

AMENDMENT NUMBER ____

TO THE OFFICIAL PLAN FOR THE

COUNTY OF WELLINGTON

April 2018

This draft amendment to the Official Plan for the County of Wellington was prepared by the Town of Minto based on information in its application to the County of Wellington. Please be advised that this amendment may be revised at any point prior to County Council's consideration as a result of public input, agency comments, and further review by the County Planning and Development Department.

THE CORPORATION OF THE COUNTY OF WELLINGTON

BY-LAW NO. _____

A By-law to adopt Amendment No. _____
to the Official Plan for the County of Wellington.

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

1. THAT Amendment Number _____ to the Official Plan for the County of Wellington, consisting of the attached maps and explanatory text, is hereby adopted.
2. THAT this By-law shall come into force and take effect on the day of the final day of passing thereof, subject to the provisions of the Planning Act, R. S. O., 1990 as amended

READ A FIRST AND SECOND TIME THIS _____ DAY OF _____, 2018.

READ A THIRD TIME AND PASSED THIS _____ DAY OF _____, 2018.

WARDEN

CLERK

AMENDMENT NUMBER _____
TO THE
COUNTY OF WELLINGTON OFFICIAL PLAN

INDEX

PART A - THE PREAMBLE

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

PART B - THE AMENDMENT

The Amendment describes the changes and/or modifications to the Wellington County Official Plan, which constitute Official Plan Amendment No. _____.

PART C - THE APPENDICES

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

PART A - THE PREAMBLE

PURPOSE

The Town of Minto was awarded grants under the Provincial Connecting Link Program to reconstruct 1.6 km of Elora Street from the southerly limits of Clifford through the urban area to the intersection of West Heritage Street and County Road 1. The project has three phases with the second and third phases of the work involving replacing or upgrading underground infrastructure where appropriate.

Phase three of the work on Elora Street North includes extending sanitary sewer northerly from James Street as well as water and storm water upgrades to provide full municipal services to large under-developed parcels fronting on the most northerly 0.6 km of Elora Street North. While the underground infrastructure is not funded by the Provincial Connecting Link program, the Town wants to ensure sewer, water, electrical and streetscape was upgraded and improved in concert with badly needed roadwork to open up the area for re-development.

Secondary plans are a useful planning tool to ensure infrastructure work relates to future land use and growth, particularly in light of the implications of new Provincial Planning initiatives and policies in the Growth Plan for the Greater Golden Horseshoe linking boundary adjustments to five year official plan reviews. Besides helping plan infrastructure on Elora Street in Clifford, a secondary plan will help Wellington County's growth management work during the five year review starting in 2019.

According to Wellington County growth projections Minto could grow by 3,745 people living within 1330 new homes, or a rate of 53 units per year. The County allocated 165 new units to Clifford in the 2016 projection. This results in Clifford's population increasing 475 persons over 25 years or 2.17% growth per year. The North Clifford Secondary Plan has the following broad purpose:

- Adapts and implements the objectives, policies, land use designations and overall planning approach of the Official Plan to fit with local area.
- Establishes local development policies unique to an area to guide growth and change in that area.
- Promote a desired type and form of physical development in a specific area.
- Guide public and private investment to meet County and Provincial growth targets.

LOCATION

The North Clifford Secondary Planning area is located in the northwest part of the Town of Minto consisting of about 115 acres of land in north end of the former village. The triangular shaped planning area is bounded by the Town Wastewater Lagoons, West Heritage Street (County Road 1) and James/Queen Street at the edge of the built up area. The North Clifford Secondary Planning area border the Town of Minto's municipal boundary with Howick Township along West Heritage Street.

BASIS

The planning area is characterized by several large under-developed parcels some of which support smaller buildings and low lot coverage. Some vacant lands support agriculture. The current official plan designation and zoning of some of these larger parcels allows considerable amounts of commercial floor space that if developed would dramatically impact the market and the form of development in Clifford.

There are about 6 hectares (+-15 acres) of lands zoned residential or future development lands that should be considered for future residential development in order to meet growth targets in the County Official Plan. There are no lands designated or zoned industrial in the secondary plan area which may be necessary employment lands for the Town of Minto.

Proposed secondary planning policies provide for a more reasonable mix of land use to meet County growth related plans for residential development, decrease the amount of land available for commercial development, and to add industrial, residential and open space land uses to more reflect appropriate settlement area development policies.

OTHER APPLICATIONS

Once the policies for the North Clifford Secondary Plan have been established through the Official Plan amendment application, the Town will initiate a zoning amendment to implement development zoning to reflect these policies.

PART B - THE AMENDMENT

All of this part of the document entitled **Part B - The Amendment**, consisting of the following text and map constitutes **Amendment No. ____** to the Official Plan for the County of Wellington.

DETAILS OF THE AMENDMENT

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

1. THAT **Schedule A5-1 (Clifford)** of the County of Wellington Official Plan is hereby amended by identifying the North Clifford Secondary Planning Area on Elora Street North bounded on the north and west by West Heritage Road, the south by James Street East and Queen Street West, and the east by the Town Waste Water Treatment Plan as identified on Schedule "A1" of this amendment.
2. THAT the **Schedule A5-2 (North Clifford Secondary Plan)** is hereby added to the County of Wellington Official Plan including the land use, road classification, trail location and other such information as identified on Schedule "A2" of this amendment.
3. THAT the following text be added to the end of Section 9.6:

"PA5-11 North Clifford Secondary Plan

The following policies are intended to augment and support policies within Part 8 Detailed Urban Centre Policies and other applicable policies of the County Official Plan respecting the growth and development of Clifford within the Town of Minto.

Secondary Plan Purpose

A secondary plan establishes "local development policies to guide growth and development in defined areas of a municipality where major physical changes are expected and desired" A Secondary Plan:

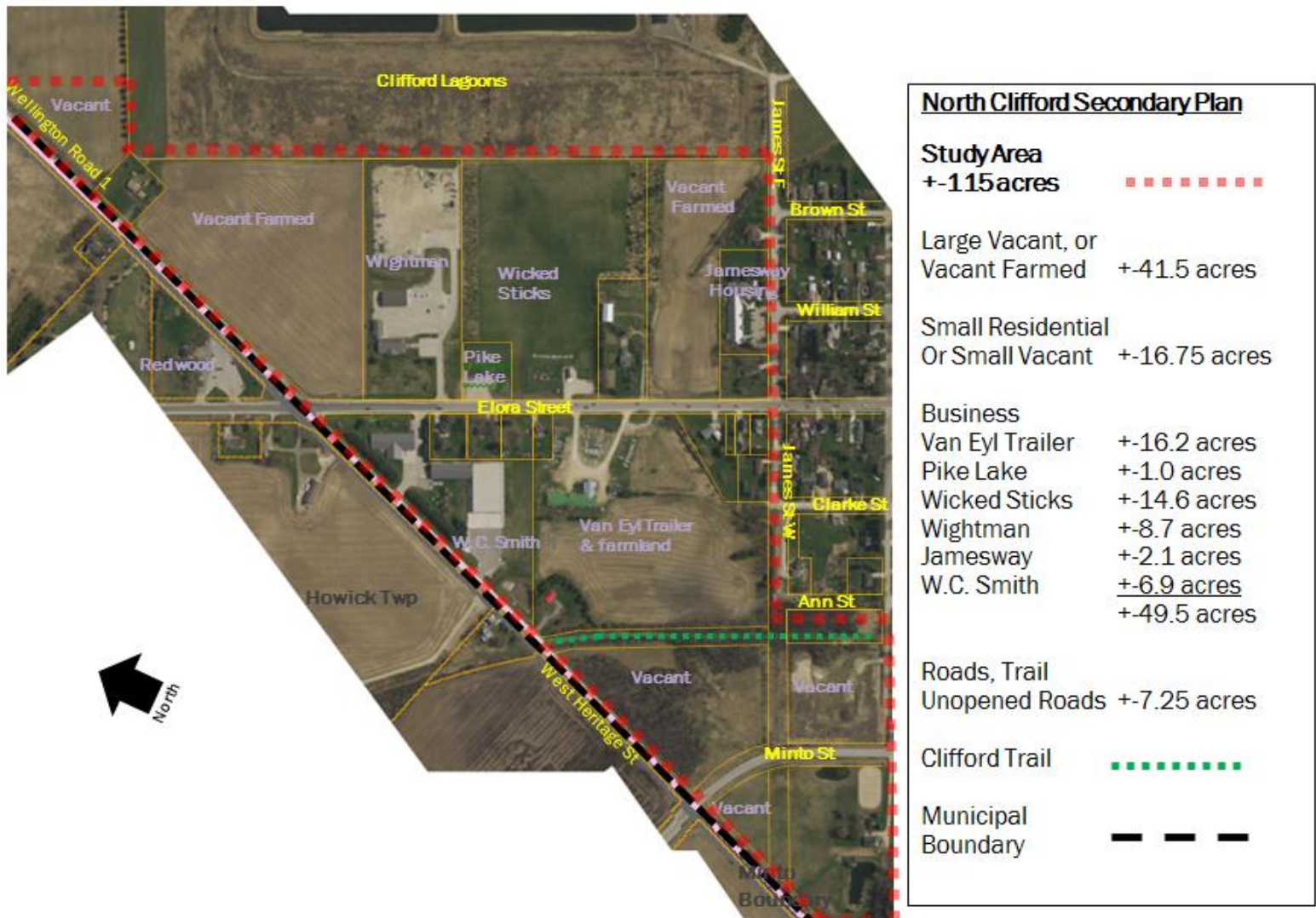
- Adapts and implements the objectives, policies, land use designations and overall planning approach of the Official Plan to fit with local area.
- Establishes local development policies unique to an area that will guide growth and change in that area.
- Promotes a desired type and form of physical development in a specific area.
- Guides public and private investment.

The secondary planning process differs from the Class EA process which is a legislated tool in place to evaluate the potential impacts of constructing new municipal road extensions to service lands planned for future development primarily on public lands. Secondary planning and the draft plan of subdivision process when applied to private lands typically replace the

need for a Class EA. The Town is preparing secondary plans for key parts of Minto to guide growth and where necessary policies in the next County Official Plan five year review.

Description of Area

The North Clifford Secondary Planning area is located in the northwest part of the Town of Minto consisting of about 115 acres of land in north end of the former village. The triangular shaped planning area is bounded by the Town Wastewater Lagoons, West Heritage Street (County Road 1) and James/Queen Street at the edge of the built up area. The map below on the following page shows the location of the lands relative to Howick Township which shares the municipal boundary along West Heritage Street.



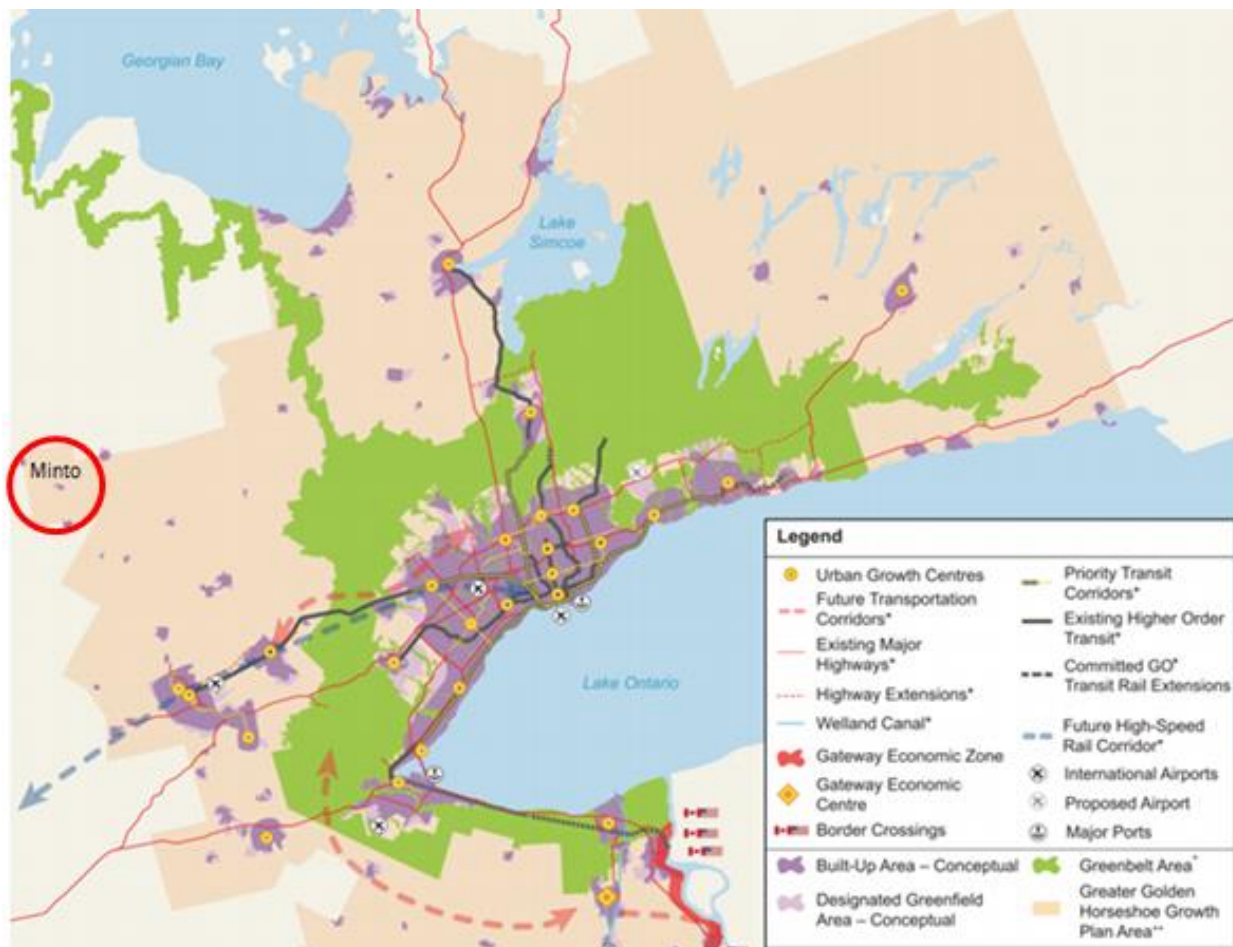
The planning area is characterized by several large under-developed parcels some of which support smaller buildings and low lot coverage. Some vacant lands support agriculture.

Businesses in the area include Wightman Telecom, Wicked Sticks Family Golf Centre, Van Eyl Trailers and W.C. Smith. Pike Lake displays trailers on land it owns on Elora Street. There are several smaller lots with single family homes inside the planning area. On the edge of the planning area sits the Jamesway Manor housing project, and the Redwood Restaurant just outside of Minto in Howick Township.

Elora Street North (Highway 9) crossing the North Clifford Planning Area is a connecting link that intersects with County Road 1 before becoming Highway 9. Brown, William, Clarke and Ann Street all end at the edge of the planning area. Unopened sections of James Street road allowance cross the southern part of the planning area. The Clifford Trail follows the former rail line into the area.

Provincial Policy

Minto is located within the most northwesterly edge of the “outer ring” of the Greater Golden Horseshoe Plan Area outlined in the Growth Plan approved by the Province in May 2017. Land use policies in the Growth Plan for the Greater Golden Horseshoe were approved by Order in Council and came into effect July 1, 2017. The Growth Plan “builds upon the policy foundation” of Provincial Policy, but takes “precedence over” it by providing more specific direction on future land use for the Greater Golden Horseshoe (see map below).



The plan designated Clifford, Harriston and Palmerston as “Built-up Areas Conceptual”, the same designation as the City of Toronto, Guelph, Waterloo and other large urban centres. Although nearly invisible on the map, both Clifford and Harriston have sections designated as “Greenfield Areas – Conceptual” but no such area is identified in concert with Palmerston. Perth, Huron and Grey County on Minto’s borders, are excluded from the Growth Plan such that in the specific case of Clifford Secondary Plan adjacent lands in Howick Township are not subject to the higher level planning policies of the Growth Plan.

Specific policies in the Growth Plan require the following:

- Upper and lower tier municipalities to establish a “hierarchy of settlement areas”
- Establish infrastructure plans based on full “life cycle costs” including options to pay the costs over time
- Optimize infrastructure along “transit and transportation corridors” and create “complete communities” using a “compact built form”
- Protect the environment and agricultural lands
- Apply a “municipal comprehensive review” which means a new official plan or amendment apply Growth Plan Policies

Essentially the Province through the Growth Plan dictates development follow a much more regimented process coordinated between the County and Local municipalities to ensure a diversity of land use is provided and key natural and agricultural areas are protected. This policy work is in a context of climate change and other Provincial directives. Within the “Outer Ring” of the Greater Golden Horseshoe, designated greenfield areas (newly developing settlement areas) shall develop at no less than 80 “residents and jobs combined” per hectare.

The Minister has established a “methodology for assessing land needs to implement” the growth plan. This methodology was out for public consideration through February 28, 2018. Town of Minto Council commented on the methodology which now dictates how the County, Minto and other local tiers plan for growth. The County has advised Minto it will include the relevant “hierarchy of settlement areas” and establish parameters for future growth and boundary expansions within its next five year review of the official plan scheduled for 2019-20. Local tiers like Minto are to have specific growth policies within one year of the County approval.

Because lands covered by the North Clifford Secondary Plan are within the current urban boundary identified in the County Official Plan, the Town has greater flexibility to plan for future land uses provided Council is consistent with elements of the Growth Plan and Provincial Policy. The secondary plan promotes efficient use of infrastructure, which the Town will be installing, development of a complete community (mix of land use, parks, trails

etc.) and compact form of development. The secondary plan confirms the amount of land needed in Clifford to meet County growth targets, and where future development should be directed in the next 25 years.

Demographics

The Town population in 2016 recorded by Stats Canada is 8,671 people up 4% from 2011. There were 3,370 private dwellings in Minto in 2016 increased 3.9% since 2011. The adjacent County growth forecast indicates there were 875 people and 355 households in Clifford in 2016, about 10% of the total Minto population.

In March 2016 the County growth forecast was provided to the Town as a basis for implementing major changes to Provincial planning legislation (Growth Plan) effective July 1, 2017. The growth forecast includes population and household projections from 2016 through 2031, 2036 and 2041. County population is projected to increase nearly 45,000 people living within 15,780 new households over 25 years. 62% of people will live in urban areas up from 51% in 2016.

	2016	2036	2041
CLIFFORD			
<i>Total Population¹</i>	875	1,270	1,350
<i>Households</i>	355	490	520
HARRISTON			
<i>Total Population¹</i>	2,095	3,260	3,240
<i>Households</i>	795	1,195	1,195
PALMERSTON			
<i>Total Population¹</i>	2,875	4,310	4,660
<i>Households</i>	1,080	1,590	1,715
OUTSIDE URBAN CENTRES			
<i>Total Population¹</i>	3,220	3,530	3,560
<i>Households</i>	1,050	1,160	1,180

Minto is projected to grow by 3,745 people living within 1330 new homes, or a rate of 53 units per year. If Clifford achieved housing unit creation proportional to its population (10%) about 133 homes would be built in 25 years. The County allocated 165 new units to Clifford in the 2016 projection. This results in Clifford's population increasing 475 persons over 25 years or 2.17% growth per year.

There is enough land within the current urban boundaries to accommodate 165 more homes in Clifford subject to services becoming available. Most of the housing unit growth could occur in the North Clifford Planning Area. Reconstruction of Elora Street from James to West Heritage will open up this area for development as trunk municipal sewer and water is constructed and upgraded in concert with the connecting link road project.

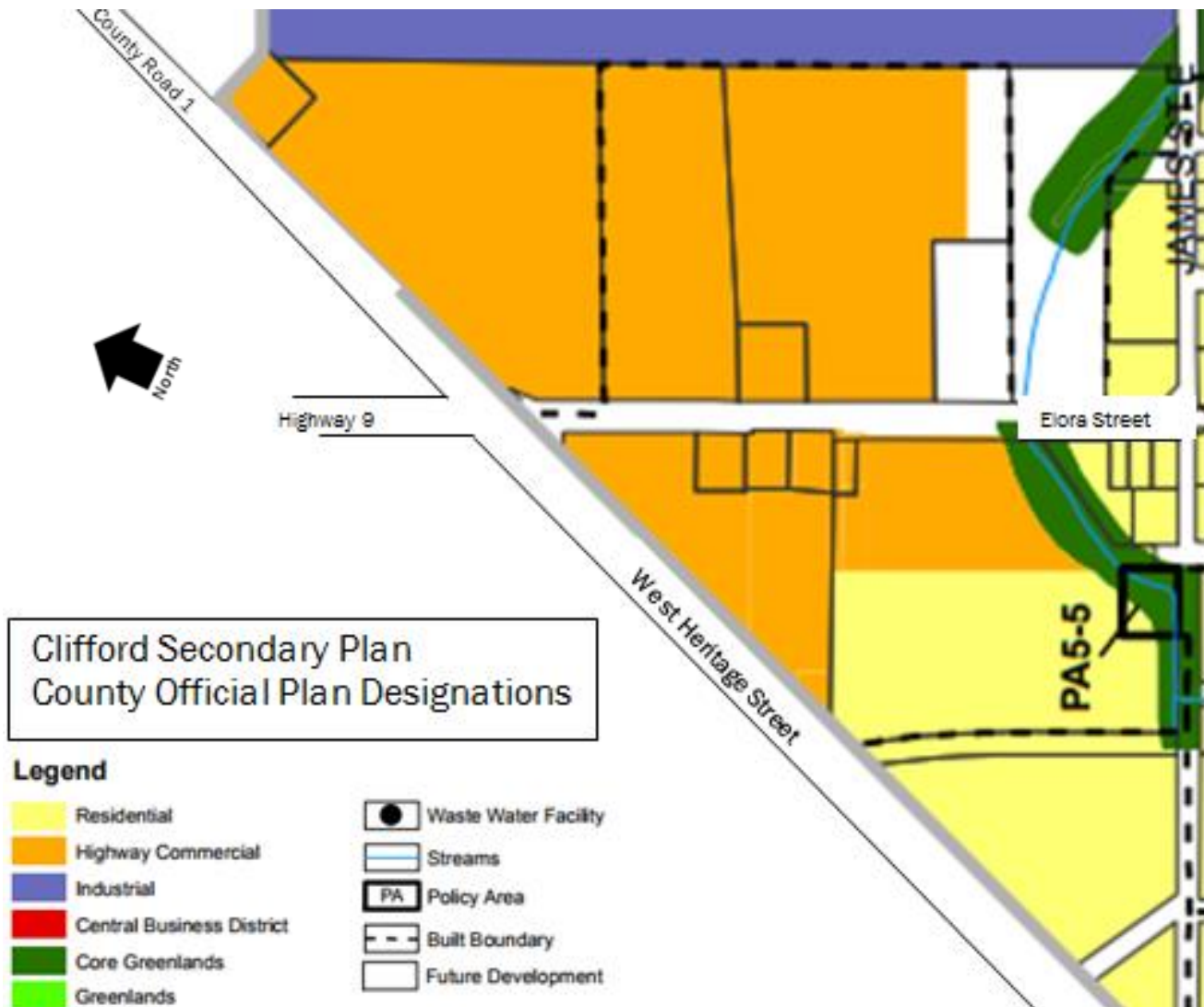
Official Plan and Zoning

The County Official Plan consists of text and land use schedules to describe the “long term vision for Wellington County’s communities and resources”. Policies in the Plan outline how rural and urban portions of the County are to develop. Clifford is identified as an Urban Centre which is to be the “primary focus for housing, commerce, services, job creation, recreation, and community facilities”. The Plan reinforces the role of urban centres in the County while maintaining “livability” recognizing “a small town lifestyle” distinct from larger

urban centres. The Plan contains goals, objectives and policies to maintain livability and the small town lifestyle while encouraging growth and commerce.

Most of the lots in the North Clifford Secondary Plan are designated Highway Commercial in the County Official Plan with lands in the southern corner designated Residential. Sections of Municipal Drain 93 are designated Core Greenlands while land along the Drain are designated Future Development. The Town sewage lagoons are designated Industrial. The PA5-5 designation refers to special policies in the County Plan implementing a severance from several years back.

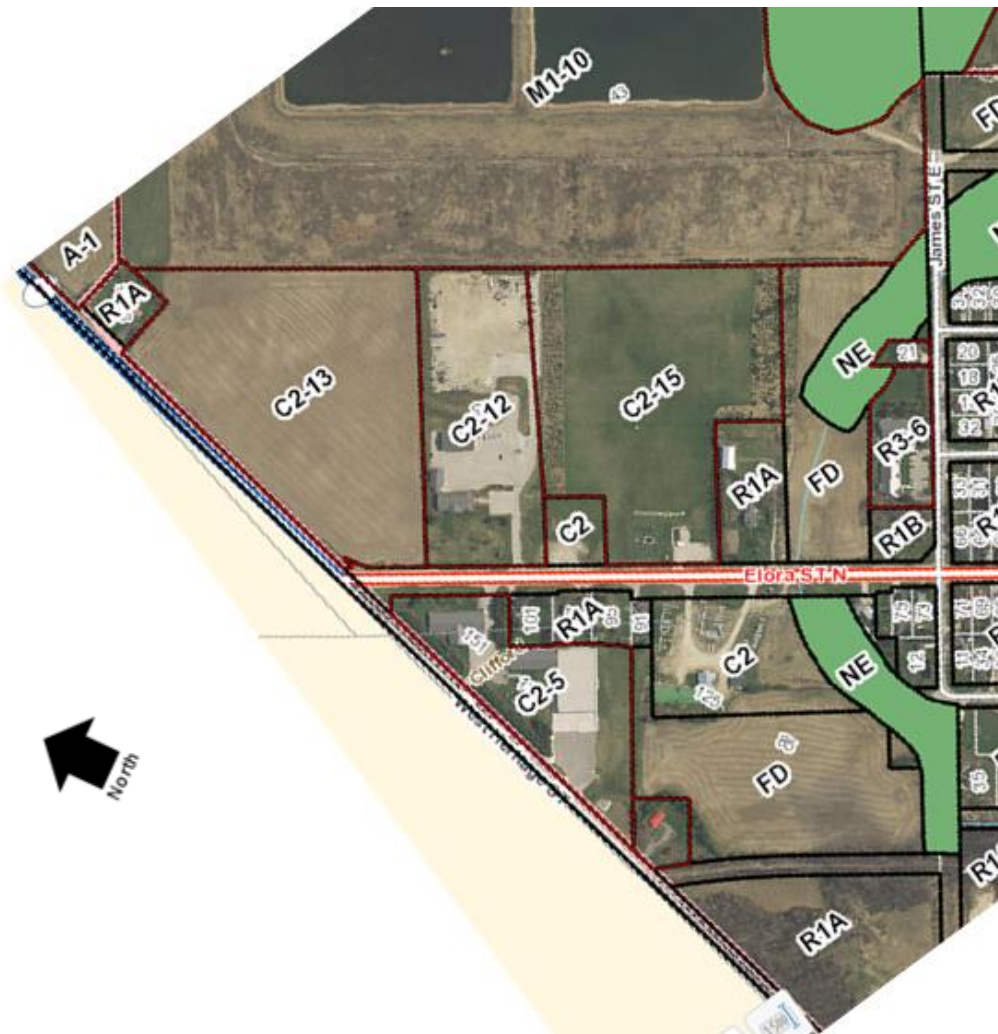
The map below illustrates the County Official Plan designation.



The Highway Commercial designation recognizes the importance of Main Streets in Urban Centres like Clifford. Highway Commercial land is primarily for uses geared to the travelling

public including those with floor space and parking characteristics that cannot reasonably be provided in a central downtown. Permitted commercial includes motels, automotive sales and service, restaurants and banquet halls, liquor sales and such. Residential uses may be permitted above street levels or accessory to a commercial use.

As shown in the map below zoning for lands in the secondary planning area implements the official plan.



Lands designated Highway Commercial in the official plan are zoned C2 with special site specific rules in each variation of that zone (C2-5, C2-13, C2-15). Smaller lots designated highway commercial lands are zoned R1A. Future development zoning restricts land use until servicing is available and impacts on the floodplain related to the major drainage course are addressed.

Lands zoned C2, C2-5 and C2-13 permit a full range of highway commercial uses. The lands zoned C2-12 and C2-15 have zoning that restricts development to certain identified uses but does not permit a full range of highway commercial uses.

The Van Eyls property and the Smith lands zoned C2-12 could allow about 21,000 square metres (226,000 sq. ft) plus of commercial development (assume 25% coverage with buildings). This is equal to two smaller Home Depot Stores, and constitutes a substantial increase in commercial floor space that would dramatically impact the market. An additional 15,000 square metres (160,000 sq. ft) of commercial could be permitted on the Wicked Sticks lands if municipal services were available and the lot was rezoned to a full range of commercial uses. This is similar in floor space to a new format Canadian Tire.

There are about 6 hectares (+-15 acres) of R1A or future development lands that might be considered for future residential development. At a medium density this will allow for over 200 dwelling units. There are no lands designated or zoned industrial in the secondary plan area. A more reasonable mix of land use might be considered for the area to decrease the amount of land available for commercial development, and to add industrial, residential and open space land uses to more reflect what is found within a traditional small urban area.

Water and Sewer System Capacity

The Clifford Water System (Water Distribution and Supply Subsystem Class II) serves just over 350 homes and about 20 businesses, or an estimated population of 800 persons. The system has three drilled wells, two wellhouses, an elevated 1275 m³ storage tank and a distribution network of watermains ranging in diameter from 100mm to 300mm. The system is used for fire protection with about 46 fire hydrants in the distribution system.

The following demonstrates water use in Clifford since 2009:

Population	2016 m ³	2015 m ³	2014 m ³	2013 m ³	2012 m ³	2011 m ³	2010 m ³	2009 m ³
800	96,529	82,547	93,995	92,619	168,662	146,880	122,525	123,886

This chart shows average annual water consumption of 115,955 cubic metres since 2009. In the two years water meters were installed average consumption dropped to just under 90,000 cubic metres representing about 22% decrease. In 2015 B.M. Ross calculated water reserve capacity of 634 persons, which is more than adequate to for the additional 475 more people (135 households) projected by the County for Clifford by 2041.

The Clifford Waste Water Treatment Lagoon System design capacity is 500 cubic metres per day. In 2017 Triton Engineering reported average daily flow 2012 through 2016 is 266 cubic metres per day, and reserve capacity is about 234 cubic metres per day. The highest average daily flow in those five years was 349 cubic metres in 2014 and the lowest in 2016

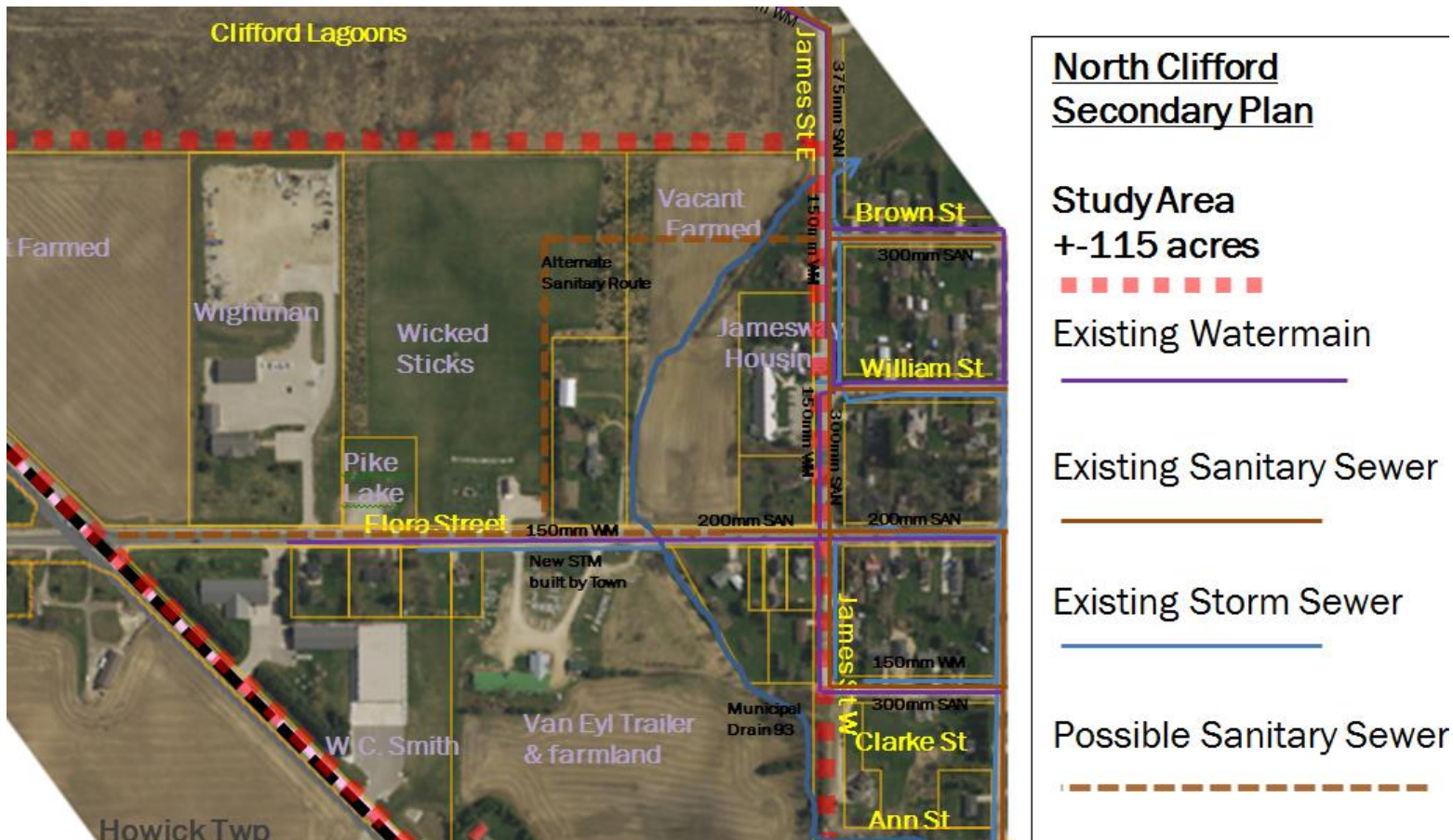
at 139 cubic metres per day. A good part of that reduction is from water meter installation in Minto which decreased overall maximum daily water use by about 25%.

Triton Engineering's calculation for Minto sewer systems, based on August 2017 analysis, indicates reserve capacity in the Clifford sewage system of 311 households (equals 236 cubic metres per day) is available. This is equivalent to about 699 persons based on a household size of 2.25 persons per unit (Triton estimates 770 more persons can be accommodated). More than adequate sewage capacity is available for the projected 475 people (135 households) projected by the County for Clifford by 2041.

The Clifford Water System and the Wastewater Treatment Facility has capacity for the 475 people (135 households) projected for Clifford between 2016 and 2041.

Available Water, Sanitary Sewer and Storm Sewer

The map below shows current available services to the area.



Water - The existing 150mm (6") watermain on Elora Street services W.C. Smith and Wightman will not support development of the larger lots in the area, and will need to be reviewed and possibly upgraded either by upsizing to 200mm (8") minimum, or by

installation of a future looped system some of which could be achieved through the reconstruction project. Watermains should eventually loop back into the existing 150mm (6") main on James Street possibly through a future servicing corridor on Brown Street. Looping watermains ensures more consistent pressure and water quality due to constant flow through the system.

Sewer - The sanitary sewer system in Clifford was built in the mid 1990's using "ultra-rib" piping very deep within the roadways. Video camera work in 2017 showed very low inflow and infiltration in the Clifford sewage collection system, and that much of the piping remains in adequate condition with only a few areas to be monitored to evaluate any change in pipe shape and connections. The Town has found that locations requiring multiple service laterals cannot easily connect to "ultra-rib" without potential failure. On Ann Street for example "ultra-rib" was removed and replaced to ensure proper connection for 24 residential lots. Any sanitary sewer extension into the North Clifford Secondary Planning Area will be standard PVC installation.

There is currently a 200mm (8") sanitary sewer installed along Elora Street about 100 meters northwesterly of James Street. To provide for development beyond that point the sanitary sewer would have to be extended northwesterly into the planning area either on Elora Street or alternatively extended via another corridor. On the map on the previous page one option shows a corridor along the southern side of the Wicked Sticks lands with outlet to Brown Street. This opens up the back part of the larger lots fronting on the northeast side of Elora Street (Wicked Sticks etc.), but does not improve access to sewer for larger lots fronting on the other side of the street (Van Elys etc.). A corridor has not been secured for constructing a sewer in this location, which would most likely require a Class EA.

The 200 mm sanitary sewer where a new main would be connected on Elora Street is very deep (6.0 metres). To access the sewer at that location, and obtain gravity flow above or below the drainage culvert to the Municipal Drain, full depth excavation to the 6.0 metres and road repair will be required. This excavation and restoration could add considerable cost and create delays in the Elora Street reconstruction. To stay within a 2018 construction time frame the sewer work in this area may have to begin at the same time as work between Park and James Street.

Preliminary assessment suggests a sanitary sewer can be constructed along the 580 metre length of Elora Street placing it 4.0 metres deep at the Town limits. This would provide gravity flow to the front of lots on to Elora Street. Existing homes may need to pump into the new system pending re-development, but lands fronting on Elora will have gravity access to sewer for development closer to the roadway, depending on the type of project and building

elevation. The feasibility of connecting to such a sewer will be determined by gathering information from landowners along Elora Street as well as survey work.

The back portion of all the larger lots fronting on Elora Street will not have ready access to the sanitary sewer on Elora Street. To efficiently service the back of these lots, a new sewer would need to be constructed as a condition of development in accordance with the provisions in this plan. Developers would need to hire an engineer to design the sanitary sewer system needed for their developments on the back of these lands, and then sign an agreement with the Town to dedicate the roadway corridor and completed sanitary sewer to the municipality. The secondary plan provides a preliminary road system that could accommodate a form of development that allows the back of the lots to be serviced.

The design could be changed to a shallower sewer on Elora Street with a lift station installed to avoid full depth excavation, but this creates costly maintenance concerns for the Town. Regardless of the option selected, roadway and servicing along Elora Street that benefits developers will require a financial contribution from private landowners before development proceeds on the lands, or individual connections are allowed.

Lands in the southern part of the secondary plan area toward Minto Street and West Heritage do not have easy access to municipal water or sanitary sewer. The nearest available connections would be at the intersection of Queen and Ann Street. No design work has been completed on these service extensions although the Town does own six lots on Ann Street between Queen and James that could factor into the servicing of the area.

Stormwater– The Town constructed a storm sewer from Municipal Drain 93 northerly to W.C. Smith on the southwest side of Elora Street. Municipal Drain 93 is a partly open drainage system intersecting Elora Street east of Wicked Sticks with outlet to Coon Creek through Rotary Park. Some upgrades to the stormwater system through highway reconstruction will be accommodated including providing for any future roads that may intersect with Elora Street to allow for development of the back part of these larger parcels.

As a condition of development sites will require stormwater management to ensure peak flow from the site matches pre-development levels. The adequacy of Municipal Drain 93 as an outlet needs to be assessed. One option is for the Town to assume the drain once urban development is more imminent.

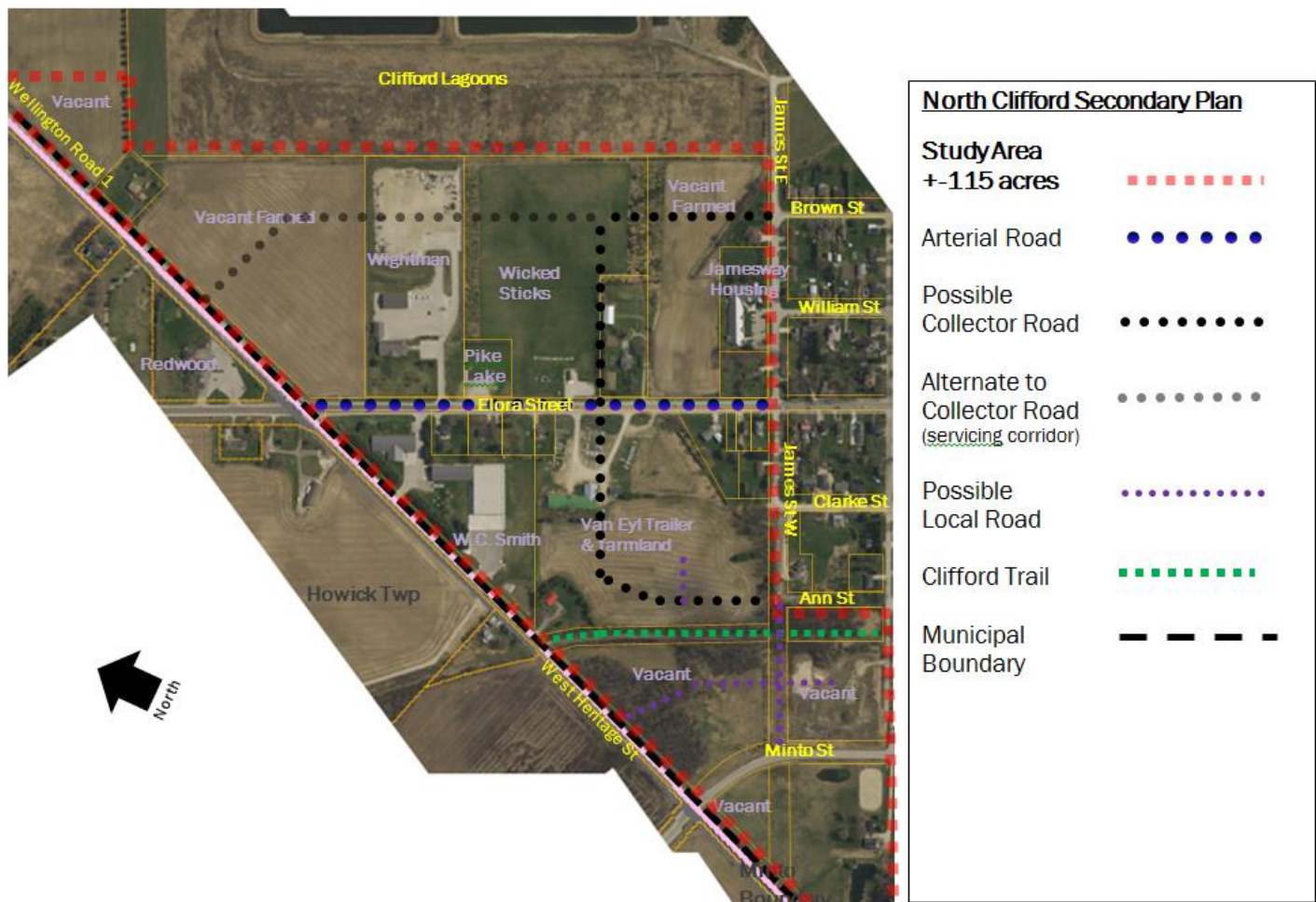
Roadways

Typical roadway systems consist of arterial, collector and local roads. Arterial roads are designed to carry higher volumes of traffic between major destinations. Elora Street (Highway 9) and West Heritage Road are the only arterial roads in the North Clifford

Secondary Planning Area. Collector Roads accommodate less traffic than arterial roads and are designed to accept local traffic from neighbourhoods and smaller sections of the planning area. James Street North and Minto Street are collector roads, while remaining streets such as Brown, Clark and Ann are local roads.

Elora Street will be improved through the connecting link program when reconstructed in 2018 from Park Street to West Heritage Road. To provide for development in the area that suits this market, larger parcels should be subdivided into smaller lots. As a condition of splitting lands into smaller developable parcels an interior roadway system is needed. The roadway system must allow for efficient municipal sewer and water servicing.

One option shown below sets a general road pattern for the planning area that seems to suit where trunk water and sanitary services will be needed. Policies in the secondary plan will require developer contributions toward funding trunk services, and the dedication of necessary roadway corridors at no cost to the Town.



The roadway layout shown has one north-south collector extending Brown Street northerly to West Heritage Street, and one east-west collector between the Brown Street extension and

Ann Street. Future Local Roads might include extending James Street West to Minto Street, and another local road joining West Heritage Street and the James Street extension. Interior cul-de-sac's could efficiently service part of the Van Eyl lands or the vacant parcel at the between the trail and Minto Street at James.

Development plans are being considered for the Wightman property and the vacant farmland to the north that might eliminate the need for the collector roadway from Wellington Road 1 through to Brown Street. If the vacant farmland can be serviced with sanitary sewer from Elora Street extended northerly along Wellington Road 1 then a collector road may not be needed through the Wightman property to Brown Street. Development options for the Wightman property may be more flexible without a roadway corridor.

Policies in the secondary plan would allow the collector roadway corridor to be removed from the road system plan if it is not needed for sanitary sewer and traffic movement purposes, but the Town will require a servicing corridor to provide for a "water main loop" to these developments to consistent pressure and water quality by constant flow in the system

The roadway system shown is only one option for the Clifford Secondary Plan. The roadway system will primarily be development driven but must reflect trunk servicing opportunities in the area and the type of land use that might be proposed. The intent is to provide for efficient and cost effective development making efficient use of land and servicing capacity.

Municipal Servicing Policy Issues

Servicing lands within the North Clifford Planning Area was estimated to cost in the range of \$1.2 to \$1.5 million. Normal practice is that landowners and developers wanting to connect to services contribute toward the cost of this work in order use these systems. The roadway work including associated drainage is estimated at \$2.8 million of which \$1.936 million (70%) is covered under two grants from the Province under the connecting link program. Overall the grants are less than 50% of total project cost.

The Town estimates a frontage charge of \$650 per meter would pay back about one-half of an initial \$1.5 million investment in water and sewer work. Current frontage charges for infill lots created through severance in Minto are \$221 per meter. The secondary plan permits the Town to identify a fair frontage fee for new development on this section of Elora Street. The frontage fee would be collected as a condition of site plan approval, severance or subdivision, providing access to services for development fronting on Elora Street.

The frontage fee contribution would not cover internal roadway work, such as the collector roadway identified in the road system plan. Developing the back of some of the larger parcels fronting on Elora Street requires additional servicing work at the developer's cost.

The Town will enter into subdivision/servicing agreements requiring developers construct internal municipal sewer, water and roadways, and to dedicate them to the Town at no cost. The Elora Street design will accommodate where possible future service connections.

Cross Boundary Issues

The Town must consider whether sewer and water services would be provided beyond its boundary to the Redwood property in Howick Township. The Redwood Lands front on County and Provincial roads and receive fire protection from the Clifford Station. Howick receives property taxes from the property, but provides few services directly to the lands. The development creates a net increase in service demand for Minto and Wellington County.

The Town does have some capacity in its water and sewer systems, and understands the economic and environmental benefit of re-developing the Redwood Lands with full municipal services. The Town and owners of the Redwood will need to negotiate contributions toward any water and sewer extensions beyond Minto boundaries. The Town may limit the amount of municipal service capacity available to the property. Such an agreement dealing with “cross-boundary issues” between Howick and Minto would address, among other matters, obligations on the Owners of the Redwood such as the following:

- a) Obtaining approvals and easements required to extend municipal services across Wellington Road 1, and needed private services, to the Redwood Lands using servicing design prepared by a professional consulting engineer and approved by the Town;
- b) Paying the capital cost of extending municipal services, and any private services, from the end of the Town construction project to the Redwood Lands;
- c) Paying the same frontage fee applicable to the lands within the secondary plan to share in the cost of extending municipal services to the area;
- d) Contributing toward commercial development charges applicable in Minto to the Town as a condition of connecting to municipal services;
- e) Covering any added engineering fees the Town incurs during the process of considering the development of the Redwood Lands; and
- f) Paying up to two times the water and rates applicable to users within the Town based on the fees and charges set by Council from time to time.

Any cross boundary servicing agreement requires Minto Council approval who may add, remove or alter any of the above requirements where it is in the best interest of the Town of.

Alternative Development Areas for Clifford

The North Clifford Secondary Plan area is not the only part of the settlement area that can accommodate future growth. The southern end of Clifford has about 65 acres within the urban boundary south of Mill and Park Streets and in the area Allan Street. Lands inside the urban boundary include the Schaus (48 acres), Reiner (35 acres) and Tegler (36 acres)

farms plus another 45 acres or so on smaller properties nearby Grein Lumber and Brett Young Seeds. These lands are shown on the map below:



Under the County Official Plan the Reiner Farm is designated Residential, the Schaus lands and others near Grein’s are Future Development, and Tegler Farm Industrial. Coon Creek and its floodway has a Core Greenland designation. With few exceptions all lands are zoned for future development due to the lack of sewer and water in the area. This section of Clifford is about 50% larger in land area than the North Clifford Planning Area, but has much less infrastructure to accommodate development.

There have been no recent development initiatives on these lands, and very few non-farm land uses that would significantly restrict agriculture on these farms. The Town should ensure these farms are not fragmented into smaller lots so as to limit options for future comprehensive development proposals and restrict agricultural use. When Park Street and Mill Street are reconstructed the Town should evaluate trunk infrastructure to determine if water and sewer mains should be “upsized” to accommodate future growth. So long as these farms remain in tact, future developer driven proposals are more likely to succeed.

Since much of the future growth in this part of Minto can be accommodated in the North Clifford Secondary Plan, during the County Five Year review in 2019-20 parts of the southern section of Clifford may be considered for removal from the urban area in favour of increasing

the urban boundary in other parts of the County. If this is proposed, the Town should attempt to retain as much of the land inside the urban area as possible. If any section of the Clifford urban boundary is to be re-allocated, it should first be considered for Palmerston where there is much less land within the urban boundary.

Future Town and County Council's will make these decisions, driven by more restrictive Provincial Policy (Growth Plan) adopted in 2017. Under the Growth Plan Clifford will be considered within the County's hierarchy of settlement areas which will be used to allocate future growth. Even when the North Clifford Secondary Plan is fully developed, there will be some capacity within the water and waste water systems to accommodate some growth in this area. Because of this capacity, Clifford should be given consideration for development in the County's hierarchy of settlement areas.

Goals and Objectives Secondary Plan North Clifford Planning Area

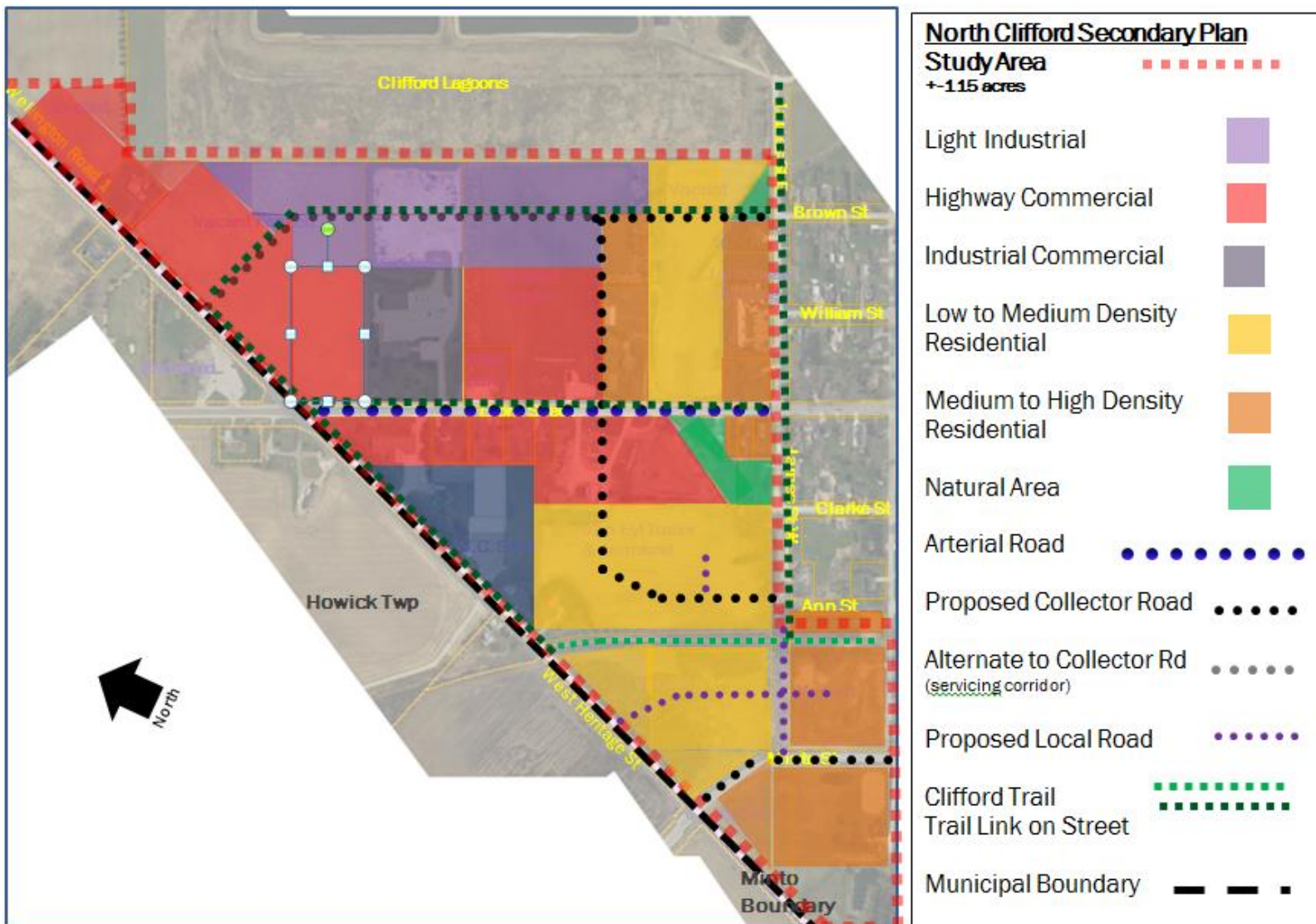
Considering current land use, projected need outlined in County growth forecasts, Official Plan policies, current zoning, available infrastructure, and the opportunity created from the Elora Street reconstruction, it is clear that growth needs in Minto from Clifford can be met in the North Clifford Secondary Planning Area in the short to medium term.

The main goal of the secondary plan is to provide a general form of development making efficient use of current and future municipal services, ensure a mix of land use, and direct investment in development suited to the market, that integrates with the character of Clifford. The secondary plan promotes efficient use of infrastructure, development of a complete community (mix of land use, parks, trails etc.) and compact form of development.

Objectives for the secondary planning include the following:

1. Current commercial zoning on large parcels should be reconsidered for smaller scale developments. Limited retail might be considered for such uses as a local food store, liquor store or similar.
2. Light industrial and industrial commercial designations could augment highway commercial designations on Elora Street, and should be encouraged as a transition between the Town's sewage lagoons and nearby commercial and residential uses.
3. Residential designations adjacent to current apartment and neighbourhood developments should allow for a variety of housing types, forms and tenures.
4. Medium and high density residential developments may be constructed in combination with or adjacent to highway commercial uses where design measures are in place such as buffering and screening to improve compatibility, and active transportation links, common landscaping and shared parking is available where practical.
5. Combining highway commercial and residential developments in creative ways other than above first stories may be considered.

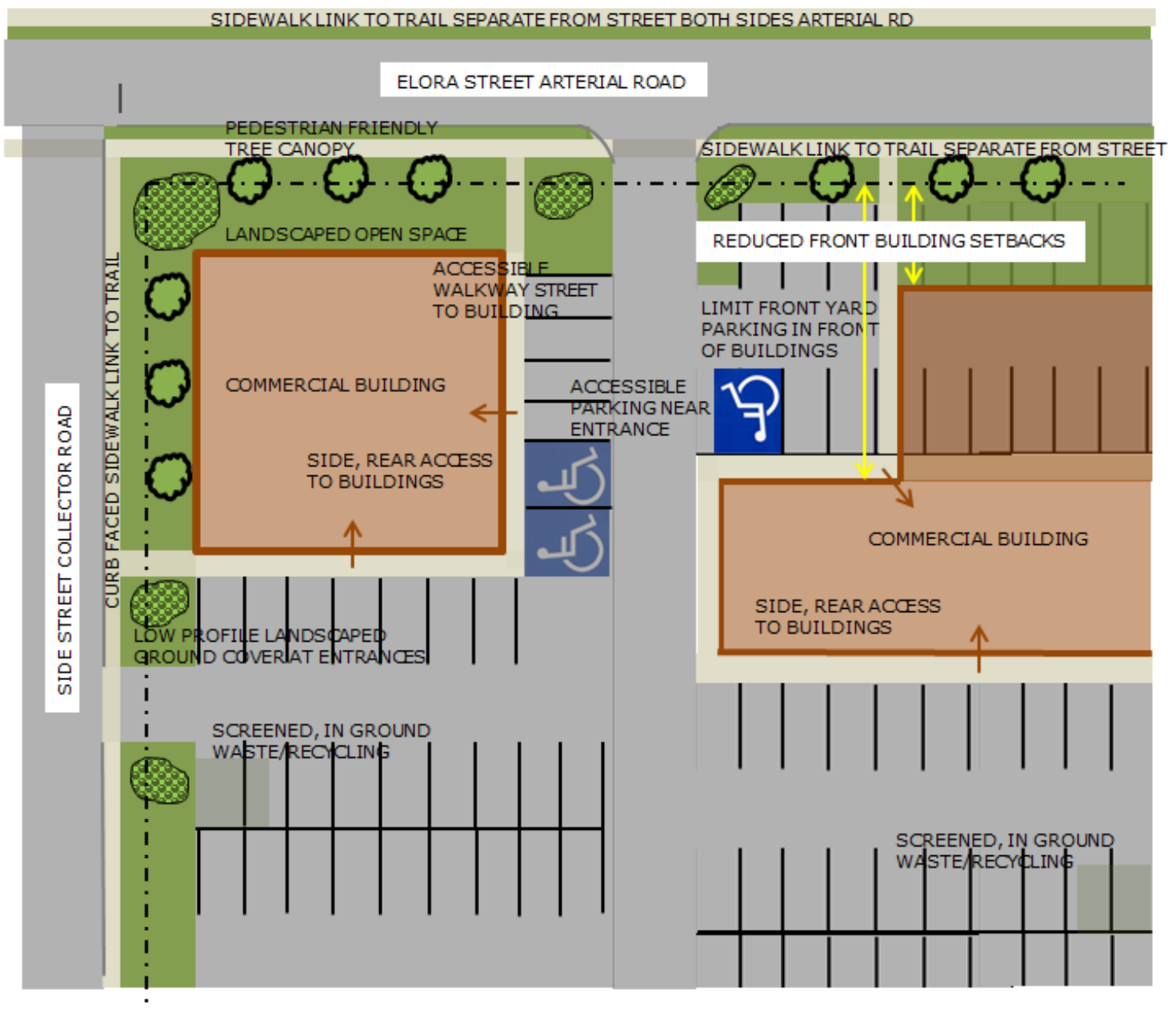
6. Trails and open space should be integrated into the secondary plan around Municipal Drain 93 and with extension of the trail system through to West Heritage Street.
7. Commercial, industrial and residential designations should allow the Town to site a park in the area in concert with future development in a location to be determined.
8. Pedestrian linkages from the Clifford Trail, along West Heritage Road, Elora Street and Brown Street extensions should be provided for as development proceeds.
9. Movement of pedestrian, vehicle of all types and persons of all abilities within and through the area must be accommodated in future development proposals.
10. The Road System Plan is conceptual and may be varied as to specific location to reflect servicing and development options that make efficient and effective use of the lands. In particular the Collector Road System may be altered to a servicing corridor or local road north of the proposed east-west collector depending on future development proposals.
11. Land uses shall make efficient use of infrastructure, promote development of a complete community, and ensure a compact form based on the secondary plan below:



Design Issues “Village Feel”

Within the various land use designations, the compact form of development should extend the “village feel” into the area. Planning policies could limit traditional highway commercial form with reduced front building setbacks and limits on large front yard parking areas. The policies should direct building mass closer to arterial and collector roads with some convenience parking in the front, while large parking areas might be situated behind buildings. This allows buildings to better relate to pedestrians along the street, while still accommodating members of the travelling public who frequent new business in the area.

The sketch below illustrates some design details for a corner lot commercial development on Elora Street.



General design requirements within the sample development to create a “village feel” can be achieved through zoning rules and site plan control standards such as the following:

- Minimum front building setback 6m to 7.5m; maximum front building setback 25m but only for maximum one half of the building face
- Minimum 50% of parking to be in side or rear of buildings
- Parking lot setback minimum 2m from a street line
- Restaurant drive thru cueing lanes should be in the side or rear of buildings and not constitute a front yard
- Accessible parking spaces must be the closest parking spaces to main building entrance; accessible concrete sidewalks shall be provided from public sidewalk to building entrance
- Sidewalks should be continued through paved entrances
- Landscaped open space shall be maximum 1.5m in height within any daylighting or corner triangle; all parking lots shall be screened from the street with a tree canopy planted as per Town tree policy
- Arterial Roads shall have sidewalks both sides; collector roads shall have sidewalks at least one side; local roads may have sidewalks if accessing parks or major developments
- Waste and recycling encouraged to be located within ground or shall be visibly screened and landscaped.

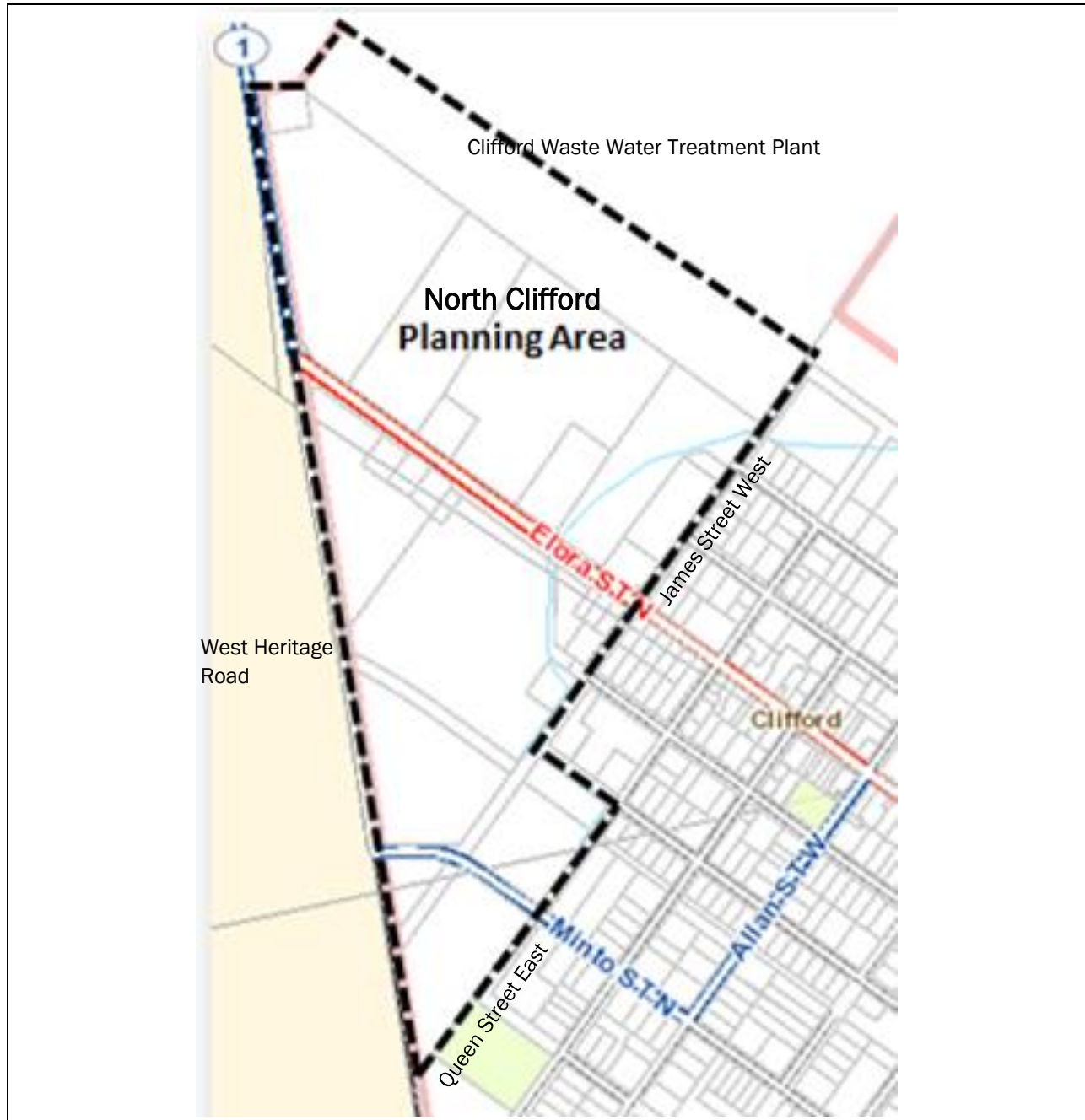
In addition to design requirements for private developments the Town should consider:

1. Street lighting along Elora Street that allows for banners and decorative features.
2. Sidewalks minimum 1.5m wide and increased to 2m in width where links are made to the Clifford Trail system.
3. Bike lanes considered for Elora Street, West Heritage Road and Brown Street extension within an active transportation corridor.
4. Elora Street to be a two lane arterial road with no more than one additional lane added for turning purposes in the future.
5. Entrances shall be controlled on Elora Street to provide separation from street intersections and should be offset or aligned to allow safe left hand turn movements.
6. Streets shall have concrete curbing and sidewalks as per County Accessibility Guidelines

THE CORPORATION OF THE COUNTY OF WELLINGTON

OFFICIAL PLAN AMENDMENT NO. _____

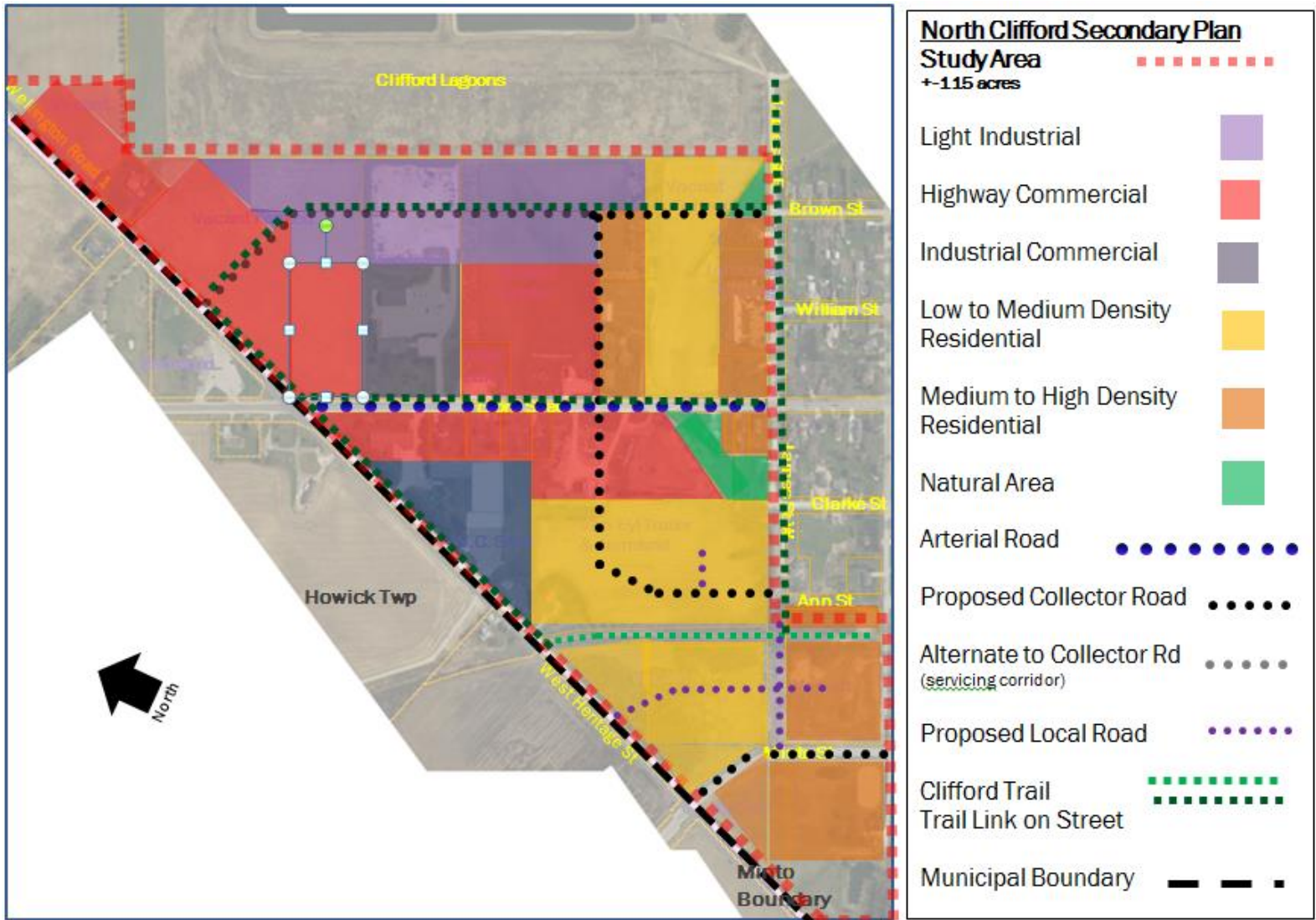
SCHEDULE "A1"



THE CORPORATION OF THE COUNTY OF WELLINGTON

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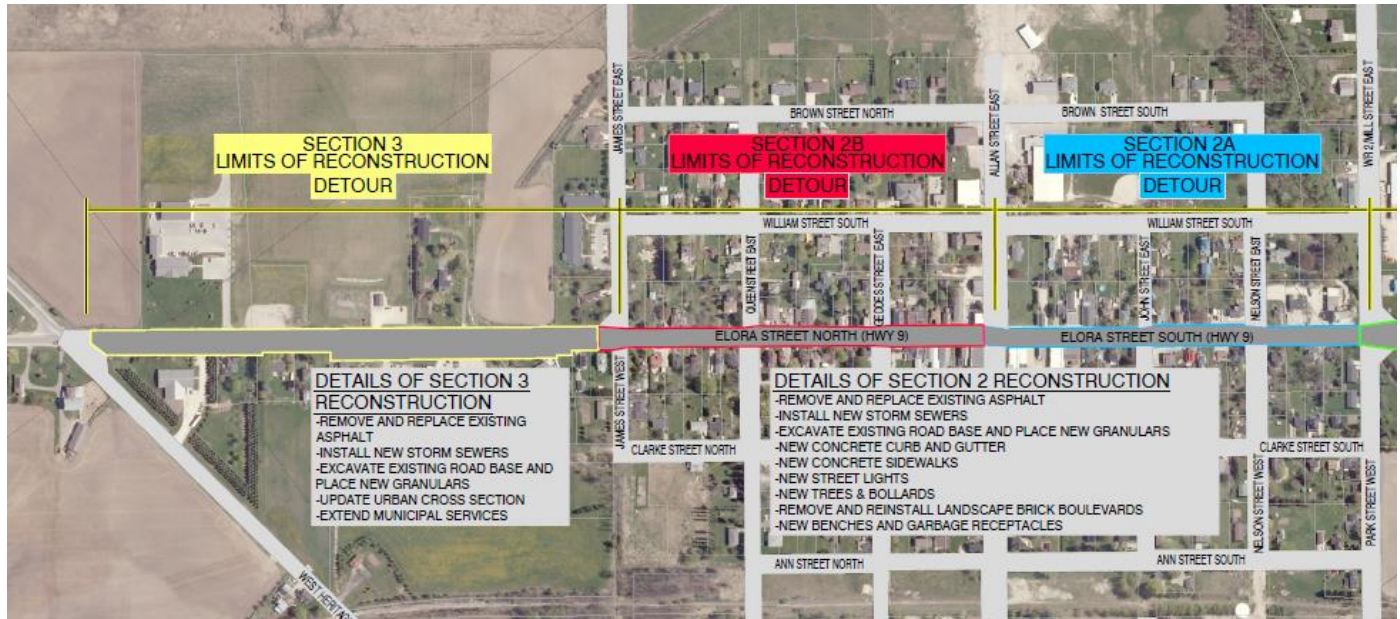
SCHEDULE "A2"



PART C - THE APPENDICES

Municipal Servicing Policy Issues

The Town intends to include construction of some municipal services in the Elora Street reconstruction. The map below shows phases of the work to be completed.



For phases 2a, 2b, and 3 the cost of water, sanitary sewer, roads and drainage to support development of some part of the lands fronting on Elora Street is estimated in the range of \$1.2 to \$1.5 million. Normal practice is that landowners and developers wanting to connect to services contribute toward the cost of this work in order use these systems. The roadway work including associated drainage is estimated at \$2.8 million of which \$1.936 million (70%) is covered under two grants from the Province under the connecting link program. Overall the grants are less than 50% of total project cost.

The Town estimates a frontage charge of \$650 per meter would pay back about one-half of an initial \$1.5 million investment in water and sewer work. Current frontage charges for infill lots created through severance in Minto are \$221 per meter. The secondary plan will require the Town identify a fair frontage fee for new development on this section of Elora Street. The frontage fee would be collected as a condition of site plan approval, severance or subdivision, providing access to services for development fronting on Elora Street.

The contribution would not cover any internal roadway work, such as the collector roadway identified in the road system plan. Developing the back of some of the larger parcels fronting on Elora Street requires additional servicing work at the developer's cost. The Town will enter into subdivision/servicing agreements requiring developers construct

internal municipal sewer, water and roadways, and to dedicate them to the Town at no cost. The Elora Street design will need to accommodate these future service connections. It may be some time before market conditions warrant this kind of investment in servicing by developers of these lands.