of land municipally known as 191 Wellington Road 7 and 290 South Street, together which cover 8,391.90 square metres (0.8391 hectares) in area. The property sits proximate to Irvine Creek and is within an established residential neighbourhood. The Site is predominantly flat. The Site contains an existing two-storey single detached dwelling, which will be retained post-development, with its attached garage being demolished. Access to the Site is provided via an existing driveway along South Street. The property contains an existing public sidewalk along South Street. The site is serviced by municipal water and wastewater services. There are currently no transit services available to the Site.

### 2.2 Surrounding Uses and Context

The Site is bordered by South Street and Wellington Road 7. The Site is generally surrounded by residential, agricultural, open space, and community services and facilities as seen in **Figure 2**.

- North:** Directly north of the Site are single detached residential dwellings and Elora Municipal Cemetery and St. Mary Immaculate and St. Joseph's Cemetery. Further north is the hamlet Salem.
- East:** Directly east of the Site is South Street and residential dwellings. Beyond that is a segment of Irvine Creek. Further east is a low-rise residential community, St. Mary's Immaculate Roman Catholic Church and Elora Lawn Bowling Club.
- South:** Directly south are low rise single detached dwellings and David Street West. South of David Street West is Jefferson Elora Community Centre, Elora Curling Club, and Elora Lions Park. Beyond that, Irvine Creek connects to the Grand River which includes various trails and lookout points.
- West:** Immediately west is Wellington Road 7 which represents the westernmost boundary of Elora. West of Wellington Road 7 are agricultural and open space uses.



## 3. Proposed Development

### 3.1 Overview

The proposed residential redevelopment includes the consolidation of two parcels to accommodate a 25-unit townhouse project (the “Proposed Development”). The development includes 4 street townhouse units fronting South Street and 21 cluster units across five blocks). The existing single detached dwelling will be retained post-development, with its existing attached garage being demolished. The lot with the existing single detached dwelling will be severed from the balance of the development lot.

The site design features 6.7 metre internal private streets with 1.8 metre sidewalks on one side of each street. Garage and driveway parking spaces are provided for all townhouse units, and the cluster townhouse lot contains 10 proposed visitor parking spaces (including 1 barrier free parking space). Shared driveways are provided between adjacent units, where applicable.

The Proposed Development includes a stormwater management facility located in the southwest corner of the Site. The development also includes approximately 169 square metres of private outdoor amenity space located along the western property boundary. A snow storage location is provided at the west edge of the Site. Detailed design of the site will be addressed through a forthcoming Site Plan Approval application. A consent application will also be required to sever the existing single detached dwelling from the balance of the development lot.

The Proposed Development is illustrated on **Figure 3**.

CURRENT ZONING: R1A  
 PROPOSED ZONING: R1A (Existing House)  
 R3 Cluster Townhouses & Street Townhouses

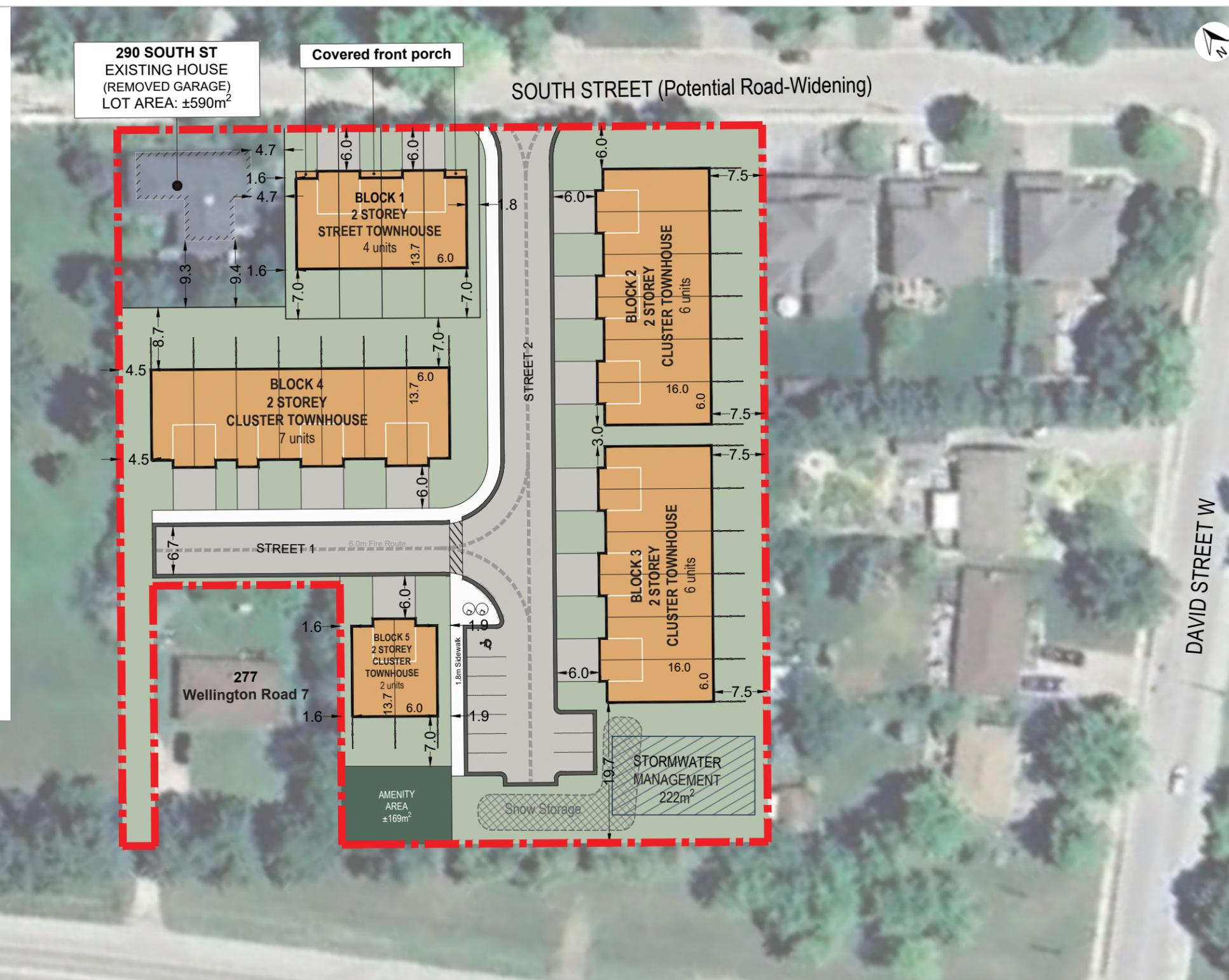
	REQUIRED	PROPOSED
LOT AREA:		
CLUSTER TOWNS:	5,400m <sup>2</sup> (200m <sup>2</sup> /unit)	6,865m <sup>2</sup>
STREET TOWNS:	190m <sup>2</sup> /unit	732m <sup>2</sup> (smallest lot: 160m <sup>2</sup> )
UNITS:		25 units
CLUSTER TOWNS		21 units
STREET TOWNS		4 units
MAX. HEIGHT:	3 storeys	2 storeys
MIN. LANDSCAPE OS:		
CLUSTER TOWNS:	40%	42.8%
STREET TOWNS:	40%	37.4%
COMMON AMENITY AREA:	105m <sup>2</sup>	±169m <sup>2</sup>
(Cluster Townhouses: 5m <sup>2</sup> /unit)		

MINIMUM SETBACKS:		
FRONT YARD:	6.0m	6.0m
EXTERIOR SIDE YARD:	4.5m	19.8m
SIDE YARD:		
CLUSTER TOWNS:	3.0m	1.6m
STREET TOWNS:	1.8m	1.6m
REAR YARD:		
CLUSTER TOWNS:	7.5m	>7.5m
STREET TOWNS:	7.5m	7.0m

PARKING:		
CLUSTER TOWNHOUSES:	32 spaces	42 spaces (Garage + Driveway)
VISITOR SPACES:	6 spaces	10 spaces
STREET TOWNHOUSES:	1.0/unit	8 spaces (Garage + Driveway)

BARRIER FREE (4m x 5.5m): 1 spaces 1 spaces

NOTES: 1. Townhouse Fences 4.5m long by 1.8m Tall



## 4. Planning Policy Review and Analysis

### 4.1 Ontario Planning Act

The *Planning Act*, R.S.O. 1990, c. P.13 (“Planning Act”), establishes the framework for land use planning in Ontario. The Planning Act provides for the integration of provincial matters in planning decisions; details a planning process that is fair, accessible, timely and efficient; encourages cooperation and coordination amongst various interest groups; and recognizes the decision-making authority and accountability of municipal councils in the planning process. Section 2 of the Planning Act identifies matters of provincial interest which a municipality must “have regard to” in fulfilling its responsibility under the Planning Act. These matters are general in nature and broad in range and are captured in more detail through the policy statements and provincial plans listed under Section 3 of the Planning Act through the official plans of the County of Wellington and the Township of Centre Wellington. In response to Section 2 of the Planning Act:

(a)	the protection of ecological systems, including natural areas, features, and functions;	Not applicable as there are no protected environmental features located on the Site.
(b)	the protection of the agricultural resources of the Province;	Not applicable.
(c)	the conservation and management of natural resources and the mineral resource base;	Not applicable.
(d)	the conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest;	A Heritage Impact Assessment (“HIA”) was prepared by Archaeological Research Associates Ltd. (“ARA”). The HIA is summarized in Section 6.2 of this Report and should be read in conjunction with this Report.

(e)	the supply, efficient use and conservation of energy and water;	The Site is serviced by existing municipal water services and sanitary services which are suitable to support the Proposed Development.
(f)	the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	As noted above, the Site is currently serviced by existing municipal infrastructure. The provision of other utilities will be coordinated during Site Plan Approval.
(g)	the minimization of waste;	The Proposed Development maintains the existing dwelling on the Site, minimizing waste. Waste management will be managed in accordance with municipal standards; it is anticipated that private pickup will be required for portions of the development.
(h)	the orderly development of safe and healthy communities;	The Proposed Development represents orderly development and is designed in a way to ensure it contributes to a healthy community through the contribution of sidewalks, adequate streets, and a common amenity area.
(h.1)	the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	The Proposed Development will be required to comply with the Accessibility for Ontarians with Disabilities Act, 2001, S.O. 2001, c. 32.
(i)	the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;	The Proposed Development will utilize existing educational, health, social, cultural, and recreational facilities in the neighbourhood and broader community.

(j)	the adequate provision of a full range of housing, including affordable housing;	The Proposed Development includes the construction of 25 residential dwelling units in the form of street-fronting townhouses and cluster-townhouses, which contributes to a full range of housing. No affordable housing is proposed.
(k)	the adequate provision of employment opportunities;	Not applicable.
(l)	the protection of the financial and economic well-being of the Province and its municipalities;	The Proposed Development does not require any financial commitment from the County of Wellington or the Township of Centre Wellington for the provision of infrastructure. The Site is serviced by existing services, and it will be the responsibility of the Owner for the costs associated with the provision of any necessary infrastructure required to accommodate the Proposed Development.
(m)	the co-ordination of planning activities of public bodies;	The Subject Application will be circulated to all commenting agencies, departments, and interest holders by the Township of Centre Wellington for review and comments prior to Council's decision on the Subject Application.
(n)	the resolution of planning conflicts involving public and private interests;	The resolution of planning conflicts that may arise through the consideration of the Subject Application will be addressed as part of the circulation and review process, which will include formal and informal public meetings, as required by the Planning Act.
(o)	the protection of public health and safety	The Proposed Development will not result in the harming of public health and safety. The Proposed Development is logically designed to be compatible and consistent with the surrounding neighbourhood.

(p)	the appropriate location of growth and development;	The Site is located in an established residential neighbourhood within the built boundary of Elora/Salem and is municipally serviced. For these reasons, the Site is in an appropriate location for growth and development.
(q)	the promotion of development that is designed to be sustainable, to support public transit and be oriented to pedestrians;	The Proposed Development includes pedestrian facilities, such as a common amenity area and internal sidewalk, facilitating pedestrian movement. There are currently no regular public transit services in the Township of Centre Wellington.
(r)	the promotion of built-form that,  (i) is well-designed,  (ii) encouraged a sense of place.	The Proposed Development is well designed, using appropriate setbacks to ensure compatibility with the surrounding neighbourhood to create a high quality, safe, accessible, attractive, and vibrant space that creates and supports the existing sense of place and unique character of the neighbourhood while providing suitable and respectful intensification.
(s)	the mitigation of greenhouse gas emissions and adaptation to climate change.	The Proposed Development will be required to comply with any minimum energy efficiency standards in the Ontario Building Code. In addition to this, the Owner will further explore construction of dwellings to a “net-zero ready” standard during the detailed design process, as they have for other projects.

Section 3(5) of the Planning Act requires that the decisions of municipal councils regarding the exercise of authority concerning planning matters include decisions on Planning Act applications:

- a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and,
- b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

The Provincial Planning Statement (2024) (“PPS”) issued under Section 3(5) of the Planning Act is applicable and relevant to the consideration of the Subject Application.

Overall, the above criteria of the Planning Act have been considered in the preparation of this Report and the submission of the Subject Application. The Provincial Planning Statement is discussed in Section 4.2 of this Report. The Proposed Development has regard for the criteria contained in Section 2 and aligns with Section 3 of the Planning Act.

## 4.2 Provincial Planning Statement

The Provincial Planning Statement, 2024 (“PPS”) provides policy direction on matters of provincial interest and guides growth and development in Ontario. The PPS supports land use that contributes to effective and efficient growth and development, long-term economic prosperity, and the well-being of residents. The PPS is issued under Section 3 of the Planning Act and came into effect on October 20, 2024. The following provides a summary of the key PPS policy considerations for the Site and provides justification for the Proposed Development as it related to these policies.

### 4.2.1 Planning for People and Homes

Section 2.1 of the PPS outlines the policies for Planning for People and Homes. Policy 2.1.6 states, in part, *“Planning authorities should support the achievement of complete communities by: accommodating an appropriate range and mix of land uses, housing options, [...], parks and open space, and other uses to meet long-term needs (a).”*

Response: The Proposed Development includes the construction of 25 residential units in the form of cluster townhouses and street fronting townhouses, which contributes to a range and mix of housing options. Landscaped open space and common amenity space is provided on the Site, contributing open spaces toward the meeting of long-term needs.

### 4.2.2 Housing

Section 2.2 of the PPS outlines the policies for Housing. Policy 2.2.1 states, in part, *“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: permitting and facilitating (b): all housing options required to meet the social, health, economic, and well-being requirements of current and future residents (1); and, all types of residential intensification, [...], development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3 (2); promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation (c).”*

Response: The Proposed Development includes the construction of 25 residential units in the form of cluster townhouse and street fronting townhouse dwellings, which contributes to the range and mix of housing options at densities to meet the needs of current and future residents in the regional market area. The Proposed Development significantly intensifies the Site with a total of 25 residential units proposed, and the Proposed Development efficiently uses land, resources, infrastructure, and public service facilities to achieve this higher density use.

#### **4.2.3 General Policies for Settlement Areas**

Section 2.3.1 of the PPS outlines the General Policies for Settlement Areas. Policy 2.3.1.1 states, *“Settlement areas shall be the focus of growth and development.”* Policy 2.3.1.2 states, in part, *“Land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources (a); optimize existing and planned infrastructure and public service facilities (b); support active transportation (c).”* Policy 2.3.1.3 states, *“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.”*

Response: The Site is located within the Elora settlement area, which is the focus of growth and development. The Proposed Development will optimize existing and planned infrastructure and public service facilities, which will be further coordinated at Site Plan Approval. The Proposed Development supports active transportation through the provision of an internal sidewalk network that connects to South Street, providing opportunities for active transportation that is separate from vehicular traffic. The Proposed Development is a form of intensification that supports the achievement of complete communities by contributing 25 residential units in the form of cluster townhouse and street townhouse dwellings, contributing to the range and mix of housing options and densities in the Elora settlement area.

#### **4.2.4 Energy Conservation, Air Quality and Climate Change**

Section 2.9 of the PPS outlines the policies for Energy Conservation, Air Quality and Climate Change. Policy 2.9.1 states, in part, *“Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities (a).”*

Response: The Proposed Development supports the creation of a compact built form through the provision of cluster townhouse and street townhouse dwellings, which support the achievement of complete communities through intensification of an existing underutilized site. There are currently no transit stops that service the Site, however, due to the Site's adjacency to South Street and Wellington Road 7, it is proximate to collector and arterial streets which are suitable for the provision of future transit.

#### **4.2.5 Cultural Heritage and Archaeology**

Section 4.6 of the PPS outlines the policies for Cultural Heritage and Archaeology. Policy 4.6.1 states, "*Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*" Policy 4.6.3 states that, "*Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*" Policy 4.6.4 states, "*Planning authorities are encouraged to develop and implement: proactive strategies for conserving significant built heritage resources and cultural heritage landscapes (b).*"

Response: A Heritage Impact Assessment ("HIA") was prepared by Archaeological Research Associates Ltd. ("ARA"). The HIA is summarized in Section 6.2 of this Report and should be read in conjunction with this Report.

#### **4.2.6 Provincial Planning Statement Summary**

Overall, the Proposed Development is consistent with the PPS as it promotes a compact built form and supports the creation of a complete community within the Elora settlement area. The Proposed Development includes the construction of 25 residential dwelling units in the form of cluster townhouse and street townhouse dwellings, which provide a range and mix of housing options at densities that support the social, economic, and well-being requirements of current and future residents. The Proposed Development efficiently uses existing and planned infrastructure, supports active transportation through the provision of internal sidewalk connections, and does not negatively impact cultural heritage resources.

### **4.3 County of Wellington Official Plan**

The Wellington County Official Plan ("WCOP") 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 WCOP outlines the long-term vision for Wellington County's communities and resources, and policy to attain the long-term vision.

The Site is located within the Delineated Built-Up Area of Elora/Salem, as identified on Schedule A – County Growth Structure, and is designated “Primary Urban Centre” of Elora/Salem on Schedule B1 – Land Use, Centre Wellington in the WCOP (see **Figure 4**).

The following provides a summary of the key WCOP policy considerations for the Site and provides justification for the Proposed Development as it related to these policies.

#### **4.3.1 Cultural Heritage and Archaeological Resources**

Section 4.1 of the WCOP outlines the policies for Cultural Heritage and Archaeological Resources. Policy 4.1.5 f) states that, *“The re-use of heritage buildings is often a valid means of ensuring their restoration, enhancement, or future maintenance. Projects to re-use heritage buildings may be given favourable consideration if the overall results are to ensure the long-term protection of a heritage resource and the project is compatible with surrounding land uses and represents an appropriate use of land.”* Policy 4.1.5 g) indicates that development and/or site alteration may be permitted on lands adjacent to a protected heritage property when the development and/or site alteration has been evaluated and demonstrated that the proposed development will ensure the conservation of the identified heritage attributes of the adjacent property, and that alternative development approaches may be required to conserve the heritage attributes of the adjacent property.

Response: A Heritage Impact Assessment (“HIA”) was prepared by Archaeological Research Associates Ltd. (“ARA”), dated September 29, 2025. The HIA is summarized in Section 6.2 of this Report and should be read in conjunction with this Report.

#### **4.3.2 Housing**

Section 4.4 of the WCOP outlines the policies for Housing. Policy 4.4.2 states that, *“The County will provide for a variety of housing types to satisfy the present and future social, health and well-being requirements of residents of the regional market area. New residential developments will be promoted at densities which efficiently use available servicing and are appropriate to site conditions and existing patterns of development. New multiple lots or units for residential development will incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

Response: The Proposed Development includes the construction of 25 residential units in the form of cluster townhouse dwellings and street townhouse dwellings, contributing to the satisfaction of present and future social, health and well-being requirements of residents of the regional market area.

The Proposed Development intensifies the Site and is provided at a density that efficiently uses available servicing and is appropriate to the site conditions and existing patterns of development. The Proposed Development maintains the street line character along South Street, utilizing similar setbacks to the existing established street line to ensure compatibility. The Proposed Development will contribute to the Township’s mix of unit sizes and types to accommodate a diverse range of household types and incomes.

Policy 4.4.3 of the WCOP states, in part, *“This Plan contains policies encouraging residential intensification in primary urban centres. The strategic approach to residential intensification intends to retain small town character and revitalize downtown areas which includes:*

#	Policy:	<u>Response:</u>
b)	<i>Supporting appropriate residential intensification in all areas within the built boundary, including adaptive re-use or redevelopment of brownfields and greyfields;</i>	The Site is located within the built boundary of Elora/Salem, and the Proposed Development intensifies the Site through the provision of 25 residential dwelling units in the form of cluster and street townhouse dwellings.
e)	<i>Encouraging residential 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;</i>	The Proposed Development respects, maintains, and supports the existing character of the surrounding neighbourhood. The Proposed Development is limited to a height of 2 storeys, reflecting development in the surrounding area, while ensuring that setback requirements and other zoning regulations are generally maintained or exceeded. The proposed medium density uses are designed in a way to ensure compatibility with the surrounding neighbourhood. An Urban Design Brief was listed as a required component of a complete application, which is discussed in Section 4.5 of this Report and speaks to building design and neighbourhood compatibility.

f)	<i>Conserving cultural heritage and archaeological resources where feasible, as built up areas are intensified;</i>	A Heritage Impact Assessment (“HIA”) was prepared by Archaeological Research Associates Ltd. (“ARA”), dated September 29, 2025. The HIA is summarized in Section 6.2 of this Report and should be read in conjunction with this Report.
----	---	---

### 4.3.3 The Urban System

Section 7 of the WCOP outlines the policies for The Urban System. Section 7.4 outlines the policies for Primary Urban Centres. Policy 7.4.1 states that Primary Urban Centres are expected to provide a full range of land use opportunities, including residential uses of various types and densities. Policy 7.4.5 states that Primary Urban Centres shall provide a broad range of residential uses to provide a diverse supply of housing, including affordable housing. Wellington will plan for a diverse range and mix of housing options, densities, and unit sizes on full municipal services.

Response: The Site is located in the Primary Urban Centre of Elora/Salem, and the Proposed Development includes 25 residential dwelling units, contributing to a diverse supply of housing options, densities, and unit sizes.

### 4.3.4 Detailed Primary Urban Centre Policies

Section 8 of the WCOP outlines Detailed Primary Urban Centre Policies. Policy 8.3.5 outlines the permitted medium density residential uses, and states that, *“Multiple residential developments such as townhouses and apartments may be allowed in areas designated Residential, subject to the requirements of the Zoning By-law and further provided that the following criteria are satisfactorily met:*

#	<u>Criteria:</u>	<u>Response:</u>
a)	<i>that medium density development on full municipal services should not exceed 35 units per hectare (14 units per acre) for townhouses or row houses, and 75 units per hectare (30 units per acre) for apartments, although it may not always be possible to achieve these densities on smaller sites;</i>	The Proposed Development includes the construction of 25 residential dwelling units in the form of cluster and street townhouse dwellings, at an overall density of approximately 32.9 units per hectare.

b)	<i>that the design of the proposed height, setbacks, landscaping and vehicular circulation, will ensure that it will be compatible with existing or future development on adjacent properties;</i>	The Proposed Development has been designed to be compatible with the surrounding neighbourhood in terms of height (limited to 2 storeys), setbacks, landscaping (Landscape Plan to be coordinated at Site Plan Approval), and vehicular circulation (limited to one access point on South Street). The Urban Design Brief contained in Section 4.5 of this Report provides a description and justification related to how the Proposed Development is compatible with the broader neighbourhood.
c)	<i>that the site of the proposed development has a suitable area and shape to provide:</i>	The Proposed Development has sufficient suitable area, and shape, to provide adequate on-site landscaping to screen outdoor amenity areas both on the site and on adjoining property.
c) i)	<i>adequate on-site landscaping to screen outdoor amenity areas both on the site and on adjoining property, to buffer adjacent residential areas and to improve the overall appearance of the development;</i>	Appropriate rear yards and other applicable areas, such as within the amenity area, snow storage area, and stormwater management area, are sufficient in size to allow for the screening from public view, enhancing the overall appearance of the Proposed Development.
c) ii)	<i>on-site amenity areas for the occupants of the residential units;</i>	A 168 square metre common amenity area is provided for the cluster townhouses through the Proposed Development, which is extra to the private rear yard amenity space that is provided for each cluster townhouse and street townhouse unit.
c) iii)	<i>adequate off-street parking, access and appropriate circulation for vehicular traffic, particularly emergency vehicles; and</i>	The Proposed Development aligns with Zoning By-law standards for minimum parking. The Proposed Development's internal street layout has been designed to the Township of Centre Wellington's standards to ensure efficient circulation of vehicular traffic and emergency vehicles.

c) iv)	<i>adequate grading to ensure that drainage from the property is directed to public storm drainage facilities and not to adjoining properties.</i>	A Functional Servicing and Stormwater Management Design Report (“FSRSWM Report”) has been prepared by GEI Consultants. The FSRSWM Report has been summarized in Section 6 of this Report and should be read in conjunction with this Report.
d)	<i>that adequate services such as water, sewage disposal, storm water, roads, and hydro are available to service the development;</i>	The Proposed Development will be serviced by all applicable available municipal services, including water, sewage disposal, storm water, roads, and hydro. The FSRSWM confirms that adequate water, sanitary, and stormwater services are available to the Proposed Development. The provision of other utilities, such as hydro and utilities, for example, will be coordinated during Site Plan Approval.
e)	<i>that within the built boundary, medium density is encouraged to locate on major roadways and arterial roads;</i>	The Site is located on South Street which is not classified as a major roadway and/or arterial road. The Proposed Development has been designed to be compatible with the surrounding neighbourhood in terms of height (limited to 2 storeys), setbacks, landscaping (Landscape Plan to be coordinated at Site Plan Approval), and vehicular circulation (one access point on South Street). The Proposed Development has frontage along Wellington Road 7; no access to Wellington Road 7 is proposed.
g)	<i>that a separate zone(s) is established for multiple residential development.</i>	The Proposed Development will be appropriately zoned to accommodate the Proposed Development. See Section 5 of this Report for an overview of the proposed Zoning By-law Amendment.

Section 8.3.12 outlines the Intensification Criteria. Policy 8.3.12 states, “Intensification within all residential land use designations shall be evaluated using the following criteria:

#	Criteria:	<u>Response:</u>
a)	<i>the compatibility of the proposed development in built form including height, massing, scale, setbacks, orientation, use, built form, architectural character and materials, separation distances, shadowing, and privacy. Compatible development is considered to be development that may not be the same as existing adjacent development but which can co-exist with existing development while not creating unacceptable adverse impacts;</i>	<p>The Proposed Development has been designed to be compatible with the surrounding neighbourhood in terms of height (limited to 2 storeys), setbacks, landscaping (Landscape Plan to be coordinated at Site Plan Approval), and vehicular circulation (limited to one access point on South Street). The Urban Design Brief contained in Section 4.5 of this Report provides a description and justification related to how the Proposed Development is compatible with the broader neighbourhood.</p> <p>The Proposed Development is limited to a height of 2 storeys, which is consistent with the surrounding neighbourhood. While the Proposed Development is more intense than the existing low-density development in the area, it has been designed in a way to be compatible with adjacent development. The Urban Design Brief contained in Section 4.5 of this Report provides a description and justification related to how the Proposed Development is compatible with the broader neighbourhood.</p>
b)	<i>the degree to which building height and massing shall provide a transition between planned and existing development;</i>	
c)	<i>the maintenance of a lotting pattern that is generally consistent and compatible with the predominant character of the area;</i>	<p>The Proposed Development is residential in nature and is compatible with the predominant character of the area. The Proposed Development’s is consistent with the surrounding neighbourhood in terms of building height and setbacks.</p>

d)	<i>the ability of infrastructure to accommodate the proposal;</i>	The Proposed Development will be serviced by all applicable available municipal services, including water, sewage disposal, storm water, roads, and hydro. The FSRSWM confirms that adequate water, sanitary, and stormwater services are available to the Proposed Development, whereby it will be the responsibility of the Owner for any necessary upgrades to accommodate the Proposed Development. The provision of other utilities, such as hydro and utilities, for example, will be coordinated during Site Plan Approval.
e)	<i>the impact of the development on the streetscape including, where feasible, the protection of municipal street trees;</i>	A Landscape Plan, Arborist Report, Tree Compensation Plan, and Tree Inventory and Protection Plan have been identified as a required component for Site Plan Approval. This requirement will be satisfied at Site Plan Approval.
f)	<i>the degree to which impact on the adjacent properties is minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, views, enjoyment of outdoor amenities, and shadowing; and</i>	The Proposed Development has been designed to prevent the drainage of stormwater onto neighbouring properties, as identified in the FSRSWM Report. The Proposed Development has been designed to ensure that access and circulation, privacy, views, enjoyment of outdoor amenities, and shadowing is preserved for the Proposed Development as well as for adjacent properties. The Urban Design Brief contained in Section 4.5 of this Report provides an overview of the Proposed Development with respect to access and circulation, privacy, views, amenity areas, and shadowing.
g)	<i>the conservation of significant cultural heritage resources.</i>	A Heritage Impact Assessment (“HIA”) was prepared by Archaeological Research Associates Ltd. (“ARA”), dated September 29, 2025. The HIA is summarized in Section 6.2 of this Report and should be read in conjunction with this Report.

#### **4.3.5 Wellington County Official Plan Summary**

Overall, the Proposed Development conforms to the Wellington County Official Plan because it efficiently utilizes an existing underutilized site within the built boundary of Elora/Salem to provide 25 residential dwelling units in the form of cluster and street townhouse dwellings, contributing to a diverse range and mix of housing types and densities to support growth objectives. The Proposed Development has been designed to respect and complement the surrounding neighbourhood through compatible building height (limited to two storeys), setbacks, appropriate landscaping, and a single vehicle access point off South Street. The Proposed Development will utilize adequate servicing which has the capacity to accommodate the Proposed Development. There will be no direct or indirect impacts to cultural heritage resources. Overall, the Proposed Development is well-serviced, appropriately scaled, and represents a compatible form of residential intensification.



## 4.4 Township of Centre Wellington Official Plan

The Township of Centre Wellington Official Plan (“Official Plan”) was adopted by Council on November 24, 2003, and received partial approval on February 15, 2005, and received final approval on May 31, 2005.

In the Official Plan, the Site is designated Residential as per Schedule A-1 (Land Use Plan) (see **Figure 5**).

The following policies provide a summary of the key Official Plan policy consideration for the Site as well as the justification for the Proposed Development in terms of these policies.

### 4.4.1 Housing

Section C.5 of the Official Plan provides the policies for Housing. Policy C.5.1 of the Official Plan states that the Township encourages the production of a wide variety of housing types to meet future needs.

Response: The Proposed Development includes the construction of 25 residential dwelling units in the form of street fronting and cluster townhouse dwellings. Townhouses are currently not within the broader neighbourhood, and the Proposed Development contributes to providing a wide variety of housing types to meet future needs.

Policy C.5.5 of the Official Plan relates to residential intensification and states that, “*The strategic approach to intensification intends to retain small town character and revitalize downtown areas which includes:*

- a) *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 with the built boundary;”*
- f) *conserving cultural heritage and archaeological resources where feasible, as built-up areas are intensified...”*

Response: The Proposed Development intensifies the Site by adding 25 residential dwelling units on lands located within the built boundary of Elora. The Proposed Development has been designed to respect the character of the surrounding area, including by preserving the established street line setback along South Street and proposing a compatible built form.

A Heritage Impact Assessment (“HIA”) was prepared by Archaeological Research Associates Ltd. (“ARA”), dated September 29, 2025. The HIA is summarized in Section 6.2 of this Report and should be read in conjunction with this Report.

#### **4.4.2 Municipal Servicing**

Section C.6 of the Official Plan provides the policies for Municipal Servicing. Section C.6.1 of the Official Plan provides the general policies for servicing, and Policy C.6.1.1 of the Official Plan states that, “*All new development and redevelopment within the Fergus and Elora-Salem Urban Centres shall be provided with full municipal services, to such standards as may be required by the Township, including: Sanitary sewage disposal facilities (a); Water supply facilities (b); Storm drainage facilities (c); Hydro (d); Public roads (e); and, Telecommunications (f).*”

Response: A Functional Servicing and Stormwater Management Design Report has been prepared by GEI Consultants Canada Ltd. which confirms that the Proposed Development will be fully serviced by existing municipal water services and municipal sewage services, which have sufficient capacity to accommodate the Proposed Development.

#### **4.4.3 Stormwater Management**

Section C.7 of the Official Plan provides the policies for Stormwater Management. Policy C.7.1 of the Official Plan states that no development shall occur without appropriate regard for storm run-off, on-site collection, and channeling of storm water to an adequate outlet. Policy C.7.2 of the Official Plan states that detention/retention ponds may be used as part of the storm drainage system to maintain post development flows to pre-development flows.

Response: A Functional Servicing and Stormwater Management Design Report has been prepared by GEI Consultants Canada Ltd. which provides design considerations for the proposed stormwater management facility at the west edge of the Site.

#### **4.4.4 Community Design**

Section C.15 of the Official Plan outlines the policies for Community Design. An Urban Design Brief has been prepared by GSP Group and is included in Section 4.5 of this Report. Please refer to Section 4.5 for an analysis of the Proposed Development in response to the policies outlined in Section C.15 of the Official Plan, as well as “Place Matters” – Township of Centre Wellington Urban Design Guidelines.

#### 4.4.5 Residential

Section D.2 of the Official Plan outlines the policies for the Residential designation. Policy D.2.5 of the Official Plan states that: *“Multiple residential developments such as townhouses and apartments may be allowed in areas designated RESIDENTIAL subject to the requirements of the Zoning By-law and further provided that the following criteria are satisfactorily met:*

#	Policy	<u>Response:</u>
1.	<i>that medium density development on full municipal services should not exceed 35 units per hectare (14 units per acre) for townhouses or row houses, and 75 units per hectare (30 units per acre) for apartments, although it may not always be possible to achieve these densities on smaller sites.</i>	The Proposed Development includes the construction of 25 residential dwelling units in the form of street fronting townhouses and cluster townhouses at a density of approximately 32.9 units per hectare.
2.	<i>That the design of the proposed height, setbacks, landscaping and vehicular circulation, will ensure that it will be compatible with existing or future development on adjacent properties;</i>	The Proposed Development has been designed to ensure compatibility with the surrounding neighbourhood in terms of height, setbacks, landscaping, and vehicular circulation to ensure compatibility with existing or future development on adjacent properties. The Proposed Development includes setbacks that are consistent with the surrounding neighbourhood, including maintaining the existing South Street street line setback. The proposed intersection at South Street is not proposed to cause any adverse impacts related to traffic stacking and loading, as confirmed by the Transportation Impact Study, summarized in Section 6.1 of this Report. Landscaping, including the submission of a Landscape Plan, Arborist Report, Tree Compensation Plan, and Tree Inventory and Protection Plan, will be coordinated during Site Plan Approval.

3.	<i>That the site of the proposed development has a suitable area and shape to provide:</i>	The Site has an area of 8,391.90 square metres (0.8391 hectares), which is a suitable size to accommodate the Proposed Development. The Site is a through-lot with frontage along South Street and Wellington County Road 7.
3. a.	<i>Adequate on-site landscaping to screen outdoor amenity areas both on the site and on adjoining property, to buffer adjacent residential areas and to improve the overall appearance of the development;</i>	The provision of on-site landscaping will be coordinated during Site Plan Approval, including the submission of a Landscape Plan, Arborist Report, Tree Compensation Plan, and Tree Inventory and Protection Plan.
3. b.	<i>On-site amenity areas for the occupants of the residential units;</i>	The Site contains an approximate 169 square metre common amenity area, which exceeds minimum zoning standards. The design of the common amenity area will be coordinated through Site Plan Approval.
3. c.	<i>Adequate off-street parking, access and appropriate circulation for vehicular traffic, particularly emergency vehicles; and,</i>	The Proposed Development aligns with Zoning By-law standards for minimum parking. The Proposed Development's internal street layout has been designed to the Township of Centre Wellington's standards to ensure efficient circulation of vehicular traffic and emergency vehicles.
3. d.	<i>Adequate grading to ensure that drainage from the property is directed to public storm drainage facilities and not to adjoining properties.</i>	A Functional Servicing and Stormwater Management Design Report ("FSRSWM Report") prepared in support of the Proposed Development confirms that stormwater will be adequately serviced on-site and will not drain onto adjoining properties. The FSRSWM Report is summarized in Section 6.3 of this Report.

4.	<i>That adequate services such as water, sewage disposal, storm water, roads, and hydro are available or shall be made available to service the development...</i>	The FRSWM Report confirms that the Proposed Development can be adequately serviced by existing municipal water services and sewage services, and that the proposed stormwater management facility has been designed to accommodate anticipated storm water flows. The provision of other utilities will be coordinated during Site Plan Approval.
----	--	---

Policy D.2.11 of the Official Plan states that the development of vacant or under-utilized properties for residential uses is encouraged but should be compatible with surrounding uses in terms of dwelling type, building form, site coverage, and setbacks.

Response: In its current state, the Site is largely vacant except for the existing home. The Proposed Development makes efficient use of the land and resources available on the Site while providing residential development at higher densities than the surrounding neighbourhood while still ensuring compatibility with the neighbourhood in terms of building height and setbacks. Overall, the Proposed Development thoughtfully maintains the existing small-town character and the associated sense of place.

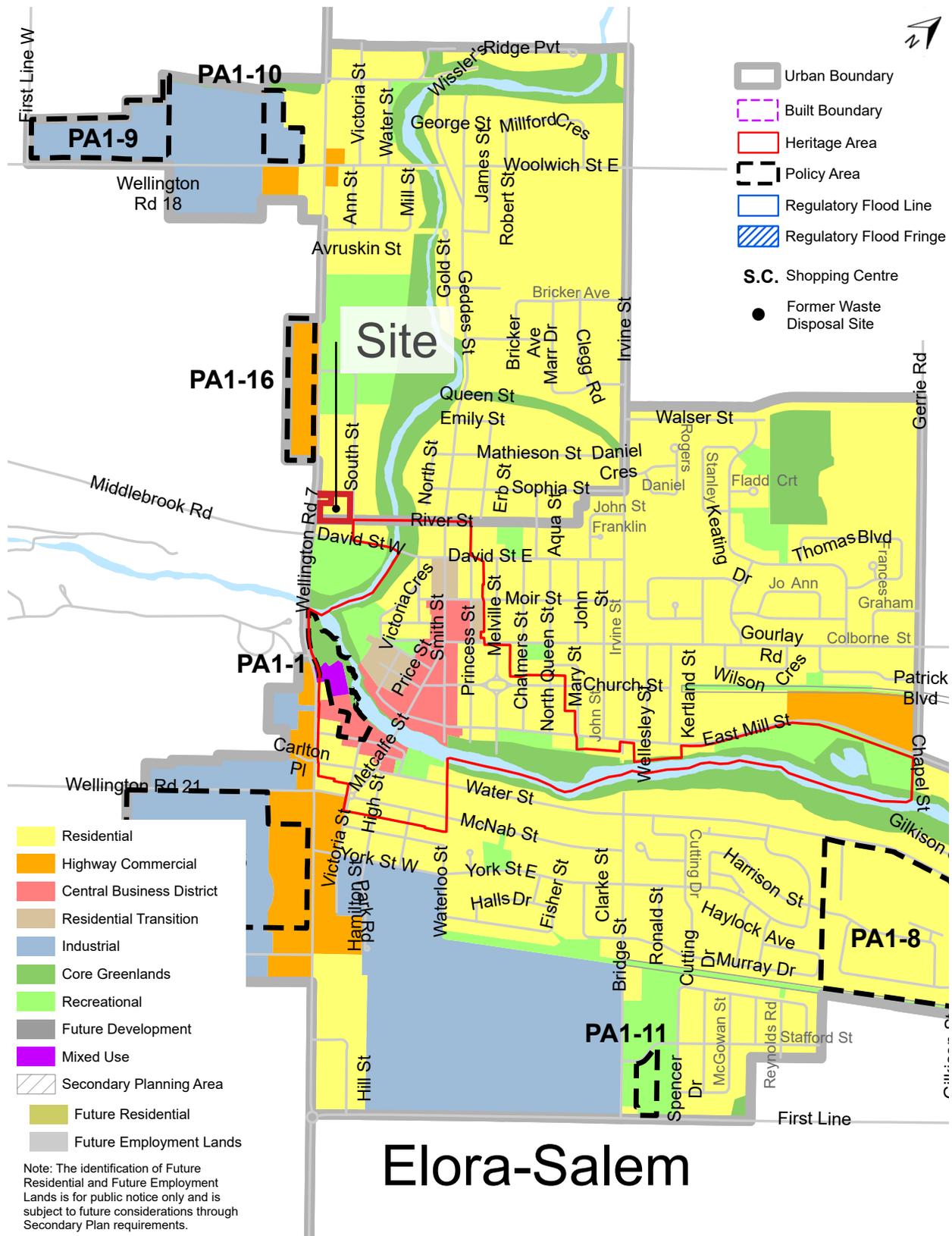
Policy D.2.12 of the Official Plan states that, *“Intensification within all residential land use designations shall be evaluated using the following criteria:*

#	<u>Policy:</u>	<u>Response:</u>
a)	<i>the compatibility of the proposed development in built form including height, massing, scale, setbacks, orientation, use, built form, architectural character and materials, separation distances, shadowing, and privacy. Compatible development is considered to be development that may not be the same as existing adjacent development but which can co-exist with existing development while not creating unacceptable adverse impacts;</i>	The Proposed Development has been designed to be compatible with the surrounding neighbourhood in terms of height, massing, scale, setbacks, orientation, use, separation distances, shadowing, and privacy. The coordination of architectural style and materials and landscaping, will be further coordinated during Site Plan Approval.

b)	<i>the degree to which building height and massing shall provide a transition between planned and existing development;</i>	The Proposed Development is proposed at two storeys, which is consistent with the surrounding neighbourhood. Adequate separation is provided between the Proposed Development and adjacent properties.
c)	<i>the maintenance of a lotting pattern that is generally consistent and compatible with the predominant character of the area;</i>	The Proposed Development represents a logical extension to a lotting pattern and is generally consistent the surrounding neighbourhood.
d)	<i>the ability of roads or municipal infrastructure to accommodate the proposal;</i>	A Transportation Impact Study (“TIS”) has been prepared in support of the Proposed Development which confirms that municipal roads can accommodate the Proposed Development. The TIS is summarized in Section 6.1 of this Report.
e)	<i>the impact of the development on the streetscape including, where feasible, the protection of municipal street trees;</i>	A Landscape Plan, Arborist Report, Tree Compensation Plan, and Tree Inventory and Protection Plan are required for Site Plan Approval.
f)	<i>the degree to which impact on the adjacent properties is minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, views, enjoyment of outdoor amenities, and shadowing...”</i>	As mentioned previously, the Proposed Development has been designed to minimize its impact on surrounding properties. As such, the Proposed Development will have no adverse impacts on adjacent properties with respect to grading, drainage, location of service areas, access and circulation, privacy, views, enjoyment of outdoor amenities, and shadowing. This Report contains an Urban Design Brief in Section 4.5 of this Report.

#### **4.4.6 Township of Centre Wellington Official Plan Summary**

Overall, the Proposed Development conforms to the Township of Centre Wellington Official Plan because it represents a compatible and efficient form of residential intensification within the built boundary of Elora/Salem. The Proposed Development introduces 25 townhouse dwellings in a manner that maintains the neighbourhood's small-town character through appropriate building height, massing, setbacks, and landscaping. Supporting technical studies, including a Transportation Impact Study, Heritage Impact Assessment, and Functional Servicing and Stormwater Management Design Report confirm that the Site can be adequately serviced and that local roads can accommodate the Proposed Development, and that the Proposed Development will not cause any adverse impacts on cultural heritage resources. The Proposed Development provides adequate parking, a common amenity area, and logical lotting and circulation patterns consistent with the surrounding neighbourhood. Aspects related to landscaping and architectural design and materials will be addressed at the Site Plan Approval stage.



# Elora-Salem

## Township of Centre Wellington Official Plan - Land Use Plan

Figure  
**5**

Source: Township of Centre Wellington Official Plan, Schedule A-1, Land Use Plan (2025)



## 4.5 Urban Design Brief

As per the formal Pre-Consultation Comments provided on June 25<sup>th</sup>, 2025, an Urban Design Brief (“UDB”) was identified as a required component of a complete application. It has been identified that the UDB can be included as part of the Planning Justification Report. Based on the matters for consideration and evaluation identified in the Pre-Consultation Comments, this UDB contains:

- A description and characterization of the Site’s surrounding area and neighbourhood context (Section 4.5.1);
- A description of the design components of the Proposed Development (Section 4.5.2);
- A response to applicable policies and guidelines (Section 4.5.3); and,
- A summary of the report findings (Section 4.5.4).

An Arborist Report, Architectural Elevation Plans, Landscape Plans, Lighting Plan, Tree Compensation Plan, and Tree Inventory and Protection Plans are identified as required components for Site Plan Approval. As such, this Urban Design Brief does not provide commentary or justification related to any proposed architectural style, materials, or treatments, as well as any landscape design-related components. This component of the Urban Design Brief will be addressed at the Site Plan Approval stage.

### 4.5.1 Surrounding Neighbourhood Context

The Site is known municipally as 191 Wellington Road 7 and 290 South Street in Elora in the Township of Centre Wellington and is generally bounded by South Street to the east, Wellington Road 7 to the west, and residential dwellings to the north, east and south. The Site is surrounded by predominantly low-density residential uses, institutional uses, and agricultural uses.

The surrounding neighbourhood predominantly consists of 1-2 storey single-detached dwellings set on large lots, with some other forms of low-density residential typologies. These residential dwellings utilize various architectural styles but can be broadly categorized as mid-20<sup>th</sup> Century Suburban Residential style and consist of simple forms, are of modest scale, have functional layouts, and take inspiration from various styles of architecture, including ranch, split-level, victory housing, and revival styles. Intermixed within the neighbourhood are newer suburban-style single-detached dwellings, characterized by larger building footprints, front-facing, attached, street-facing garages using eclectic and neo-eclectic architecture styles. Within the neighbourhood, building materials predominantly consist of neutral-toned brick and siding with dark-shingled roofs.

The broader neighbourhood fabric is generally characterized as a grid layout with wide streets. A sidewalk is provided on South Street, including adjacent to the Site.

The Site is well-serviced by parks and amenity spaces. Located to the south of the Site is the Jefferson Elora Community Centre, Elora Lions Park, and Elora Curling Club, which includes 2 baseball diamonds, a skatepark, a community hall, an ice rink, and a curling rink (with 3 curling sheets). Further south of the Site, adjacent to Irvine Creek, is Victoria Park, which contains a lookout to the Elora Gorge. To the southwest of the Site, adjacent to the Grand River, is access to the Elora Gorge, including a trail system which leads into the Elora Gorge Conservation Area. To the north of the Site is the Elora Municipal Cemetery and the St. Mary Immaculate and St. Joseph Cemetery. Additional nearby amenities and services are described in Section 2.2 and are illustrated above on **Figure 2** of this Report.

#### **4.5.2 Proposed Development**

The Proposed Development includes the construction of 5 buildings, Block 1, Block 2, Block 3, Block 4, and Block 5, respectively, containing 25 units in total. Block 1 has frontage along South Street and is 2 storeys in height and will be in the form of street townhouses, containing 4 units in total. Block 2 has frontage along the proposed Street 2 and is 2 storeys in height and will be in the form of cluster townhouses, containing 6 units in total. Block 3 has frontage along the proposed Street 2 and is 2 storeys in height and will be in the form of cluster townhouses, containing 6 units in total. Block 4 has frontage along the proposed Street 1 and is 2 storeys in height and will be in the form of cluster townhouses, containing 7 units in total. Finally, Block 5 has frontage along the proposed Street 1 and is 2 storeys in height and will be in the form of cluster townhouses, containing 2 units in total. The Proposed Development has a density of approximately 32.9 units per hectare. The following sections provide a detailed analysis of the Proposed Development as it relates to building positioning, building scale and massing, access and circulation, and parking, excluding architectural, landscape, and lighting-related policies and guidelines:

##### **4.5.2.1 Building Positioning**

Block 1 is positioned to the eastern most portion of the Site fronting South Street. Block 1 is setback approximately 6 metres from South Street, which is consistent with adjacent development along the South Street street line. Block 1 is setback approximately 1.6 metres from the existing dwelling unit on the Site (290 South Street). An additional 4.3 metres of separation is provided between the existing dwelling and Block 1, for a total separation distance of 5.9 metres. Block 1 is setback approximately 1.8 metres along its flankage yard adjacent to Street 2, which provides adequate separation between Street 2 and the exterior units of Block 1. A 7 metre rear yard is provided to ensure that adequate outdoor amenity space can be provided for each unit.

Blocks 2 and 3 are located on the south side of the Site and are positioned perpendicular to South Street with frontage along Street 2. From the South Street frontage, Block 2 is setback approximately 6 metres, which is consistent with Block 1's front yard setback and with adjacent development along the South Street street line. Blocks 2 and 3 are setback approximately 6 metres from Street 2, which ensures consistency with adjacent Blocks and with development in the neighbourhood. 3 metres of separation is provided between Blocks 2 and 3. Blocks 2 and 3 are setback approximately 7.5 metres from their rear yard lot line (adjacent to 260 South Street and 38-44 David Street West) which ensures that adequate outdoor amenity space can be provided in the rear yard for each unit.

Block 4 is located centrally on the Site and has frontage along Street 1 and is setback approximately 6 metres, ensuring consistency with adjacent blocks and with the broader neighbourhood. A 4.5 metre setback is provided between Block 4 and the lot line to the north (adjacent to 294 South Street and 287 Wellington Road 7).

Block 5 is located on the western portion of the Site and has frontage along Street 1 and is setback approximately 6 metres, ensuring consistency with adjacent blocks and with the broader neighbourhood. A 1.6 metre setback is provided between Block 5 and the adjacent lot line to the north (277 Wellington Road 7), which is sufficient space to limit privacy and overlook impacts.

Parking and garbage collection is provided along Street 2 in the western portion of the Site, which includes a hammerhead for ingress/egress. Two garbage collection bins are provided near the intersection of Street 1 and Street 2, ensuring centrality to the entire Site. Similarly, the barrier-free parking space is provided closest to the intersection of Street 1 and Street 2. The amenity area is provided to the rear yard of Block 5, with access from the pedestrian path that extends along the east side of Street 1 and the north side of Street 2. Snow storage and stormwater management is provided at the west of the Site, adjacent to the parking area and Block 3.

#### **4.5.2.2 Building Scale and Massing**

The Proposed Development includes the construction of 5 townhouse blocks, which have been designed to be consistent with the surrounding neighbourhood. The height of each respective block is two storeys, limiting the scale and massing of the townhouses to ensure compatibility with the surrounding neighbourhood, where adjacent single-detached dwellings are primarily one or two storeys in height.

Block 1, fronting South Street, has a block length of four units and has been designed to maintain the 6 metre setback along South Street. Block 2, perpendicular to South Street and fronting Street 2, has a block length of six units and has also been designed to maintain the 6 metre street line setback along South Street, contributing to the maintenance of the existing street line setback to ensure compatibility, consistency, and predictability. Block 3, fronting Street 2, has a block length of six units. Block 4, fronting Street 1, has a block length of 7 units; and, Block 5, fronting Street 1, has a block length of two units. All blocks within the Proposed Development have been designed to incorporate a front yard setback of 6 metres, which is consistent with the surrounding neighbourhood.

Overall, the height and building setbacks of the proposed townhouses are generally consistent with the surrounding neighbourhood, contributing to the maintenance of a consistent street line setback that will ensure that the Proposed Development is compatible and well-integrated with the surrounding area. The Proposed Development will be architecturally designed to be compatible with the surrounding neighbourhood. Architectural drawings are required as part of a complete Site Plan Approval application and will be further reviewed at that time.

#### **4.5.2.3 Access and Circulation**

Vehicular access to the Site is provided from South Street. Pedestrian access is provided from South Street through the provision of a minimum 1.5 metre sidewalk in the Site along the east side of Street 1 and the north side of Street 2. A hammerhead for circulation within the parking area is provided at the terminus of Street 2, adjacent to the proposed snow storage and stormwater management location.

Street 1 and Street 2 are 6.7 metres in width, and, where applicable, the centreline radius is a minimum of 12 metres to accommodate emergency vehicles, as identified in the Record of Pre-Consultation.

#### **4.5.2.4 Parking**

Each respective unit will include an associated driveway and front-facing garage. The Proposed Development has been designed to ensure that adjacent garages are co-located, allowing for the attaching of driveways between units, where applicable. Visitor parking with sidewalk access is provided at the west of the Site, adjacent to the common amenity area. A hammerhead turnaround is provided to ensure efficient vehicular circulation.

#### **4.5.2.5 Landscape Plan and Amenity Area**

A Landscape Plan will be required as part of a complete Site Plan Approval application. As such, this component of the Urban Design Brief will be addressed at the Site Plan Approval stage when the Landscape Plan will be completed.

#### **4.5.2.6 Architectural Treatment and Materials**

Architectural drawings, including building elevations and floor plans, were identified as a required component of a complete Site Plan Approval application. As such, this component of the Urban Design Brief will be addressed at the Site Plan Approval stage when the Architectural Drawings Package will be completed.

#### **4.5.3 Response to Policy Guideline and Framework**

The applicable Urban Design policies from Section C.15 – “Community Design” of the Township of Centre Wellington Official Plan and the Centre Wellington “Place Matters” Urban Design Guidelines – Residential Areas (“UDG”) will be referenced to ensure the Proposed Development aligns with the Township’s vision and design standards.

##### **4.5.3.1 Township of Centre Wellington Official Plan, Section C.15 – “Community Design”**

Policy C.15.3.4 of the Official Plan states, *“New development located within an existing established district or neighbourhood will be designed as an integral part of the area’s existing larger pattern of built form and open spaces such as building mass, height, proportion, enclosed volume and position relative to street and site.”*

Response: The Proposed Development makes efficient use of the Site’s area while being designed as an integral part of the area’s existing larger pattern of built form. The Proposed Development is similar in building height and position relative to the street, while providing a context sensitive building mass, proportion, and enclosed volume relative to the street and Site.

Policy C.15.3.5 of the Official Plan states, *“The preservation of the existing pattern of setbacks in the existing urban area shall be supported so that new buildings do not substantially alter the street relationship.”*

Response: The Proposed Development has been designed to ensure that the street relationship is maintained, which includes townhouse dwellings fronting South Street, as well as the maintenance of the South Street street line

setback, which ensures that the existing patterns of setbacks are maintained. Additionally, development internal to the Site has been designed to match the setbacks of the South Street street line, ensuring consistency throughout the entire neighbourhood.

#### **4.5.3.2 Township of Centre Wellington “Place Matters” Urban Design Guidelines – Residential Areas**

The purpose of the Urban Design Guidelines (UDG) for Centre Wellington is to provide a framework of principals and guidelines that will provide design direction for the development, redevelopment and enhancement of buildings, façades, streetscapes, public open space and natural areas. The UDGs build on the intentions and aspirations of the Township to create a community that conserves its cultural and natural heritage resources, while allowing for contextually sensitive growth and development.

Per the UDG (Page 90), “roadways within residential areas should:

- *Be designed so as to minimize vehicular lane widths, while maintaining vehicular and pedestrian safety to broaden sidewalks and to create an enhanced pedestrian environment along the streetscape. This will also reduce crossing distances, creating a more accessible streetscape.*
- *Block lengths should be within a range of 120-150 metres by 70-80 metres. A traditional rectangular grid pattern should be used as the basis for the development of residential blocks with ease of orientation, accessibility and connection as primary considerations.*
- *Unless there is a significant need for improved stormwater management, maintain existing edge of roadway conditions in older neighbourhoods to retain the character of the streetscape, wherever feasible”.*

Response: The Proposed Development’s private internal streets have been designed to meet the minimum 6.7 metre width. The Proposed Development has a logical, efficient layout with blocks designed to maximize the Site’s area while retaining the character of the surrounding neighbourhood. The stormwater management facility has been sited to maintain the street line of South Street, being placed in a location with minimal adjacent development.

Per the UDG (Page 91), “crosswalks within residential areas should meet the following guidelines:

- *Be universally accessible and adhere to AODA regulations with dropped and textured curb cuts installed at all intersections to eliminate barriers to crossing the street.*
- *Extent from curb to curb along a roadway.*
- *Be constructed of high-quality, durable materials that are able to endure the impacts of winter maintenance including snowplows and de-icing.*
- *Be highly visible features within the roadway. High visibility paint, unit pavers that highly contrast the parking paving, coloured asphalt or concrete or a combination of the above are appropriate treatments for crosswalks.*
- *Be a minimum of 2.5 metres in width at standard crossings [...].”*

Response: The Proposed Development contains one crosswalk across Street 1 which will be constructed curb to curb and will connect to sidewalks provided on the Site. These crosswalks will adhere to AODA regulations and will include dropped and textured curb cuts. The crosswalk will be highly visible from the roadway and will be demarcated through high visibility paint and will include tactile plates at each terminus. The crosswalk will be at least 2.5 metres in width.

Per the UDG (Page 94), “to create sidewalks that are comfortable, safe, and pleasant, they should be:

- *Constructed of paving materials that are durable, high-quality materials appropriate for multi-season conditions.*
- *Be graded to avoid ponding water and ice buildup and shall be free of tripping hazards.*
- *A minimum of 1.5 metres on local roads [...].*
- *Pedestrian areas of sidewalks should continue to be constructed of concrete with a broom finish.*
- *Sidewalks should be a barrier-free, continuous pedestrian network. Drop-curbs and appropriate curb treatments (textured and visual cues) shall exist at all crossings where curbs are present.*
- *Where sidewalks intersect driveways, sidewalks should extend across the driveway to distinguish the pedestrian right-of-way.”*

Response: The sidewalks within the Proposed Development will be a brushed concrete, be graded to avoid ponding water, ice buildup and will be free of tripping hazards. Sidewalks will be a minimum of 1.8 metres and will adhere to AODA regulations.

Per the UDG (Page 100), “*Parking and garages in residential areas should adhere to the following guidelines:*”

- *Garages should be located to the side and rear of a property and not protrude beyond the main front façade of a residential dwelling.*
- *Attached garages should be well integrated into the massing of the main building with good proportional detailing.*
- *Garages should be designed with single bays/ doors, with doors reflecting the architectural character and detail of the main dwelling.*
- *Parking and driveways should be screened or softened, where feasible, through the use of landscaping.*
- *Paving materials for parking areas can include asphalt, gravel, concrete, or concrete pavers and should be selected from a natural colour palette.*
- *Where setbacks are limited, efforts should be made to explore alternative methods of ‘paving’, such as turf geogrids or to minimize the paved area by implementing a ‘two-track’ driveway, if parking beside or behind the house is not feasible, in order to preserve the expanse of the front yard”*

Response: There are no detached garages and all attached garages are integrated into the massing of the main building. Garages are designed with single bay doors and are consistent with the architectural style of the main building. Landscaping is used to screen and soften hardscaped areas, such as pathways and driveways. Paving will consist of asphalt or another similar suitable material, such as concrete, and will utilize their traditional colours (black for asphalt and grey for concrete, if applicable).

#### **4.5.4 Urban Design Brief Summary**

This Urban Design Brief for the 25-unit townhouse development at 191 Wellington Road 7 and 290 South Street in Elora provides a comprehensive evaluation of the development’s alignment with the Township’s Official Plan policies and Urban Design Guidelines. The Proposed Development seeks to intensify the Site in a manner that aligns with the principles of pedestrian-friendly and context-sensitive urban design.

Block 1 is sited to front South Street and Block 2 is oriented to be perpendicular to South Street, but achieved a 6 metre setback, ensuring that the South Street established street line is maintained. Blocks 3, 4, and 5 are oriented to face their respective internal streets (Street 2 and Street 1, respectively). The internal sidewalk is provided along the east side of Street 1 and the north side of Street 2, minimizing conflict points between pedestrians and vehicles. A crosswalk is provided to connect the 2 sidewalks. Overall, the Proposed Development has been designed to ensure that it is compatible with the surrounding, established neighbourhood.

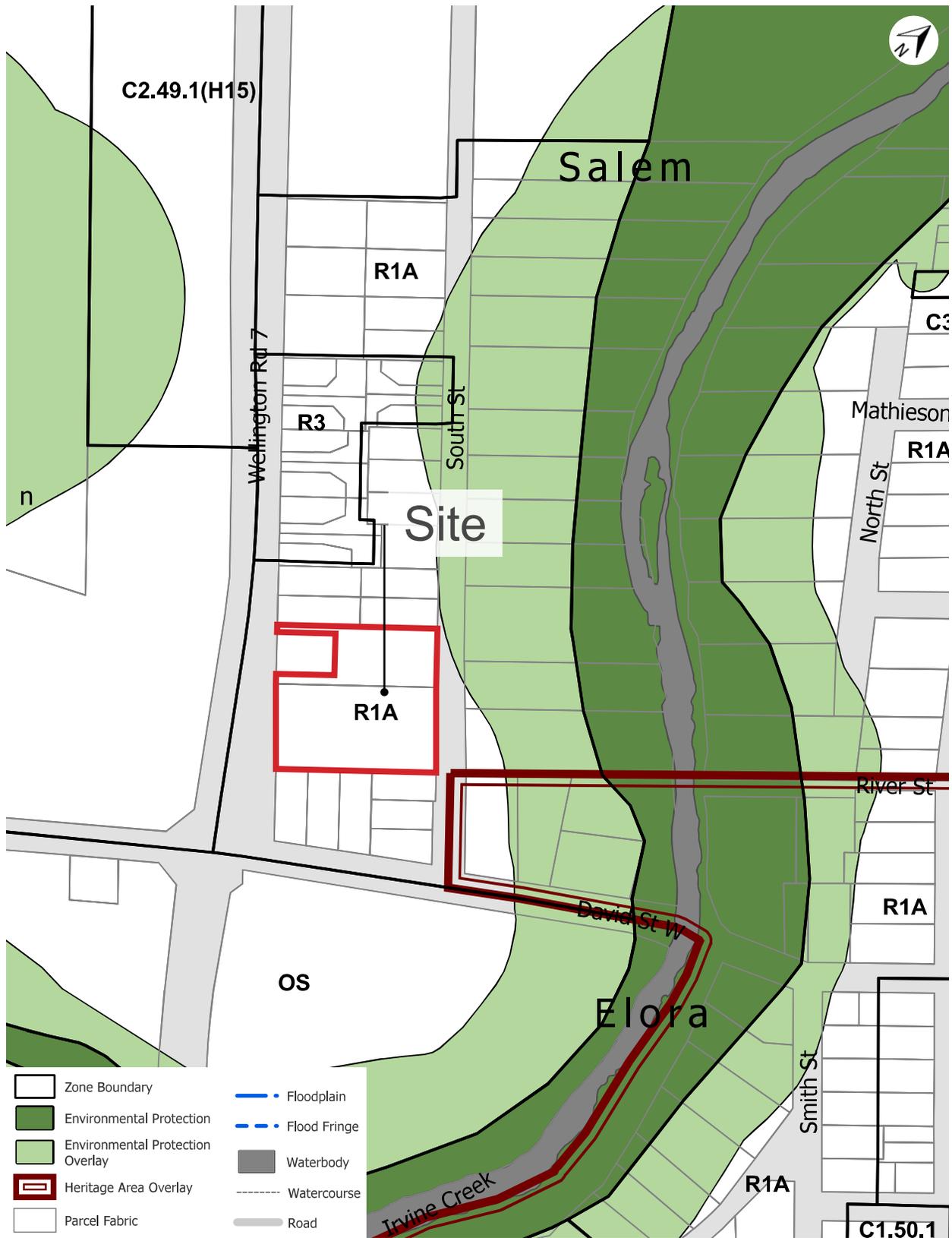
The key features of the Proposed Development include:

- The Proposed Development integrated with the existing neighbourhood context, maintaining appropriate setbacks and activated frontages which are designed to provide a suitable transition and maintenance of the established street line along South Street.
- Pedestrian pathways, active street edges, and articulated building facades enhance the streetscape, contributing to a vibrant and cohesive public realm.
- Safety and accessibility are prioritized through clear sightlines, well-lit internal sidewalks, and barrier-free design elements, ensuring the development supports inclusivity and mobility for all residents.

As noted, this Urban Design Brief does not contain any commentary, justification, or analysis of architectural plans and materials, landscape plans and related plans and materials, and/or a lighting plan as these were identified as required components of Site Plan Approval. This Urban Design Brief will be required to be updated upon the receipt of the required Architectural Elevation Plans, Landscape Plans, Lighting & Photometric Plans, Tree Compensation Plan, and Tree Inventory and Protection Plan, as outlined in the Record of Pre-Consultation, dated June 25, 2025.

#### **4.6 Township of Centre Wellington Zoning By-law**

The Township of Centre Wellington Zoning By-law 2009-45 (“Zoning By-law”) was passed by Council in 2009. In the Zoning By-law, the Site is currently zoned ‘Residential (R1A)’ as per Map 49 of Schedule “A” (see **Figure 6**). To permit street and cluster townhouses, a Zoning By-law Amendment is required to rezone the Site to a site-specific ‘Residential (R3.XX.X) zone. Section 5 of this Report provide additional specifics and justification for the requested zone. A Zoning Compliance Chart is provided in **Figure 7** below.



Source: Township of Centre Wellington Zoning By-Law, Schedule "A", Map 49 (2023)

Current Zoning

Figure  
**6**

**Figure 7 – Zoning Compliance Chart – 191 Wellington Rd 7 & 290 South Street**

Provision	Required per R3 Cluster Towns	Proposed Cluster Towns	Complies (Y/N)	Required per R3 Street Towns	Proposed Street Towns	Complies (Y/N)
<b>Definitions</b>	Divided into 3 or more separate Dwelling Units	One block has 2 units	<b>N</b>	Divided into 3 or more separate Dwelling Units	Block of 4 units	Y
<b>Lot Frontage (min)</b>	20 m	±39 m	Y	6 m	6 m	Y
<b>Lot Area (min)</b>	greater of: 700 m <sup>2</sup> or 200 m <sup>2</sup> per unit	200 m <sup>2</sup> /unit	Y	190 m <sup>2</sup> per unit	160 m <sup>2</sup> /unit	<b>N</b>
<b>Lot Depth (min)</b>	n/a	n/a	Y	26 m	±26.6 m	Y
<b>Building Height (max)</b>	3 storeys but not greater than 11 m	2 storeys	Y	3 storeys but not greater than 11 m	2 storeys	Y
<b>Front Yard (min)</b>	6 m	6 m	Y	6 m	6 m	Y
<b>Exterior Side Yard (min)</b>	4.5 m	n/a	Y	4.5 m	n/a	Y
<b>Side Yard (min)</b>	½ building height and no less than 3 m	1.6m (Block 5) 4.5m (Block 4)	<b>N</b>	1.8 m	1.6 m	<b>N</b>
<b>Rear Yard (min)</b>	½ building height and no less than 3 m	Complies	Y	7.5 m	7 m	<b>N</b>
<b>Number of Attached Units in a Row (max)</b>	8	7	Y	6	4	Y
<b>Common Amenity Area</b>	5m <sup>2</sup> per unit = 21 x 5 = 100 m <sup>2</sup>	169 m <sup>2</sup>	Y	n/a	n/a	Y
<b>Private Amenity</b>	Minimum area of 20 m <sup>2</sup> . Minimum depth of 4.5 m. Minimum width of 4.5 m. Not form part of front or exterior yard. Shall be screened.	Provided in rear yard of cluster townhouse dwellings.	Y	n/a	n/a	Y

**Figure 7 – Zoning Compliance Chart – 191 Wellington Rd 7 & 290 South Street**

Provision	Required per R3 Cluster Towns	Proposed Cluster Towns	Complies (Y/N)	Required per R3 Street Towns	Proposed Street Towns	Complies (Y/N)
<b>Landscape Open Space (min)</b>	40%	42.8%	Y	40%	37.4%	<b>N</b>
<b>Front Yard Landscape</b>	n/a	n/a	Y	Front yard shall be landscaped except for driveway	Provided	Y
<b>Parking (5.5.1)</b>	<p>1.0 space per dwelling unit plus 0.5 spaces per unit for the first 20 units and 0.25 spaces per unit for each additional unit. A minimum of 50% of the additional parking spaces shall be devoted exclusively to visitor parking =</p> <p>30 spaces for 20 units at 1.5 spaces per unit, plus 1.25 spaces for 21<sup>st</sup> unit = <b>32 spaces required</b></p> <p>Visitor: 0.5 additional spaces for 20 units (10 spaces) plus 0.25 additional spaces for 21<sup>st</sup> units (1 space) is 11 spaces. 50% of 11 spaces = <b>6 visitor spaces required</b></p>	<p>21 garage spaces plus 21 driveway spaces in tandem (42 spaces)</p> <p>10 visitor parking spaces</p>	<b>Y</b> – zoning relief sought to clarify calculations.	1 space per dwelling unit	4 garage spaces; 4 driveway spaces	Y
<b>Parking Setback (5.3.1.1)</b>	n/a	n/a	Y	Min. 6 m from street line and to the rear of the front wall of the main building	Parking is 6 m from street line; garage projects ±1.2 m from front wall of the main building	<b>N</b>
<b>Parking Space Dimensions</b>	3 m x 6 m (garage)	3 m x 6 m (garage)	Y	3 m x 6 m (garage)	3 m x 6 m (garage)	Y

**Figure 7 – Zoning Compliance Chart – 191 Wellington Rd 7 & 290 South Street**

Provision	Required per R3 Cluster Towns	Proposed Cluster Towns	Complies (Y/N)	Required per R3 Street Towns	Proposed Street Towns	Complies (Y/N)
<b>(5.3.1.4 &amp; 5.3.1.5)</b>	Driveway min. 3 m width	Driveway min. 3 m width		Driveway min. 3 m width	Driveway min. 3 m width	
<b>Barrier-Free Spaces</b>	Based off 10 visitor parking spaces = 1 space required	1 barrier-free space provided	Y	n/a	n/a	Y
<b>Barrier-Free Parking Dimensions (5.6)</b>	4 m x 5.5 m	4 m x 5.5 m	Y	n/a	n/a	Y

## 5. Subject Application

To facilitate the construction of the Proposed Development, a Zoning By-law Amendment is required to rezone the Site from 'Residential (R1A)' to a site-specific 'Residential (R3.XX.XX)' zone. The R3 zone permits the proposed street townhouses and cluster townhouses.

The following Exceptions are requested to the R3 zone:

- Permitting the existing single detached dwelling at 290 South Street within the R3 zone, as this zone does not typically permit single detached dwellings. It is favourable to zone this lot R3 (rather than R1A with a new Exception) because the lot has not yet been severed and this would avoid any complications of aligning the future severance line with the zoning line. The Exception to the R3 zone for single detached dwelling defers to the R1A zone for all applicable regulations, achieving the same effect as zoning the lot R1A with a new Exception. The Exception for single detached dwelling also recognizes the existing deficient front yard of 3 metres and an associated reduction in the minimum lot depth to 24 metres. This will facilitate a future consent application to sever this lot from the balance of the development.
- For street townhouses:
  - Permitting a minimum lot area of 160 square metres, rather than the required 190 square metres. This reduction is required for the interior townhouse lots, which are smaller due to being attached on both sides and having a reduced rear yard. This relief is justified as the front yards are maintained and there remains a sufficient rear yard (see below).
  - Permitting a minimum rear yard of 7 metres, rather than the required 7.5 metres. This minor reduction achieves the intent of the Zoning By-law as there will continue to be adequate private amenity space for residents of the future street townhouses. The rear yards are at least 40 square metres in area which provides sufficient space for residents to utilize (decks, etc.).
  - Permitting a minimum side yard of 1.6 metres on the unattached side, rather than the required 1.8 metres. This minor reduction will maintain rear yard access for future residents and have minimal to no impacts on site functionality.

- Permitting a minimum landscaped open space of 30%, rather than the required 40%. Although some of the street townhouse lots may be able to achieve higher than 30% landscaping, this reduction will maintain flexibility for future hardscaping on the lots and/or other structural elements such as covered front porches (see below) and rear yard decks. Each lot will continue to have front yard landscaping, and sufficient rear yard (as discussed above).
- Permitting the garage to project beyond the front wall of the dwelling, provided there is a covered front porch in this projection. This will allow the garage to be pushed forward and allow for additional living space within the dwelling unit, which will be beneficial to future residents. The garage continues to be located 6 metres from the street line, in accordance with zoning regulations, so impacts are minimal overall.
- For cluster townhouses:
  - Clarifying the parking requirements to ensure that 2 tandem parking spaces are required per dwelling unit in addition to 10 visitor parking spaces.
  - Permitting a 1.6 metre side yard abutting the northerly side lot line of 277 Wellington Road 7 and permitting windows to habitable rooms to face this yard. The block of cluster townhouses abutting this lot line (Block 5) is generally aligned with the existing single detached dwelling at 277 Wellington Road 7, which justifies the request as these windows would not overlook their rear yard. In addition, the requested 1.6 metre side yard is consistent with the standard minimum side yard setback for single detached dwellings of 1.5 metres (which does not have any zoning limitations on windows facing yards). This interface can be further refined through Site Plan Approval to ensure minimal impacts.
  - Permitting the northerly side yard abutting the side lot line of 294 South Street and 287 Wellington Road 7 to be 4.5 metres and permitting windows to habitable rooms to face this yard (Block 4). This request is justified as the rear yards of both abutting lots are significant in length and area and the 4.5 metre requested setback maintains a reasonable distance to ensure minimal impacts to the privacy and enjoyment of the abutting rear yard. This interface can be further refined through Site Plan Approval to ensure minimal impacts.
  - Clarifying that (Block 5) with 2 attached units is also considered a cluster townhouse for the purposes of this development. This avoids the needs to classify it as a semi-detached dwelling on a private road, which would be uncommon and potentially result in this block having to have separate regulations than the rest of the cluster townhouses on the site, which could needlessly complicate the implementing zoning.

- Clarifying that any internal lot lines created by a future plan of condominium would not be considered lot lines for the purposes of zoning. This provides clarity during future zoning reviews and facilitates the plan of condominium process.

A Draft Zoning By-law Amendment is attached as **Appendix “A”** to this Report.

## 6. Supporting Technical Studies and Reports

### 6.1 Transportation Impact Study

A Transportation Impact Study (“TIS”) was prepared by Paradigm Transportation Solutions Limited (“Paradigm”). The TIS includes an analysis of existing traffic conditions, a description of the proposed development traffic forecasts for built-out (2027) and five years from build-out (2032), assessment of traffic patterns with recommendations to accommodate the proposed development as appropriate, and site circulation review. Based on the investigations conducted, the TIS concludes that:

- The intersection of David Street West and South Street is operating with acceptable levels of service.
- The development is forecast to generate 12 and 14 trips during the AM and PM peak hours, respectively. The development is a low trip generator and adds minimal traffic to the surrounding road system.
- The intersection of David Street West and South Street is forecast to operate with acceptable levels of service under 2027 and 2032 background traffic conditions.
- The intersection of David Street West and South Street is forecast to operate with acceptable levels of service under 2027 and 2031 total traffic conditions.
- The site access intersection on South Street is forecast to operate with LOS A during the AM and PM peak hours.
- A northbound left-turn lane is not warranted at the site access on South Street under total traffic conditions.
- An eastbound left turn lane is not warranted at David Street West and South Street under total traffic conditions.
- The proposed geometry on-site is sufficient to accommodate the intended design vehicles.

Based on the findings of the TIS, it is recommended that the Proposed Development be considered for approval as proposed.

### 6.2 Heritage Impact Assessment

A Heritage Impact Assessment (“HIA”) was prepared by Archaeological Research Associated Ltd. (“ARA”). The purpose of the HIA is to identify any existing built heritage resources or cultural heritage landscapes on or adjacent to the subject property, identifying

any impacts resulting from the proposed design, and provide mitigative measures. The HIA was informed by a site visit, research, and consultation, an examination of the Site according to O. Reg. 9/06 was conducted.

The subject property was found not to meet two or more criteria outlined in O. Reg. 9/06. Therefore, the Site does not possess any cultural heritage value or interest. Detailed research on the adjacent property at 287 South Street was not conducted as part of this report, however, ARA has assumed the entire building has the potential to have heritage value and be a heritage attribute. 287 South Street was found not to have the potential to be impacted by the current proposed development as defined by the Ministry of Citizenship and Multiculturalism in InfoSheet #5: Heritage Impact Assessments and Conservation Plans (2006). Given that no potential impacts were identified, no mitigation measures are recommended.

The following considerations are encouraged:

- A comprehensive and detailed building design has not yet been finalized, which provides an opportunity to incorporate materials and design elements that are sympathetic to the massing and form of the surrounding area. Sympathetic architectural articulation is encouraged to be considered as detailed designs are generated. For example, future designs could seek to integrate projecting and recessed portions, gable roof lines, variation in material or colour selection, etc., which would help break up the visual form of the four-street facing attached townhouses. With respect to the side elevation, which is proposed to front the streetscape, consideration may be given to the inclusion of a wraparound porch, positioning of the entrance, or detailing that will soften the side elevation and make it more visually appealing from the streetscape. Furthermore, the subsequent designs are encouraged to be reviewed by Heritage Centre Wellington and/or Township Planning staff.

The following recommendations should be considered as best practices:

- As the subject property at 290 South Street did not meet the criteria for designation according to O. Reg. 9/06, Planning staff should consider its removal from the Heritage Register as a listed property;
- Should the proposed project location expand beyond the scope examined in this report, a qualified heritage consultant should be retained to determine if an additional review is required; and,
- Once finalized, a copy of this HIA should be distributed to Planning staff at the Township of Centre Wellington.

### 6.3 Functional Servicing and Stormwater Management Design Report

A Functional Servicing and Stormwater Management Design Report (“FSRSWM Report”) was prepared by GEI Consultants Canada Limited. The FSRSWM Report has been prepared to document the servicing and stormwater management system design for the Proposed Development of the Site. The Owner is required to have a Professional Engineer design a stormwater management system and have the said Engineer supervise and certify that the stormwater management system was installed in accordance with the approvals given under Section 41 of the Planning Act.

In summary, the features of the design for the Proposed Development are as follows:

- It is proposed that the development will be accessed by South Street and Wellington Road 7 and that the grading of the development is controlled by the existing elevations of South Street and Wellington Road 7 across the frontages of the site.
- Water supply for majority of the site is proposed to be provided via the extension of a 150mm diameter water service lateral from the existing 150mm watermain on the South Street right-of-way. Water supply for Block 1 will be supplied via the extension of four (4) 25mm diameter water service laterals from the existing 150mm watermain on the South Street right-of-way.
- Sanitary service for the proposed development will be provided by a 200mm diameter sanitary sewer extended from the existing 200mm diameter sanitary sewer on the South Street right-of-way. Sanitary services for Block 1 will be provided by the extension of four (4) 100mm diameter sanitary service laterals from the existing 200mm diameter sanitary sewer on South Street.
- Storm service for the development will be provided via a 525mm diameter storm sewer discharging to the roadside ditch along the Wellington Road 7 right-of-way. A portion of the development will be serviced via a 250mm diameter storm sewer discharging to the existing 250mm storm sewer on South Street.
- Post-development flow rates have been attenuated to less than the allowable release rates for the 2 through 100-year design storm events.
- Quality control treatment for runoff generated from Catchment 100 and Catchment 400 will be provided by the oil/grit separator structure (Stormceptor EF06 or approved equivalent) prior to discharge from the site.
- Prior to construction, a silt fence will be installed along the property boundary in all locations where runoff will discharge from the site to adjacent lands. This will minimize the transport of sediment off-site during the construction period.

## 7. Public Consultation Considerations

Upon acceptance and circulation of the application package in support of the Proposed Development, the Township requires the posting of Notice of Application sign(s) to inform surrounding property owners of the Proposed Development. GSP Group Inc. and James Keating Construction Ltd. commit to posting the required signage promptly with a clear, unobstructed view from the street and agree to maintain the sign throughout the duration of processing of the applications by the Township.

GSP Group Inc. and James Keating Construction Ltd. are agreeable to the scheduling of a Neighbourhood Information Meeting or open house, if deemed required by the Township, as well as any additional informal public meeting(s), open house meeting(s) and/or neighbourhood meetings that may be required.

The proposed Zoning By-law Amendment requires a Statutory Public Meeting in accordance with the *Planning Act*, R.S.O. 1990, c. P.13. GSP Group Inc. and James Keating Construction Ltd. will attend the public meeting as scheduled by the Township and give a formal presentation regarding the Proposed Development and associated applications, as well as answer questions from residents, staff, and Councillors. During the public meeting, contact information for GSP Group will be provided to the public to address any follow-up questions or concerns.

Finally, GSP Group will provide direct written responses to comments raised throughout the public consultation process to the Township for their review and consideration prior to the preparation of a final staff report and recommendation on the proposed Zoning By-law Amendment.

## 8. Conclusion

The Subject Application represents appropriate, context sensitive development of the Site as demonstrated through the overview of the site and its existing conditions, the surrounding area, and a review and assessment of the applicable policy and regulatory framework. The Proposed Development conforms to the Wellington County Official Plan by efficiently utilizing an underutilized site within the built boundary of Elora/Salem to contribute to the range and mix of housing types and densities. It also conforms to the Township of Centre Wellington Official Plan by providing a compatible and efficient form of residential intensification that maintains the area's small-town character through appropriate building height, massing, setbacks, and landscaping. Overall, the Proposed Development is consistent with Provincial planning policies, conforms to applicable Official Plans, and represents an appropriate use of land and good planning.

### GSP Group Inc.



Hugh Handy, MCIP, RPP  
Vice President



Richard Kelly-Ruetz, MCIP, RPP  
Senior Planner

## **Appendix “A” – Draft Zoning By-law Amendment**

**The Corporation of the Township of Centre Wellington**

**By-law 2025-xx**

A By-law to amend the Township of Centre Wellington Zoning By-law 2009-045, as amended, to change the zoning of certain lands from “R1A” to “R3.##.##”.

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

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

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

15.XX.X	R3.XX.X	<p>Notwithstanding anything else in this by-law to the contrary, the land zoned R3.XX.XX the following special provisions shall apply:</p> <p><u>Permitted Uses</u></p> <p>Street townhouses, cluster townhouses, and uses accessory to the foregoing.</p> <p>In addition to these uses, an existing single detached dwelling shall be permitted in accordance with the regulations of the R1A zone and the additional Exceptions below. For clarity, accessory uses to a single detached dwelling permitted by the R1A zone shall also be permitted.</p> <p><u>Exceptions for Existing Single Detached Dwelling</u></p> <p>a) The minimum lot depth shall be 24 m.</p> <p>b) The minimum front yard shall be 3 m.</p> <p><u>Exceptions for Street Townhouses</u></p> <p>a) The minimum lot area per unit shall be 160 m<sup>2</sup></p> <p>b) The minimum side yard shall be 1.6 m on the unattached side yards.</p> <p>c) The minimum rear yard shall be 7.0 m.</p>
---------	---------	---

		<p>d) The minimum landscaped open space shall be 30%.</p> <p>e) An attached garage shall not project beyond the main front of the wall of the dwelling. Notwithstanding the foregoing, if a covered front porch is provided, an attached garage can project to the front face of the covered porch, but shall not be closer than 6.0 m to the front lot line.</p> <p><u>Exceptions for Cluster Townhouses</u></p> <p>a) For a Cluster Townhouse development with 21 Dwelling Units, each Dwelling Unit shall have 1 parking space within an attached garage (3 m by 6 m) plus 1 exterior parking space in tandem on the associated driveway (3 m by 6 m). In addition to these spaces, 10 visitor spaces (including 1 barrier free parking space) shall be required on the Lot.</p> <p>b) The Side Yard abutting the southerly Side Lot Line of 277 Wellington Road 7 shall be 1.6 m and windows to a Habitable Room may face this yard.</p> <p>c) The Side Yard abutting the southerly Side Lot Line of 294 South Street and 287 Wellington Road 7 shall be 4.5 m and windows to a Habitable Room may face this yard.</p> <p>d) One block of 2 separate Dwelling Units that is divided vertically and does not have legal frontage on a public Street shall also be considered a Cluster Townhouse.</p> <p>e) Internal lot lines created by a plan of condominium shall not be construed to be lot lines for the purposes of zoning regulations provided that all applicable regulations of this By-law relative to the whole lot and its external lot lines, existing prior to any condominium plan registration are strictly observed.</p>
--	--	---

3. All other applicable provisions of By-law No. 2009-045 shall continue to apply to the lands affected by this amendment.
4. This by-law shall come into effect on the date of the final enactment by the Council pursuant to Section 34 of the Planning Act, R.S.O., 1990.

**Read a first, second and third time and finally passed this** [ ] day of [MONTH], [YEAR].

\_\_\_\_\_  
 Mayor – Shawn Watters

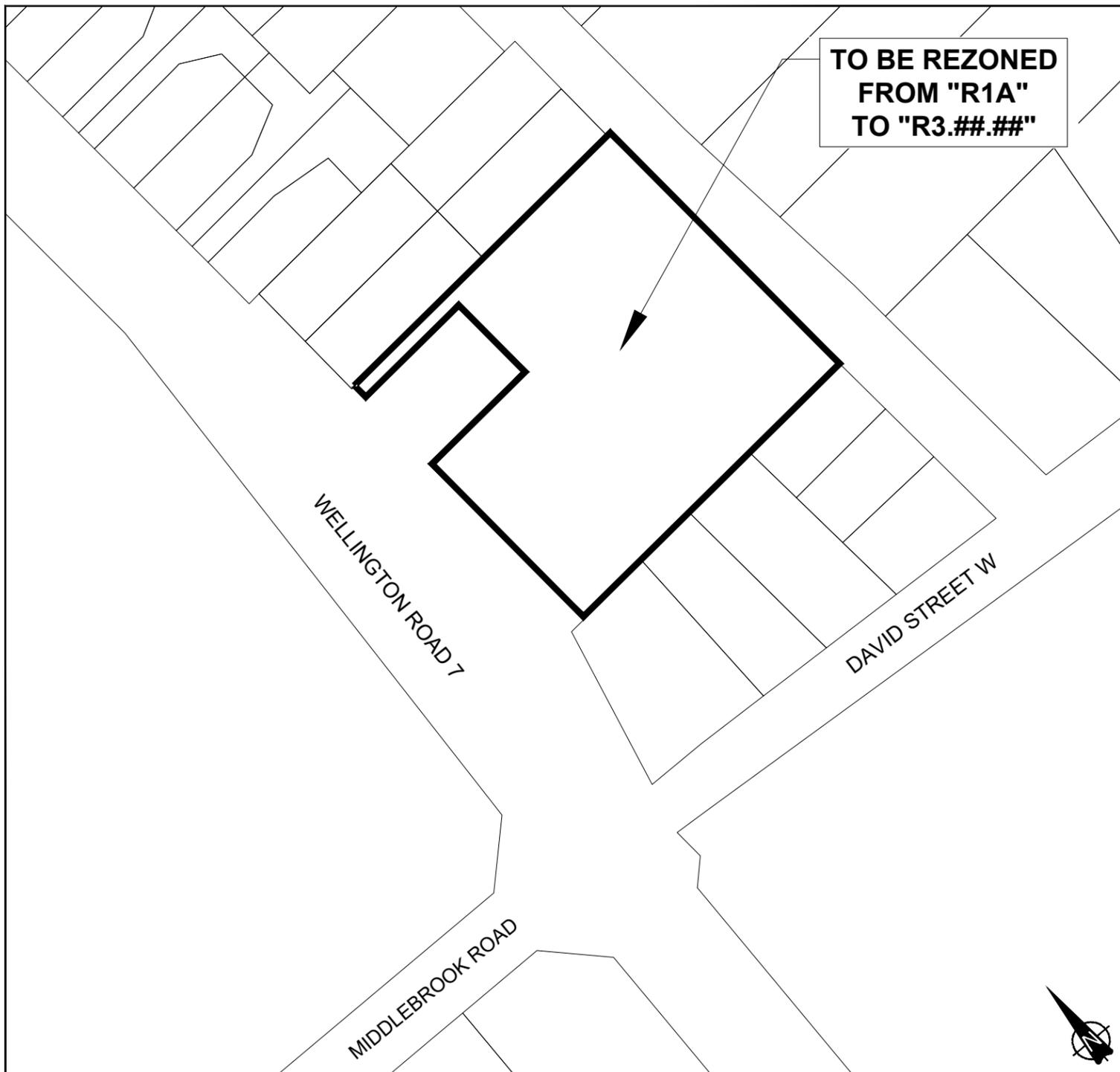
\_\_\_\_\_  
 Municipal Clerk – [NAME]

# Township of Centre Wellington

## Schedule "A"

### By-law 2025-xx

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



This is Schedule "A" to By-law 2025-xx passed this XX day of XX, 2025.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Municipal Clerk