

# PLANNING OPINION REPORT

306 WOODVIEW DRIVE  
ATWOOD  
MUNICIPALITY OF NORTH PERTH (ELMA WARD)

*PREPARED FOR:*  
1000535777 ONTARIO INC.

**DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT**



*PREPARED BY:*



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DATE: JANUARY 2025  
PROJECT No.: P-1183

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## 1.0 INTRODUCTION

Patterson Planning Consultants Inc. has been retained by 1000535777 Ontario Inc. (the "Owner"), regarding the lands municipally addressed as 306 Woodview Drive, Atwood, Municipality of North Perth (the "Subject Property") The lands are legally described as Part Lots 16 & 17, Concession 8, Elma Ward and Parts 7,9,10 and 11 of Reference Plan 44R-5961. Patterson Planning Consultants Inc. ("PPC") is responsible for providing a Planning Opinion regarding a Draft Plan of Subdivision and Zoning By-law Amendment proposed for the subject lands. The intended use of the Subject Property is a residential development project.

The lands are located in the eastern area of the Town of Atwood to the north of Parkview Crescent. The 54,633m<sup>2</sup> (5.46ha) property is currently agricultural land with a small outbuilding.

PPC has prepared this Planning Opinion report on behalf of the Owner in support of permitting the development of the Subject Property for a new eighty eight (88) unit residential subdivision in the form of single detached dwellings (50), semi detached dwellings (14) and street fronting townhouses (24), the extension of Woodview Drive and a new public roadway. A concurrent Zoning By-Law amendment is also being sought to rezone all of the Subject Property to appropriate zones that will facilitate the development.

The Subject Property is bound by residential land uses to the west and south and agricultural uses to the north and east.

The land use designation on the Subject Property is currently in a state of flux. The Subject Property is partially within the Atwood town limits and partially outside of the current boundary limits. The land within the settlement (17,260.4m<sup>2</sup>) is designated "Residential" and the lands outside the settlement limits (37,372.6m<sup>2</sup>) are designated "Agriculture" and "Natural Resource / Environment". These designations are found in the existing County of Perth Official Plan.

The County of Perth has recently adopted a new Official Plan which has all of the Subject Property within the Atwood settlement boundary and designated as "Neighborhood". The new Official Plan is currently with the Ministry of Municipal Affairs and Housing for final review and approval. The timeline for this approval is unknown. As such, the Owner submitted an application for an Official Plan amendment to advance the applications under their own timeline.

This County of Perth Official Plan amendment has been assigned file # OPA 223. The purpose of this application is to have all of the Subject Property brought within the Atwood settlement boundary. Perth County Council unanimously adopted OPA 223 at their meeting on January 9, 2025.

Reflecting the existing Official Plan the lands within the settlement are zoned “FD”, “FD-12” and the lands outside the settlement are zoned “A” and “NRE2”.

This report has been authored to provide a review of the relevant planning context to form a “Complete Application” and to provide an opinion supporting the required approvals.

## **2.0 PRE-CONSULTATION**

Pre-consultation was undertaken with the Municipality of North Perth and County staff on behalf of the Owner in April 2023. It was confirmed that for the applications to be deemed complete a full submission would include:

1. A completed Draft Plan of Subdivision application form
2. The requisite Draft Plan of Subdivision application fee
3. A Draft Plan of Subdivision
4. A Zoning By-law Amendment application form
5. The requisite Zoning By-law Amendment application fee
6. A Planning Opinion Report
7. An Archaeological Assessment
8. Affordable Housing Report
9. Agriculture Impact Assessment
10. Pedestrian Route and Sidewalk Analysis
11. Planning Justification Report

12. Preliminary Grading Plan
13. Preliminary Stormwater Management Report / Plan
14. Environmental Impact Study
15. Functional Servicing Report
16. Floodline Delineation Study/ Hydraulics Study
17. Soils / Geotechnical Study
18. Hydrogeological Assessment
19. Transportation Impact Study

This Planning Opinion Report will provide an opinion on all the related planning policies including matters of Provincial Interest, Section 51 of the *Planning Act*, the Provincial Planning Statement 2024, the County of Perth Official Plan, the New County of Perth Official Plan and the Municipality of North Perth Zoning By-law as well as comments regarding the proposed Draft Plan and Zoning amendment.

### **3.0 SITE DESCRIPTION**

Atwood is a small town located in the Municipality of North Perth in the County of Perth. The settlement dates back to 1854 when it was originally named “Elma Centre”. The railway came through the village in 1876 and at that time the name was changed to “Newry Station”. The current name of Atwood was applied to the village in 1883. Atwood is located in the Municipality of North Perth, which is a growing community in the County of Perth. As part of municipal restructuring that occurred in the late 1990’s Wallace Township, Elma Township and the Town of Listowel amalgamated into the Municipality of North Perth. This came into effect on January 1, 1998. Atwood and Listowel are the only serviced (water and sanitary) settlement areas within the Municipality.

Highway 23 is the main roadway that goes through Atwood. The Site is located east of Highway 23, on the eastern side of the town. The total site area is 54,633m<sup>2</sup> (5.46ha).

The subject lands are legally described as:

**Lots 16 and 17, Concession 8 (Geographic Township of Elma) Now in the Municipality of North Perth, County of Perth being Parts 7, 9, 10 and 11, 44R-5961**



Figure 1: Site Location Source: County of Perth GIS



Figure 2: Aerial photograph showing the subject property and surrounding area. Source: Perth County

Access to the Site will be provided via the extension of Woodview Drive into the property. A new residential subdivision is currently progressing to the north-west of the Site. This development is referred to as “Atwood Station”. A proposed road connection from the Site to this development is also proposed as a “block” has been reserved / identified within that plan for the purposes of the road connection.



Figure 4: Road Access into the Subject Property

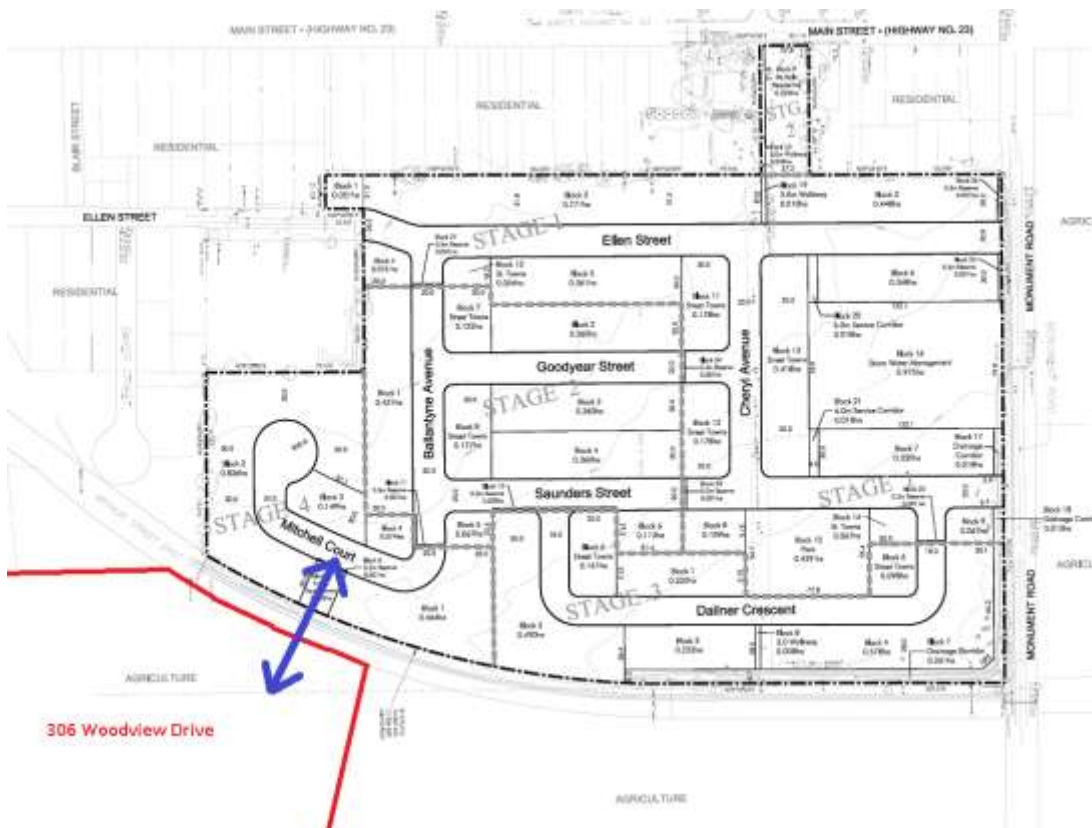


Figure 5: Road connection to abutting subdivision



Figure 6: Woodview Drive looking north towards the Site. Source: Google



Figure 7: Woodview Drive looking south from the Site. Source: Google

306 WOODVIEW DRIVE, ATWOOD  
 DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

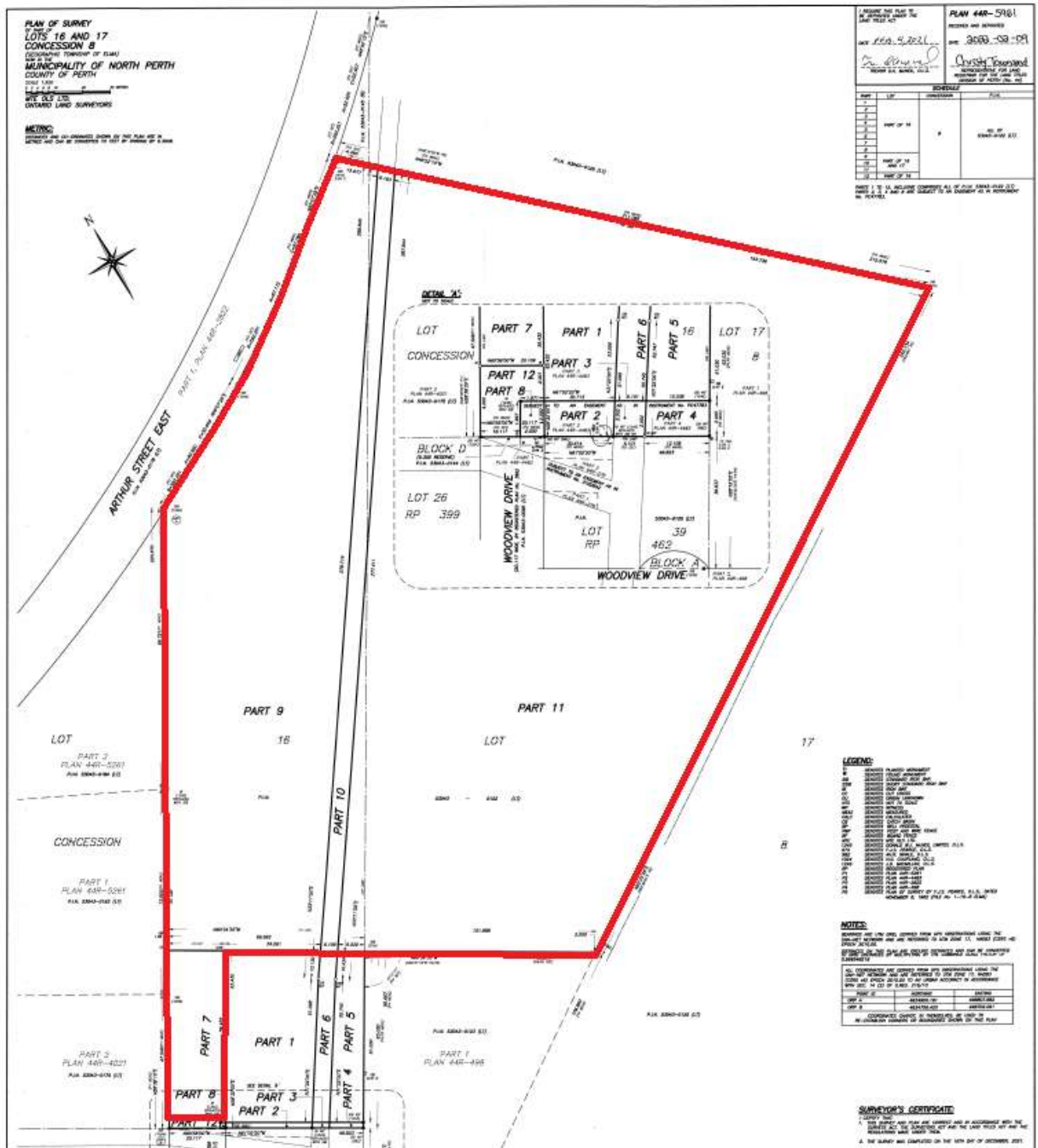


Figure 8: Reference Plan 44R-5961 Source: MTE Ontario Land Surveyors Ltd.

The surrounding land uses can be described as follows:

**North** - Lands to the north of the Site include agricultural lands, the North Perth Trail System and the development known as “Atwood Station”

**East** – Lands to the east include agricultural lands.

**South** – Lands to the south include the residential properties located at 62 Parkview Crescent and 298 and 302 Woodview Drive. 302 Woodview Drive was formerly part of the Site but a Consent process was completed in 2021 to sever the existing house from the development lands (Consent application B11/21)

**West** – Residential uses exist to the west as well as the main area of Atwood. The abutting homes are single detached.

For the surrounding land uses please refer to Figure 9 as provided below.



Figure 9: Surrounding land uses. Source: Perth County GIS

## 4.0 PROPOSAL

The Owner is proposing to develop the entire Subject Property for future residential uses in a variety of housing forms. The proposal will also include a stormwater management pond and buffer areas which are to provide protection to the abutting drain as well as the nearby woodlot area. The total area of the site is 54,633m<sup>2</sup> (5.46ha)

The Draft Plan is provided below.

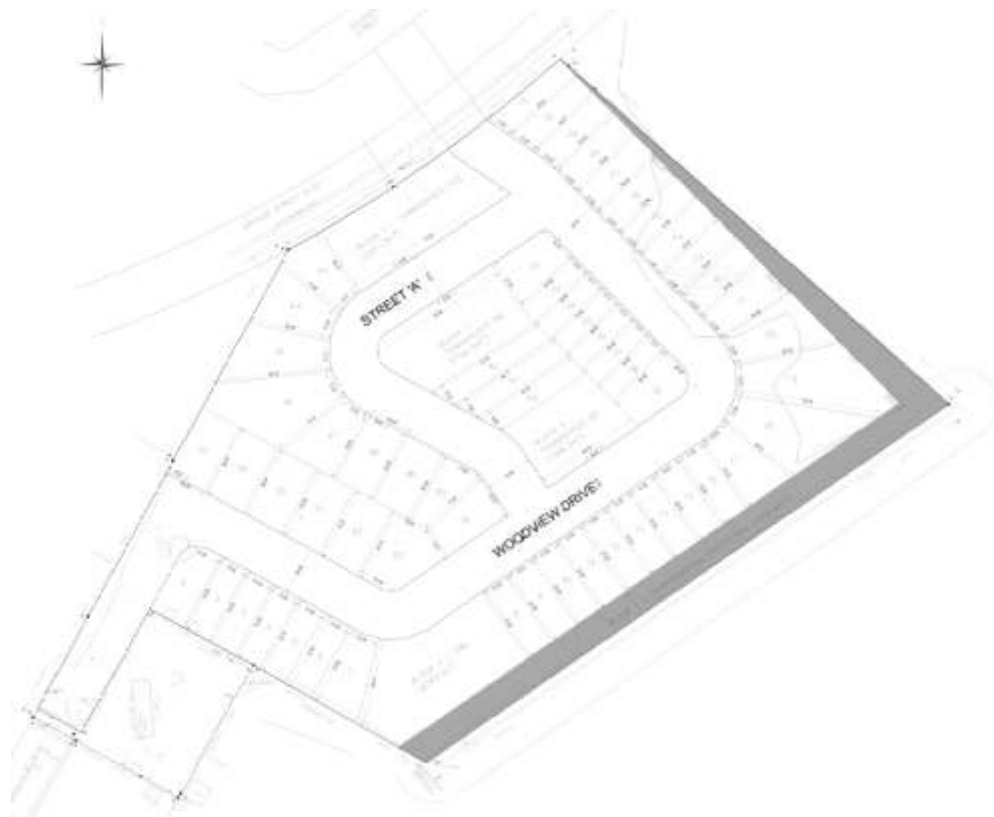


Figure 10: Proposed Development Source: Patterson

The Owner is proposing a residential development which includes a range of residential uses and densities including 50 single detached dwellings (30'- 40' lots), 14 semi-detached dwellings and 24 street fronting townhouses for a total of 88 units. A stormwater management area is proposed in the south-east corner of the site and areas to accommodate buffers to environmental features and to account for setbacks to the Hanna Drain are also included. Vehicular access to the Site will be provided via Woodview Drive as well as a connection to Mitchell Court which is part of the "Atwood Station" development to the north-west.

On site amenity areas are not proposed as part of the development at this time as there are recreational facilities located nearby in conjunction with the Elma Community Centre. To ensure the viability of these existing facilities it is not proposed that a new park be constructed.

Woodview Drive is proposed to extend through the development to connect to Mitchell Court as part of the Atwood Station development project. The proposed roadway is 20.0m in width and would be designed in accordance with Municipality of North Perth standards. A new public street (Street 'A') would also be constructed as part of the development to facilitate the efficient use of the lands. The new roadway would also be 20.0m in width. Each of the roadways would have a municipal sidewalk on one side to facilitate pedestrian opportunities for walking and would be conveyed to the Municipality of North Perth for long term ownership and maintenance.

The development would also have direct access to the North Perth trail system as it abuts the Site on the north-west corner of the property. This trail is ~22km in length and provides opportunities for recreational walking / jogging etc. In the winter months this trail is also utilized for snowmobiling.

An archaeological study (Phase I and II) has been completed as part of the project. The study concluded that there were no findings on site and no further works were recommended. A civil engineer has been retained to review grading, servicing and stormwater management options for the site. Due to the existing conditions and the need for sanitary in Atwood to be pumped to the Listowel treatment facility (to the north) it is expected that the basements of any units proposed will require the use of grinder pumps whereas all residential area above grade will have gravity sanitary. Additionally the Owner has commissioned a Traffic Impact Study to review traffic impacts resulting from the development and other supportive and technical studies. These works continue to advance and would be completed and vetted accordingly through the Draft Plan of Subdivision approval process.

An Environmental Impact Study has also been completed in support of the development proposal. The recommendations of the report have been incorporated into the subdivision design. All proposed urban land uses are located outside of the natural features and buffers that have been identified and recommended by the consultant.

To permit the residential development to occur the Owner is requesting the following:

1. Draft Plan Approval be granted establishing the road network and lotting pattern for the development.
2. A Zoning By-Law amendment to apply appropriate site specific zoning to the development to facilitate the creation of much needed housing as well as the infrastructure associated with the development.

The applications align with the new Provincial Planning Statement as the Proposal supports the emphasized need to intensify underutilized land to increase housing supply, prioritizing intensification and optimizing the efficient use of urban land and infrastructure. The County and Municipality need to leverage such opportunities for new housing to meet housing forecasts and reduce impacts on and the use of farm land.

## **5.0 PLANNING POLICIES**

### **5.1 *PLANNING ACT***

Section 2 of the *Planning Act* establishes matters of provincial interest and states that “the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- a) *The protection of ecological systems, including natural areas, features and functions;*
- b) *The protection of agricultural resources of the Province;*
- c) *The conservation and management of natural resources and the mineral resource base;*
- d) *The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) *The supply, efficient use and conservation of energy and water;*
- f) *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

- g) The minimization of waste;*
- h) The orderly development of safe and healthy communities;*
- i) h.1) The accessibility for persons with disabilities to all facilities, services, services and matters to which this Act applies;*
- j) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- k) The adequate provision of a full range of housing, including affordable housing;*
- l) The adequate provision of employment opportunities;*
- m) The protection of the financial and economic well-being of the Province and its municipalities;*
- n) The co-ordination of planning activities of public bodies;*
- o) The resolution of planning conflicts involving public and private interests;*
- p) The protection of public health and safety;*
- q) The appropriate location of growth and development;*
- r) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- s) The promotion of built form that,*
- t) Is well-designed,*
- u) Encourages a sense of place, and*
- v) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- w) The mitigation of greenhouse gas emissions and adaptation to a changing climate.”*

I am of the opinion that the Applications have regard for the matters of provincial interest set out in Section 2 of the *Planning Act* and do not conflict with the matters of provincial interest as the development will be a well-designed built form in an area that has been identified for growth and development, and represents orderly and efficient development.

## **5.2 PLANNING ACT, SECTION 51(24)**

Section 51(24) of the *Planning Act* establishes the criteria to be reviewed when a Draft Plan of Subdivision application is under review.

*In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) whether the proposed subdivision is premature or in the public interest;*
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) the suitability of the land for the purposes for which it is to be subdivided;*
  - (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) the dimensions and shapes of the proposed lots;*
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be divided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- (h) conservation of natural resources and flood control;*

- (i) *the adequacy of utilities and municipal services;*
- (j) *the adequacy of school sites;*
- (k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- (l) *the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- (m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

With regard to the criteria of Section 51(24) I offer the following comments:

51(24) Criteria	Comment
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	It is my opinion that matters of provincial interest have been reviewed and there are no conflicts
(b) whether the proposed subdivision is premature or in the public interest;	The public interest is reflected in the policy and zoning documents that have been implemented by the County and Municipality of North Perth to direct the development of these lands. The Proposal would conform to and meet all required policy regulations. Site specific zoning is being requested to facilitate the development. On this basis, the Proposal is not premature and is in the public interest.
(c) whether the plan conforms to the official	The Proposal complies with the land use

<p>plan and adjacent plans of subdivision, if any;</p>	<p>designation and a zoning amendment is being sought for the development to permit the proposed forms of housing. The property is abutted by existing residential development and is located within an established settlement area.</p>
<p>(d) the suitability of the lands for the purpose for which it is to be subdivided;</p>	<p>The Proposal will result in intensification of the Subject Property with a land use that has been deemed appropriate. The lots will be of typical shape and an implementing zoning is being requested to facilitate the project. The lands are suitable for the intended purpose.</p>
<p>(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;</p>	<p>The Proposal does not include the provision of affordable housing units however affordability is being supported by providing an option for various/ reduced lot sizes, and various forms of housing to encourage affordability. The proponent encourages the development of Additional Residential Units as part of this project.</p>
<p>(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</p>	<p>The Proposal does not impact the abutting roadways or surrounding road network but will require the extension of an existing street (Woodview Drive) and creation of a new public street (Street 'A').</p>
<p>(f) the dimension and shapes of the</p>	<p>The Proposal would result in generally rectangular shaped lots of generally equal</p>

proposed lots;	size.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining lands;	The Proposal does not result in any restrictions on the Subject Property, nor would it result in any restrictions on adjoining lands.
(h) conservation of natural resources and flood control;	The Proposal does not cause issue for the conservation of natural resources or cause concern for flood control.
(i) the adequacy of utilities and municipal services;	Geotechnical and Functional Servicing Reports as well as Hydrogeological have been submitted that speak to servicing and drainage considerations.
(j) the adequacy of school sites	The Proposal does not cause issue for the adequacy of school sites.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	A road widening dedication is not required as part of the Proposal. Cash-in-lieu of a parkland dedication would be collected. The new public streets will be completed by the proponent and the lands conveyed to the municipality at the time of registration.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and,	The Proposal does not cause issue regarding the efficient use and conservation of energy.
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any	The proposal is not subject to Site Plan Approval.

development of the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act...	
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I am of the opinion the Proposal has met all of or does not conflict with the criteria as established through Section 51(24). The Proposal has regard for matters of provincial interest, is in the public interest, will have frontage onto and access to a public roadway and is on land that is suitable for the intended use. The proposal includes appropriately sized lots, a variety of housing forms and will provide a modest increase to housing availability.

### **5.3 PROVINCIAL PLANNING STATEMENT (2024)**

The subject lands are located within a Settlement Area as defined by the 2024 Provincial Planning Statement (PPS). The lands are within the Serviced Urban Area of Atwood in the Perth County Official Plan, and are further identified for “Residential” land use. (*see comments on existing Official Plan and New Official Plan*)

The Provincial Planning Statement states that Settlement Areas shall be the focus for growth and development (Section 2.3.1) and that land use patterns in these areas shall be based on densities and a mix of land uses which efficiently use land and resources and the supporting infrastructure and public service facilities which are planned or available.

Section 2.3.1.2 of the PPS also requires planning authorities to promote land use patterns which optimize existing infrastructure, support active transportation including the use of trails and walkways, and are transit-supportive.

The Provincial Planning Statement also requires planning authorities to establish density targets for new housing which efficiently use land, resources, infrastructure and public service facilities, and reflect local conditions (Section 2.3.1.5).

Section 3.6.1 of the PPS encourages Sewage, Water and Stormwater to be provided for and used in an efficient and cost-effective manner which promotes efficient use and protects the

natural and human environment. Where Section 3.6.2 states that municipally managed sewage and water systems are the preferred form of servicing.

The PPS encourages and promotes active, healthy and inclusive communities through Section 3.9.1 in the promotion of parks, integrated trails and planning for safe and accessible trails, parks and walkways.

Section 5.2 requires the identification of Natural Hazards and the avoidance of development which would be impacted due to hazards such as flooding and unstable soil.

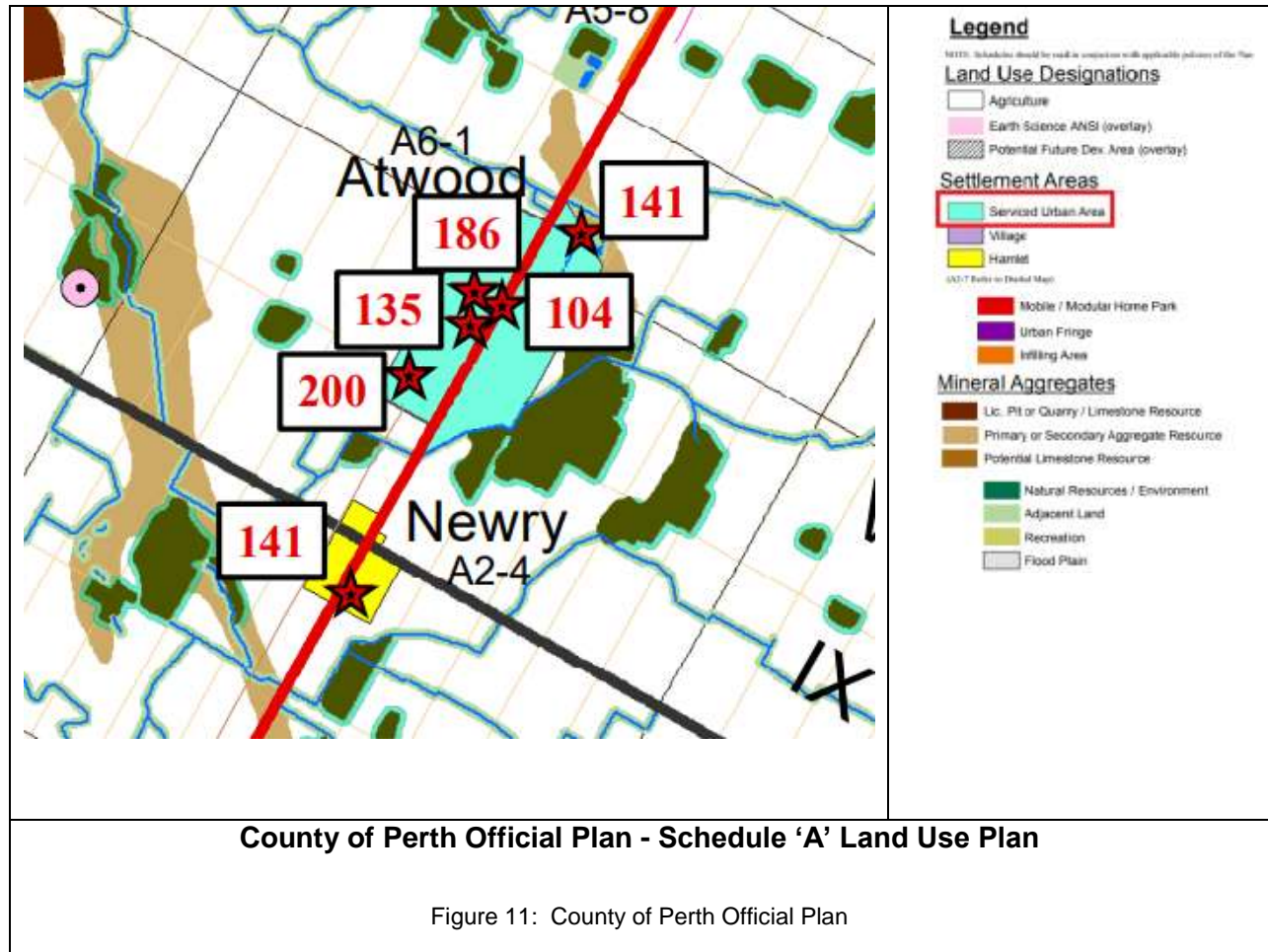
The new PPS places a clear priority on the optimization of lands. This optimization involves realizing the full potential of a site, ensuring that it supports key planning objectives, including increasing housing supply, appropriate built form and compatibility with surrounding areas. The Proposal strikes the right balance among these objectives by aligning the PPS's focus on optimizing land use with Provincial goals and sustainable growth.

I am of the opinion that the Proposal is consistent with the PPS 2024 as it is a well-designed built form on an undeveloped property that has been identified for growth and development, and represents an orderly and efficient development that will occur on full municipal services.

#### **5.4 COUNTY OF PERTH OFFICIAL PLAN**

The County of Perth Official Plan document (October 2024 Consolidation) is a consolidated copy of the County of Perth Official Plan as adopted by the Council of the County of Perth on December 11, 1997 and as approved by the Ministry of Municipal Affairs and Housing on June 12, 1998 and the Ontario Municipal Board on March 29, 1999. The consolidated By-law includes all of the amendments to the County of Perth Official Plan that were legally in force as of March, 2020.

On the basis of this document, and as per Schedule "A" Land Use Plan the subject lands are located within the "Serviced Urban Area" and "Agriculture" designation.



Further a portion of the lands are identified on Schedule "A6-1" of the Official Plan as being within the "Serviced Urban Area" designation and are to be for "Residential" land use. The remainder of the property is outside the settlement boundary and identified for "Agriculture" and "Natural Resource / Environment" protection.

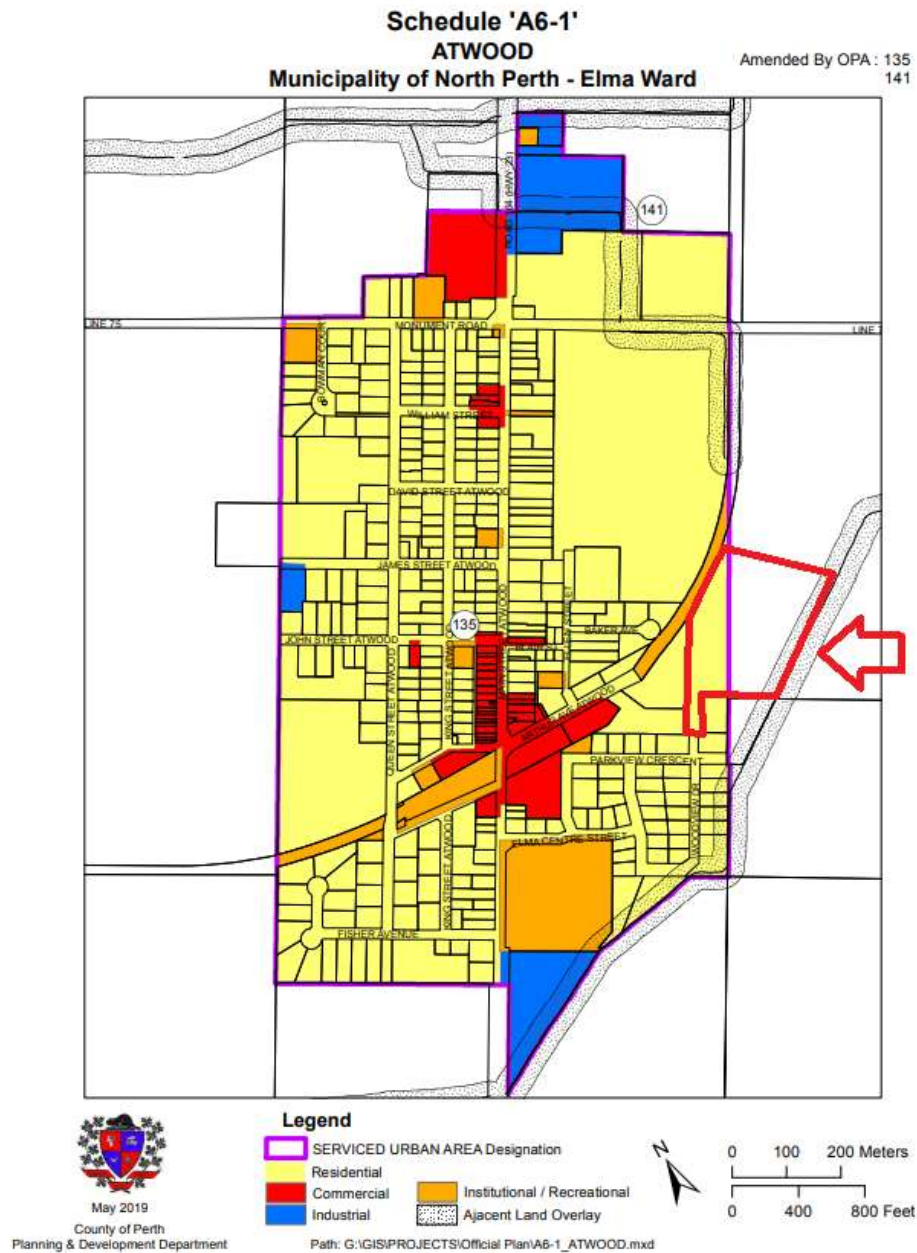


Figure 12: Schedule "A6-1" County of Perth Official Plan

**A County of Perth Official Plan Amendment (OPA 223) is currently in process to bring all of the subject property into the settlement boundary as per the existing Official Plan. As will be discussed later in this report, the County of Perth has adopted a new Official Plan (October 2024) which identifies that all of the Subject Property is within the settlement**

**boundary and has an appropriate land use designation. However the new Official Plan is currently with the Ministry for review and final approval and the timing of this review and implementation is unknown. As such the Owner submitted a self initiated Official Plan Amendment to address this and advance the timing of the project. The County of Perth adopted OPA 223 at their Council meeting on January 9, 2025. The following review is conducted on the basis that all of the Subject Property is included within the settlement boundary.**

Section 6.1 of the County of Perth Official Plan provides the Policy direction related to Settlement Areas.

Although identified on Official Plan mapping as being a “Serviced Urban Area”, Atwood is not mentioned specifically in Section 6.2 which delineates the Settlement Area Hierarchy. Serviced Urban Areas “provide for a broad range of land uses, including residential, commercial, industrial, institutional, recreational, and utility uses. Full municipal servicing is available and is generally a requirement for new development. Development form is compact and greater efficiency in density of land uses have occurred”. It is noted that “Where full municipal services are established in other designated settlement areas (i.e. larger “Village” areas, the transition of such areas from an unserviced settlement area to a serviced settlement area will be considered through an amendment to the County Official Plan”. Atwood is serviced with sanitary sewer but certain lots are still serviced with private water. Full municipal servicing is typically a requirement for new development.

These serviced urban areas serve as a primary growth and development areas for the surrounding rural and agricultural areas.

Section 6.4.1 establishes the goals for the Serviced Urban Areas as follows:

- (a) To recognize the importance of serviced urban centres in the County and the role that they play in future growth and development opportunities within the County;*
- (b) To provide servicing infrastructure and capacity that is capable of serving projected growth and development;*
- (c) To maintain a supply of land capable of accommodating projected growth and development;*

*(d) To maximize the use of servicing infrastructure and land utilization by promoting and encouraging a compact intensified form of development;*

*(e) To provide for a wide range of land use activities, including residential, commercial, industrial, institutional, recreational, and utility uses;*

*(f) To provide for a wide range of housing types to satisfy the majority of the housing demand within the County;*

*(g) To continue in their role as the commerce and social focal points for the rural parts of the County;*

*(h) To preserve, conserve, and protect the natural features and attributes which exist in these areas; and*

*(i) To provide a friendly, healthy environment within which County residents can live and work.*

Section 6.4.3 establishes the permitted uses that are allowed in the Serviced Urban Areas and that includes a broad range of land uses including residential, commercial, industrial, recreational and utility uses. A variety of residential housing types are supported.

*(h) Community improvement;*

*(i) Municipal services;*

*(j) Transportation; and*

*(k) Implementation policies.*

Section 6.4.4.2 notes that *"All new development in areas designated "Serviced Urban Area" shall be serviced by municipal water supply and sanitary sewage services. An exception to this servicing requirement may be applied in the case of areas identified specifically for limited industrial or commercial development that do not require municipal sanitary sewage services. In such cases, the policies and provisions of Ontario Building Code Act and/or the Ministry of the Environment shall apply."*

**The subdivision will be fully serviced by municipal water and sanitary sewer infrastructure.**

The Official Plan has specific policies to guide development within Atwood as follows:

#### *6.4.6 New Lot Creation*

*It is intended that new lot creation will occur primarily through the plan of subdivision process. Both the County and local municipal Councils must be satisfied in regard to matters such as the proposed use, the scale of the development, the provision of water and sewage services, land use compatibility, and site suitability. The policies of Section 16.2 of this Plan shall apply to all applications for plans of subdivision.*

*New lots created by consent in Atwood and Shakespeare should constitute either infilling or the logical, orderly expansion of the existing built-up area to fill in the existing designated areas. The policies of Section 16.3 of this Official Plan shall apply to applications for consent.*

**The Proposal intends to use the plan of subdivision process to create the parcel fabric and to ensure the construction of the new public streets.**

#### *6.4.7 Servicing Requirements*

*Not all of the lands in the settlement areas are serviced with municipal water supply. When considering applications for new development the preferred servicing option is connection to municipal water and sewer services.*

**The Owner is proposing the extension of a water service to the property for all of the lots / blocks.**

*The following policies shall apply to all development or redevelopment:*

*6.4.7.1 All new development shall be connected to the municipal sanitary sewer system;*

**The Owner is proposing that all dwelling units will be connected to and utilize the municipal sanitary sewer system.**

6.4.7.2 *New development shall be directed to areas that allow for extensions to existing water supply, sanitary sewerage and storm water systems in an economic and practical manner;*

**The Owner proposes to extend the water service and connect and utilize existing servicing as well.**

6.4.7.3 *New sanitary and storm sewers will be over-sized according to the level of development anticipated by the local municipality relative to the service area;*

**A Functional Servicing Report and preliminary design plans have been included with the application submission. Full design details would follow should the project receive favorable consideration by local and County Council's.**

6.4.7.4 *Development proceeding by plan of subdivision or multiple unit developments shall be connected to the municipal water supply system;*

**The Owner proposes full use and connection to the municipal water supply system.**

6.4.7.5 *Where municipal water is not available or feasible small scale development or redevelopment, including consents for the creation of new residential lots, may be permitted on private wells subject to the approval of the local municipality; and*

6.4.7.6 *Costs for upgrades to municipal water, sanitary sewers and storm sewer systems to service new development shall be paid for by the developer. Notwithstanding the policies of this plan those land within the Atwood Urban Area that are located north of Line 75 (Monument Road) on Road 164 do not have municipal water or sanitary services. These properties are known municipally as 7316 Road 164, 7319 Road 164, 7337 Road 164, 7335 Road 164 and 7333 Road 164. Small scale development or redevelopment on these lands may take place on existing private services.*

#### 6.4.8 Residential

*Residential development has traditionally been in the form of single detached residences on lots large enough to accommodate private wells and septic systems. With the provision of municipal sanitary services new residential development is anticipated to be on smaller lots and at higher densities than in the past.*

*The “Residential” designation of land shall mean that the primary use of land in the areas so designated will be for a variety of residential uses and dwelling types. The types of dwellings and permitted uses shall include: but are not necessarily limited to, single-detached dwellings; group home dwellings, semidetached dwellings; duplex dwellings; triplex dwellings; fourplex dwellings, converted dwellings, townhouse dwellings, and apartment dwellings.*

**The Owner proposes development of fifty (50) residential lots for single detached dwellings subject to site specific zoning to allow reduced lot sizes on the property. Seven (7) semi-detached dwellings are proposed as well (14 dwelling units). To support intensification and encourage a complete community a zoning by-law amendment is proposed to also support twenty four (24) street fronting townhouses and the optimization of the lands. The Owner is proposing that the builders may also create Additional Residential Units (ARU’s) on the various single and semi-detached lots proposed. This will increase the density and also provides opportunities for “mortgage helpers” (i.e. the additional rental income will allow home buyers to acquire their homes)**

*6.4.8.1 Residential Density*

*The following densities shall be used as general guidelines:*

<i>up to 15 units per hectare</i>	<i>single-detached dwellings</i>
<i>15 - 25 units per hectare</i>	<i>semi-detached, duplex dwellings</i>
<i>25 - 40 units per hectare</i>	<i>triplex, fourplex, row/townhouse dwelling, boarding house, and converted dwellings</i>
<i>40 - 60 units per hectare</i>	<i>apartments</i>

*The foregoing densities are general guidelines which the local Council may moderately increase or decrease, dependent upon the specific site circumstances, provision of onsite amenities, and capabilities of municipal servicing systems to accommodate any increase. Also, the dwelling types listed for each density classification shall not be considered exclusively limited to those dwelling types as the local Council may moderately modify these when considering specific residential development proposals.*

**The Proposal would implement the following densities:**

**Single Detached Dwellings – 50 units over 2.45ha = 20.4u/ha**

**Semi-Detached Dwellings – 14 units over 0.38ha = 36.8u/ha**

**Street Fronting Townhouses – 24 units over 0.51ha = 47u/ha**

**In each instance the proposed density is higher than the general guideline provided in the existing Official Plan. Given the age of the existing Official Plan this is to be expected as current Provincial legislation and the direction for development is to develop at higher densities and promote intensification and optimization. I am of the opinion the proposed densities are appropriate for the development of the Subject Property.**

*6.4.8.2 Single-Detached, Semi-Detached, and Duplex Dwellings*

*The following specific policies shall apply when proposals involving single detached, semi-detached, and duplex dwellings are evaluated:*

*(a) Development of this nature shall occur primarily by the plan of subdivision. Development should be at a greater density with smaller lots than has typically been built in the past where such development would generally be compatible in design, and character with existing adjacent and surrounding uses;*

*(b) Adequate landscaping, buffering, and screening may be required to maintain the character and quality of the existing residential development in order to ensure that semi-detached or duplex dwelling development does not fragment or change the character of established single-family residential neighbourhoods;*

*(c) Semi-detached and duplex dwellings shall be encouraged to be developed in groups or clusters rather than in scattered form;*

*(d) Semi-detached and duplex dwellings shall be encouraged to locate in such a manner as to minimize movement and the level of traffic flow through low-density single-family residential neighbourhoods; and*

*(e) Proposals which, in the opinion of the local Council, would result in undue financial burden on the municipality, especially with respect to the provision of school facilities, public utilities, or other necessary public services, shall not be permitted.*

**The Proposal involves the creation of fifty (50) lots for single detached dwellings for which a site specific zoning is being proposed. The site specific zoning will permit single detached dwellings on smaller lot sizes (frontage and area) than what is currently contemplated by the typical zoning that would be applied to this area. The Municipality of North Perth Zoning By-law is also somewhat outdated (1999) and smaller lot sizes are appropriate to ensure efficient use of lands and infrastructure and to protect agricultural and environmental lands from being unnecessarily used for development. The Owner is proposing the inclusion of Semi-Detached dwellings to allow for housing options in the development and street fronting townhouses.**

#### *6.4.8.3 Triplex, Fourplex, Row/Townhouse and Apartment Dwellings*

*The following specific policies shall be applied when proposals involving triplex, fourplex, row/townhouse, and low-rise apartment dwellings, as well as other multiple dwelling development are evaluated:*

*(a) Such development should be encouraged to locate in proximity to community and neighbourhood recreation and open space areas and have ready access to commercial facilities;*

*(b) Such development shall generally have access to an arterial or collector road in order to minimize high volumes of vehicular traffic on nearby, quiet, low density residential streets. Access points onto municipal roadways should not create conditions that are hazardous to traffic;*

*(c) Such development shall provide for adequate landscaping, buffering, and screening in order to enhance the appearance of the development and to minimize the land use conflicts with adjacent land uses;*

*(d) The buildings and structures for this type of development shall be designed in such a way that they are compatible in scale, building height, and character with the surrounding area;*

*(e) Upon application for this type of development, council may require that the applicant, through relevant engineering reports, prove that there is adequate capacity or allocation within the municipal service systems to accommodate the projected population of the development. Should the required capacity not be available, the proposal shall be considered premature until such time as sufficient capacity or allocation becomes available;*

*(f) A site plan shall be required for all multiple family residential development involving more than 2 dwelling units except conversions of existing dwellings to multiple residential use.*

*The site plan shall indicate proposed building area, building elevations, parking and landscaping areas, points of access to abutting streets, elevation plans indicating the lot grades before and after construction, and a surface drainage plan. The applicant shall be required to enter into a site plan agreement under the authority of Section 41 of the Planning Act, RSO, 1990 if the local Council considers such an agreement necessary.*

**Street fronting townhouses are proposed to again add to the variety of housing options and to make efficient use of land and infrastructure.**

Section 6.4.8.6 speaks to the Residential Development Pattern

*Residential development shall be encouraged to:*

*(a) locate in areas which will minimize the cost of providing municipal services;*

*(b) locate in areas which will be compatible with adjacent existing and proposed development;*

*(c) locate in areas which will be adjacent to existing built-up areas;*

*(d) be of an acceptable scale in relation to existing development;*

*(e) generally be directed to locations where access is available from local and collector roads as opposed to direct access onto arterial roadways; and*

*(f) be appropriately landscaped, buffered, and screened in order to maintain or enhance the visual amenities of the development when abutting rail lines, existing commercial/industrial uses, or different types of existing residential uses.*

**Upon review of these policies, I believe the proposed development conforms to the general residential development pattern that has been established for this area of Atwood. Municipal services and new public roadways can be extended/ created in a logical manner. The scale and form of development is appropriate and will be compatible with adjacent land uses. In instances where the Proposal abuts existing residential, the Owner is proposing a residential layout that will assist with compatibility.**

Section 16.2 of the Official Plan provides the policies for the Division of Land within the County. The relevant policies for this proposal are as follows:

## 16.2 PLANS OF SUBDIVISION

### 16.2.1 Introduction

*Policies for the division or creation of lots through the plan of subdivision process are contained in Section 51 of the Planning Act, R.S.O. 1990. In accordance with the provisions of Section 51(9) of the Planning Act, the County of Perth shall be the approval authority for plans of subdivision involving lands within the County effective the date that this Official Plan receives Provincial approval.*

*Under Section 51(16) of the Planning Act, an owner of land or the owner's authorized agent may apply to the County of Perth for approval of a plan of subdivision. An application for plan of subdivision approval must provide all of the information that is identified in Section 51(17) of the Planning Act and any other information that may be required by the approval authority pursuant to Section 51(18) of the Planning Act. When considering a plan of subdivision, the County may consult with municipal, Provincial, or Federal officials and with such other officials, bodies, or persons which the County considers may have an interest in the approval of the plan of subdivision. Section 51(24) of the Planning Act sets forth various matters that must be regarded when dealing with a plan of subdivision. Under Section 51(31) of the Planning Act, the approval authority may approve or refuse to approve a draft plan of subdivision. In giving its approval, the approval authority may impose whatever conditions it considers are reasonable (Section 51(25)). Where draft plan approval has been given, the approval authority may give final approval to the plan of subdivision once it is satisfied that the Plan is in conformity with the approved draft Plan and the conditions have been or will be fulfilled (Section 51(58)).*

### 16.2.2 Policies

*When reviewing a proposal for a draft plan of subdivision, a local municipal Council, its Planning Advisory bodies, and all other agencies, committees, and boards that are involved in the review/approval process are to have regard for the following policies:*

*(a) Except in the case of lot creation proposals involving lands served by full municipal services (e.g. road, sanitary sewage, water, storm drainage), all proposals involving the division or creation of more than three lots (including the remnant land) shall be dealt with through the plan of subdivision process;*

**A Plan of Subdivision is the approval mechanism being sought for the development of this 88 unit (total) development that proposes the extension of Woodview Drive, the creation of a new public street, stormwater management area and environmental buffers.**

*(b) All information that is required under the Planning Act must be submitted with the application and made available for review purposes;*

**Materials requested by Municipal and County staff in support of the filing of a complete application have been submitted.**

*(c) Proposed plans of subdivision will be reviewed to ensure that the proposed development is not premature. Consideration shall be given to matters such as expected population growth, the number of lots proposed, the number of undeveloped lots and draft approved lots, and the availability and capacity of required servicing for the area in which the development is proposed;*

**The lands are within the settlement boundary for the Town of Atwood. Growth in North Perth and throughout the County continues to increase and as such there is a need for these lands to progress and bring forward a mix of housing forms and dwelling units for the market.**

*(d) Development through the plan of subdivision process should be orderly and contiguous to existing development;*

**The proposal is an orderly and contiguous continuation of the road network and lotting pattern in this area. The proposed new public roads will facilitate a connection of**

**Woodview Drive from its current terminus through to the Atwood Station development project. This road connection will also provide a second / emergency access to the existing residential subdivision behind the Elma Community Centre.**

*(e) Proposed plans of subdivision are to be carefully examined to ensure that they do not "land-lock" any adjacent undeveloped lands which have future development potential. Where "land-locked" areas will result from a subdivision proposal, such proposal shall not be approved;*

**The proposal will utilize the area that is available for development. The project can be considered a greenfield project that promotes intensification and an appropriate use of existing municipal infrastructure.**

*(f) Proposed plans of subdivision are to be reviewed to ensure the proposed development has regard for applicable Provincial policy as set forth in the Provincial Policy Statement and shall be consistent with the land use policies of the applicable Official Plan document. Subdivision proposals which do not meet this criteria shall not be approved;*

**A review of the PPS 2024 policies relevant to this proposal is included in this report. It has been found that the proposal is consistent with the policy direction. Similarly, it is my opinion that the proposal is also in conformity to the Official Plan policy direction.**

*(g) Where a watershed study has been completed, the plan of subdivision shall give consideration to the recommendations of the subwatershed plan;*

**N/A**

*(h) Plan of subdivision proposals should be consistent and compatible with land uses in the immediate vicinity;*

**The proposal is compatible with the area.**

*(i) Where a proposed plan of subdivision involves a large parcel of land, consideration shall be given to incorporating a mixture of housing types into the development;*

**Single detached dwellings, semi-detached dwellings and street fronting townhouses are an appropriate form of development for these lands.**

*(j) Where a proposed plan of subdivision involves a large number of lots, consideration shall be given to staging or phasing of the development. Consideration shall also be given to multiple access roadways to ensure that adequate vehicle access is provided, including emergency vehicle access;*

**The potential phasing of the project has not yet been confirmed. At the time of registration the Owner will determine if phasing of the project is warranted. Individual lots may be developed ahead of others and that will depend on the demand for the various housing forms.**

*(k) All lots within a proposed plan of subdivision must have frontage on a public road which either exists at present or will be developed as a part of the subdivision proposal. Such roads must be constructed to a standard acceptable to the local municipality and must be maintained on a year round basis. As a general rule, all lots within a subdivision proposal should have access to internal roads which intersect collector or arterial roads. Direct access from individual lots to major roads should be discouraged;*

**The creation of the new public streets will provide frontage for the proposed residential land uses. The roadways will be constructed to Municipal standards and will form the basis to support future development in the area. All roadways are proposed to have a 20.0m cross section.**

*(l) Proposed plans of subdivision are to be reviewed to ensure that:*

*(i) they will not have any adverse effects on public facilities, utilities, and services.*

*(ii) natural heritage features are considered and that environmental impact studies may be required in order to assess impact on the natural heritage features;*

**The proposal will not have an adverse effect on public facilities or services. A modest increase in population will benefit the tax base and the utilization of parks, pools and other facilities. No environmental features are impacted by this proposal.**

*(m) Proposed plans of subdivision are to be located and designed to accommodate the contour of the land. All unique natural assets, including watercourses and drainage patterns, forested lands and topographic features, should be preserved and development integrated into them*

*wherever possible. Opportunities to rehabilitate or enhance natural features and functions through development should be explored;*

**The Functional Servicing Report speaks to the servicing and grading of the proposal.**

*(n) The proposed method of water supply and sewage disposal for a proposed Plan of Subdivision must satisfy the regulations and requirements of the appropriate regulatory authority. Where the proposed water supply and sewage disposal components of a proposed plan of subdivision are not acceptable to these review agencies, the proposed plan of subdivision shall not be approved;*

**The studies which have been filed to support this project indicate that full municipal servicing is available and appropriate for the development of these lands.**

*(o) Proposed plans of subdivision are to be reviewed to ensure that the plans have an acceptable parkland/open space component. Local municipal Councils may require that parkland/open space be provided as a part of the subdivision proposal and/or that cash-in-lieu of parkland dedication be acquired. Where parkland dedication is being considered, the land which is to be conveyed to the municipality must be suitable for parkland purposes and acceptable to the municipality. Under no circumstances shall the local municipality be obligated to accept parkland which is being offered by an applicant for a proposed plan of subdivision;*

**A land conveyance through this Plan of Subdivision is not proposed. It is anticipated that the municipality will seek a cash-in-lieu of parkland contribution through the approvals process for this proposal.**

*(p) Proposed plans of subdivision shall be subject to a subdivision agreement entered into between the local municipality and the owner/developer of the plan of subdivision. The subdivision agreement shall address various matters pertaining to the plan of subdivision and, without limiting the generality of the foregoing, will set forth the level of services that are to be provided and shall require some form of monetary security to cover the cost or the services as a safeguard that the services will be provided. The subdivision agreement will be required as a condition of approval of a draft plan and must be signed and registered on title prior to any final approval being given; and*

**A subdivision agreement is anticipated for this proposal and will be required as part of the conditions of Draft Approval.**

*(q) Before recommending to the approval authority that a proposed plan of subdivision be approved, the local municipality shall be satisfied that adequate services such as schools, fire protection, water supply, sewage disposal, storm water drainage and/or management facilities, hydro, solid waste disposal, roads, and road maintenance either are or can be provided and further that the provision of these services will not adversely affect the financial position of the municipality.*

**It is not envisioned that this small subdivision will have a negative impact on any of the items for consideration noted in the policy above.**

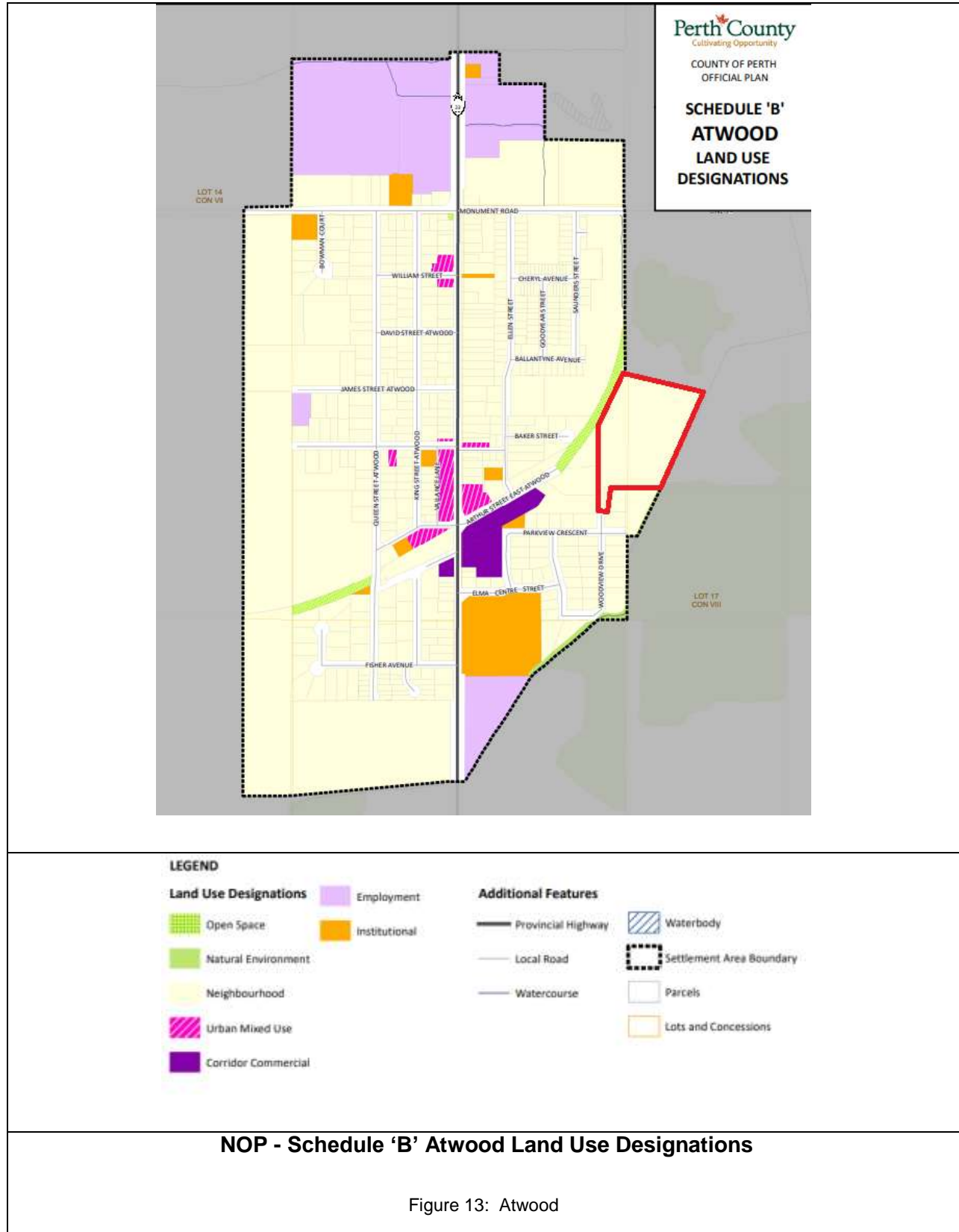
Through my assessment of the above noted policies I believe it has been demonstrated that the proposed residential land use and form of development is appropriate in the Serviced Urban Area designation.

## **5.5 COUNTY OF PERTH NEW OFFICIAL PLAN**

The County of Perth adopted a New Official Plan (“NOP”) to guide future Planning and development within the County on October 17, 2024. This new Official Plan will replace the current County Official Plan and those of the lower tier municipalities and will act as an overall guidance document for the municipalities that comprise the County of Perth. The 2024 County Official Plan will act as an overall guidance document to ensure consistent policy implementation across the County and provide a clear planning framework that is easier to navigate. The Ministry of Municipal Affairs and Housing is the approval authority for the 2024 County Official Plan. The 2024 County Official Plan does not come into effect until the day after the Minister has issued a decision

Schedule ‘B’ of the NOP identifies the Subject Property as being within the Settlement Area boundary of Atwood and that the intended land use is “Neighborhood”.

**The following review is conducted on the basis that OPA 223 has been adopted and the Ministry will approve the NOP as well.**



The NOP provides policy direction for development as proposed as follows:

Section 2.5 “Settlement Area Categories” identifies that Atwood is within a Serviced Urban Area and clarifies that Atwood is partially serviced with municipal sanitary services and municipal water.

#### *2.5.1 Serviced Urban Areas*

*Serviced Urban Areas provide for a broad range of land uses, including residential, commercial, employment, institutional, mixed-use, and open space uses. These uses serve the residents of the respective settlement areas, as well as the surrounding rural and agriculture areas, hamlets and villages.*

*Serviced Urban Areas have municipal infrastructure that provides sanitary/sewage treatment, water, and stormwater management, collection and sewer systems. Municipal services make these areas prime locations for a range of land uses and densities, a mix of housing forms including affordable market and non-market housing options. Serviced Urban Areas will also be designed for active transportation with consideration of opportunities for future public transit.*

*The fully Serviced Urban Areas of Listowel, Milverton and Mitchell are serviced by municipal water, sanitary and stormwater infrastructure. They are characterized by their vibrant historic commercial cores, established residential areas located on the periphery of the core, and newer residential development further removed from the core areas. Larger employment and commercial uses are typically located in the settlements’ peripheral areas, along connecting roads.*

*Atwood and Shakespeare are identified as Serviced Urban Areas. Both Atwood, in the Municipality of North Perth and Shakespeare, in the Township of Perth East, are partially serviced, with full municipal sanitary services and partial municipal water. Both areas benefit from commercial and business uses which serve their local community, and have historically developed along their respective main roads, which includes Main Street (Highway 23) in Atwood and Line 34 (Highway 7/8) and Perth Road 107 in Shakespeare. Development should be compact in order to achieve a greater efficiency and density of land use and better utilization of servicing infrastructure. New development shall be serviced according to the policies in Section 4.7.8 of this Plan.*

**The Owner proposes that the entire development be serviced by municipal sanitary and water**

*2.5.1.1 Serviced Urban Area Policies Serviced Urban Areas and their boundaries are designated on Schedule B: Listowel, Schedule B: Mitchell; Schedule B: Milverton; Schedule B: Shakespeare and Schedule B: Atwood, and include:*

- Listowel Serviced Urban Area;*
- Mitchell Serviced Urban Area;*
- Milverton Serviced Urban Area; and*
- Atwood and Shakespeare partially Serviced Urban Areas.*

*It is the policy of the County that:*

*(a) Expansions to the boundaries of a Serviced Urban Area will only occur in accordance with the settlement area expansion policies in Section 2.7 of this Plan.*

*(b) The County and Lower-Tier Municipalities will identify and promote intensification, infill and redevelopment of designated and vacant and/or underutilized sites, in the Serviced Urban Areas, considering existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs, and in accordance with the intensification and infilling policies in Section 2.3.2.*

**The Subject Property is currently vacant with a single outbuilding, located wholly within the settlement boundary and designated for development and has been directed for residential land use.**

*(c) Historic downtowns and main street areas should be maintained and/or enhanced through development that is compatible with the existing character of these areas. Mixed use development and an accessible pedestrian-oriented streetscape are encouraged.*

*(d) Serviced Urban Areas will continue to be the commercial and community service focal points for the County.*

*(e) The redevelopment of greyfield sites and brownfield sites is encouraged.*

*(f) Development patterns that minimize land consumption and optimize servicing infrastructure are cost effective and encouraged. Land use patterns which may cause environmental, heritage conservation or public health and safety concerns will be avoided.*

*(g) Development patterns that minimize land consumption and optimize servicing infrastructure are cost effective and encouraged. Land use patterns which may cause environmental, heritage conservation or public health and safety concerns will be avoided.*

*(h) The County will work with Lower-Tier Municipalities to establish and implement phasing policies for Serviced Urban Areas to ensure the orderly progression of development and the timely provision of infrastructure and public services. Development shall be contiguous and adjacent to built up settlement areas.*

#### *2.6 General Settlement Area Policies*

*It is the policy of this County that:*

*(a) The County's settlement areas will be the focus of growth and the location of the majority of new development. Growth is encouraged in serviced built-up areas to maximize public and private infrastructure investment and to preserve the agriculture lands and conserve natural environment features.*

**The Proposal is located within a settlement area which is to be the focus of growth.**

*(b) Settlement areas will provide for development patterns that efficiently use land, resources, infrastructure, and public service facilities. Development with compact urban forms, increased density over historical patterns, a range of uses for more complete neighbourhoods and contributions to active transportation will be promoted.*

**The Owner proposes a range of uses (multiple forms of residential development type and lot size) to assist in compact development and the creation of complete communities.**

*(c) The County supports and promotes healthy, diverse, safe, and vibrant settlement areas within each of the Lower-Tier Municipalities where all residents can live, work, and enjoy recreational opportunities.*

*(d) Healthy and complete communities are those with a diverse mix of land uses, employment opportunities and housing options, including supportive housing, high quality public open space and convenient access to local services. Healthy, complete community development is supported throughout the serviced settlement areas.*

**Atwood is well served by public open space and various forms of housing type, gradually migrating from predominantly single detached dwellings to more compact urban dwelling types. The Proposal looks to continue this trend.**

*(e) Land use patterns shall have densities and a mix of land uses that:*

*i. Efficiently use land, resources, infrastructure and public service facilities which are planned or available*

*ii. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.*

*iii. Minimize negative impacts on air quality and climate change, and promote energy efficiency.*

*iv. Prepare for the impacts of a changing climate.*

*v. Support active transportation, are transit supportive where transit exists, is planned, or may be developed in the future, and are freight-supportive, where appropriate.*

*vi. Are appropriate to the type of sewage and water services which are planned or available.*

*(f) The County will promote the long-term economic prosperity of settlement areas by:*

*i. Encouraging development within settlement areas that is compact, has a mix of uses, and supports transit and active transportation, where transit exists, with a broad range of housing options, services and amenities available for all residents*

**The Owner proposes a mix of housing forms.**

*ii. Optimizing the use of land, resources, infrastructure, and public service facilities to accommodate forecasted growth and meet long term requirements.*

**The Subject Property is vacant but has been identified for growth. Utilizing the lands for the designated purpose is an optimal use of the land.**

*iii. Identifying appropriate locations and promote opportunities for redevelopment, intensification and revitalization in areas that have sufficient existing or planned infrastructure.*

**Full municipal services are to be used in support the project.**

*iv. Providing for an efficient, cost effective, reliable, multimodal transportation system, where existing or planned, that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address expected growth.*

*v. Reducing dependence on the automobile through the development of mixed use, transit supportive and active transportation environments.*

*vi. Increasing the opportunity for job creation within the County by attracting and maintaining industries and businesses closer to where County residents live.*

*vii. Conserving energy and water.*

*viii. Maintaining the well-being of downtowns and main streets.*

*ix. Optimizing the long-term availability, viability and use of agricultural and other resources.*

**The Subject Property is located within a settlement boundary which contributes to the efficient use of land and the protection of agricultural lands through unnecessary settlement boundary expansions.**

*x. Planning for major facilities such as transportation corridors, sewage treatment facilities, waste management systems, industries and aggregate activities. Such facilities shall be appropriately designed and sited to prevent neighbouring land uses from the adverse effects of odour, noise and other contaminants.*

*xi. Planning for the long-term viability of agricultural lands.*

### *3.1.1 Neighbourhood*

*The 'Neighbourhood' designation is located within Serviced Urban Areas. The 'Neighbourhood' designation permits residential, neighbourhood commercial, institutional uses and park uses, to support the development of complete neighbourhoods. This designation promotes active transportation and opportunities for social interaction, allowing each neighbourhood to grow and change according to the needs of the community.*

#### *3.1.1.1 Permitted Uses within the Neighbourhood Designation*

*The 'Neighbourhood' designation shall permit a variety of housing options, as well as neighbourhood commercial and institutional uses as follows:*

##### *(a) Low and Medium Density residential forms*

*i. Uses that are accessory to the primary residential use on the same lot, including Bed and breakfast establishments, Home occupations, and Private home day cares*

*(b) Neighbourhood Commercial Uses, including convenience stores, personal service uses and other small-scale businesses that meet the day-to-day needs of the neighbourhood.*

*(c) Institutional Uses, including public uses, libraries, community centres, parks, community gardens and trails; schools, places of worship and other similar institutional uses.*

*(d) Uses, buildings and structures that are accessory to the principal permitted uses above.*

#### *3.1.1.1 Neighbourhood Land Use Policies*

*The following policies apply to lands within the 'Neighbourhood' designation:*

*3.1.1.1.1 Residential Uses Residential uses within the 'Neighbourhood' designation shall be subject to the following policies:*

##### *(a) Residential development shall be encouraged to:*

*i. Locate as infilling;*

- ii. Locate in areas which will avoid the need for unjustified and/or uneconomical expansion of municipal services;*
- iii. Locate in areas which will be compatible with adjacent existing and proposed development;*
- iv. Locate in areas which will be adjacent to existing built-up areas;*
- v. Be of a compatible scale in relation to existing development;*
- vi. Generally, be directed to locations where access is available from local roads as opposed to direct access onto Provincial Highways or County roads;*
- vii. Locate in areas outside of natural hazards and to areas where access can be demonstrated in accordance with provincial standards; and,*
- viii. Be appropriately landscaped, buffered, and screened in order to maintain or enhance the compatibility with neighbouring non-residential uses, and especially when abutting lands containing rail lines, existing commercial/industrial uses, or any source of noise, vibration or odor.*

**The Proposal reflects development that is at a compatible scale to the existing built-up area and will provide road (and servicing) connections.**

*(b) For proposals involving single-detached, semi-detached, duplex dwellings and converted dwellings:*

- i. Adequate front yard setbacks, landscaping, buffering, and screening may be required to support walkable neighbourhoods and adequately manage stormwater; and*
- ii. Proposals which, in the opinion of the local Council, would result in undue financial burden on the municipality, especially with respect to the provision of public utilities, municipal service infrastructure and related capacity or other necessary public services, shall be the responsibility of the developer.*

**Site Specific Zoning is proposed across the entire site to reflect the intended land uses.**

*(c) The construction of necessary infrastructure shall be the responsibility of the developer.*

*(d) The Lower-tier Municipality may require a development agreement as a condition of approval.*

*(e) Up to three additional residential units are permitted on a residential lot with full municipal services in accordance with the Planning Act and Section 4.2.5 of this Plan.*

*(f) For proposals involving triplex, fourplex, townhouse and low-rise apartment dwellings, as well as other types of multiple dwellings:*

*i. The watermains, sanitary sewers, and stormwater management facilities shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the County and Lower-tier Municipality;*

*ii. Access points onto municipal roadways should not create conditions that are hazardous to traffic;*

*iii. Such development shall provide for adequate landscaping buffering, and screening in order to enhance the appearance of the development and to minimize the land use conflicts with adjacent land uses, including the travelling public;*

*iv. The buildings and structures for this type of development shall be designed in such a way that they are compatible with the existing development in the immediate area in terms of building form, setbacks and spacing;*

*v. A specific zoning category shall be established in the implementing Zoning By-law to permit row/townhouse and apartment buildings;*

*vi. Where development is proposed through condominium and incorporates apartments, townhouse dwellings and similar residential buildings, the County may require the provision of on-site recreational facilities or amenities such as private open space or playground equipment;*

*vii. Adequate road access and off-street parking areas shall be provided, the number of parking spaces required shall be established in the implementing Zoning Bylaw;*

*viii. A site plan agreement under the authority of Section 41 of the Planning Act, may be required for multiple unit residential development, subject to size and scale of the proposed development. Site Plans will address matters such as setbacks, building envelope, building design, parking, lighting, landscaping, screening, snow storage, garbage storage, access, grading, drainage and stormwater management;*

*ix. A home occupation, bed and breakfast, or private home day care in a dwelling unit will be permitted accessory to residential uses, provided the use does not change the residential character of the building and lot, and the principal use remains residential. The use will be compatible with the surrounding residential uses and shall meet the requirements of the implementing Zoning By-law.*

**Site specific zoning is proposed to facilitate the creation of the street fronting townhouse blocks.**

#### *4.2 Housing*

*To plan for social and economic resiliency, Perth County and the Lower-Tier Municipalities are taking measures to support and encourage affordable housing options for all residents.*

*Many complex macro-economic conditions and demographic trends have resulted in a housing crisis in Ontario. Strong intra-provincial migration from urban centres in Ontario to Perth County has impacted real estate values in the County. The predominance of single detached privately-owned homes in Perth County together with smaller family sizes means that many families are over-housed.*

*Perth County recognizes that the housing crisis disproportionately impacts low- and moderate income households. This is impacting local businesses as employers are reporting that an inability to find housing for employees tops the list of business challenges.*

*Perth County is committed to collaborating amongst all levels of government, the development community, and the not-for-profit and private sector to provide for sufficient, diverse, safe, and affordable housing options, and to provide a policy framework for a stable residential housing market.*

*The intent of this Plan is to encourage the creation of a wide range of housing options for all members of the community. This includes affordable housing, accessible housing, supportive housing, and housing that can adapt to new needs of residents.*

#### *4.2.1 Housing Objectives*

*(a) To establish and monitor housing targets for the provision of housing that is affordable to a range of household incomes, and especially low- and moderate-income households;*

*(b) To permit a broad range of housing options in sufficient supply and variety in type, cost and ownership models, to meet the varying housing needs of the community;*

*(c) To support the development of attractive and healthy residential neighbourhoods;*

*(d) To support the integration of medium density and high-density housing into walkable areas of the Perth County settlement areas, particularly near central commercial areas, to create healthy, mixed use neighbourhoods;*

*(e) To facilitate residential intensification according to the policies in Section 2.3 of this Plan;*

*(f) To provide for high quality urban design standards;*

*(g) To recognize the role of existing housing and additional residential units in providing choices for a full range of housing, including market and non-market affordable housing.*

#### *5.2 Plans of Subdivision and Condominium*

*The division or creation of lots through the plan of subdivision process are governed by Section 51 of the Planning Act. In accordance with the provisions of Section 51(9) of the Planning Act, the County of Perth is the approval authority for plans of subdivision and plans of condominium for lands within the County. This section applies to plans of condominium as applicable, with necessary modifications. The County will approve only those plans of subdivision which comply with the policies of this Plan. Under conditions of approval attached to plans of subdivision or condominium pursuant to the Planning Act, County Council will require that the applicant enter into an agreement with the Lower-tier Municipality which may be registered against the title of the subject lands and which will address requirements to implement the provisions of this Plan. It is the policy of Council that:*

*(a) Where appropriate, new lots will be created by registered plan of subdivision process, subject to the policies of this Plan and Section 50 of the Planning Act.*

**A Draft Plan of Subdivision is proposed.**

*(b) Proposed plans of subdivision will be reviewed to ensure that the proposed development is not premature. Consideration shall be given to matters such as the number of lots proposed, density proposed and the availability and capacity of required servicing for the area in which the development is proposed.*

**The subdivision is on lands that are wholly within a settlement boundary and that can be serviced by municipal sanitary and water.**

*(c) Where a proposed plan of subdivision involves a large parcel of land, consideration shall be given to providing a mix of housing types and tenure throughout the development, as well as the provision of neighbourhood commercial and institutional uses, in accordance with the policies in Section 3.1.1 of this Plan.*

*(d) Where a proposed plan of subdivision involves multiple phases, they shall be planned to ensure all phases will be feasible and developed in a timely manner. Consideration shall also be given to multiple access roadways to ensure that adequate vehicle access is provided, including emergency vehicle access.*

*(e) All lots within a proposed plan of subdivision must have frontage on a public road which either exists at present or will be developed as a part of the subdivision proposal. Such roads must be constructed to a standard acceptable to the Lower-tier Municipality and must be maintained on a year-round basis. Generally, lots within a subdivision proposal should have access to internal roads which intersect collector or arterial roads. Direct access from individual lots to major roads should be discouraged.*

**New public streets are proposed which will provide frontage for the lots / blocks. The North Perth standard is currently 20.0m for a local road. The public streets will be constructed as per North Perth design requirements.**

*(f) Private lanes shall only be permitted as a common element in a Plan of Condominium.*

**Private lanes are not proposed.**

*(g) The proposed method of water supply and sewage disposal for a proposed Plan of Subdivision must satisfy the regulations and requirements of the authority having jurisdiction. Where the proposed water supply and sewage disposal are not deemed acceptable, the proposed plan of subdivision shall not be approved.*

*(h) Before recommending County approval of a proposed plan of subdivision, the Lower tier Municipality shall be satisfied that adequate services such as fire protection, water supply, sewage disposal, storm water drainage and/or management facilities, hydro, solid waste disposal, roads, and road maintenance either are or can be provided and further that the provision of these services will not adversely affect the financial position of the municipality.*

*(i) County Council will require that approvals of draft plans of subdivisions include a lapsing date in accordance with Section 51(32) of the Planning Act.*

*(j) County Council will be the approval authority for the lifting of part-lot control within registered plans of subdivision in accordance with Section 50(5) of the Planning Act.*

*(k) Where a proposed plan of subdivision involves natural hazard features, all lot lines associated with development shall be located outside of the hazard lands*

*In accordance with the provisions of the Planning Act, Council may pass by-laws to exempt all or parts of registered plans of subdivision from part-lot control. Such exemption will eliminate the need for further subdivisions or consents to convey portions of lots within the registered plan of subdivision. Exemption from part-lot control will not be supported for the creation of a private road which serves free-hold lots.*

It should also be noted that 2.3.1 of the NOP notes that:

*a) Within newly developing residential areas in Serviced Settlement Areas, the minimum overall net residential density shall be 15 units per hectare.*

**As previously noted, the density proposed will be significantly higher than 15u/ha which leads to compact development and efficient use of land and infrastructure.**

*b) Where a development application proposing residential uses within a serviced settlement area is submitted for a site containing 2 hectares or more of developable lands, the County will require, wherever appropriate, a minimum of 30 percent of the new residential dwelling units to be planned in forms other than single detached and semi-detached dwellings.*

*c) Residential zones will be identified in the local Zoning By-laws, and shall permit the range of housing forms described above for each level of density.*

*d) Lower-Tier Municipalities shall review progress towards meeting forecasted demand at least every five years.*

**Upon review of the policies of the NOP I am of the opinion that the Proposal reflects the intent of the Official Plan and the designation which has been applied to the lands. An Official Plan amendment is not required based on a review of the existing or NOP. (pending no appeals of OPA 223 and the NOP by the Ministry)**

## **6.0 MUNICIPALITY OF NORTH PERTH ZONING BY-LAW NO. 6-ZB-1999**

The Municipality of North Perth Zoning By-law is a legal document that regulates the use of land within the municipality. The by-law determines and provides regulation that speaks to:

1. What each parcel of land can be used for;
2. Where and what types of buildings or structures may be located on the land; and
3. The requirements of lot sizes, parking lots, building heights and setbacks.

The subject lands are zoned “FD”, “FD-12”, “A” and “NRE2” as per Key Maps 16, 43 and 44 of By-Law No. 30-1999.

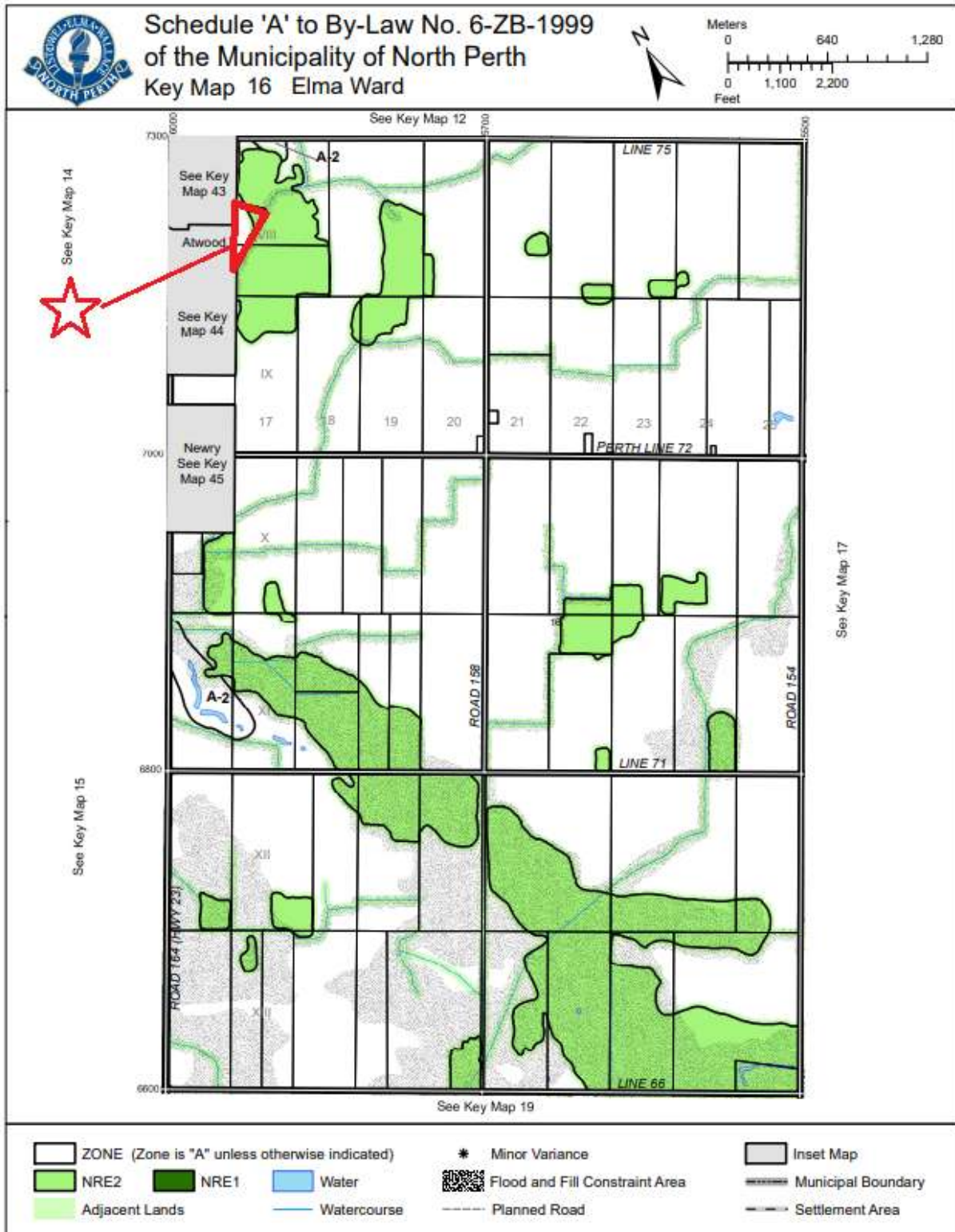


Figure 14: Schedule 'A' to By-Law 6-ZB-1999 – Key Map 16

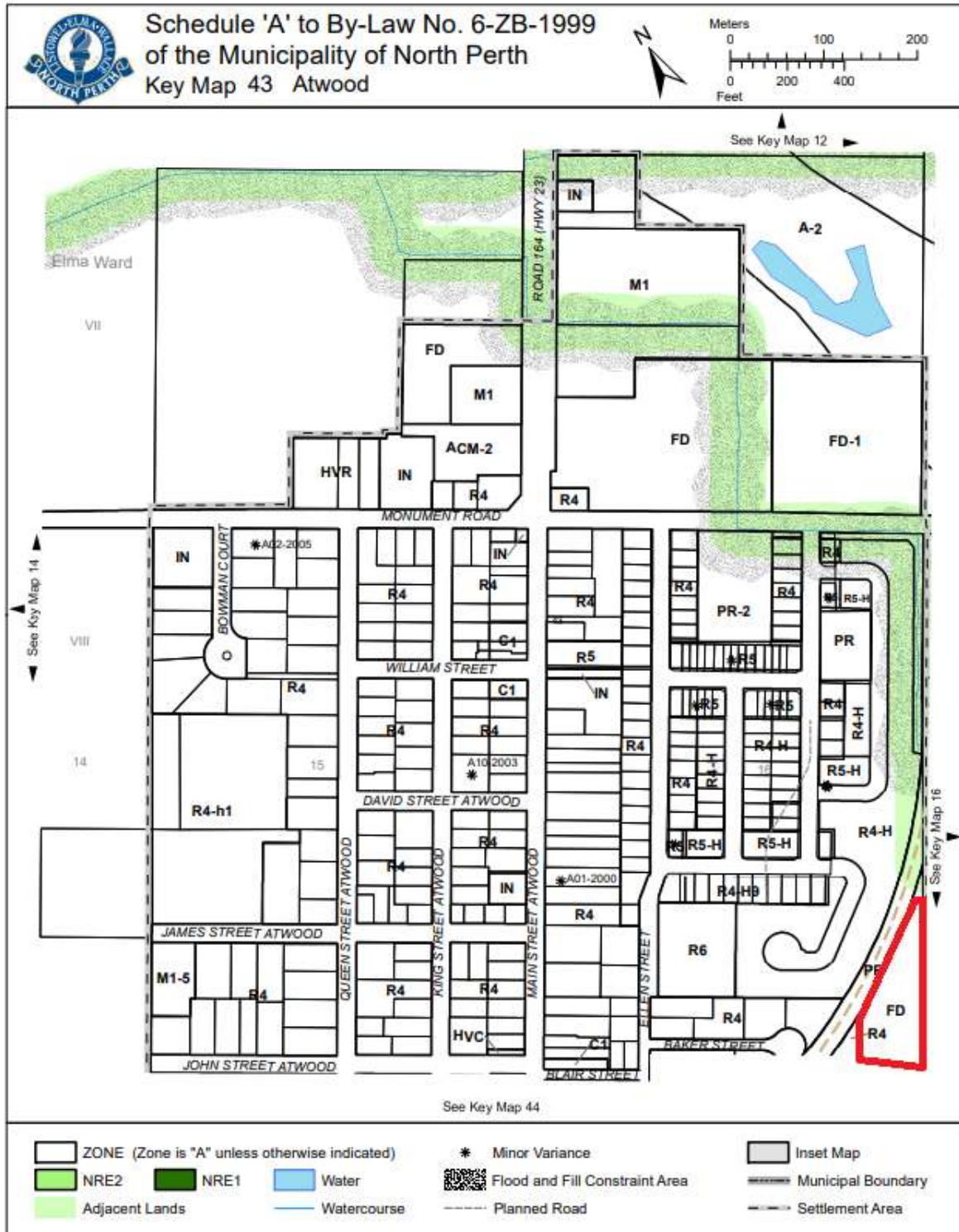


Figure 15: Schedule 'A' to By-Law 6-ZB-1999 – Key Map 43

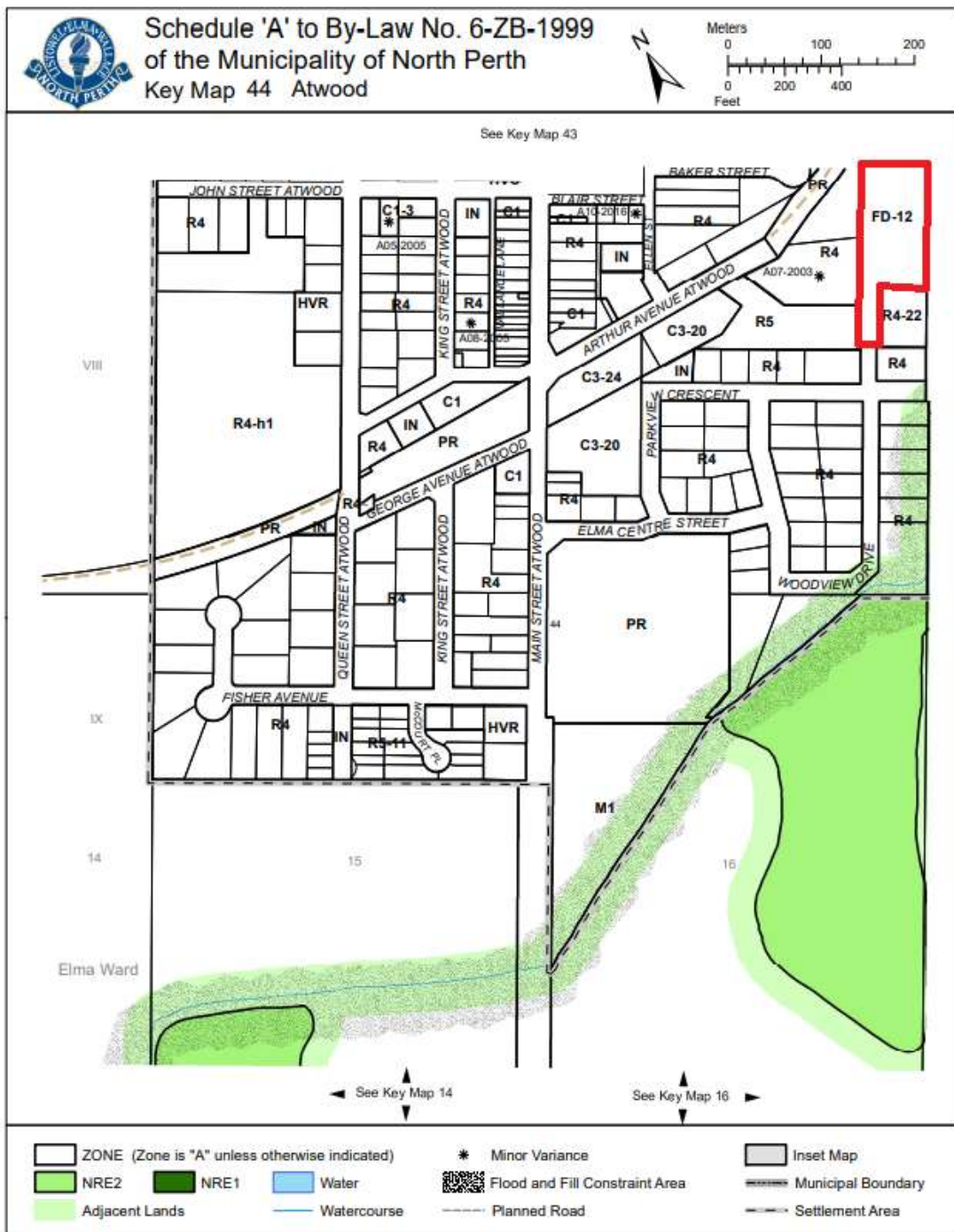


Figure 16: Schedule 'A' to By-Law 6-ZB-1999 – Key Map 44

None of these existing zoning categories are suitable to facilitate the development of the land as proposed and a Zoning By-law Amendment is required.

The predominant residential zoning in Atwood for residential development (as evidenced by the zoning on the existing residential subdivision to the south and Atwood Station to the north) is the “R4” zone.

The “R4” zoning currently allows for a range of uses as follows:

10.1 Permitted Uses

- (a) One single-detached dwelling on one lot;
- (b) One semi-detached dwelling on one lot;
- (c) One dwelling unit of a semi-detached dwelling on one lot;
- (d) One semi-detached link dwelling on one lot;
- (e) One dwelling unit of a semi-detached link dwelling on one lot;
- (f) One duplex dwelling on one lot;
- (g) One triplex dwelling on one lot;
- (h) One fourplex dwelling on one lot;
- (i) One converted dwelling on one lot, containing not more than four dwelling units;
- (j) One boarding or lodging house on one lot, containing not more than four guest rooms;
- (k) A home occupation, in accordance with Section 3;
- (l) A bed and breakfast establishment, in accordance with Section 3;
- (m) A park, in accordance with Section 28;
- (n) Accessory uses, buildings, and structures, in accordance with Sections 3 and 5.

Fifty (50) lots are proposed for single detached dwellings and seven (7) lots are proposed for semi-detached dwellings. The regulations for single detached dwellings are found under Section 9.2 of the By-law and a review of the proposed lots is provided below.

Lot	9.2.1 Lot Area, Minimum (a) Interior Lot = 418m <sup>2</sup> (b) Corner Lot = 510m <sup>2</sup>	9.2.2 Lot Frontage, Minimum (a) Interior Lot = 13.71m (b) Corner Lot = 16.76m
Lot 1	503.7m <sup>2</sup> (Corner)	15.24m (Corner)
Lot 2	408.7m <sup>2</sup>	12.2m
Lot 3	408.7m <sup>2</sup>	12.2m
Lot 4	408.7m <sup>2</sup>	12.2m
Lot 5	408.7m <sup>2</sup>	12.2m
Lot 6	408.7m <sup>2</sup>	12.2m

**306 WOODVIEW DRIVE, ATWOOD  
DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT**

Lot 7	592.2m <sup>2</sup>	12.2m
Lot 8	408.7m <sup>2</sup>	12.2m
Lot 9	459.3m <sup>2</sup>	12.2m
Lot 10	408.7m <sup>2</sup>	12.2m
Lot 11	408.7m <sup>2</sup>	12.2m
Lot 12	408.7m <sup>2</sup>	12.2m
Lot 13	408.7m <sup>2</sup>	12.2m
Lot 14	408.7m <sup>2</sup>	12.2m
Lot 15	408.7m <sup>2</sup>	12.2m
Lot 16	408.7m <sup>2</sup>	12.2m
Lot 17	597.6m <sup>2</sup>	12.2m
Lot 18	1111.7m <sup>2</sup>	12.2m
Lot 19	1306.9m <sup>2</sup>	12.2m
Lot 20	764.6m <sup>2</sup>	12.2m
Lot 21	516.6m <sup>2</sup>	12.2m
Lot 22	408.7m <sup>2</sup>	12.2m
Lot 23	408.7m <sup>2</sup>	12.2m
Lot 24	408.7m <sup>2</sup>	12.2m
Lot 25	408.7m <sup>2</sup>	12.2m
Lot 26	408.7m <sup>2</sup>	12.2m
Lot 27	408.7m <sup>2</sup>	12.2m
Lot 28	408.7m <sup>2</sup>	12.2m
Lot 29	409.8m <sup>2</sup>	12.2m
Lot 30	386.4m <sup>2</sup>	11.6m
Lot 31	398.9m <sup>2</sup>	12.2m
Lot 32	514.3m <sup>2</sup> (Corner)	15.2m (Corner)
Lot 33	278.7m <sup>2</sup>	9.14m
Lot 34	278.7m <sup>2</sup>	9.14m
Lot 35	278.7m <sup>2</sup>	9.14m
Lot 36	278.7m <sup>2</sup>	9.14m
Lot 37	278.7m <sup>2</sup>	9.14m
Lot 38	278.7m <sup>2</sup>	9.14m
Lot 39	513.1m <sup>2</sup> (Corner)	20.4m (Corner)
Lot 40	431.8.7m <sup>2</sup>	9.85m
Lot 41	463.9m <sup>2</sup>	9.85m
Lot 42	483.8m <sup>2</sup>	10.0m
Lot 43	431.8m <sup>2</sup>	12.2m
Lot 44	542.2m <sup>2</sup>	12.2m
Lot 45	777.3m <sup>2</sup>	12.2m
Lot 46	1157.5m <sup>2</sup>	12.2m
Lot 47	578.7m <sup>2</sup>	12.2m
Lot 50	399.7m <sup>2</sup>	17.6m
Lot 51	493.8m <sup>2</sup> (Corner)	18.7m (Corner)
Lot 52	700.5m <sup>2</sup> (Corner)	16.2m (Corner)

A site specific “R4” zoning is being sought for all of the lots that are proposed for single detached dwellings. The site specific zoning being sought (as it relates to single detached) is as follows:

Section 9.2 Requirements for Single Detached Dwellings	Requirement	Proposed
9.2.1 Lot Area, Minimum		
(a) Interior Lot	418m <sup>2</sup> (4,500ft <sup>2</sup> )	<b>278m<sup>2</sup></b>
(b) Corner Lot	510m <sup>2</sup> (5,500ft <sup>2</sup> )	<b>490m<sup>2</sup></b>
9.2.2 Lot Frontage, Minimum		
(a) Interior Lot	13.71m (45 ft)	<b>9.1m</b>
(b) Corner Lot	16.76m (55 ft)	<b>15.0m</b>
9.2.3 Front Yard, Minimum	6m (20 ft)	Yes
9.2.4 Interior Side Yard, Minimum		
(a) 1-storey dwelling	1.2m (4 ft)	<b>1.2m (3.94 ft) for either a 1 or 2 storey dwelling (either with or without an attached garage)</b>
(b) 2-storey dwelling	1.8m (6 ft)	
(c) No attached garage or carport	3.6m (12 ft) one side only	
9.2.5 Exterior Side Yard, Minimum	6.0m (20 ft)	<b>4.5m</b>
9.2.6 Rear Yard, Minimum	7.5m (25 ft)	Yes
9.2.7 Building Height, Maximum	10.5m (35 ft)	</= 10.5m
9.2.8 Lot Coverage, Maximum	50%	</= 50%
9.2.9 Removed		
9.2.10 Landscaped Open Space	30%	>/= 30%
9.2.11 Parking Requirements	2 per dwelling unit	>/= 2 spaces

The regulations for the development of semi-detached dwellings under the “R4” zone are found under section 8.3 of the By-law.

Lot	8.3.1 Lot Area, Minimum (a) Interior Lot = 557m <sup>2</sup> (b) Corner Lot = 650m <sup>2</sup>	8.3.2 Lot Frontage, Minimum (a) Interior Lot = 18.0m (b) Corner Lot = 21.0m
Lot 48	548.6m <sup>2</sup>	18.0m
Lot 49	548.6m <sup>2</sup>	18.0m
Lot 53	552.2m <sup>2</sup>	18.0m
Lot 54	552.2m <sup>2</sup>	18.0m
Lot 55	552.2m <sup>2</sup>	18.0m
Lot 56	552.2m <sup>2</sup>	18.0m
Lot 57	552.2m <sup>2</sup>	18.0m
Lot 58	552.2m <sup>2</sup>	18.0m

It is anticipated that the semi-detached dwellings will be “split” so that each half can be separately conveyed / owned. Section 8.4 of the By-law is applicable under this circumstance.

Lot	8.4.1 Lot Area, Minimum (a) Interior Lot = 278m <sup>2</sup> (b) Corner Lot = 325m <sup>2</sup>	8.4.2 Lot Frontage, Minimum (a) Interior Lot = 9.0m (b) Corner Lot = 10.5m
Lot 48	548.6m <sup>2</sup> = 274.3m <sup>2</sup> / 274.3m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 49	548.6m <sup>2</sup> = 274.3m <sup>2</sup> / 274.3m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 53	552.2m <sup>2</sup> = 276.1m <sup>2</sup> / 276.1m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 54	552.2m <sup>2</sup> = 276.1m <sup>2</sup> / 276.1m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 55	552.2m <sup>2</sup> = 276.1m <sup>2</sup> / 276.1m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 56	552.2m <sup>2</sup> = 276.1m <sup>2</sup> / 276.1m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 57	552.2m <sup>2</sup> = 276.1m <sup>2</sup> / 276.1m <sup>2</sup>	18.0m = 9.0m / 9.0m
Lot 58	552.2m <sup>2</sup> = 276.1m <sup>2</sup> / 276.1m <sup>2</sup>	18.0m = 9.0m / 9.0m

Similarly, the site specific zoning being requested would also include regulations for the semi-detached dwellings and require a minimum lot area of 545m<sup>2</sup> for a semi-detached dwelling on one lot and 272m<sup>2</sup> for One Unit of a Semi-Detached Dwelling on One Lot. The minimums requested are slightly less than the areas noted in the above charts to allow for some flexibility going forward.

The Proposal also seeks to develop twenty four (24) units as street fronting townhouses. Street fronting townhouses are recognized and permitted by the “R5” zone of By-law 6-ZB-1999.

The regulations of the By-law that would direct street fronting townhouse development are found in Section 11.2.

Regulation	Requirement	Block 1 – 10 units
11.2 Lot Area, Minimum	185m <sup>2</sup> / dwelling	1850m <sup>2</sup> required 2017.9m <sup>2</sup> provided
11.2.2 Lot Frontage, Minimum	6.0m/ dwelling unit	60m required 72.2m provided
11.2.3 Front Yard, Minimum	6.0m	=/> 6.0m
11.2.3 Exterior Side Yard, Minimum	6.0m	3.0m
11.2.4 Interior Side Yard, Minimum	3.0m	1.5m
11.2.5 Rear Yard, Minimum	7.5m	=/>7.5m
11.2.6 Building Height, Maximum	10.5m	=/<10.5m
11.2.7 Lot Coverage, Maximum	50%	=/<50%
11.2.8 Landscaped Open Space, Minimum	35%	=/>35%
11.2.9 Planting Strip Requirements A planting strip shall be required in accordance with the provisions of Section 5.22 where an interior side or rear lot line of a lot being developed for row or townhouse purposes abuts a lot under any of the following circumstances: (a) A lot that is in a Future Development Zone; (b) A lot that is used for non-residential purposes and on which no planting strip exists adjacent to a mutual lot line		N/A
5.18.1 Parking	1.5 per dwelling	=/>1.5 per dwelling

Regulation	Requirement	Block 2 – 8 units
11.2 Lot Area, Minimum	185m <sup>2</sup> / dwelling	1480m <sup>2</sup> required 1744.9m <sup>2</sup> provided
11.2.2 Lot Frontage, Minimum	6.0m/ dwelling unit	48.0m required 60.3m provided
11.2.3 Front Yard, Minimum	6.0m	=/> 6.0m
11.2.3 Exterior Side Yard, Minimum	6.0m	3.0m
11.2.4 Interior Side Yard, Minimum	3.0m	1.5m
11.2.5 Rear Yard, Minimum	7.5m	=/>7.5m
11.2.6 Building Height, Maximum	10.5m	=/<10.5m
11.2.7 Lot Coverage, Maximum	50%	=/<50%
11.2.8 Landscaped Open Space, Minimum	35%	=/>35%
11.2.9 Planting Strip Requirements A planting strip shall be required in accordance with the provisions of Section 5.22 where an interior side or rear lot line of a lot being developed for row or townhouse purposes abuts a lot under any of the following circumstances:		N/A

(a) A lot that is in a Future Development Zone; (b) A lot that is used for non-residential purposes and on which no planting strip exists adjacent to a mutual lot line		
5.18.1 Parking	1.5 per dwelling	=/>1.5 per dwelling

Regulation	Requirement	Block 3 – 6 units
11.2 Lot Area, Minimum	185m <sup>2</sup> / dwelling	1110m <sup>2</sup> required 1306.3m <sup>2</sup> provided
11.2.2 Lot Frontage, Minimum	6.0m/ dwelling unit	36.0m required 44.2m provided
11.2.3 Front Yard, Minimum	6.0m	=/> 6.0m
11.2.3 Exterior Side Yard, Minimum	6.0m	3.0m
11.2.4 Interior Side Yard, Minimum	3.0m	1.5m
11.2.5 Rear Yard, Minimum	7.5m	=/>7.5m
11.2.6 Building Height, Maximum	10.5m	=/<10.5m
11.2.7 Lot Coverage, Maximum	50%	=/<50%
11.2.8 Landscaped Open Space, Minimum	35%	=/>35%
11.2.9 Planting Strip Requirements A planting strip shall be required in accordance with the provisions of Section 5.22 where an interior side or rear lot line of a lot being developed for row or townhouse purposes abuts a lot under any of the following circumstances: (a) A lot that is in a Future Development Zone; (b) A lot that is used for non-residential purposes and on which no planting strip exists adjacent to a mutual lot line		N/A
5.18.1 Parking	1.5 per dwelling	=/>1.5 per dwelling

In order to facilitate the proposed Draft Plan, a site specific “R5” zoning to recognize a reduced exterior side yard of 3.0m and a reduced interior side yard setback of 1.5m is proposed.

Similar to the proposed semi-detached dwellings, it is expected that the street fronting townhouse units will be split to allow individual ownership and conveyance. Under this circumstance the regulations of Section 11.2A become applicable.

Regulation	Requirement	Block 1 – 10 units
11.2A.1 Lot Area, Minimum	(a) 185m <sup>2</sup> / dwelling (b) 400m <sup>2</sup> / dwelling for corner lot	=/>185m <sup>2</sup> 325m <sup>2</sup>

11.2A.2 Lot Frontage, Minimum	(a) 6.0m/ dwelling unit (b) 13.0m/ dwelling for a corner lot	=/>6.0m 9.0m
11.2A.3 Front Yard, Minimum	6.0m	=/> 6.0m
11.2A.4 Interior Side Yard, Minimum	(a) Attached side lot line 0.0m (b) Non-attached Side Lot Line 3.0m (c) Non-attached Side Same Lot / Block 2.0m	0.0m 1.5m 1.5m
11.2A.5 Exterior Side Yard, Minimum	6.0m	3.0m
11.2.6 Rear Yard, Minimum	7.5m	=/>7.5m
11.2A.7 Building Height, Maximum	10.5m	=/<10.5m
11.2A.8 Lot Coverage, Maximum	50%	=/<50%
11.2A.9 Landscaped Open Space, Minimum	35%	=/>35%
11.2A.10 Parking Requirements	As per Section 5.18	=/>1.5 per dwelling

Regulation	Requirement	Block 2 – 8 units
11.2A.1 Lot Area, Minimum	(a) 185m <sup>2</sup> / dwelling (b) 400m <sup>2</sup> / dwelling for corner lot	=/>185m <sup>2</sup> 370m <sup>2</sup>
11.2A.2 Lot Frontage, Minimum	(a) 6.0m/ dwelling unit (b) 13.0m/ dwelling for a corner lot	=/>6.0m 9.0m
11.2A.3 Front Yard, Minimum	6.0m	=/> 6.0m
11.2A.4 Interior Side Yard, Minimum	(a) Attached side lot line 0.0m (b) Non-attached Side Lot Line 3.0m (c) Non-attached Side Same Lot / Block 2.0m	0.0m 1.5m 1.5m
11.2A.5 Exterior Side Yard, Minimum	6.0m	3.0m
11.2.6 Rear Yard, Minimum	7.5m	=/>7.5m
11.2A.7 Building Height, Maximum	10.5m	=/<10.5m
11.2A.8 Lot Coverage, Maximum	50%	=/<50%
11.2A.9 Landscaped Open Space, Minimum	35%	=/>35%
11.2A.10 Parking Requirements	As per Section 5.18	=/>1.5 per dwelling

Regulation	Requirement	Block 3 – 6 units
11.2A.1 Lot Area, Minimum	(a) 185m <sup>2</sup> / dwelling (b) 400m <sup>2</sup> / dwelling for corner lot	=/>185m <sup>2</sup> 280m <sup>2</sup>
11.2A.2 Lot Frontage, Minimum	(a) 6.0m/ dwelling unit (b) 13.0m/ dwelling for a corner lot	=/>6.0m 9.0m
11.2A.3 Front Yard, Minimum	6.0m	=/> 6.0m
11.2A.4 Interior Side Yard, Minimum	(a) Attached side lot line 0.0m (b) Non-attached Side Lot Line 3.0m (c) Non-attached Side Same Lot / Block 2.0m	0.0m 1.5m 1.5m
11.2A.5 Exterior Side Yard, Minimum	6.0m	3.0m
11.2.6 Rear Yard, Minimum	7.5m	=/>7.5m
11.2A.7 Building Height, Maximum	10.5m	=/<10.5m
11.2A.8 Lot Coverage, Maximum	50%	=/<50%
11.2A.9 Landscaped Open Space, Minimum	35%	=/>35%
11.2A.10 Parking Requirements	As per Section 5.18	=/>1.5 per dwelling

To coincide with the requested reduction in exterior and interior side yards, the corresponding regulations pertaining to corner lot frontage and corner lot area also need to be modified. The Owner requests a consistent site specific “R5” zoning be applied to the site that will result in the following:

- i. A reduction in the exterior side yard setback from 6.0m to 3.0m
- ii. A reduction in the interior side yard setback from 3.0m to 1.5m
- iii. A reduction in the minimum corner lot area from 400m<sup>2</sup> to 280m<sup>2</sup> for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot
- iv. A reduction in the minimum corner lot frontage from 13.0m to 9.0m for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot
- v. A reduction in the Interior Side Yard setback from 3.0m to 1.5m for Non-attached side lot line for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot

- vi. A reduction in the Interior Side Yard setback from 2.0m to 1.5m for Non-attached Side Same Lot / Block for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot.
- vii. A reduction in the Exterior Side Yard setback from 6.0m to 3.0m for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot.

The requests will result in a consistent site specific “R4” zoning and site specific “R5” zoning across the entire development. As the lotting / block fabric will be formalized through the Draft Approval of the Subdivision and subsequent registration the zoning will implement the plan as proposed.

## **7.0 SUPPORTING MATERIALS**

In support of the proposal the landowner has commissioned additional studies to support the utilization of the lands for the residential land use. A summary of the reports is provided below.

### **7.1 Functional Servicing Report and Plans**

A Functional Servicing Report and accompanying civil engineering design plans have been prepared by K. Smart Associates Limited. The study confirms that each lot of the proposed subdivision can be adequately serviced with the extension of the municipal watermain to Woodview Drive and Street ‘A’. Each lot will be serviced by a 25mm diameter water service.

Likewise, each lot will be adequately serviced by extending the municipal sanitary sewer at Woodview Drive into the property and to the proposed Street ‘A’. Each lot will be serviced with a 100mm diameter sanitary service.

Fill will be placed to raise the grades on the subject property and the lots will be graded to direct runoff from all impervious areas to the proposed SWM pond. Storm sewers will convey runoff to the SWM pond which will discharge the stormwater to the existing Hanna Drain ditch.

### **7.2 Geotechnical Study**

A Geotechnical Study has been completed by CMT Engineering Inc. which provides detailed results on the subsurface conditions of the property, relevant soil properties and geotechnical recommendations for the design and construction of site grading operations, the new public streets, site servicing and residential foundations.

### 7.3 Archaeological Study

A Phase I and II Archaeological Study was completed by Lincoln Environmental Consulting. The study found that no archaeological resources were identified during the Stage 2 archaeological assessment of the study area and as such no further archaeological assessment of the scoped study area is recommended.

The study has been accepted by the Ministry of Citizenship and Multiculturalism and has been entered into the Ontario Public Register of Archaeological Reports.

### 7.4 Groundwater Monitoring Summary

Although not requested as a submission requirement, a summary of the seasonal groundwater level monitoring has been prepared by Hydrogeology Consulting Services Inc. and has been included in this submission. The summary concludes that the overall change in measured groundwater elevations beneath the subject property between January and June 2024 was up to 2.1m. This fluctuation correlates relatively well with typical seasonal groundwater fluctuations observed by HCS at properties throughout southern Ontario.

### 7.5 Hydrogeological Study

A hydrogeological study was completed by Hydrogeology Consulting Services Inc. in conjunction with the geotechnical investigation of the property. The civil engineer has utilized this report in their initial design documents provided as part of this submission.

### 7.6 Traffic Impact Study

A Traffic Impact Study was completed by Paradigm Transportation Solutions Limited which recommends that the development be considered for approval with the condition of a second emergency access point created to service the development. A secondary entrance to the Atwood Station development is proposed and has been accounted for in that Draft Plan

approval however the timing for registration of the final phase of the plan is currently unknown. The Owner commits working with County and Town staff to determine options to for a second means of emergency access to the subdivision in the meantime.

#### 7.7 Floodplain Analysis Report

A floodplain analysis was conducted by K. Smart Associates Limited which reviewed the potential floodplain impacts on the development lands. The study concluded that the regional storm event will cause flooding near the northeast corner of the subdivision. The floodline has been shown on the subject property based on the topographical survey data.

The impact of fill placement on the subject property was assessed using the engineering model. It was determined that fill placement has no impact on the flood elevations upstream and downstream of the fill location. This report was previously provided to the Town and the Maitland Valley Conservation Authority for review and comment.

#### 7.8 Environmental Impact Study

An Environmental Impact Study has been completed by Aboud & Associates. Based on the results of the scoped EIS, the proposed Draft Plan of Subdivision will not result in negative impacts to the natural features or their ecological functions, provided the recommended mitigation measures are implemented throughout all phases of the development.

#### 7.9 Minimum Distance Separation

A review of the Minimum Distance Separation Requirements was completed by Tina Beirnes Ag Consulting. This is provided for information purposes only. As all of the Subject Property has been supported by the County through the NOP there are no longer any MDS related concerns as MDS setbacks are not applicable to land within settlement boundaries.

**Upon review of the supplemental reports and materials I find further support for the proposed land use that is subject to these applications.**

## 8.0 PLANNING OPINION

It is recognized that the Official Plan is the most important vehicle to integrate and comprehensively implement provincial policies and direct development. The Subject Property is designated as a serviced urban area where the focus of growth is to occur. Further the lands are designated for residential land uses which support the development proposal.

The lands are underutilized with development for residential land use being the appropriate land use. The intent is to develop eighty eight (88) dwelling units in various forms as well as new public streets and a stormwater management area.

I am of the opinion it is evident the property has sufficient overall lot area to accommodate the development proposal. Providing a mixture of housing forms contributes to creating a complete community and results in the optimization of the lands.

“Complete Communities” is a defined term in the NOP as follows:

*“means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”* Emphasis added

The proposed road network and eventual lot configuration result in a compact development form that makes efficient use of land and infrastructure. The development will result in the extension of Woodview Drive through the subject lands to the Atwood Station development. A “block” was allocated in the Atwood Station draft plan to recognize this road connection. This will provide a much needed secondary / emergency access for the existing residential subdivision that exists to the south of the Subject Property and to the east of the Elma Community Centre.



The policies of Section 3.1.21.2.1 of the NOP provide direction for residential land uses in the Neighborhood areas.

*“Residential development shall be encouraged to:*

- i. Locate as infilling;*
- ii. Locate in areas which will avoid the need for unjustified and/or uneconomical expansion of municipal services;*
- iii. Locate in areas which will be compatible with adjacent existing and proposed development;*
- iv. Locate in areas which will be adjacent to existing built-up areas;*
- v. Be of an acceptable scale in relation to existing development;*
- vi. Generally, be directed to locations where access is available from local roads as opposed to direct access onto Provincial Highways or County roads; and*
- vii. Be appropriately landscaped, buffered, and screened in order to maintain or enhance the compatibility with neighbouring non-residential uses, and especially when abutting lands containing rail lines, existing commercial/ industrial uses, or any source of noise, vibration or odor.”*

Upon review of these policies, I am of the opinion that the proposed development would conform to the policy direction of the NOP.

The 2023 Perth County Comprehensive Review included a land needs assessment for 2023 to 2048 based on a housing demand of:

- 52% low density (singles and semi-detached);
- 31% medium density (townhouses, apartments and duplexes);
- 17% high density (apartments)

The proposal would contribute to the allocation of low density and medium density housing that is required. Of the 88 dwelling units that would result from this Proposal 56.8% are allocated for single detached land use, 15.9% for semi-detached and 27.3% for street fronting townhouses.

Upon review of all Provincial legislation, current and new policy direction and experience with multiple developments of this nature, I am of the opinion that the proposed creation of this residential Draft Plan of Subdivision to implement the construction of 88 new residential dwelling units is appropriate for the Subject Property and the Town of Atwood.

Site specific zoning is required for the Proposal and I offer the following as Draft zoning to be applied to the Subject Property.

For all lands to be zoned “R4-\_\_\_”

- (a) Location: Lots 1-57, Plan \_\_\_\_\_ (Atwood, Elma Ward)**
- (b) Notwithstanding any provisions of this By-law to the contrary, for single detached dwellings the minimum interior lot frontage shall be 9.1m and the minimum interior lot area shall be 278m<sup>2</sup>**
- (c) Notwithstanding any provisions of this By-law to the contrary, for single detached dwellings the minimum corner lot frontage shall be 15.0m and the minimum corner lot area shall be 490m<sup>2</sup>**
- (d) Notwithstanding any provisions of this By-law to the contrary the minimum exterior side yard setback for single detached dwellings shall be 4.5m**
- (e) Notwithstanding any provisions of this By-law to the contrary the minimum interior side yard setback for single detached dwellings shall be 1.2m**
- (c) Notwithstanding any provisions of this By-law to the contrary, for semi-detached dwellings the minimum lot area shall be 545m<sup>2</sup> and for One Unit of a Semi-Detached Dwelling on One Lot the minimum lot area shall be 272m<sup>2</sup>**
- (d) All other applicable provisions of this By-law, as amended, shall apply.**

For all lands to be zoned “R5-\_\_\_”

- (a) Location: Blocks 1-3, Plan \_\_\_\_\_ (Atwood, Elma Ward)**
- (b) Notwithstanding any provisions of this By-law to the contrary, the minimum exterior side yard setback for a street townhouse shall be 3.0m**

- (c) Notwithstanding any provisions of this By-law to the contrary, the minimum interior side yard setback for a street townhouse shall be 1.5m**
- (d) Notwithstanding any provisions of this By-law to the contrary, the minimum corner lot area shall be 280m<sup>2</sup> for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot**
- (e) Notwithstanding any provisions of this By-law to the contrary, the minimum corner lot frontage shall be 9.0m for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot.**
- (f) Notwithstanding any provisions of this By-law to the contrary, the minimum Interior Side Yard Setback shall be 1.5m for a non-attached side lot line for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot.**
- (g) Notwithstanding any provisions of this By-law to the contrary, the minimum Interior Side Yard Setback shall be 1.5m for a non-attached side same lot /block for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot.**
- (h) Notwithstanding any provisions of this By-law to the contrary, the minimum Exterior Side Yard Setback shall be 3.0m for One Dwelling Unit of a Street Fronting Townhouse Dwelling on One Lot**
- (i) All other applicable provisions of this By-law, as amended, shall apply.**



	Site Specific “R4-__” Zoning Single Detached and Semi-Detached Dwellings
	Site Specific “R5-__” Zoning Street Townhouses
	“PR” Zone Stormwater Management Facility
	“PR” Zone Environmental Buffer

The Stormwater Management Facility and Environmental Buffer blocks proposed as part of the Draft Plan are to be zoned “PR” (Park and Recreation Zone). Through the registration of the Draft Plan the Owner proposes that these areas be conveyed to the Municipality of North Perth for their long term maintenance.

As previously noted, the Owner promotes the inclusion of Additional Residential Units by the builders who will acquire the lots of this subdivision. The provision of Additional Residential Units will act as “mortgage helpers” and make efficient use of land and resources.

As the need for an expansion of the settlement area of Atwood has been established through the comprehensive review completed by the County and already adopted through the NOP, I am of the opinion the justification provided in this report and the supportive information and reports satisfactorily demonstrates that the subject lands are an appropriate location to accommodate growth.

The development of the lands now known as 306 Woodview Drive will result in a viable residential project supportive of the costs to construct roadways, address stormwater management and provide buffers to environmental areas etc. The lands are effectively land locked by “Natural Resource / Environment” lands to the east and north which will not allow for further expansion of the Town of Atwood in those directions. Utilization of these lands, which the County has incorporated into the settlement boundary, is appropriate and represents good planning in the form proposed.

## **9.0 PUBLIC CONSULTATION STRATEGY**

The *Planning Act* (O.Reg 544/06, amended by O.Reg 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application.

The public consultation process in support of the Draft Plan of Subdivision and Zoning By-law Amendment application for the Owner for the lands at 306 Woodview Drive is proposed to follow the *Planning Act* statutory requirements. The following points of public consultation are proposed:

- A Public Meeting at which time public input will be considered. Notice of the meeting shall be given to every owner of land within 120 metres of the subject land, and by posting a notice in a place that is clearly visible from a public street (or as directed by the Municipality of North Perth and County of Perth)

- Direct written responses to comments raised through the public consultation process will be provided to County Staff (who acts on behalf of the local municipality) for their review and consideration in the preparation of a Staff Report with a recommendation.
- Preparation of a Staff Report, with the Report to be available to the public in advance of North Perth Council's consideration of the application. It is understood that County Staff will post information on the Municipal and County website for public review. This will include the County Staff Report and may also include technical studies and reports prepared in support of the application or resubmission materials if required.
- A local Council Meeting and County Council meeting regarding the applications and a recommendation regarding the County Staff Report, all available information, and public input will be considered in Council's final decision.

The consultation strategy proposed will provide members of the public with opportunities to review, understand and comment on the Draft Plan of Subdivision and Zoning applications. The consultation strategy will be coordinated with County and Municipal Staff and additional opportunities for consultation will be considered and may be warranted based on input received.

## **10.0 SUMMARY AND CONCLUSIONS**

In conclusion, it is my professional opinion that the proposal for the Draft Plan of Subdivision and Zoning By-law amendment as presented for the subject lands is appropriate for the following reasons:

1. The proposal has given due consideration to the items noted in Section 2 and 51(24) of the *Planning Act*.
2. The proposal is consistent with the Provincial Planning Statement 2024 and reflects an optimization of the use of the lands.
3. The proposal conforms to the County of Perth Official Plan (existing and NOP)
4. The proposal will contribute to a range and mix of land uses available within the broader area.

5. The proposal will contribute to a complete community.
6. The subject lands are of adequate size to accommodate the proposed use and can be developed on full municipal servicing.
7. The proposed use of the subject lands is not anticipated to cause adverse impacts on abutting properties.
8. The proposed use of the property represents good planning.
9. The submissions satisfy the requirements outlined in the pre-consultation process
10. The outlined public consultation process is intended to ensure active public and agency engagement so that the public interest can be addressed throughout the process.

It is therefore concluded that the proposal is consistent with the PPS 2024, conforms to the County Official Plan (existing and NOP) and the proposal has had appropriate regard for Section 2 and 51 of the *Planning Act*, and represents good planning.

On the basis of the foregoing, the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications should be deemed complete and it is my opinion that North Perth and County of Perth Council should support the project as proposed.



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