



TOWN OF MINTO

DATE: August 17, 2017

REPORT TO: Mayor and Council

FROM: Bill White, CAO

SUBJECT: Request for Revisions, Draft Plan of Subdivision, Clair Ridge Estates Ltd, Pt Pk Lots 16, 17, 18 Western Canada Savings & Loan Co. Plan, Palmerston File 23T-90021

STRATEGIC PLAN

9.0 Ensure growth and development in Clifford, Palmerston and Harriston makes cost effective and efficient use of municipal services, and development in rural and urban areas is well planned, reflects community interests, is attractive in design and layout, and is consistent with applicable County and Provincial Policies.

BACKGROUND

The attached letter from the applicant's Planning Consultant circulated by the County Manager of Planning and Development explains the proposed red lined changes to the draft plan of subdivision. Included with the submission is a functional servicing report prepared by Triton Engineering Services. Triton is performing a dual role in this subdivision for the Town and the applicant given its historical involvement in this file.



The subject lands are shown on the adjacent map with the proposed road pattern in yellow, storm pond in green and servicing easement to unopened portion of Derby Street in a black dashed line.

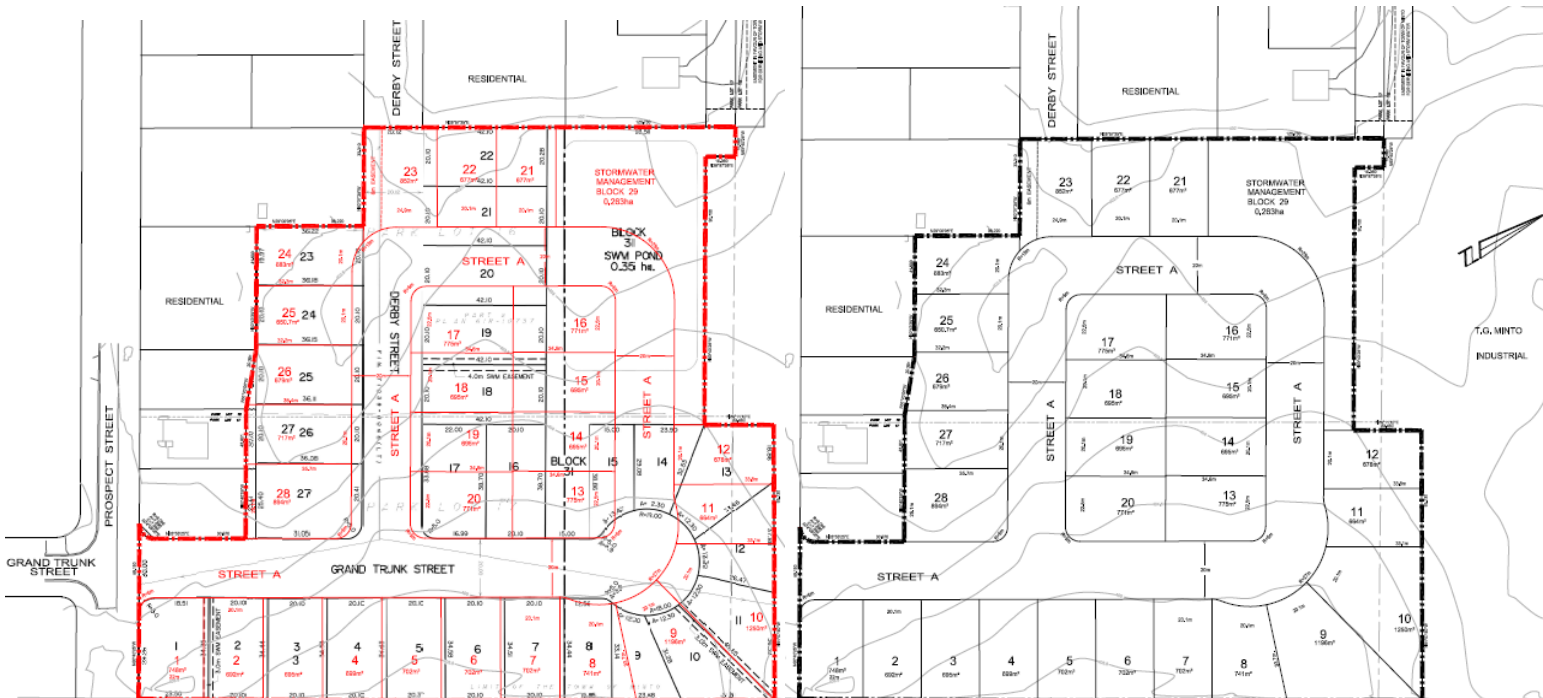
The functional servicing report by Triton Engineering confirms municipal sanitary sewer, water, and roadway can be provided to the subdivision in accordance with Town standards. Most of the subdivision will be serviced by sanitary sewer which would outlet from the site down the unopened section of Derby Street to an existing main on Toronto Street. Water will be looped through the subdivision and out the unopened section of Derby Street also tying in to a trunk main on Toronto Street.

The storm water management analysis shows surface water will be directed to a pond designed for the northwest part of the site that would outlet on an easement on a former section of Raglan Street northwest of the site to storm sewer on Toronto Street.

The roadway for the subdivision will be built as a local road which could include a sidewalk linking Prospect Street to Toronto Street through the development and down a possible walkway on the unopened section of Derby Street. The difference between the “red-lined” version proposed and the older layout that has draft plan approval is that Derby Street is not proposed to be opened under this option. The proposed draft plan is shown below.

“Red-lined”

“Revised”



COMMENTS:

The Public Works Department, Building and Bylaw and C.A.O. Clerk's Department does not have significant concerns with revisions to the subdivision layout. The “red-lined” layout represents good planning and makes efficient use of the subject lands. The issue of whether Derby Street should be opened (or not) should be considered by Council.

One challenge with Derby Street is multiple owners' fronting on the unopened road allowance. There are oversized lots that could be severed if the road was constructed and municipal services available. Some owners may want to develop lots while others may not be interested at all. The applicant will construct water and sewer services on Derby Street to service his subdivision, but will not be required to build the road. No other owners will be permitted to connecting to these services without contributing a fair share of the cost, and agreeing on cost sharing to build the road.

The picture below shows the unopened section of Derby Street looking from Toronto Street toward the development.



To maintain flexibility Lot 23 could be reconfigured so the Town acquires a 20 metre wide block from the applicant to allow for future public road access to Derby Street. This could allow a future road pattern as shown below. This would require the applicant reconfigure Lots 21, 22 and 23 and possibly the storm pond to allow for a future road link. With a cul-de-sac as shown four owners would have to agree to share the cost to extend the



roadway as well as pay for connection to servicing the applicant will install on Derby Street. A second option shows with Derby Street extending through to Toronto Street is provided below. This layout allows for 5 or 6 lot development with the same four owners having to agree on constructing 100 plus metres of road from Street "A" to Toronto Street. This layout would build 40 to 50



metres of roadway that will not have lots fronting on it, which increases costs and decreases efficiency. The two homes fronting on Toronto Street will be impacted by this road.

One final option might be to alter the applicant's layout slightly to extend Street "A" toward some of the owners that may wish to have future lots. This might result in two or three new lots without the added cost of constructing a long section of municipal road, but limits opportunity for the owner of 480 Toronto to develop future lots. The Town should require a public walkway and emergency vehicle access on this unopened section of Derby Street regardless of the option selected.

The Town should not require the applicant delay the subdivision while the owners decide whether they wish to develop their lands. The Town should request the County amend the "red-lined" version so that the Town can secure part of Lot 23 as future road allowance. This gives the Town flexibility to deal with future development on adjacent lands.

The lots proposed comply with R1B requirements in the zoning bylaw. These are larger lots than are in many new subdivisions. Increasing density by constructing semi-detached homes would provide for more housing unit creation that is needed in the community. This would require rezoning including public input as well as an engineering assessment to ensure municipal services are sufficient for the area.



The applicant's subdivision does not include a public park. The Town will negotiate "cash-in-lieu" of parkland dedication through the subdivision agreement.

The applicant has indicated an interest to the Chief Building Official with proceeding with model units. This requires a separate approval from Council and a model home agreement to be signed. If model homes are allowed they could not be occupied. The Town will require security to any model home agreement to ensure compliance with any applicable conditions.

FINANCIAL CONSIDERATIONS:

The Town's financial interests will be addressed through the subdivision agreement required in the current draft plan approval for the lands.

RECOMMENDATION:

That Council of the Town of Minto advise the County of Wellington that it supports the Revised Application for Draft Plan Approval for Clair Ridge Estates Ltd, Pt Pk Lots 16, 17, 18 Western Canada Savings & Loan Co. Plan, Palmerston File 23T-90021 subject to the following:

1. Existing conditions as previously approved pertaining to the Town's financial, servicing, stormwater management, parkland, road access and similar to be provided for in a subdivision agreement.
2. That Lot 21, 22, and 23 be further "red-lined" to allow for a future road allowance connection to Derby Street.
3. That all other applicable conditions in the existing draft plan approval remain in effect with regard to the revised draft plan of subdivision.

Bill White, C.A.O. Clerk