



PLANNING JUSTIFICATION REPORT

PREPARED FOR:

**Zoning By-law Amendment &
Draft Plan of Subdivision
James Gies Construction
Limited**

1949 Gerber Road, Wellesley

File no. 25133D

September 18, 2026

Your Vision

Designed | Planned | Realized

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Contents

1.0	Introduction.....	4
1.1	Purpose of the Application.....	4
1.2	Pre-Submission Consultation & Submission Requirements	5
2.0	Site Description & Surrounding Uses	6
2.1	Site Description	6
2.2	Surrounding Land Uses	6
3.0	Development Vision.....	8
3.1	Proposed Development	8
3.2	Zoning By-law Amendment.....	8
3.3	Draft Plan of Subdivision	9
4.0	Policy Analysis	11
4.1	The Planning Act	11
4.2	Provincial Planning Statement, 2024.....	13
4.3	Region of Waterloo Official Plan.....	17
4.4	Township of Wellesley Official Plan (2004).....	19
4.5	Township of Wellesley Official Plan (2026).....	27
4.6	Township of Wellesley Zoning By-law 28/2006	32
5.0	Summary of Reports.....	36
5.1	Geotechnical Investigation.....	36
5.2	Hydrogeologic Study	37
5.3	Transportation Impact Study	37
5.4	Preliminary Servicing & Stormwater Management Report	38
5.5	Stage 1 & 2 Archaeological Assessment.....	39
5.6	Noise Study.....	40
6.0	Summary and Conclusions	40

Figures

Figure 1: Location Map

Figure 2: Context Map

Figure 3: Draft Plan of Subdivision

Figure 4: Region of Waterloo Official Plan – Map 1 – Regional Structure

Figure 5: Region of Waterloo Official Plan – Map 2 – Urban System

Figure 6: Region of Waterloo Official Plan – Map 5b – Existing, Planned, and Proposed Roads & Corridors

Figure 7: Township of Wellesley Official Plan (2004) – Map 2 – Planned Township Structure

Figure 8: Township of Wellesley Official Plan (2004) – Map 2A – Designated Greenfield Area

Figure 9: Township of Wellesley Official Plan (2004) – Map 4 – Wellesley Urban Area Land Use Designations

Figure 10: Township of Wellesley Official Plan (2004) – Map 10 – The Countryside

Figure 11: Township of Wellesley Official Plan (2004) – Map 6A – Transportation

Figure 12: Township of Wellesley Official Plan (2026) – Map 1 – Township Structure

Figure 13: Township of Wellesley Official Plan (2026) – Map 2.1 – Wellesley Urban Area

Figure 14: Township of Wellesley Official Plan (2026) – Map 2.2 – Wellesley Designated Growth Area

Figure 15: Township of Wellesley Official Plan (2026) – Map 5.1 – Transportation Network

Figure 16: Township of Wellesley Zoning By-law 28/2006

Appendices

Appendix A: Pre-Submission Consultation Comments & Comment Response Matrix

Appendix B: Draft Zoning By-law Amendment & Proposed Zoning Schedule

1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC Planning”) have been retained by James Gies Construction Limited to provide planning advice and lead a multi-disciplinary team in the preparation of a proposed residential plan of subdivision, prepare a comprehensive Planning Justification Report in support of a Zoning By-law Amendment and Draft Plan of Subdivision for a portion of the lands municipally known as 1949 Gerber Road, Wellesley (the “subject lands”).

The subject lands are in the Township of Wellesley and are located at the most easterly portion of the Wellesley Urban Area. The subject lands are immediately north of Gerber Road, east of Greenwood Hill Road, south of Ferris Road and west of Hackbart Road. Immediately east of the subject lands are additional lands owned by James Gies Construction Limited that were partially included as urban area in the adopted Township Official Plan with remaining lands outside of the Wellesley Urban Area.

An Official Plan Amendment is not required, as the Township recently adopted a new Official Plan on July 20, 2026 that implement the proposed Zoning By-law Amendment and Draft Plan of Subdivision for development of the lands into a residential subdivision. The proposed Draft Plan of Subdivision contemplates a mix of housing types including single-detached and street townhouse dwellings, as well as commercial / mixed-use block, and a neighbourhood park. A stormwater management block will service the residential development on the subject lands as well as the future development on the lands within the Wellesley Urban Area. A modified grid network is proposed that aligns with the existing transportation network from the residential subdivision to the west by an extension of Gerber Meadows Drive and Parkview Drive. The subject lands are readily serviceable with access to municipal water and sanitary services.

The proposed applications facilitate a logical extension of residential uses within the Wellesley Urban Area. This Planning Justification Report supports the Zoning By-law Amendment and Draft Plan of Subdivision application and assesses the proposal in the context of the applicable policy framework. In support of the proposed applications, this Planning Justification Report includes:

- An introduction and general description of the subject lands, surrounding land uses and existing conditions to provide an understanding of the locational context;
- An overview of the proposal and description of the proposed Zoning By-law Amendment and Draft Plan of Subdivision;
- A review and summary of other technical reports prepared in support of the proposed planning application; and,
- A review of the existing policy framework in relation to the proposed applications, including an assessment of consistency with the Provincial Planning Statement and conformity with the *Planning Act*, Region of Waterloo Official Plan and Township of Wellesley Official Plans.

1.2 Pre-Submission Consultation & Submission Requirements

A Pre-Submission Consultation was submitted to the Township of Wellesley on December 11, 2025. Comments were received by Township staff on January 15, 2026 and a meeting was held on February 4, 2026 to discuss the proposal and review comments with Township staff. A copy of the Pre-Submission Consultation Comments as well as a Comment Response Matrix are included as **Appendix A** of this report.

Township staff provided general support of the proposed applications with the understanding that a portion of the additional lands to the east of the subject lands are intended for future development as an extension of the proposed residential subdivision. The Township identified the following list of submission materials required for a complete application:

- Geotechnical Study;
- Hydrologic & Hydrogeologic Study;
- Transportation Impact Study;
- Preliminary Grading Plan;
- Water & Wastewater Servicing Plans and associated studies;
- Pedestrian Route & Sidewalk Analysis;
- Preliminary Stormwater Management Plan;
- Archeological Assessment;
- Planning Justification Report; and,
- Noise Study.

In support of the Zoning By-law Amendment and Draft Plan of Subdivision, all of the above noted technical studies have been prepared and provided to form a complete application. The technical studies demonstrate that the proposed applications are appropriate to permit the development of the subject lands into a residential subdivision and represent good planning.

2.0 Site Description & Surrounding Uses

2.1 Site Description

The subject lands are municipally known as 1949 Gerber Road in the Township of Wellesley and have a total land area of 39.287 hectares. The subject lands proposed for residential development at this time are located on most easterly end of the Wellesley Urban Area and comprise a land area of 10.205 hectares. The proposed stormwater management block to the east of the Wellesley Urban Area included in the Draft Plan of Subdivision have a total area of 2.90 hectares. The subject lands are north of Gerber Road, east of Greenwood Hill Road, west of Hackbart Road and south of Weimar Lane. The lands immediately east of the proposed development are additional lands owned by James Gies Construction Limited that are intended for future development, which has also been included in the Wellesley Urban Area through the concurrent Township Official Plan Update process. The details in this report are specific to the 10-hectare parcel currently in Wellesley's Urban Area as well as the 3-hectare stormwater management block to the east along Gerber Road, while recognizing that the subject lands are part of the larger parcel of land intended for future development.

The subject lands have approximately 400 metres of frontage on Gerber Road and 500 metres of frontage on Greenhill Road. The lands are currently used for agricultural purposes as a farm field. The topography of the subject lands is generally flat.

A Location Map is included below as **Figure 1**.

2.2 Surrounding Land Uses

The subject lands are in the east end of the Wellesley Urban Area as shown on the Context Map (**Figure 2**) and are currently used for agricultural use primarily.

The surrounding land uses are summarized as follows:

- NORTH:** The lands immediately north are comprised of a single-detached dwelling and accessory structures. Lands further north are primarily agricultural lands and Weimar Line.
- EAST:** Lands to the east of the subject lands are additional lands owned by James Gies Construction Limited (29 hectares) and are currently used as an agricultural field. The lands further east of the subject lands are comprised of an existing farm and agricultural fields. Hackbart Road is approximately 2 kilometres east of the subject lands.

SOUTH: Gerber Road abuts the subject lands to the south, which is the border between the Township of Wellesley and the Township of Wilmot. Farther south and across from Gerber Road is the Nith River as well as existing agricultural uses such as single-detached dwellings and farm fields.

WEST: The subject lands are bound to the west by Greenwood Hill Road that provides access to an existing low-rise residential subdivision. Downtown Wellesley is approximately one kilometre west of the subject lands along Nafziger Road, which is comprised of a mix of residential and commercial/retail uses.



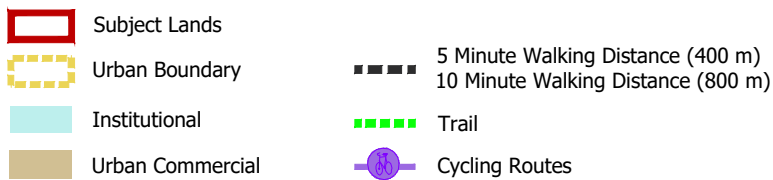
Figure 1 - Location

-  Subject Lands
-  Urban Boundary





Figure 2 - Context



3.0 Development Vision

3.1 Proposed Development

The subject lands are envisioned to provide a mixed-use subdivision within the Wellesley Urban Area with blocks reserved for a variety of housing types such as single-detached dwellings, townhouse dwellings and multiple dwellings, a neighbourhood park, and commercial/retail. The proposed development is a logical extension of residential uses within the Wellesley Urban Area and is intended to introduce a variety of commercial/retail services for use by nearby residents.

The design of the proposed subdivision considers the existing subdivision to the west as well as the additional lands owned by the client to the east. The subdivision has been designed under the assumption that a portion of the lands to the east have been added to the Wellesley Urban Area as part of the ongoing Township Official Plan Update process and ensures any future development can be efficiently interconnected.

Five (5) residential blocks are proposed (approximately 4 hectares), which will accommodate a range of 115 to 185 residential units in the form of single detached or townhouse dwellings. A 1-hectare park block is proposed and is central to this portion of the subdivision. The southern portion of the subdivision is reserved for a 3-hectare commercial block that is planned for neighbourhood commercial uses to serve the proposed subdivision and nearby residents.

Two (2) new streets are proposed from Greenwood Hill Road that align with Gerber Meadows Drive and Parkview Drive from the existing subdivision to the west. A modified grid street network is proposed within the proposed subdivision and has been designed to connect future development to the east. A potential road connection is also included that could connect the proposed development with any potential future development to the north of the subject lands.

A stormwater management facility is required to service the lands. The proposed stormwater management block is 3 hectares with approximately 200 metres of frontage along Gerber Road and has been designed to service future residential development.

3.2 Zoning By-law Amendment

The subject lands are within the Wellesley Urban Area and are currently designated as 'Prime Agricultural' on Map 10 – The Countryside by the in-effect Township Official Plan (2004). The subject lands are designated as 'Urban Residential' and 'Light Industrial / Commercial' on Map 2.1 – Wellesley Urban Area by the recently adopted Township Official Plan (2026) currently under review by the Ministry of Municipal Affairs and Housing. The proposed land use planning framework is in alignment with the established planned function set out by the new Township Official Plan (2026).

The subject lands are currently zoned General Agriculture (A1) in the Township of Wellesley Zoning By-law 28/2006. In order to facilitate the proposed development, a Zoning By-law Amendment is

required to implement the proposed land use planning framework and permit the Draft Plan of Subdivision.

The Zoning By-law Amendment proposes to rezone the lands from General Agriculture (A1) to Urban Residential (UR) to permit single-detached dwellings, Urban Residential Two (UR2) to permit townhouse dwellings and Urban Commercial (UC) to permit mixed-use development with both residential and commercial/retail uses up to a height of 16 metres. Site-specific exceptions related to additional permitted uses, lot width, rear yard setbacks and building height are a component of the residential zones. The Zoning By-law Amendment also requests to rezone the stormwater management block from General Agriculture (A1) to Open Space (OS) to permit the necessary infrastructure.

A draft Zoning By-law Amendment and Zoning Schedule are included as **Appendix B**, and a detailed analysis of the amendment and supporting rationale is included below in **Section 4.6**.

3.3 Draft Plan of Subdivision

A Draft Plan of Subdivision is proposed to allow for the future development of the subject lands for residential use. The purpose of the Draft Plan of Subdivision is to establish the local road network as well as blocks reserved for future residential use, parks and open space lands, and infrastructure purposes.

A copy of the Draft Plan of Subdivision is provided as **Figure 3** below, which includes detailed information regarding proposed site statistics.

Residential

Five (5) residential blocks are proposed to accommodate low-rise residential dwelling types including single-detached and townhouse units. The blocks range in size from 0.50 hectares to 1.30 hectares and provide flexibility for a range of lot sizes and unit types through detailed design.

Approximately, 115 to 185 residential units are proposed, which equates to a net residential density of 30 to 48 units per hectare. Lot frontages are proposed to range from 9 metres (townhouse units) to 12 metres (single-detached units) with a 32-metre lot depth.

Retail/Commercial

One (1) commercial block is proposed at the south end of the subdivision, which is intended for neighbourhood commercial to serve the subdivision and nearby residents while maintaining an opportunity for mixed-use development. The commercial block is approximately 3 hectares and is accessed from the proposed local street network within the subdivision. No vehicular access is provided directly from Gerber Road or Greenwood Hill Road.

Approximately 5,500 square metres of commercial/retail floor area is currently contemplated, which may include uses such as a grocery store, restaurant, gas station and smaller scale retail units. Surface parking will be provided interior to the site with buildings oriented to the street.

Parks and Open Space

One (1) block is reserved for a neighbourhood park, which is approximately one (1) hectare in size. The proposed park is centrally located between the residential and commercial uses with street frontage on three (3) sides. The proposed park provides an overallocation of required parkland dedication and is anticipated to serve any future development to the east of the subject lands.

One (1) open space block is proposed, which is required for stormwater management facilities. The open space block is approximately three (3) hectares. The location of the proposed open space block is a result of the existing 'low-point' of the area with proximity to optimal outlet connections. The open space block is also anticipated to service any future development to the east of the proposed subdivision.

Vehicular Access and Parking

Three (3) new streets are proposed to form a modified grid network throughout the proposed subdivision. Street 'One' has been aligned with Gerber Meadows Drive and extends east and north within the proposed subdivision to provide access to the commercial block and easterly residential blocks as well as the park block. Street 'One' would also provide access to any future phases of development to the east of the subject lands. Street 'Two' aligns with Parkview Drive and extends north to provide access to the middle portion of the subdivision. Street 'Three' extends north from Street 'Two' providing access to the residential blocks along the west side of the subdivision. Street 'Three' also allows direct connection to potential future phases of development to the east.

Access into the commercial block is provided from Street 'One' and surface parking to be provided for each commercial/retail unit within the centre portion of the site. Parking for the residential units is provided via private driveways and garages for each unit in accordance with the Township's Zoning By-law requirements.

LEGAL DESCRIPTION

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED
TO SUBMIT THIS PLAN FOR APPROVAL.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

KEY PLAN



Required Under Section 51 (17) of the Planning Act, R.S.O., 1990, c.P.13 as Amended

- | | | |
|--|----------------------------|------------------------------|
| (a) As Shown | (e) As Shown | (i) Loam |
| (b) As Shown | (f) As Shown | (j) As Shown |
| (c) As Shown | (g) As Shown | (k) All Services as Required |
| (d) Residential,
Commercial/Mixed Use | (h) Municipal Water supply | (l) As Shown |

AREA SCHEDULE

DESCRIPTION	LOTS/BLOCKS	UNITS	AREA
Residential	1-5	115-185	3.888 ha
Commercial	6		2.973 ha
Park	7		1.086 ha
Stormwater Management	8		2.815 ha
Road Widening	9		0.163 ha
Roads			2.192 ha

Total	9	115-185	13.117 ha
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NOTES

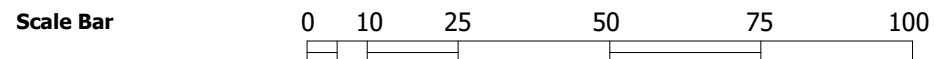
1. All dimensions are in metres unless otherwise shown.
2. Survey and Topographic information provided by J.D. BARNES LTD. - Nov. 2025.
3. Contains information licensed under the Open Government Licence - Ontario.

Revision No.	Date	Issued / Revision	By

Stamp	Date	August 14, 2026
	File No.	25133D
	Plan Scale	1:1,250 (Arch D)
	Drawn By	SP
	Checked By	D.A.

Project	GIES 1949 Gerber Road Wellesley, ON	
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File Name	Dwg No.
DRAFT PLAN OF SUBDIVISION	1 of 1



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4.0 Policy Analysis

4.1 The Planning Act

Part I of the *Planning Act* sets out matters of provincial interest that decision makers shall have regard to when carrying out their responsibilities. The provincial interest in land use planning is largely reflected in the provincial policy framework, official plans that implement provincial policies and through consideration of applications made under the *Planning Act*. It is recognized that the official plan is the most important vehicle to integrate and comprehensively implement provincial policies.

Section 51(24) of the *Planning Act* provides criteria for a draft plan of subdivision. The below is an analysis of the proposed development as it relates to Section 51(24):

a) The effect of the development of the proposed subdivision on matters of provincial interest;

An overview of matters of provincial interest is included in Section 4.2 of this report. It is concluded that there has been adequate regard to matters of provincial interest as outlined in this report.

b) Whether the proposed subdivision is premature or in the public interest;

The subject lands are within the Wellesley Urban Area with adequate connection to municipal infrastructure and to the existing transportation network. Technical studies have been prepared including a Functional Servicing & Stormwater Management Report, as well as a Geotechnical & Hydrogeological Report, and Transportation Impact Study, which demonstrate that the proposed subdivision can be accommodated through existing services and infrastructure and is not premature. The proposed subdivision is, therefore, in the public interest and provides to the range and affordability of housing options within Wellesley.

c) Whether the plan conforms to the official plan and adjacent plans of subdivision;

The subdivision conforms to the Regional Official Plan and broader policy framework of the Township Official Plan. The design of the subdivision has considered the adjacent subdivision to the west and is a logical extension of previously approved plans. The proposed subdivision has been designed to be integrated with any future development to the east of the subject lands, as well as the north.

d) The suitability of the land for purposes of subdividing;

The overarching policy framework as well as studies and analysis confirm that the subject lands are suitable for the purposes of the lands as a residential subdivision and the proposed land use designations.

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;

The proposed street network is based on thorough analysis and direction from the supporting studies completed as part of this process as well as direction provided from Region and Township staff. The proposed street network aligns with the existing local network of the adjacent residential subdivision and will be designed in accordance with Township road standards. The proposed road network provides direct access to Gerber Road (Collector Road), Greenwood Hill Road (Local Road) and allows for extension to potential future road connections to the north or east.

f) The dimensions and shapes of the proposed lots;

The proposed blocks have been sized for the intended land uses and reflect complementary design standards as well as the analyses of the supporting studies completed as a component of this process. The proposed block sizes allow for the flexibility of determining future lot sizes to respond to housing needs within the Township and consider appropriate shapes and dimensions.

g) The restrictions or proposed restrictions, if any, on the land to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

Appropriate land use designations and zone regulations are proposed to facilitate the development of the subdivision, which will help inform future draft plan conditions that provide logical restrictions. There are no areas identified within the subject lands that prohibit the development into a residential subdivision.

h) Conversion of natural resources and flood control;

There are no Core Environmental Features within the limits of the subject lands and the subject lands are not impacted by flooding or related hazards. A stormwater management strategy has been developed and detailed in the Functional Servicing & Stormwater Management Report prepared in support of the residential subdivision.

i) The adequacy of utilities and municipal services;

Utilities and services have been planned and will be made available to the subject lands through adequate connections, as outlined in the supporting Functional Servicing & Stormwater Management Report.

j) The adequacy of school sites;

At this time, the subject lands have not been identified to provide a school within the limits of the residential subdivision. The subject lands are approximately 500 metres from Wellesley Public School.

k) The area of the land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

Blocks for public use including parks, and open space have been planned for that will be designed with features such walkways and amenities for use by residents. Details will be confirmed through the detailed design stage and through draft plan conditions.

l) The extent to which the plans design optimizes the availability and supply, means of supplying, and efficient use and conservation of energy;

The proposed subdivision has been designed efficiently with land use designations that allow for a mix of uses within walking distances to reduce the reliance on vehicular trips. Design elements will consider passive solar opportunities, sustainability strategies, and other options to ensure the efficient use of the area and conservation of energy.

m) The interrelationship between the design of the proposed subdivision and site plan control matters relating to any development of the land, if the land is also located within a site plan control area designated under Section 41(2) of the Planning Act.

Future site plan control applications will be required for development of the commercial block. Future site plan design considerations have been given in the design of the subdivision and can be further addressed through draft plan conditions.

Given the above, it is concluded that the proposed draft Plan of Subdivision have considered and have had appropriate regard for Section 51(24) of the *Planning Act*. The proposed subdivision is not premature and represents the public interest.

4.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (the 'PPS') was issued by the Province of Ontario in accordance with Section 3 of the Planning Act. The 2024 PPS applies to all decisions regarding the exercise of any authority that affects land use planning matters made after October 20, 2024. The 2024 PPS streamlines the province-wide land use planning framework by replacing the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure. The PPS encourages a diverse mix of land uses in order to provide choice and diversity to create complete communities.

A variety of modes of transportation are required to facilitate pedestrian movement, active transportation opportunities and less reliance on the automobile. The PPS strongly encourages development that will provide long-term prosperity, environmental health and social wellbeing. One of the key considerations of the PPS is that planning decisions 'shall be consistent' with the Policy Statement. The following is an analysis of the proposed development in the context of the PPS.

Generally, Chapter 1 of the PPS establishes the intent of the policy document to provide a vision for land use planning that prioritizes: growth in urban and rural settlements; compact and transit-supportive design; investments in infrastructure and public service facilities to support convenient access to housing, employment, servicing and recreation; and increasing the supply and mix of housing options that respond to changing market conditions and local demands.

The proposed development has been evaluated with regard to the policy direction of the PPS. It is our opinion that the specific policies in Chapter 2: Building Homes, Sustaining Strong and Competitive Communities, Chapter 3: Infrastructure and Facilities and Chapter 4: Wise Use and Management of Resources are most relevant.

4.2.1 Housing & Community

Policy 2.1.6 of the PPS requires municipalities to support the achievement of complete communities and provides the direction to do so by:

- a) Accommodating an appropriate range and mix of land uses, housing options and transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

Policy 2.2.1 requires municipalities to allow for the appropriate range and mix of housing options and densities by permitting and facilitating all housing options required to meet various current and projected needs as well as all forms of residential intensification, including the development of new housing options within developed areas. Municipalities are required to prioritize intensification and transit-supportive development and promote densities that support the efficient use of land, infrastructure and the use of active transportation.

Policy 2.3.1.1 states *that Settlement Areas shall be the focus of growth and development*. As per Policy 2.3.1.2, land use patterns within Settlement Areas should be based on densities and a mix of land uses that use land and resources efficiently, optimize existing and planned infrastructure, support active transportation, and are transit-supportive.

In order to achieve the concept of a complete community, the Policy 2.3.1.3 of the PPS requires municipalities to generally support intensification and planning for a range and mix of housing options within a Settlement Area.

Consideration to energy conservation, air quality and climate change are given in Chapter 2.9, which requires municipalities to:

- a) Support the achievement of compact, transit supportive, and complete communities;*
- b) Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) Support energy conservation and efficiency;*
- d) Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and,*
- e) Take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The proposed applications are consistent with Chapter 2 of the PPS, as follows:

- The subject lands are within the Wellesley Urban Settlement Area and are, therefore, identified as a focus area for residential and commercial growth and development.

- The proposed Official Plan Amendment establishes the land use planning framework allowing for a mix of land uses within the area supported by existing infrastructure, including residential, commercial and open space, that support the notion of a complete community with access to a variety of amenities within walking distance.
- The proposed Draft Plan of Subdivision provides a range of housing types, including single-detached and townhouse dwellings, and an overall density that would contribute to the achievement of minimum Regional and Township density targets within the area.
- The technical studies prepared in support of the applications demonstrate that the subdivision is viable for the efficient use of the land and demonstrates that the proposed development has adequate connection to existing infrastructure, including water and wastewater services, active transportation networks, transit options and other public services or institutions.
- The proposed development supports energy efficiency and conservation by providing a mixed-use community that will include infrastructure to support active transportation and will consider sustainability standards through detailed design.

4.2.2 Infrastructure & Facilities

Policy 3.1.1 requires municipalities to coordinate and integrate infrastructure with land use planning by leveraging the capacity of development proponents to support growth. Policy 3.1.2 states that, before consideration is given to developing new infrastructure, the use of existing infrastructure should be optimized.

With regards to transportation systems, Policy 3.2.1 requires that provided transportation networks are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs of a community.

Chapter 3.5 of the PPS regards matters of land use compatibility, requiring sensitive land uses such as residential development to be planned in a manner that minimizes any conflict with nearby major facilities. Policy 3.5.2 states that, where avoidance is not possible, development of proposed adjacent sensitive land uses should consider potential adverse impacts of major facilities in accordance with provincial guidelines, standards and procedures.

Policy 3.6.2 of the PPS requires that municipal water and wastewater services be the preferred form of servicing. Policy 3.6.8 regarding stormwater management states that facilities should:

- a) Be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their life cycle;*
- b) Minimize, or where possible, prevent or reduce increased in stormwater volumes and contaminant loads;*
- c) Minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) Mitigate risks to human health, safety, property and the environment;*
- e) Maximize the extent and function of vegetative and pervious surfaces;*
- f) Promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) Align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

Chapter 3.9 of the PPS relates to public spaces, recreation, parks, trails and open space. Policy 3.9.1(a) requires healthy, active and inclusive communities by ensuring public streets, spaces and facilities are planned safe and accessible, which include options of active transportation and community connectivity. Policy 3.9.1(b) states that natural settings for recreation, parkland, public spaces, open space areas, trails and linkages should be provided and publicly accessible for various needs.

The proposed applications are consistent with Chapter 3 of the PPS as they:

- Facilitate a residential development that can be adequately serviced through existing municipal water and wastewater infrastructure.
- Incorporate a logical stormwater management facility to serve the proposed and potential future development and minimize excessive runoff.
- Propose a transportation network that aligns with the surrounding context and allows for potential connections to future streets.
- Consider land use compatibility between the proposed residential uses and existing adjacent agricultural lands by maintaining sufficient setbacks between uses and mitigating any potential adverse impacts.
- Include options for active transportation and pedestrian connectivity by way of sidewalks that connect to the existing active transportation network within the area.
- Provide a central park block with street frontage that will be designed to meet accessible standards.
- Allow for commercial and retail uses in proximity to residential uses to promote accessibility and walkability.

4.2.3 Management of Resources

Chapter 4 of the Provincial Planning Statement includes policies related to natural heritage, water, agricultural and aggregate resources, and cultural heritage.

There are no environmental or natural heritage features present on the subject lands.

In alignment with Chapter 4.2, hydrogeological and geotechnical studies have been prepared and submitted in support of the application to determine subsurface soil and groundwater conditions are suitable for development.

While the subject lands are currently designated 'Prime Agricultural' on Map 10 of the in-effect Township Official Plan, they have been added to the Wellesley Urban Area and identified as lands appropriate for residential development within the draft Township Official Plan.

There are no known minerals, petroleum or mineral aggregate resources present on the subject lands.

Policy 4.6.2 of the PPS restricts development on lands with archaeological potential until such time that an analysis has been completed. Consistent with this policy, a review of archaeological potential has been completed by Detritus Consulting and summarized in the Stage 1 and 2 Archaeological Assessment Report submitted with the applications. The report concludes that further Stage 3 and potential Stage 4 studies are required for found artifacts, majority of which are located in the lands reserved for future development. Ongoing archaeological assessment is being conducted in

accordance with provincial requirements, and further reports will be provided upon completion of that work.

As demonstrated above, the proposed applications are consistent with Chapter 4 of the PPS.

Therefore, it is our opinion that the Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the Provincial Planning Statement.

4.3 Region of Waterloo Official Plan

As of January 1, 2025, changes to Ontario's land use planning framework under Bill 23, the More Homes Built Faster Act, 2022, came into effect for the Regional Municipality of Waterloo. This resulted in a change to certain land-use planning responsibilities. The Region of Waterloo Official Plan is now a local plan of each of the seven area municipalities. Since the recent adoption of the new Township Official Plan, the Township has now assumed the role of the planning authority from the Region of Waterloo and incorporated the Regional Official Plan with the Township Official Plan. The Township is required to implement the Regional policy framework.

The following is a high-level analysis of how the proposed applications conform to the Regional policy framework while the new Township Official Plan is under review by the Ministry of Municipal Affairs and Housing.

4.3.1 Regional Structure & Urban Development

The subject lands were added to the Wellesley Urban Settlement Area through Regional Official Plan Amendment No. 6 (ROPA 6) and Bill 162 (see **Figure 4**). The northern portion of the subject lands is designated 'Delineated Built-Up Area', and the southern portion is designated 'Designated Greenfield Area' on Map 2 – Urban System of the Regional Official Plan, as per **Figure 5** below. The policies contained in Chapter 2 of the Regional Official Plan generally relate to growth and land use compatibility within Township Urban Areas.

The general intent of Chapter 2 of the Regional Official Plan is maintained, as:

- The proposed Zoning By-law Amendment and Draft Plan of Subdivision will assist the Township in contributing to the minimum density targets set out for the Township of Wellesley and allow for development of approximately 200 residential dwelling units on the subject lands as well as approximately 5,000 square metres of commercial/retail ground floor area with opportunities for additional residential density. This represents an average density of 47 residents and jobs per hectare as currently designed.
- The design of the Draft Plan of Subdivision intends to integrate the proposed development into the surrounding context with no implications of land use conflicts.
- The proposed street network is proposed to extend from the existing street network with opportunities for active transportation and access to a variety of uses such as a park and commercial/retail.
- A Noise Study has been prepared, which concludes that noise levels from traffic and nearby agricultural uses are within reasonable limits in accordance with provincial and regional standards and no mitigation measures are required to reduce potential adverse impacts on the proposed residential uses.

4.3.2 Housing

Chapter 3 of the Regional Official Plan has regard for livability and the importance of providing housing supply within the region.

The applications conform to the housing policies of the Regional Official Plan, as follows:

- The Draft Plan of Subdivision implements the proposed land use planning framework for the subject lands and allow for a mix of housing types that are compatible with the existing low-rise residential subdivision to the west and contributes to the minimum required density targets.
- The Draft Plan of Subdivision can also achieve the minimum target for higher density residential in forms other than single-detached or townhouse dwellings by permitting a range of non-residential and residential uses with a height of up to 16 metres within the commercial block.
- The Draft Plan of Subdivision has been designed to consider the additional lands to the east of the subject lands and provides another opportunity for increased density to be developed in the future.
- The proposed land use planning framework contemplates commercial / retail uses along Gerber Road to allow for a mix of uses to benefit the area and reduce reliance on vehicles.
- The proposed street network will be designed in accordance with Regional and Township standards and will include opportunities for active transportation and pedestrian connectivity.
- The Functional Servicing & Stormwater Management Report submitted as part of the application demonstrates that the subject lands can be adequately serviced through connection to existing municipal infrastructure.
- A Stage 1 & 2 Archaeological Assessment has been completed in accordance with provincial requirements to ensure the preservation of significant archaeological resources present on site.

4.3.3 Infrastructure

Policy 5.A.18 of the Regional Official Plan provides consideration for sidewalks stating that sidewalks shall be provided on both sides of the streets where transit service is existing or planned or on one side on all other areas.

The Region requires the preparation of a Transportation Impact Study for development applications that are likely to generate significant traffic, as outlined in Policy 5.A.25. The contents of the Transportation Impact Study should consider the impact of vehicles as well as alternative modes of transportation to determine the appropriate street network and any necessary mitigation measures or road improvements.

Gerber Road is identified by the Region of Waterloo Official Plan as a Regional Road, as shown on Map 5b – Existing, Planned and Proposed Roads and Corridors (**Figure 6**). Policy 5.A.32 states:

In general, direct access to Regional Roads will be managed to maintain the integrity of the Regional Road system as follows:

- (a) Development along a Regional Road will have access provided from area municipal roads, wherever feasible. The need for, and feasibility of, providing access to a Regional Road will be determined by the Region in consultation with the area municipality;*
- (b) Access locations will be discouraged in close proximity to intersections, at-grade railway crossings, road abutments, along lanes specifically identified for the purpose of exclusive vehicular turning movements, or where minimum sight distance requirements are not met; and*
- (c) Openings in a centre median for a private access will only be permitted where there will be substantial trip generation or transit movements, and appropriate traffic control strategies can be implemented.*

Policies 5.A.34 to 5.A.39 provide requirements for Regional road allowances in accordance with Schedule A – Designated Road Allowances in the Regional Official Plan. Gerber Road has a designated road allowance of 30 metres.

Chapter 5.B of the Regional Official Plan provides policy direction for water and wastewater services. Both water and waste water servicing options for new development are prioritized on connection to existing municipal infrastructure systems.

Policy 5.F.5 considers the provision of utilities. As part of the development review process, it must be confirmed that utilities are available to provide adequate services to support new development.

It has been determined that the proposed Zoning By-law Amendment and Draft Plan of Subdivision are in alignment with Chapter 5 of the Regional Official Plan because:

- The Draft Plan of Subdivision provides a street network that connects the proposed development to the broader Regional road network with opportunities for sidewalks on one or both sides of the streets.
- A Transportation Impact Study has been prepared by Paradigm Solutions Inc., which analyzed vehicular traffic generation and confirms that the existing road network can accommodate the proposed development with no significant road improvements identified.
- There are no vehicular access points provided onto Gerber Road, which is a Regional Road. The proposed Draft Plan of Subdivision provides a road design that can be accommodated within the subject lands on local streets.
- All proposed streets will be designed in accordance with Regional and Township standards, as detailed in the supporting studies. Any required road dedications along Gerber Road will be reviewed and included in the design of the Draft Plan of Subdivision.
- A Functional Servicing & Stormwater Management Report has been completed by Meritech Engineering, which confirms available municipal water and wastewater services systems within the area and adequate options for service connections as well as utility providers.

Based on the above policy analysis of the Regional Official Plan, we conclude that the proposed applications conform to the Regional Official Plan.

4.4 Township of Wellesley Official Plan (2004)

The current in-effect Township Official Plan was approved by Township Council in 2004 and has been amended several times to ensure conformity with the Planning Act, the Provincial policy framework

and the Region of Waterloo Official Plan. The most recent amendment to this version of the Township Official Plan occurred in 2020.

The purpose of the Township Official Plan is to provide a land use planning framework to guide development within the Township of Wellesley until the year 2031. The Township is currently reviewing their Official Plan, which was adopted by Council on July 20, 2026 and subsequently provided to the Ministry of Municipal Affairs and Housing for final review and approval. Until such time that the new Township Official Plan is approved by the Province, the 2004 version remains in effect.

The following is an analysis of how the proposed applications conform to the in-effect Township Official Plan until such time that the Ministry of Municipal Affairs and Housing grants final approval of the new Township Official Plan.

4.4.1 Planned Township Structure

Chapter 2 of the Township Official Plan sets out the planned structure of the Township, which consists of five (5) designated areas. The subject lands are within the Wellesley Urban Area, as described on Map 2 – Planned Township Structure (**Figure 7** below). The intent of the Wellesley Urban Area designation is to accommodate a broad range and mix of land uses and is a primary focus for population and employment growth within the Township.

Chapter 2.7.1 outlines policies for development within the Wellesley Urban Area. Policy 2.7.1.1 of the Official Plan states that *development within the Wellesley Urban Area will provide for a range of residential, commercial, employment, institutional, recreational and open space land uses. Future development within the designation must occur on municipal water and wastewater services.* Policy 2.7.1.2 provides criteria for development applications to ensure that lands within the Wellesley Urban Area are:

- In accordance with Map 2;
- Optimize municipal infrastructure;
- Contributes to the notion of complete communities;
- Protects the environment and groundwater resources;
- Conserves cultural heritage resources;
- Respects the character of the surrounding context;
- Facilitates access to locally grown food; and,
- Promotes building designs that support energy efficiency.

The subject lands are within the 'Designated Greenfield Area' on Map 2A – Wellesley Designated Greenfield Area, as per **Figure 8** below. Policy 2.7.3.2b) sets out a minimum density target of 45 residents and jobs per hectare for lands within the Designated Greenfield Area, which is measured across the entire urban area. New development within the Designated Greenfield Area is required to plan for a road network that can support future transit services and must be on municipal water and wastewater services.

The policies under Chapter 2.7.6 pertain to the 'Urban Residential' land use designation. The new Township Official Plan proposes to designate the northern portion of the lands from 'Prime Agricultural' to 'Urban Residential' on Map 4 – Wellesley Urban Area Land Use Designations. The

purpose of this designation is to provide for a range residential uses through a mix of housing types and densities to meet the needs of current and future residents within the Township.

The northern portion of the subject lands are also identified as Special Policy Area 2.7.9.2 – Wellesley Urban Area on Map 4 – Wellesley Urban Area Land Use Designations. Policy 2.7.9.2 reads as follows:

Notwithstanding any policies of this Plan, the areas shown as special policy 2.7.9.2 on Map 4 – Wellesley Urban Area Land Use Designations, as shown on Schedule C to this amendment, shall not be developed until such time that a Secondary Plan has been prepared to identify future land uses and servicing considerations in accordance with Sections 2.7.3 and 2.7.4 of the Official Plan.

The southern portion of the lands is proposed to be designated in the new Township Official Plan to 'Light Industrial/Commercial' from 'Prime Agricultural' on Map 4 – Wellesley Urban Area Land Use Designations, which are intended for uses that are not obnoxious and do not require significant quantities of water services or generate significant sources of wastewater as per Policy 2.8.4.4.

The proposed applications are in alignment with the policy framework set out in Chapter 2 of the in-effect Township Official Plan, as:

- The Zoning By-law Amendment intends to implement the policy framework of the new Township Official Plan to facilitate development of the lands into a subdivision within the Wellesley Urban Area and to permit a wide range and mix of residential and commercial uses to meet the needs of current and future residents with flexible development standards that respond to the housing market.
- The proposed Draft Plan of Subdivision builds on the surrounding land use planning framework and is consistent with the existing low-rise character of adjacent neighbourhoods without undue impact.
- A total of 115 to 185 low-rise residential units are proposed as well as 5,000 square metres of non-residential floor area by way of the Draft Plan of Subdivision. This results in an approximate density of 35 to 55 residents and jobs per hectare that will assist the Township in achieving the required minimum density targets on lands that can be adequately serviced by existing municipal water and wastewater infrastructure.
- In accordance with the Special Policy Area requirements for a Secondary Plan, necessary technical plans and studies have been provided in accordance with Township staff direction for a Scoped Secondary Plan process (see **Appendix A**: Record of Pre-Submission Consultation & Comment Response Matrix). All supporting materials demonstrate that the proposed development is not premature and does not result in potential adverse impacts.
- The proposed light industrial / commercial designation will not result in obnoxious effects or in constraints to the existing municipal water or wastewater system.
- The Draft Plan of Subdivision includes a 1-hectare park between the proposed residential and commercial uses, which provides amenities for current and future residents as well as a buffer between the proposed mix of land uses.

4.4.2 Prime Agricultural

The subject lands are currently designated 'Prime Agricultural' on Map 4 – Wellesley Urban Area Land Use Designations by the in-effect Township Official Plan, as per **Figure 9** of this report. The new

Township Official Plan proposes to redesignate the 10-hectare portion of the subject lands within the Wellesley Urban Area to 'Urban Residential'.

The Draft Plan of Subdivision includes a three (3) hectare stormwater management block to the east of the 10-hectare portion of the subject lands within the additional lands being considered for future development. The stormwater management block is designated as 'Prime Agricultural' on Map 10 – The Countryside (see **Figure 10**) and is intended to be designated as 'Open Space' by way of the new Township Official Plan.

Chapter 3 of the Township Official Plan provides the policy direction for lands within the Prime Agricultural land use designation. Applicable to the proposed applications, Policy 3.1.9 states:

Notwithstanding the lot creation Policies of this Chapter, a new farm or new lot shall not be deemed to have been created where consent is given for the following purposes:

- (d) Acquisitions of land for infrastructure, where the need for the project has been demonstrated through an Environmental Assessment or other appropriate study and the facility or corridor cannot be accommodated through the use of easements or rights-of-way;*

Furthermore, Policy 3.6.1 permits non-agricultural uses within lands designated Prime Agricultural where it can be proven that intensification of the lands is minor within the limits of the property.

The proposed stormwater management block is permitted by Chapter 3 because:

- The stormwater management block is required to provide a stormwater management servicing solution for the proposed Draft Plan of Subdivision within the existing 'low-point' topography of the lands and considers potential future development for lands currently outside of the Wellesley Urban Area.
- The stormwater management block will not result in major site alteration within the limits of the block and provides an appropriate outlet from the municipal storm sewer.

4.4.3 Housing

Chapter 4 of the Township Official Plan contains policies related to the provision of housing within the Township. Policy 4.1.2 provides for a minimum three (3) year supply of residential units where new development is to occur on lands with sufficient servicing capacity. Further, Policy 4.1.3 states that *the Township will give priority to the approval of development applications which provide housing types that are needed in the community.*

As per Policy 4.2.1, the Township is to encourage the development and integration of a diverse range and mix of housing types and options consistent with the density targets set out by the Official Plan by:

- b) Promoting the efficient use of land in new residential developments and in redeveloping areas;*
and,
- c) Support and encourage innovative lot configurations, housing designs and construction techniques.*

Policy 4.2.5 provides criteria for the provision of additional residential units on low-rise residential properties.

In alignment with Chapter 4 of the Township Official Plan regarding housing, the proposed applications facilitate the development of the subject lands into a residential subdivision that will:

- Represent a logical extension of the existing low-rise residential context of the surrounding area that will contribute to the minimum density requirements set out for the Wellesley Urban Area.
- Permit a wide range of low-rise residential uses, including single-detached, semi-detached and townhouse dwelling units as well as additional residential units.
- Consider options for higher density residential development within the commercial block to broaden the range of housing and tenure options within the Township.
- Allow for flexibility for the size and configuration of future lots to meet various and emerging housing needs within the Township.
- Have sufficient servicing capacity and connection to the existing municipal infrastructure system, as outlined in the supporting Functional Servicing & Stormwater Management Report prepared by Meritech Engineering.

4.4.4 Land Use Compatibility

Policies related to land use compatibility are included in Chapter 6.1 of the in-effect Township Official Plan. The proposed applications implement the residential and light industrial/commercial land use designations in an area prominently used for agricultural purposes currently.

Generally, Policy 6.1.1 requires new development to be compatible with the location, density and characteristics of the surrounding area and are reviewed using the following criteria:

- a) The density, scale, height, massing and visual impact of surrounding buildings and the proposed development;*
- b) The preservation of the natural environment and cultural heritage resources;*
- c) The continued visibility and viability of adjacent land uses;*
- d) Pedestrian, cyclists, horse-drawn vehicles and other vehicular movements and linkages, and parking requirements;*
- e) Landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of proposed and existing developments;*
- f) Noise, dust, odours or vibrations generated by surrounding land uses as well as the proposed development; and,*
- g) Traffic generated by surrounding land uses and the proposed development.*

Further to the above criteria, Policy 6.1.2 states that consideration to the minimization of potential adverse effects due to the encroachment of sensitive land uses and potentially incompatible uses on one another.

Separation distances between industrial activities and sensitive uses are required under Policy 6.1.3. Furthermore, the use of additional berming, screening, fencing or other forms of buffers may be required to minimize potential adverse impacts from noise or odour on a proposed development (Policy 6.1.8).

Policy 6.6.1 requires completion of a Noise Feasibility Study for development applications in an area with the potential to be adversely impacted by road traffic, rail traffic or stationary noise and development shall be designed in accordance with any recommendations determined by this analysis.

Parking and loading facilities are to be designed in accordance with Policies 6.7.1, 6.7.2 and 6.7.3. Uses shall be supplied with adequate parking or loading on the subject lands in alignment with the minimum parking standards and provide for emergency access and safe pedestrian movement.

The proposed applications consider matters of land use compatibility outlined in Chapter 6, as follows:

- The proposed Draft Plan of Subdivision has been designed in accordance with the factors listed in Policy 6.1.1 (a) to (g). The proposed residential subdivision is compatible with the existing low-rise character of the surrounding area and proposes a comparable overall layout and lot fabric.
- The proposed light industrial and commercial uses within the area that will not create undue impact in terms of noise, odour or lighting, as confirmed by the technical studies provided in support of the applications. The proposed commercial land uses are currently separated from the residential uses by way of a park block as well as a new street to further mitigate potential impacts from vehicular traffic.
- Consideration to active transportation and pedestrian connectivity has been had, which will be integrated into the design of the proposed street network to provide access to the broader system.
- The proposed residential uses have been sufficiently set back from surrounding agricultural uses and maintain a minimum 600 metres of separation.
- A Noise Feasibility Study has been prepared by J.J. Acoustic Engineering Ltd., which analyzed the potential environmental noise impact from road traffic and stationary noise. The Noise Study concludes that there are no anticipated noise sources of concern, and no mitigation measures are required.
- Parking for the residential uses will be provided in accordance with the Township's Zoning By-law and for each individual unit in the form of garages and driveways to minimize overflow parking.
- Surface parking for the commercial block is contemplated centrally and will be designed in accordance with the Township's minimum parking standards. Loading for each building will also be provided and effectively screened from the street.
- The proposed street network as shown on the Draft Plan of Subdivision has been designed to accommodate emergency access and safe pedestrian movement.

4.4.5 Infrastructure

The remaining portion of Chapter 6 establishes the policy framework for the transportation network and water and wastewater infrastructure system within the Township.

Chapter 6.8.1 of the Township Official Plan provides the hierarchy of roads. The subject lands have approximately 200 metres of frontage along Gerber Road, which is identified on Map 6A – Transportation as a Regional Road. Greenwood Hill Drive is a Township Road, as are all other streets proposed as part of the Draft Plan of Subdivision. The road hierarchy of the subject lands are

shown in **Figure 11** below. All roads are to be designed in accordance with Regional of Waterloo Road Standards and the Township Construction Guidelines (as outlined in Chapter 6.8.5).

Policy 6.8.4.1 requires completion of a Transportation Impact Study for development that is likely to generate significant traffic as well as consideration to emergency access (Policy 6.8.6.1).

Opportunities for pedestrian connectivity and opportunities for other forms of active transportation are encouraged by the Township and Policy 6.8.8.2 provides the guidance on measures to incorporate into the design of new development, including by integrating pedestrian and cycling facilities along street networks, ensuring local parks are pedestrian-friendly, safe and accessible, considering matters of Crime Prevention Through Environmental Design (CPTED) principles, and providing connection to the broader active transportation network and public spaces.

Chapter 6.9 aims to ensure that all new development can be serviced by adequate water, wastewater and stormwater management facilities. Priority is given to development applications that can be serviced through the extension of municipal water and wastewater infrastructure systems. Policy 6.10.1 requires the preparation of a Stormwater Management Plan to address the following criteria in Policy 6.10.2:

- a) Recommendations of previously approved watershed management studies and related criteria;*
- b) Pre-development and post-development discharge of water (peaks and volumes) during flood conditions on any stream or watercourse within or adjacent to the proposed development;*
- c) Water quality controls;*
- d) Hydrologic water budget of the site;*
- e) Major-minor drainage systems;*
- f) At source infiltration controls;*
- g) Regulatory floodlines and other required setbacks;*
- h) Impact of erosion, groundwater discharge and groundwater infiltration on the receiving watercourse or wetland;*
- i) Stormwater drainage (management) facilities required to accommodate the proposed development;*
- j) Erosion and sediment controls;*
- k) Proposals for mitigating any ground or surface water contamination likely to result from the proposed development;*
- l) A grading and drainage plan for the proposed development;*
- m) A program for monitoring and maintenance including monitoring and remediation of the required facility until assumed by the Township; and,*
- n) Other environmental aspects determined by the Township, Region or the GRCA.*

In conformity with Section 51.1 of the *Planning Act*, the Township regulates parkland dedication under Policy 6.12.2.1 of the Township Official Plan. The parkland requirements are two (2) percent of the land proposed for commercial development and one hectare for every 300 dwelling units for residential development.

The proposed applications satisfy the general intent of Chapter 6 of the Township Official Plan regarding land use compatibility and infrastructure, as they:

- The proposed Draft Plan of Subdivision proposes a street network that aligns with the existing transportation network in the surrounding area and does not propose any accesses onto Gerber Road, which is a Regional Road.
- All roads will be designed and constructed in accordance with Regional and Township road standards and will include opportunities for active transportation including sidewalks or walkways to enhance pedestrian connectivity within the subdivision and to the broader area.
- A Transportation Impact Study was completed by Paradigm Transportation Solutions Ltd., which reviewed the proposed development against the context of the surrounding transportation network. The report concludes that the existing and proposed transportation network can adequately accommodate the additional traffic generated by the residential and commercial uses.
- As demonstrated in the Functional Servicing & Stormwater Management Report, the proposed development has access to existing municipal water and wastewater service connections.
- A three (3) hectare stormwater management block is proposed to the east of the subject lands within the additional lands being considered for future development. The stormwater management design is provided in the Functional Servicing & Stormwater Management Report, which includes an analysis of the required criteria in Policy 6.10.2 and demonstrates that quantity and quality of runoff and drainage as a result of the proposed development are controlled.
- A one (1) hectare park is provided in accordance with the requirements of the *Planning Act*. The proposed park block provides an over-dedication of the parkland required for the subdivision and considers the potential future development to the east of the subject lands.
- The proposed park block is also centrally located within the subdivision and has approximately 270 metres of frontage along proposed Street 'One' and 75 metres of frontage along Greenwood Hill Road. The location of the park block also provides separation between the proposed residential uses and the commercial block.

4.4.6 Archaeological & Cultural Heritage

Chapter 9 of the in-effect Township Official Plan provides policies for cultural heritage resource management. Policy 9.6.1 requires completion of an Archaeological Assessment as a component of development applications for lands that may contain archaeological resources or are identified with archaeological potential.

In alignment with Policy 9.6.1, a Stage 1 & 2 Archaeological Assessment was conducted and submitted in support of the applications. The Stage 1 Assessment consisted of a background study, which determined that portions of the subject lands are within an area of archaeological potential, therefore, a Stage 2 field assessment was required. The Stage 2 field assessment was conducted, which identified one (1) Euro-Canadian sites registered with the Ministry and eight (8) isolated findspots, two of which were registered with the Ministry of Citizenship and Multiculturalism. A number of artifacts were documented as a result of the Stage 2 field assessment in accordance with provincial requirements, most of which do not require further study. Further Stage 3 and potential Stage 4 assessments are required for some findspots within the subject lands to ensure that the archaeological resources are appropriately conserved. The proposed applications demonstrate conformity with Chapter 9, as the required analysis has been conducted and documented with the

Ministry of Citizenship and Multiculturalism and the result of further studies will be provided to the Township.

Based on the above policy review, it is our opinion that the proposed Zoning By-law Amendment and Draft Plan of Subdivision are in conformity with the in-effect Township of Wellesley Official Plan.

4.5 Township of Wellesley Official Plan (2026)

The Township of Wellesley is in the final stages of updating their Official Plan in accordance with the *Planning Act* and Bill 23 (The More Homes Built Faster Act, 2022). As of January 1, 2025, the Township of Wellesley assumed the role of the planning authority from the Region of Waterloo and the existing Regional Official Plan became the responsibility of the Township to implement.

The purpose of the new Official Plan is to bring the policy framework into conformity with the Provincial Planning Statement and to guide land use planning and infrastructure investment within the Township to 2051, as well as to consolidate the Regional Official Plan with the Township Official Plan.

Township Council adopted the new Official Plan on July 20, 2026, and it is currently under review by the Ministry of Municipal Affairs and Housing. Until such time that the Ministry provides final approval of the Township Official Plan, the previous version is in effect.

The proposed applications are in alignment with the land use planning framework of the new Township Official Plan (2026) and closely follow the policy framework established through the review process. The following is an overview of how the proposed applications conform to the new Township Official Plan (2026).

4.5.1 Township Planning Framework

The subject lands are within the Wellesley Urban Area as shown on Map 1 – Township Structure (**Figure 12** below), which continues to serve as the primary focus for population and employment growth and a wide range of uses within the Township until 2051. Policy 4.2.1 b) requires that development within the Wellesley Urban Area is connected to municipal water and sewage services.

As per **Figure 13**, the new Township Official Plan further designates the northern portion of the subject lands as 'Urban Residential' and the southern portion as 'Light Industrial / Commercial' on Map 2.1 – Wellesley Urban Area.

The subject lands are identified as a 'Designated Growth Area' on Map 2.2 – Wellesley Designated Growth Area (**Figure 14**). A notable change to the policy framework within the new Official Plan outlined in Policy 4.2.1.2a), which sets out a minimum density target of 50 residents and jobs combined per hectare from the previous 45 residents and jobs per hectare.

4.5.1.1 Designated Growth Area Policies

The policies under Section 4.2.1.2 of the new Township Official Plan aim to ensure development within the Designated Growth Area is pedestrian-oriented and safe; energy efficient; compatible with surrounding agricultural areas; protective of resources of cultural or archaeological value; providing for an appropriate mix and range of housing options; on a logical and multimodal transportation

network; appropriately phased for the coordination of transportation and municipal services; and accessible and integrated with parks and open space.

Policies 4.2.1.2 (d) to (i) provides general design criteria for lands within the Designated Growth Area as it relates to walkability, road networks, complete communities and housing, commercial uses, and school sites to ensure that development can accommodate new growth to meet the present and future needs of the Township.

4.5.1.2 Urban Residential Land Use Policies

The new Township Official Plan designates the northern portion of the subject lands as 'Urban Residential' on Map 2.1 – Wellesley Urban Area, which is regulated by the policies under Section 4.2.1.4. The purpose of the Urban Residential land use designation is to allow for a range of residential uses to accommodate current and future residential demands. Policy 4.2.1.4 b) reads as follows:

- i. Encourage a mix of housing types and densities to provide a variety and choice.*
- ii. Enable intensification more broadly through gentle density and other missing middle housing options.*
- iii. Support the gradual transition of existing neighbourhoods into complete communities that are more dense and energy efficient.*
- iv. Support innovative lot configurations, housing designs, and construction techniques.*

Policy 4.2.1.4 d) requires the development of a master plan for lands designated as Urban Residential within Designated Growth Areas that shows proposed road and block patterns, provides a servicing solution, addresses matters of land use compatibility, conserves identified archaeological resources, provides parkland and includes commercial or retail uses.

4.5.1.3 Light Industrial / Commercial Land Use Policies

The southern portion of the lands along Gerber Road is designated 'Light Industrial / Commercial' on Map 2.1 – Wellesley Urban Area. The purpose of this land use designation is to provide for a gateway feature or note into the Wellesley Urban Area. The list of permitted uses are outlined Policy 4.2.1.7 b), which include office uses and small-scale industrial uses that produce or store a product and do not release emissions. Policy 4.2.1.7 c) restricts commercial uses to stand alone, small-scale uses that do not include large retail outlets or shopping centres. Residential land uses are also permitted on the subject lands that would allow for a mixed-use development (Policy 4.2.1.7(d)).

4.5.1.4 Prime Agricultural Area Land Use Policies

As noted above, a stormwater management block is included on the Draft Plan of Subdivision to the east of the subject lands outside of the Wellesley Urban Area. This block is designated 'Prime Agricultural' on Map 2.3 – Countryside Land Use Designations and does not contemplate a redesignation at this time.

Policy 4.3.1.1 permits non-agricultural uses in prime agricultural areas so long as the following can be demonstrated:

- 1. The land does not comprise a specialty crop area.*
- 2. The proposed use complies with the minimum distance separation formulae.*

3. *There is an identified need within the planning horizon in this Plan as provided for additional land to accommodate the proposed use.*
4. *Alternative locations have been evaluated and there are no reasonable alternative locations.*

The proposed applications conform to applicable policies contained in Section 4 of the new Township Official Plan based on the following rationale:

- The proposed land use planning framework aligns with the land use designations shown on Map 2.1 – Wellesley Urban Area and Map 2.3 – Countryside Land Use Designations.
- The land use planning framework together with the implementing Zoning By-law Amendment and Draft Plan of Subdivision will assist the Township in achieving the minimum density target set out for Designated Greenfield Areas by providing 115 to 185 residential dwelling units or an average density of 47 residents and jobs per hectare.
- The proposed Draft Plan of Subdivision has incorporated the general design policies under Section 4.2.1.2 c) by:
 - Allowing opportunities for sidewalks along the proposed road network to connect the residential units to the park block, commercial block and broader active transportation network and minimizing walking distances and back-lotting on public spaces;
 - Aligning the proposed street network the road network of the adjacent subdivision to the west and contemplates future road connections to potential development to the north and east of the subject lands as well as consideration given to horse-drawn vehicles within the commercial block and restricting accesses points along Gerber Road.
 - The proposed park block has over 200 metres of frontage along proposed Street 'One' and is centrally located to the subdivision between the proposed residential and commercial blocks.
 - Incorporating elements of a complete community by proposing a mixed-use land use planning framework that permits both residential and commercial uses that will allow for a range of housing types as well as small-scale commercial / retail uses in close proximity.
- The proposed low-rise residential uses is an appropriate transition from the predominantly low-rise character of the surrounding neighbourhood with flexibility to allow for a variety of housing types including single-detached, semi-detached and townhouse dwellings.
- The proposed light industrial / commercial block along an arterial road allows for flexibility to provide high density residential in addition to small-scale commercial units to contribute to the range of housing types available within the Township.
- The proposed Draft Plan of Subdivision together with the supporting technical studies provided satisfies the requirement for a master plan as per Policy 4.2.1.4 d) and demonstrate that the proposed development is not premature and can be adequately serviced with no risk for potential adverse impacts.
- The proposed stormwater management block is permitted in the proposed location outside of the Wellesley Urban Area because the lands do not comprise a speciality crop area and the facility is required in order to provide a stormwater management solution for the proposed development and potential future development within the area. The location of the stormwater management block is logical given the existing topography.

4.5.2 Urban & Compatible Design

Section 5.1 of the new Township Official Plan considers matters of community and building design.

Low-rise buildings are to be oriented to face the street with front doors visible, feature outdoor amenity areas and parking options on driveways or in private garages (Policy 5.1.1 a)). Building heights are limited to four (4) storeys for low-rise buildings and mass is to consider existing buildings in nearby areas.

Policy 5.1.4.1 a) addresses matters of building form compatibility to ensure that new development is appropriately integrated into the existing built character and landscape of the surrounding area and Policy 5.1.4.1 b) requires transitions in the form of buffers, landscaping or setbacks where potential adverse impacts are anticipated.

Where residential uses abut non-residential uses such as the proposed development, Policy 5.1.4.1 c) requires appropriate buffering, which should consider the location of parking, loading and outdoor storage as well as overspill lighting and appropriate signage.

Policy 5.1.4.2 provides policies for land use compatibility to prevent or minimize potential adverse impacts on sensitive land uses such as residential development.

All new development is to consider matters of accessible building design as well as Crime Prevention Through Environmental Design (CPTED) standards in accordance with Policy 5.1.5 and 5.1.6 of the Township Official Plan.

The policies under Section 5.2.6 of the Official Plan require completion of an archaeological assessment where lands are identified with archaeological potential.

Similar to the previous Township Official Plan policies, the Township requires completion of a Noise Study where sensitive uses are proposed in an area with potential road or stationary noise sources.

The Zoning By-law Amendment and Draft Plan of Subdivision have regard for the policies under Section 5 of the new Township Official Plan, as follows:

- The proposed block fabric in the Draft Plan of Subdivision allows for all residential buildings to be oriented towards the street and provides sufficient landscaped open space and parking for each lot.
- The proposed residential uses are separated from the proposed commercial block by a new street as well as a park block, which will act as a transition to minimize potential adverse impacts from noise, traffic and lighting sources of the commercial uses.
- The proposed Draft Plan of Subdivision facilitates the development of the lands into a mixed-use area that is compatible with the low-rise character of the surrounding area.
- The commercial block will be designed to locate parking internal to the site with opportunities for loading, landscaping and outdoor amenity areas and will ensure no overspill lighting.
- A Stage 1 & 2 Archaeological Assessment was conducted to review the archaeological potential of the subject lands in accordance with provincial standards.
- A Noise Study was completed to assess road and stationary noise sources within the area and the impact on the proposed sensitive uses. The study concludes that there are no major noise implications and mitigation measures will be implemented.

4.5.3 Housing

Section 6 of the new Township Official Plan sets out the policy framework for residential development to ensure a diverse range and mix of housing options within the Township. Policy 6.1 a) states that priority is given to development applications that feature housing in the form of low-rise apartments and townhouses.

Policy 6.1 c) requires development applications proposing residential uses on a site containing two (2) or more hectares to provide a minimum 30 percent of dwellings to be in forms other than single-detached and semi-detached units.

Section 6.2 of the Official Plan allows for the provision of additional residential units as-of-right for low-rise residential development in accordance with the listed criteria.

The proposed Urban Residential land use designation allows for the development of the northern portion of the lands for low-rise residential use in accordance with the policies under Section 6:

- The Zoning By-law Amendment proposes to rezone the lands to permit a range of low-rise residential uses in alignment with residential land use designation.
- The proposed Draft Plan of Subdivision will implement the land use planning framework and will provide flexibility for a range of housing types including single-detached and townhouse dwellings.
- A minimum of 30 percent of dwellings can be provided as townhouse dwellings and will contribute to the affordable housing stock within the Township.

4.5.4 Infrastructure

The policies under Section 8 of the new Township Official Plan aim to ensure that new development is energy efficient and has access to adequate servicing options.

Policy 8.2.1 a) recognizes that compact, mixed-use development supports energy and water conservation. Policy 8.3.1 k) requires that new development be serviced by existing municipal water and wastewater infrastructure. A stormwater management plan is required in accordance with the criteria listed in Policy 8.4 c).

Parks and open space policies are outlined in Section 8.5. Applicable to the Draft Plan of Subdivision application, parkland dedication is required.

With regards to utilities, Policy 8.7 d) requires confirmation that utility providers are able to extend services to support the proposed development.

The hierarchy of roads and transportation policies contained Section 8.8 in the new Township Official Plan are similar to that of the previous version discussed in the section above. The transportation network is shown on Map 5.1 – Transportation Network of the Township Official Plan and is included as **Figure 15** of this report. Generally, the design and construction of roads shall be in accordance with applicable Regional standards or the Township Development Standards; road widenings may be required where existing roads do not meet current standards; vehicular accesses are to be in accordance with the Township Road Entrance Guideline and provide adequate site distances; consideration of horse-drawn vehicles is required for new development applications; and

transportation impact studies are required for new development likely to generate traffic volumes on a Township road.

The proposed applications are in conformity with Section 8 of the Township Official Plan (2026), as:

- The land use planning framework facilitates development of the lands into a compact, mixed-use development with a range of residential, open space and commercial uses within walking distance and in proximity to adjacent subdivisions, which will minimize the use of vehicles within the area.
- As demonstrated in the Functional Servicing & Stormwater Management Report submitted as part of the applications, the proposed development can be serviced via connection to the existing municipal infrastructure system.
- The Stormwater Management Plan & Report address the criteria outlined in Section 8.4 and control stormwater quantity and quality within the area and can accommodate future growth within the surrounding area.
- A one (1) hectare park block is proposed, which is an overallocation of parkland dedication for the proposed development and will provide public open space for the proposed as well as existing nearby subdivisions and potential future development.
- Utilities are available within the area to service the proposed development.
- The proposed transportation network is in accordance with Map 5.1 – Transportation Network and Map 5.2 – Active Transportation and will be designed with a 20-metre right-of-way and in accordance with applicable standards as a condition of Draft Plan of Subdivision approval.
- The future detailed design of the commercial block will consider parking options for horse-drawn vehicles.
- A Transportation Impact Study was prepared and concludes that the existing and proposed transportation network can accommodate the proposed development without major road improvements.

In conclusion and as demonstrated by the above analysis, the proposed applications conform to the intent of the new Township Official Plan.

4.6 Township of Wellesley Zoning By-law 28/2006

The Township of Wellesley Zoning By-law 28/2006 was passed by Township Council on July 25, 2006. The purpose of the Zoning By-law is to provide regulations to control the use of the land, buildings and structures within the Township for orderly development.

4.6.1 Existing Zoning

The subject lands are currently zoned General Agricultural (A1) zone, as shown in **Figure 16** below. The proposed stormwater management block in the portion of the lands outside of the Wellesley Urban Area is also zoned A1. The purpose of this zone is to implement the Prime Agricultural land use designation in the Township Official Plan and permits agricultural related uses.

The existing zoning for the subject lands does not permit the proposed residential subdivision and stormwater management block or implement the Urban Residential and Light Industrial / Commercial

land use designations of the Official Plan. Therefore, the Zoning By-law Amendment is required facilitate the development of the lands into a mixed-use subdivision with residential and commercial uses.

4.6.2 Proposed Zoning By-law Amendment

In alignment with the proposed Urban Residential land use designation in the Township of Wellesley Official Plan, the Zoning By-law Amendment proposes to re-zone the subject lands within the Wellesley Urban Area from General Agricultural (A1) to Urban Residential (UR), Urban Residential Two (U2) and Urban Commercial (UC) with site-specific exceptions. The stormwater management block is proposed to be rezoned to Open Space (OS).

The Urban Residential (UR) zone permits a range of low-rise residential uses including single-detached, semi-detached and duplex dwellings with additional dwelling units. Lot requirements for single-detached dwellings are 12-metre lot width and 510 square metre lot area.

The Urban Residential Two (UR2) zone also permit semi-detached dwellings as well as townhouse dwellings, triplexes and fourplexes. Additional detached and attached residential units are permitted as-of-right. The UR2 requires a lot width of six (6) metres and lot area of 175 square metres.

The Urban Commercial (UC) zone permits a variety uses including commercial / retail, restaurants, office and residential uses above the first storey or to the rear of the primary building. The required lot frontage is 18 metres, and lot area is 560 square metres.

The Open Space (OS) zone permits agricultural uses, recreational uses, public or private parks, and public utility facilities and services.

4.6.2.1 Site-Specific Exemptions

A number of site-specific exemptions are requested as a component of the Zoning By-law Amendment.

Reduced Lot Widths

The Township of Wellesley Zoning By-law requires a minimum lot width of 12 metres for single-detached dwellings and six (6) metres for townhouse dwellings. The Zoning By-law Amendment includes a site-specific provision for reduce lot widths as it pertains to single-detached and townhouse dwellings. It is proposed to permit a lot width of nine (9) metres for single-detached dwellings and 5.5 metres for townhouse dwellings.

The proposed lot widths will not impede on the use of the individual lots for low-rise residential use. Sufficient lot areas, side yard setbacks, landscaped open space as well as parking will be provided in accordance with the provisions of the underlying zone. These requests allow for flexibility of lot configuration within the residential portion of the subdivision in alignment with current market conditions as well as increased density within the area to assist in the achievement of minimum targets set out for Designated Growth Areas. The reduced lot widths will also contribute to the range of affordable housing options within the Township in accordance with the Township Official Plan.

Rear Yard Setbacks

The Zoning By-law requires a minimum rear yard setback of 7.5 metres for low-rise residential uses. A rear yard setback of six (6) metres is proposed for all dwelling types within the Urban Residential (UR) and Urban Residential Two (UR2) zones.

The proposed six (6) metre rear yard setback will still allow for adequate rear yard and separation from abutting lots with minimal undue impact.

Additional Permitted Uses

The Urban Commercial zone permits a wide variety of commercial, retail, restaurant and office uses as well as residential uses above the first storey or to the rear of the main building. The proposed Zoning By-law Amendment includes a site-specific request for a Gas Station with a Gas Bar as a permitted use within the UC zone.

The proposed commercial block on the Draft Plan of Subdivision is three (3) hectares and has been designed to accommodate a gas station with a convenience store as well as parking spaces for the use. Currently, there is only one (1) gas station in Wellesley along Queens Bush Road, therefore, this additional request would provide an additional gas service along a Regional Road in proximity to existing and proposed residents and along a prominent gateway into the Township.

The design details of the proposed light industrial / commercial block are not final and will be determined through a subsequent site plan application process. The current location is proposed along the Gerber Road lot line boundary in the southwest corner and has been reviewed in terms of land use compatibility. As currently contemplated, the proposed gas bar would be approximately 75 metres from the existing subdivision to the west of the subject lands and 150 metres from the proposed residential uses to the north of the commercial block on the subject lands.

Building Height

The UC zone currently permits a building height of 10.5 metres for all light industrial / commercial buildings. The Zoning By-law Amendment proposes an amendment from 10.5 metres to 16 metres in the UC zone to provide flexibility for the provision of mixed-use buildings with residential uses above the first storey.

The additional building height of 16 metres is equivalent of a four (4) storey building, which is considered a low-rise building by Section 5.1.1 of the new Township of Wellesley Official Plan. The proposed amendment for increased building height will further implement the intended function set out by the Township Official Plan for low-rise use while providing flexibility for a compatible design to include a variety of uses, density and building form within the area. The proposed building height will also assist in the achievement of minimum density targets set out by the Regional and Township Official Plans for lands within the Wellesley Urban Area. The commercial block represents a reasonable location for increased building height considering that Gerber Road is a Regional Road and functions as a gateway into the Township of Wellesley.

Given that the proposed commercial block is located along Gerber Road to the south, adjacent to a stormwater management block to the east, separated by proposed Street 'One' and a park block to the north, and abutting Greenwood Hill Road to the west, impacts of the increased building height are

unlikely to create adverse impacts on surrounding low-rise residential uses with 10-metre building heights. Potential adverse impacts will be minimized and mitigated on site through future site plan design to ensure that elements such as noise, lighting, and shadows are adequately addressed.

A draft Zoning By-law Amendment and Zone Schedule are included in this report as **Appendix B** for reference.

It is our opinion that the Zoning By-law Amendment meets the general intent of the Township of Wellesley Zoning By-law 28/2006 and appropriately implements the land use planning framework of the Township of Wellesley Official Plan.



Figure 4 - Region of Waterloo Official Plan Map 1 - Regional Structure

-  Subject Lands
-  Township Urban Area
-  Countryside Line
-  Prime Agricultural Area
-  Area Municipal Boundary



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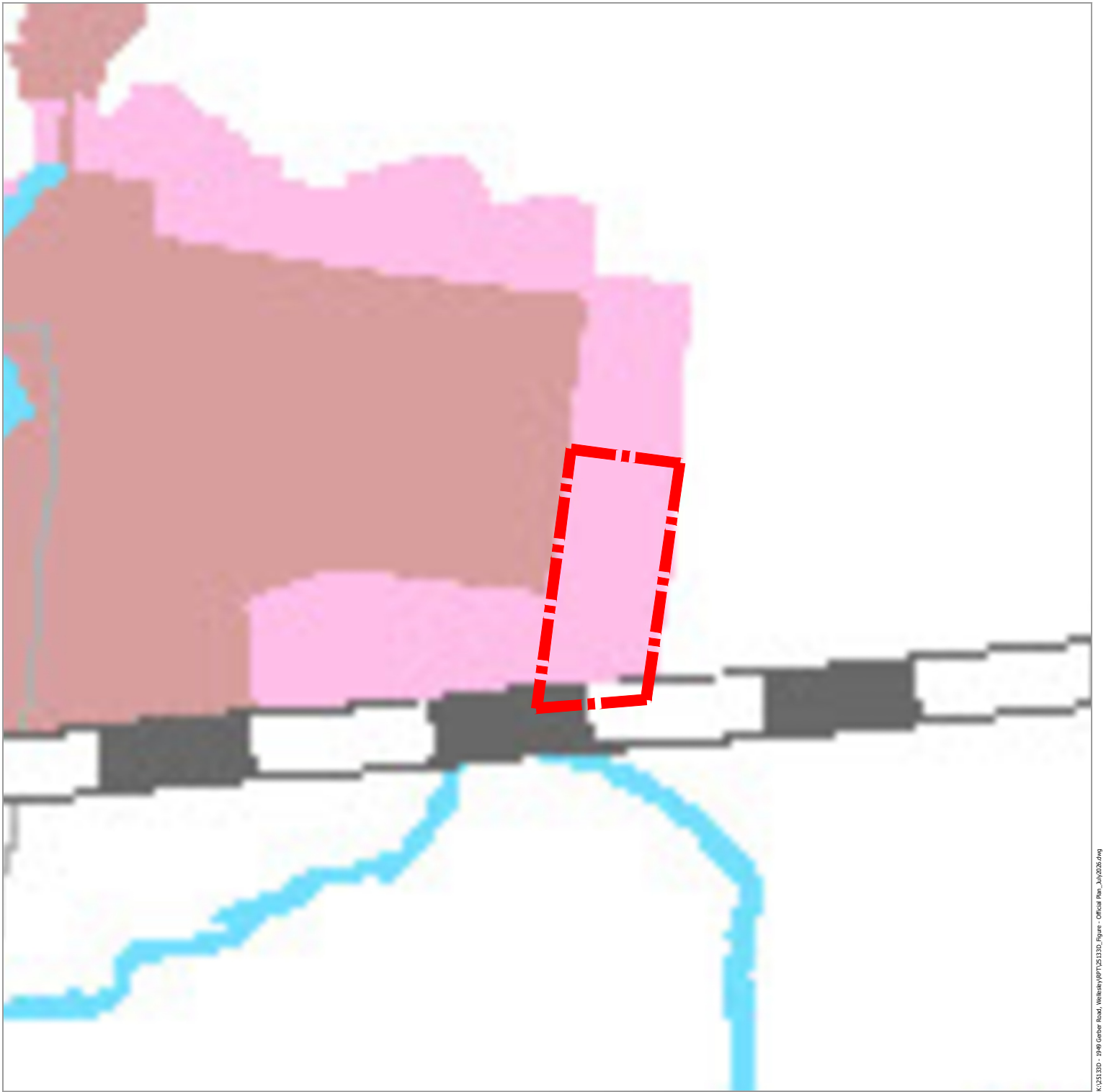


Figure 5 - Region of Waterloo Official Plan Map 2 - Urban System

-  Subject Lands
-  Delineated Built-Up Area
-  Designated Greenfield Area
-  Area Municipal Boundary



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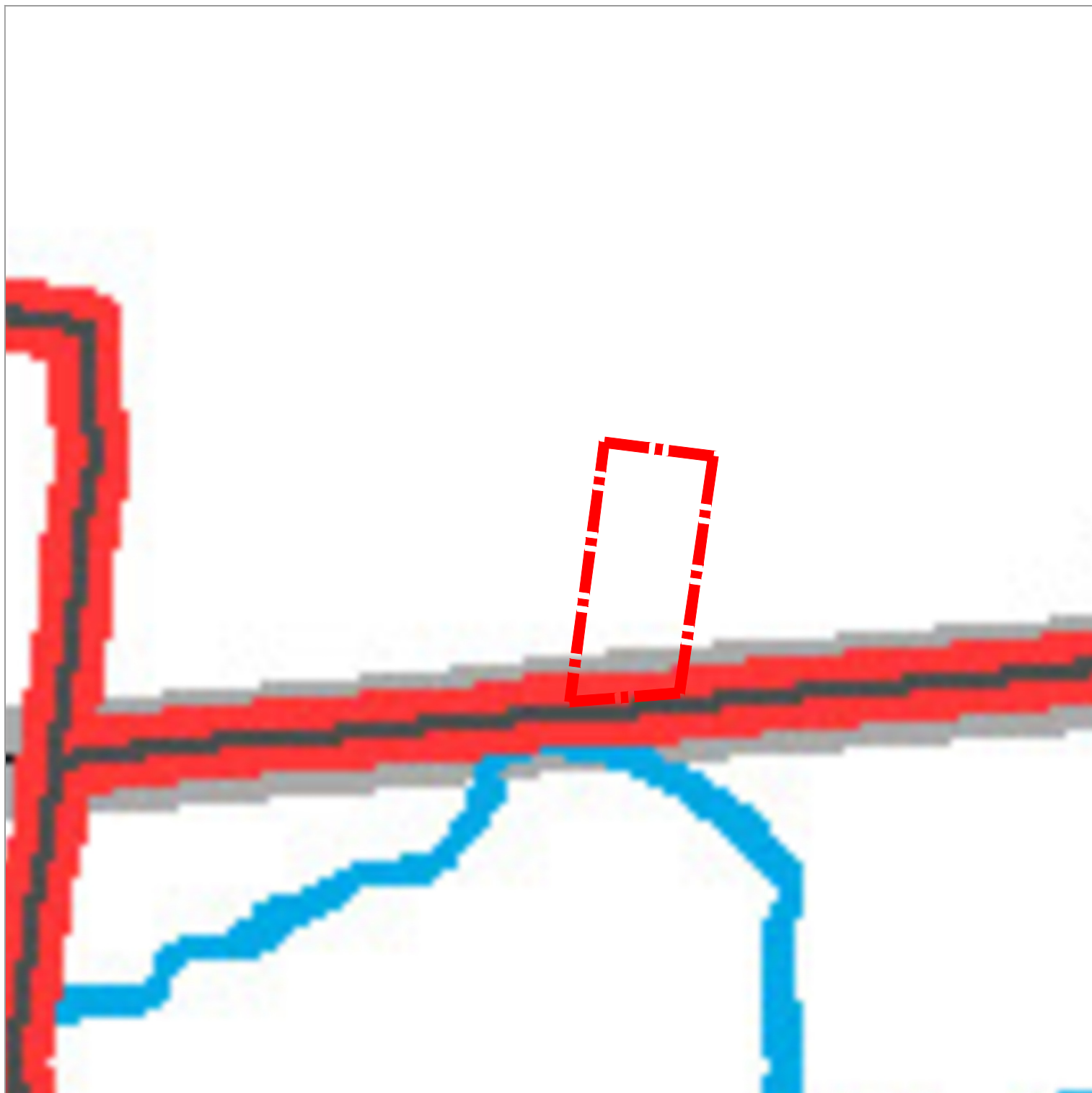


Figure 6 - Region of Waterloo Official Plan Map 5b - Existing, Planned and Proposed Roads & Corridors

-  Subject Lands
-  Existing Regional Roads
-  Municipal Boundary



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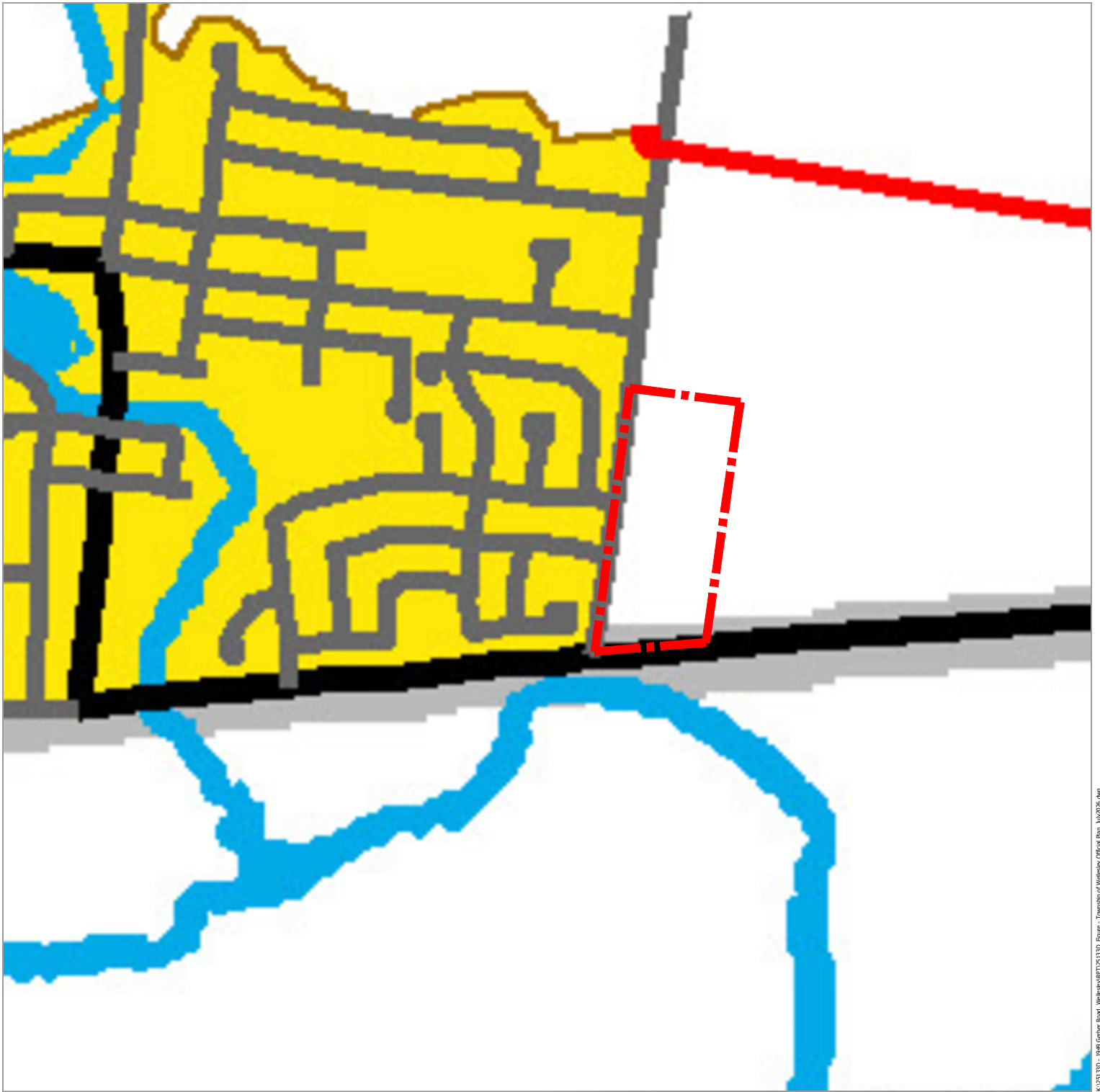


Figure 7 - Township of Wellesley Official Plan (2004) Map 2 - Planned Township Structure

-  Subject Lands
-  Wellesley Urban Area
-  The Countryside
-  Regional Road
-  Township Road



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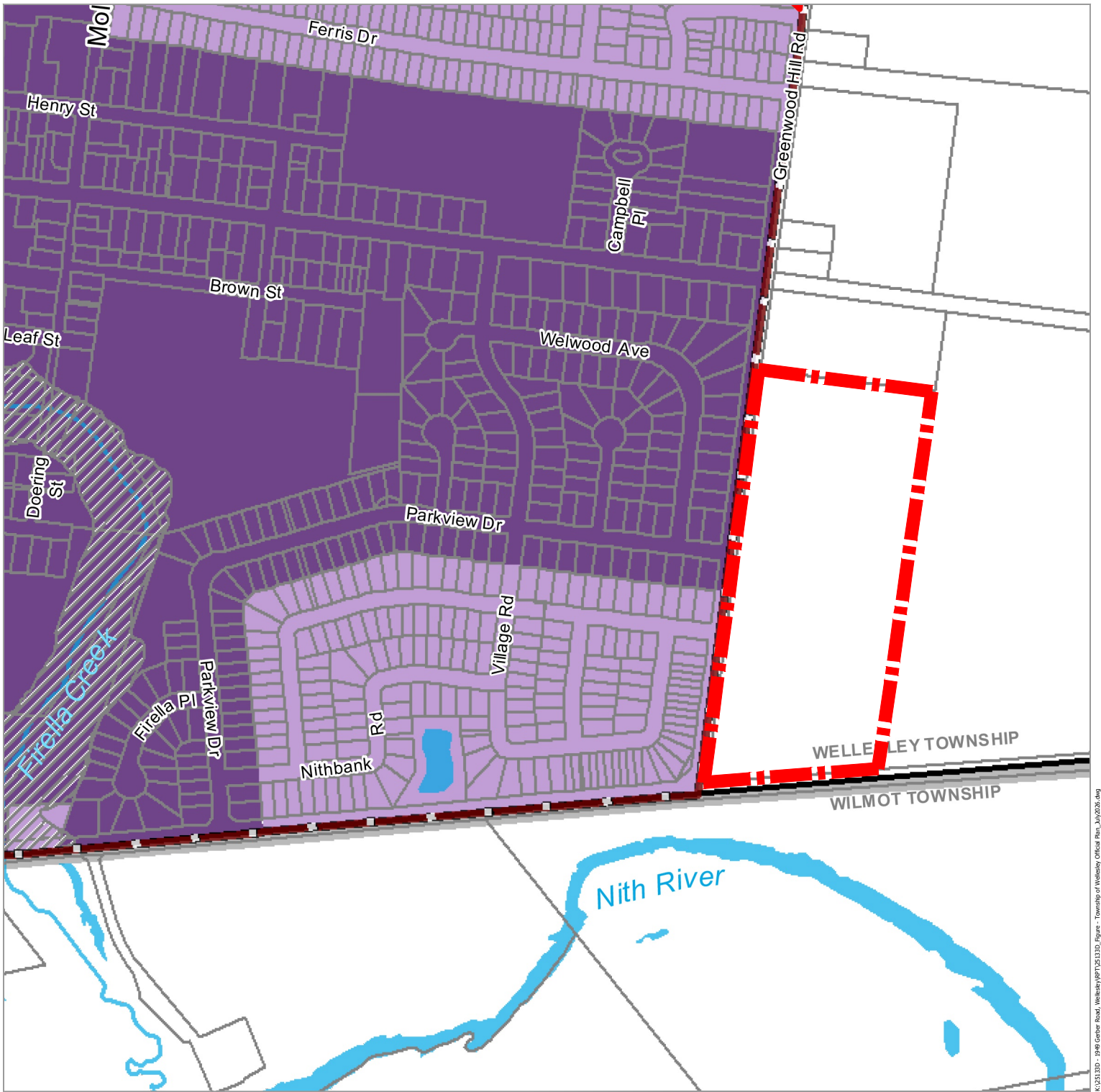


Figure 8 - Township of Wellesley Official Plan (2004) Map 2A - Designated Greenfield Area

-  Subject Lands
-  Wellesley Urban Area Boundary
-  Designated Greenfield Area
-  Built Up Area
-  Environmental Constraint Area





Figure 9 - Township of Wellesley Official Plan (2004) Map 4 - Wellesley Urban Area Land Use Designations

- Subject Lands
- Urban Area Boundary
- Special Policy Area
- Urban Residential
- Institutional



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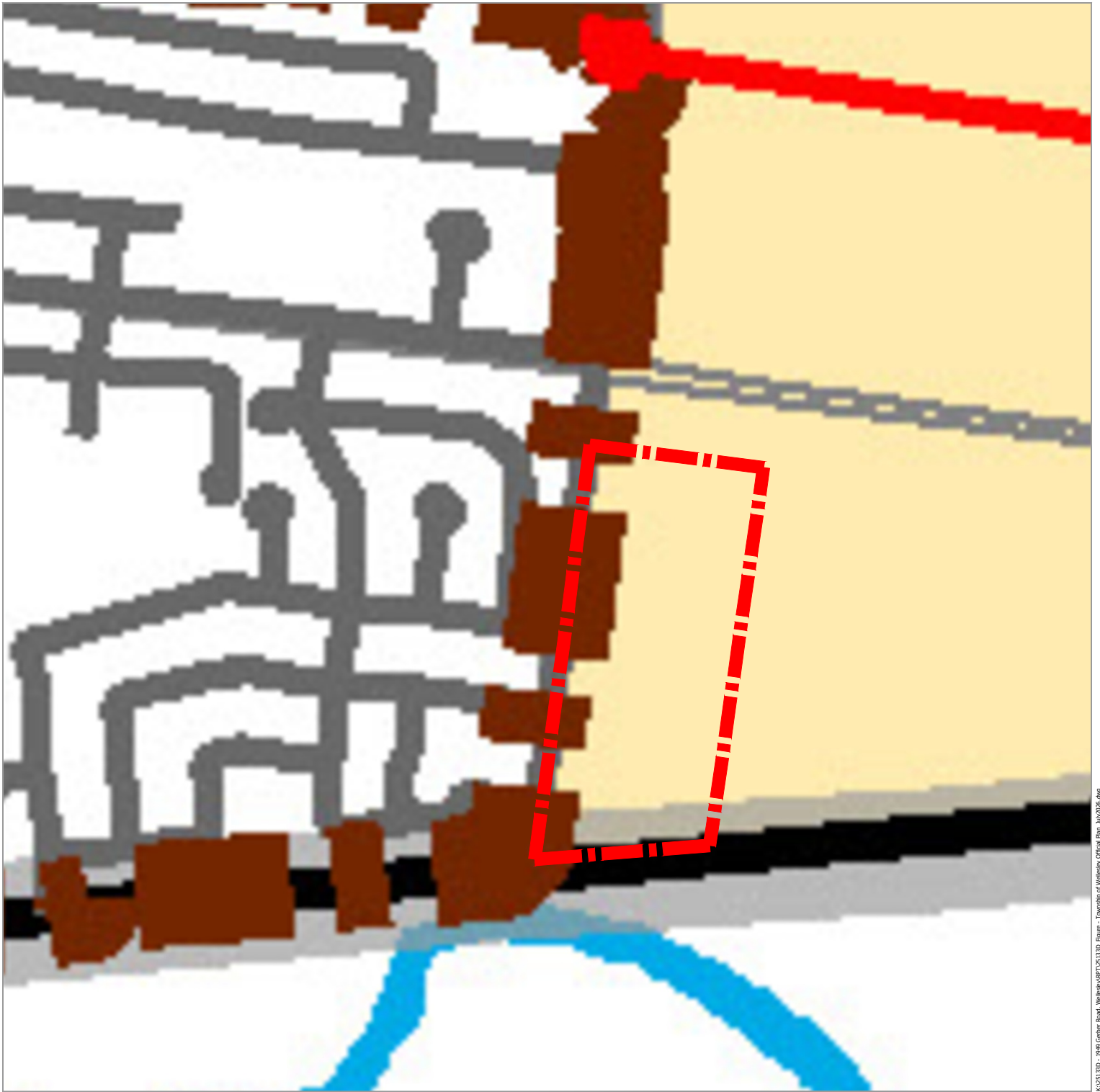


Figure 10 - Township of Wellesley Official Plan (2004) Map 10 - The Countryside

-  Subject Lands
-  Countryside Line
-  Prime Agricultural





Figure 11 - Township of Wellesley Official Plan (2004) Map 6A - Transportation

-  Subject Lands
 Regional Road
 Township Road





Figure 12 - Township of Wellesley Official Plan (2026) Map 1 - Township Structure

-  Subject Lands
-  Urban Area Boundary
-  Countryside Line



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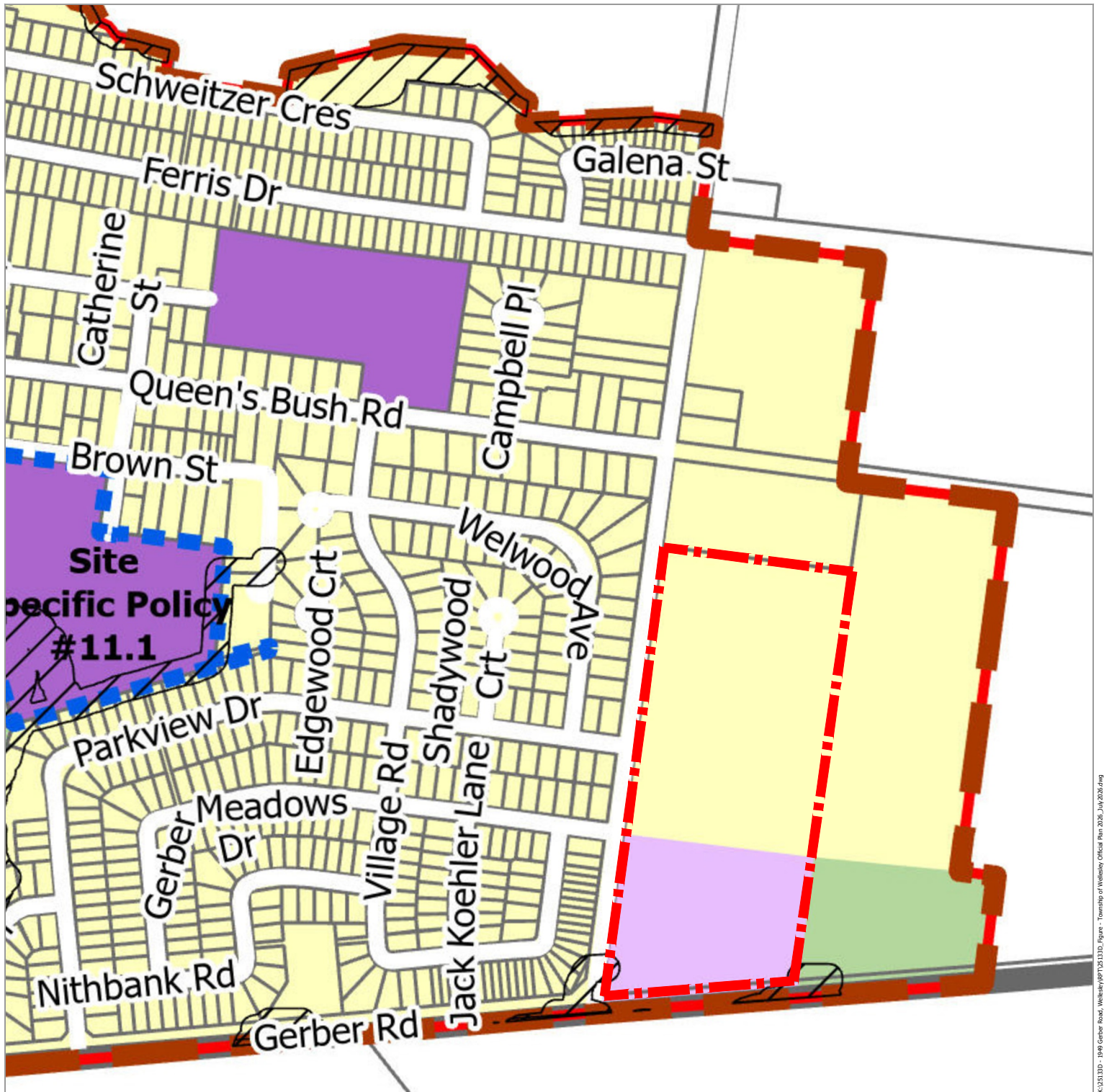


Figure 13 - Township of Wellesley Official Plan (2026) Map 2.1 - Wellesley Urban Area

-  Subject Lands
-  Urban Area Boundary
-  Countryside Line
-  Urban Residential
-  Institutional
-  Light Industrial / Commercial
-  Open Space



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Figure 14 - Township of Wellesley Official Plan (2026) Map 2.2 - Wellesley Designated Growth Area

-  Subject Lands
-  Built Up Area
-  Designated Growth Area
-  Countryside Line/Urban Area



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Figure 15 - Township of Wellesley Official Plan (2026) Map 5.1 - Transportation Network

-  Subject Lands
-  Regional Road
-  Township Road
-  Private Road



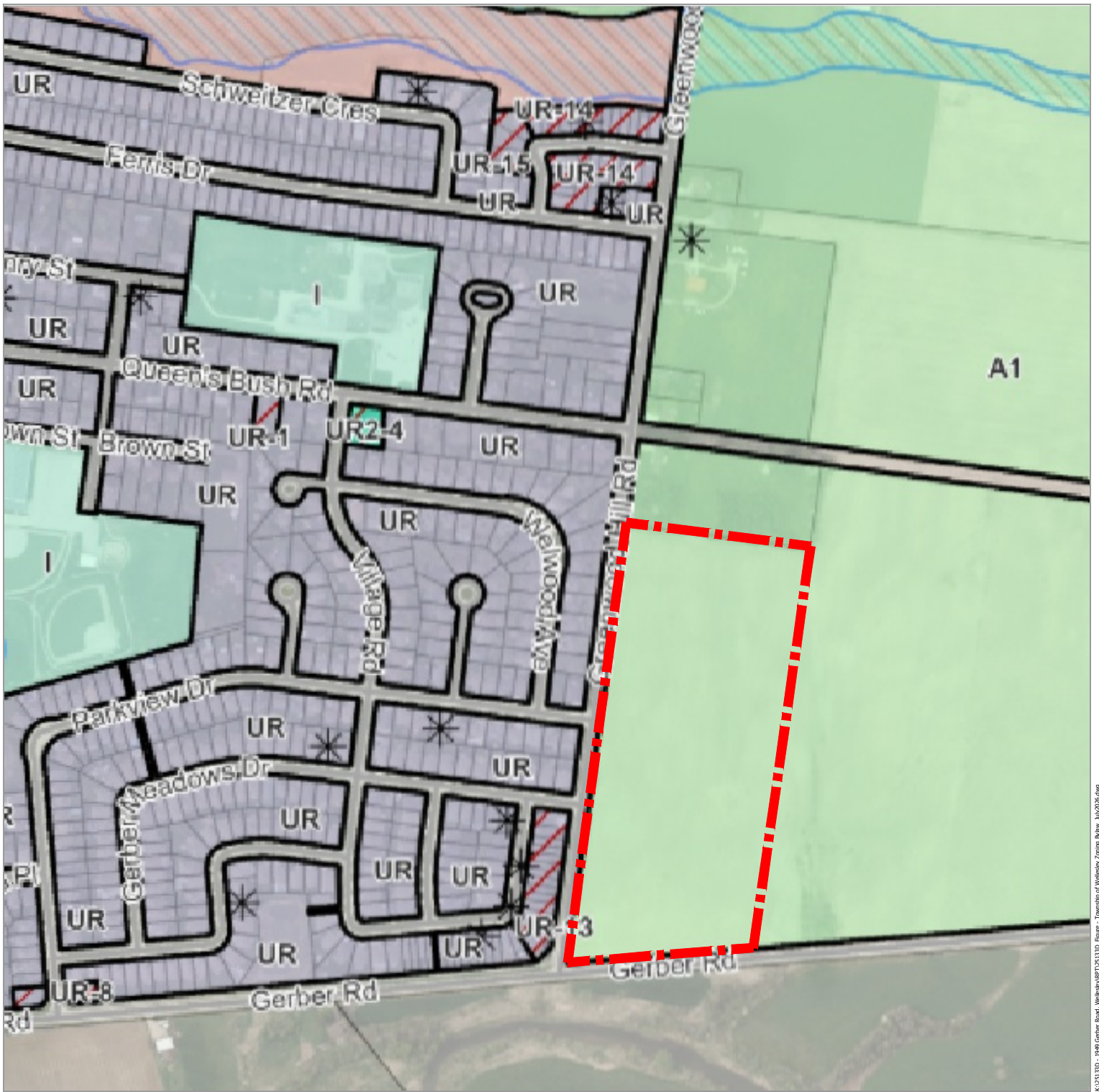
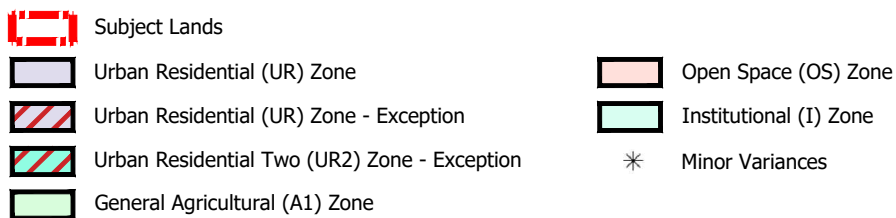


Figure 16 - Township of Wellesley Zoning By-law 28/2006



5.0 Summary of Reports

5.1 Geotechnical Investigation

A Preliminary Geotechnical Investigation was conducted by Chung & Vander Doelen to determine the subsurface soil and groundwater conditions at the site and make geotechnical recommendations to aid grading and design of the subject lands for purposes of a mixed-use subdivision. Fieldwork was conducted producing ten (10) boreholes and five (5) monitoring wells to collect subsurface soil samples and monitor groundwater conditions. The soil samples were further examined in a laboratory to confirm field classification.

The subsurface conditions generally vary between borehole locations, as follows:

- The upper layer of all ten (1) borehole locations consist of sandy silt to silty sand fill with topsoil as a result of agricultural tilling.
- All ten (10) boreholes were underlain by a silty clay deposit with trace amounts of gravel and sand with firm to hard consistency.
- A layer of silt till with trace amounts of sand, clay and occasional clayey seams was encountered within the silty clay deposit in some boreholes.
- Groundwater conditions were monitored and water levels readings were measured in five (5) monitoring wells. The water table was manually measured at depths varying from 0.98 to 2.80 mbgs, corresponding to elevations between 353.08 to 363.96 mASL.
- The shallow groundwater flow direction generally follows local site topography with groundwater flowing from the elevated northern portion of the property towards the lower-lying southern portion of the site.
- The silty clay samples for some boreholes indicate negligible potential for sulphate attack. As such, General Use (GU) or blended General Use (GUb, GULb) cement may be used.
- The corrosivity test results indicate that the soil is generally not corrosive to grey or ductile cast iron pipe and other metallic objects such as steel piles.
- Three (3) soil samples were submitted to the Waterloo laboratory of ALS Canada Ltd. to determine the sodium absorption ratio (SAR) and electrical conductivity (EC) of near surface samples across the site. No exceedances were detected in any of the three (3) samples.

The report generally concludes that the encountered soils are suitable to support the proposed development and provides the following recommendations:

- Depending on the final design of the on-site structures and whether any underground structures are planned, some degree of temporary construction dewatering may be required.
- Construct engineered fill in areas to be raised in order to suitably support the proposed development, future roadways, and infrastructure servicing.
- Major excavation and site grading operations should be scheduled during the drier summer months.

- Topsoil stripping should be undertaken when the ground is sufficiently dry to support construction equipment and minimize disturbance of the underlying subgrade.
- Any proposed borrow source materials be tested prior to importing to ensure that the environmental quality of the imported fill meets all environmental approval criteria and to ensure that the natural moisture content of the fill is suitable for compaction.
- Grading and filling operations should be planned to promote positive surface drainage and minimize ponding, while construction traffic should be limited to designated routes to minimize disturbance and rutting of exposed subgrade soils.
- The sanitary sewer invert should be located a minimum of 2.5 metres below final road grade, the storm sewer obvert should be located 1.2 metres below final road grade, and the top of the watermain pipe should be located 1.8 to 2.0 metres below finished grade, depending on the diameter of the watermain.
- Frequent inspections by experienced geotechnical personnel should be carried out to examine and approve backfill material.

5.2 Hydrogeologic Study

Chung & Vander Doelen's prepared a scoped Hydrogeological Assessment for the subject lands. The purpose of the study was to provide preliminary evaluation of existing hydrogeological conditions based on a desktop review. The report analyses groundwater flow patterns and determines potential groundwater control to support future development of the lands for residential use.

The following conclusions were made:

- Native soils are comprised of silty clay soils and have low hydraulic permeability.
- Groundwater levels range from 0.98 to 2.80mbgs and are considered relatively low in comparison to potential peak groundwater elevations.
- The groundwater flow direction follows the topographic of the subject lands from north to south.
- The subject lands are not within a groundwater recharge area and there nearby natural heritage features are outside of the potential zone of influence.
- Significant vertical hydraulic separation exists between the on-site unconfined aquifer and the underlying water supply aquifer.

It should be noted that groundwater monitoring is ongoing as part of the required 2-year monitoring program and further updates to this report will be presented at a later date.

5.3 Transportation Impact Study

A Transportation Impact Study was completed by Paradigm Transportation Solutions Limited to identify and assess the potential transportation impacts as a result of the proposed development for residential use. The report includes an analysis of existing traffic conditions within the area, an estimate of future traffic volumes after five (5) years following full build-out of the site, an analysis of future traffic operations as a result of the proposed development, as well as any required mitigation measures as a way to manage future traffic conditions.

The Transportation Impact Study confirms the proposed vehicular street network, including a new municipal street connection (Street 'One') to Greenwood Hill Road opposite of Gerber Meadows Drive, which will provide access to the residential portion of the subdivision as well as the proposed commercial block. A second municipal street connection (Street 'Two') is proposed from the subject lands to Greenwood Hill Road opposite Parkview Drive.

The findings of the Transportation Impact Study are as follows:

- All existing municipal streets and intersections within the immediate vicinity and broader area are operating at acceptable levels of service during the weekday morning and evening peak hours.
- The proposed development is forecast to generate approximately 200 new trips during morning peak hours and 300 new trips in the evening peak hours.
- The existing municipal streets and intersections are forecasted to continue to operate at acceptable levels during both weekday morning and evening peak hours with no critical movements anticipated.
- The proposed street locations meet the minimum sight distances required by the Transportation Association of Canada.
- There are no left-turn lanes warranted for any intersections within the immediate vicinity as a result of the proposed development.
- A pedestrian crossing is warranted at the intersection of Greenwood Hill Road and Queens Bush Road as a result of the proposed development.

Based on the above findings, the study concludes that the proposed development can be accommodated within the existing transportation network and that the proposed municipal street connections are satisfactory. There are no remedial measures required to improve traffic conditions as a result of the proposed development. Further Regional monitoring of existing intersections within the area are provided as well as for crosswalks over Greenwood Hill Road are recommended.

5.4 Preliminary Servicing & Stormwater Management Report

A Preliminary Servicing & Stormwater Management Report was prepared by Meritech Engineering. The report reviewed the servicing options available to accommodate the proposed development and analyzed sanitary servicing, water servicing, storm servicing, stormwater management, grading and drainage, transportation and utilities.

The Servicing & Stormwater Management Report concludes that there are sufficient infrastructure service capacity and connections within the area to service the subject lands for purposes of a mixed-use subdivision. Capacity at the wastewater treatment plant and in the trunk sanitary sewer system is planned to be expanded to accommodate future growth. Sanitary outlets have some capacity for the proposed development and a new sewer on Gerber Road is proposed for the remaining portions. Watermains will connect to the existing mains along Gerber Meadows Drive and the proposed storm sewer system will adequately capture runoff with direct outlet to the stormwater management pond. Various utility companies have confirmed the ability to service the proposed development.

The following recommendations are provided:

- Infiltration to confirm water balance is not recommended, as native soils are not conducive to infiltration.
- The Region confirm the required road widening along Gerber Road to inform detailed engineering.
- A portion of the proposed sanitary system should outlet to the existing sewers on Parkview Drive.
- A new sanitary sewer should be constructed on Gerber Road to allow for the remaining site to have an outlet to the wastewater treatment plant without exceeding the capacity of existing sewers.
- Updated water modelling from the Region should be provided to confirm fire flows, pipe sizes and fire wall requirements.
- Storm connections should be provided to each lot and connect to the internal storm sewer discharging into the stormwater management facility, which discharges across Gerber Road and into the Nith River.

5.5 Stage 1 & 2 Archaeological Assessment

Detritus Consulting Ltd. conducted a Stage 1 & 2 Archaeological Assessment on the subject lands given the archaeological potential of the subject lands. The Stage 1 Archaeological Assessment involved a background study to determine whether a further Stage 2 field assessment was required. The results of the Stage 1 Assessment determined that portions of the lands are of archaeological potential.

A subsequent Stage 2 Assessment was conducted in April and May 2026, which consisted of field investigation of the subject lands. The subject lands were assessed by pedestrian survey as well as a test pit survey. The results of the analysis identified one (1) Euro-Canadian site and eight (8) isolated findspots. A total of three (3) sites were registered with the Ministry of Citizenship and Multiculturalism as H1 (AiHe-492), P1 (AiHe-493), and P2 (AiHe-494).

Site H1 (AiHe-492)

The assessment produced 733 Euro-Canadian artifacts, which were comprised of mainly ceramic and household artifacts with some structural artifacts, and personal, horse tack, recent material, and miscellaneous metals. Overall, 93 artifacts amounting to 12.69% of the overall Stage 2 artifact assemblage from H1 (AiHe-492) date prior to 1900.

Site P1 (AiHe-493)

The Stage 2 assessment of P1 (AiHe-493) produced one pre-contact Indigenous projectile point from one surface find location in the northwestern portion of the subject lands, which is identified as a Stanley stemmed point dating back to the Middle Archaic period.

P2 (AiHe-494)

The Stage 2 assessment of P2 (AiHe-494) also produced one pre-contact Indigenous projectile from one surface find location near the southeastern corner of the subject lands, which is likely a Nettling point dating to the Early Archaic period.

Based on the above noted findings, a Stage 3 Assessment is recommended for H1 (AiHe-492) and P2 (AiHe-494). A further Stage 4 assessment for archaeological mitigation may be required and will be determined upon completion of the forthcoming Stage 3 archaeological assessments. The archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage within the area, which will be further confirmed by the Ministry by way of a letter stating that there are no further concerns with regard to alterations to archaeological sites as a result of the proposed development.

5.6 Noise Study

A Road Traffic & Stationary Noise Impact Study was prepared by J.J. Acoustic Engineering Ltd. to review the potential for environmental noise impacts on the proposed subdivision resulting from surrounding road noise sources.

The Noise Study concludes the following:

- The only substantial roadway noise source within the vicinity of the proposed development is Gerber Road and all other roads have been determined as insignificant.
- The proposed residential units will require air conditioning as a mitigation measure.
- Potential environmental noise impacts from road traffic noise sources are not significant, therefore, no mitigation measures are required.

6.0 Summary and Conclusions

The purpose of this Planning Justification Report was to evaluate the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications in the context of the existing land use policy framework, including the Provincial Planning Statement, the Region of Waterloo Official Plan, the in-effect Township of Woolwich Official Plan (2004) and the new Township of Woolwich Official Plan (2026). The analysis contained in this report demonstrates:

- The applications are in accordance with the applicable criteria in the *Planning Act* for residential subdivisions;
- The applications are consistent with the Provincial Planning Statement;
- The applications conform to the policy direction of the Regional Official Plan;
- The applications meet the intent of and are supported by the policy direction of the in-effect Township Official Plan;
- The applications align with and implement the land use planning and policy framework of the new Township Official Plan;
- The Official Plan Amendment propose a land use planning framework that is compatible with the surrounding context of the area and do not result in adverse impacts;

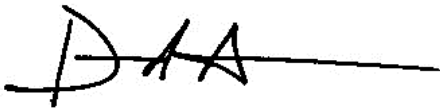
- The proposed applications provide an opportunity for a mixed-use development within the Township that will contribute to the minimum density targets set out by the Region and Township;
- The Zoning By-law Amendment appropriately implements the proposed land use planning framework of the new Township Official Plan with development standards that allow for flexibility of future development;
- The Draft Plan of Subdivision will facilitate the creation of new streets and blocks to support the development of the lands in accordance with the proposed land use planning framework as well as Regional and Township standards, and will be designed to ensure a high-quality of urban design with appropriate integration to existing and future communities;
- The subject lands are well located to a variety of existing services including commercial/retail uses, parks and open space, institutional uses, public transit, as well as the road transportation and active transportation network;
- The proposed development can be adequately serviced through connections to existing municipal infrastructure.

Based on these conclusions, it is our opinion that the Zoning By-law Amendment and Draft Plan of Subdivision together with the technical studies form a 'complete' application for consideration of new development within the Wellesley Urban Area.

The proposed applications have been reviewed against the applicable Provincial, Regional and Township policies and regulations and demonstrate that Township objectives are supported and maintained. Therefore, the proposed Zoning By-law Amendment and Draft Plan of Subdivision represent good planning for consideration of approval by the Township.

Respectfully submitted,

MHBC



Dave Aston, MSc, MCIP, RPP
Vice-President, Partner



Victoria Gignac, MCIP, RPP
Senior Planner

A

Appendix A: Pre-Submission Consultation Comments & Comment Response Matrix



Township of Wellesley

4639 Lobsinger Line, St. Clements, ON, N0B 2M0
Office: 519.699.4611 | Fax: 519.699.4540

RECORD OF PRE-SUBMISSION CONSULTATION

The purpose of the Pre-Submission Consultation is to review a proposed development and identify the need for, and scope of, the *other information and materials* necessary for a thorough and complete review of the proposal. This Record of Pre-Submission Consultation documents the required *other information and materials* that must be submitted in conjunction with the application form and fees. It will be used by Planning Staff to determine whether the application is complete.

This Record of Pre-Submission Consultation only applies to the proposal as described below and/or as provided for in the attached concept plan.

Owner:	Wm. J. Gies Construction Limited
Agent/Consultant:	Dave Aston, MHBC Planning
Site Location	1949 Gerber Road
Date of Meeting/Comments:	January 15, 2026

Type of Proposed Application(s):

- ☒ Site Plan ☒ Zone Change ☒ Official Plan Amendment
☐ Consent ☐ Minor Variance ☒ Plan of Subdivision

PART I – SUMMARY OF PROPOSAL

The proposal includes a residential development with a range of housing types and a commercial block located on the corner of Gerber and Greenwood Hill Road. Vehicular access to the site is proposed from Greenwood Hill Road.

The lands subject to this request are within the Urban Area and are approximately 10 hectares in size. The subject lands are part of a larger parcel of land (39 ha), which is subject to a request to be included within the Urban Area through the Official Plan Update process.

The comments provided in this record of pre-submission consultation relate to the 10-hectare portion of the lands that are within the Wellesley Urban Area and Designated Greenfield Area, herein referred to as the “subject lands”. The additional lands located outside of the Urban Area will be evaluated through the Township’s Official Plan Update process.



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The subject lands are proposed to be re-designated to 'Urban Residential' with a special policy area for the commercial use to permit the proposed development. Further to the Official Plan Amendment, a Zoning By-law Amendment is required to rezone the lands to 'Urban Residential 1', 'Urban Residential 2', and 'Urban Commercial'.

PART II – DEPARTMENT / AGENCY COMMENTS:

A. TOWNSHIP PLANNING COMMENTS

Comments provided by: Bobby Soosaar, Senior Planner, 519-699-3964

Regional Official Plan:

The subject lands were added to the Wellesley Urban Area through Regional Official Plan Amendment No. 6 (ROPA 6) and Bill 162.

The applicant is advised that, given the size and scale of the proposed development, ROP Policy 3.A.6, described below, would apply.

Where a *development application* proposing residential uses is submitted for a site containing one hectare or more of developable land, the Region and the area municipalities will require, a minimum of 30 percent of new residential units to be planned in forms other than single-detached, semi-detached, and street fronting and single unit condominium townhouse units. Examples of other potential housing forms may include, but are not limited to: duplexes; tri-plexes; four-plexes; multiplexes; stacked and back-to-back townhouses; and apartments.

Township Official Plan:

The subject lands are currently designated Prime Agricultural with Special Policy 2.7.9.2 applying to a portion of the lands. Special Policy 2.7.9.2 reads as follows:

Notwithstanding any policies of this Plan, the areas shown as special policy 2.7.9.3 on Map 4 – Wellesley Urban Area Land Use Designations, as shown on schedule C to this amendment, shall not be developed until such a time that a Secondary Plan has been prepared to identify future land uses and servicing considerations in accordance with Sections 2.7.3 and 2.7.4 of the Official Plan

Township Official Plan Update and Timing:

The Township is currently preparing a new Official Plan. The new Official Plan will consolidate the current Township Official Plan and Regional Official Plan and conform to the new Provincial Planning Statement (2024). The Official Plan will address land needs in both the Urban Area and Rural Settlement Areas, housing mix and affordability,



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employment and commercial opportunities, servicing options, active transportation, open space and recreation, environmental protection and management and the continued preservation of agricultural land.

As part of the work to develop a new Official Plan, the Township may need to designate additional land to accommodate future population and employment growth to the year 2051. The Township is currently reviewing requests for Settlement Area Boundary Expansions based on the criteria outlined in the Settlement Area Boundary Expansion Background Report. A portion of the applicant's lands are being reviewed through this process. This work is currently underway, with more information to be released in early spring 2026.

It is anticipated that the Township's new Official Plan will be presented to Township Council in the summer of 2026. If adopted by Township Council, the plan will be forwarded to the Ministry of Municipal Affairs and Housing (MMAH) for final approval. The timing of final approval from the Province of the new Official Plan is not known at this time.

Scoped Secondary Plan:

Concurrent with the Official Plan update process, the Township is completing a Scoped Secondary Plan for new Designated Growth Areas within the Township. The subject lands are part of a larger area on the east side of the Village of Wellesley that is subject to the Scoped Secondary Plan (see Special Policy 2.7.9.2).

Before these lands can proceed with development applications, the Scoped Secondary must be completed to identify future land use designations, road connections, and servicing strategies. The following sets out the Secondary Planning process, guiding principles, priorities, structure for the plan, and the key considerations for servicing and transportation.

The Scoped Secondary Plan will be developed based on the policy direction for Wellesley's New Official Plan and the findings of the Technical Studies that have been prepared for the Official Plan that include:

- Residential Growth, Housing, and Intensification Strategy;
- Commercial Needs Analysis;
- Employment Projections and Land Needs Analysis; and,
- Principles for a Scoped Secondary Plan

In addition, a Water, Wastewater, and Stormwater Servicing Strategy and a Roads and



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Transportation Reports are being prepared for the Scoped Secondary Plan. Detailed and context-specific policies will be prepared to guide growth in these defined areas and will establish permitted uses, height and density requirements, road networks, park and trail systems, and protection for the surrounding agricultural uses.

The following is a summary of the Secondary Planning process:

1. Technical reports will identify issues and opportunities and provide key directions for the Secondary Plan area.
2. A draft land use plan will be prepared based on the findings of the transportation and servicing technical work, along with the recommendations on Township land needs from the Residential Growth, Housing, and Intensification Strategy, Commercial Needs Analysis, and Employment Projections and Land Needs Analysis. The draft land use plan will illustrate proposed land use designations, road layout, stormwater management, open space, and urban design.
3. The draft land use plan, opportunities and constraints, and principles will be presented to the project team and community to gather their input.
4. Based on feedback received and conclusions of the draft technical reports, a Final Draft Land Use Plan will be prepared. The Final Draft Land Use Plan will be the foundation for preparing the Draft Scoped Secondary Plan for Designated Growth Areas. The Draft Secondary Plan and mapping will be presented at an open house for feedback.
5. The Draft Secondary Plan and Technical Reports will be presented at a statutory public meeting and refined and finalized based on consultation and Council feedback.

Summary:

While Township staff are generally supportive of the proposed development, in terms of the overall concept and land use objectives, an application for a plan of subdivision at this time is viewed as being premature until the Scoped Secondary Plan is approved.

Township staff will be able to provide more detailed comments on the proposal after the adoption and approval of the new Official Plan and Scoped Secondary Plan. If desired, Township staff can review this pre-submission application at that time for more detailed comments as they relate to the findings from the Secondary Planning work.



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For the time being, public engagement is still ongoing for the Official Plan and Secondary Plan. Feedback for both of these processes is welcome. More information on the Official Plan update can be found on the Township's Engage Page:

<https://www.engagewr.ca/official-plan>

The Principles for Scoped Secondary Plan Discussion Paper is posted on the Official Plan Engage Page for more information on the Scoped Secondary Plan:

<https://www.engagewr.ca/official-plan>

Applications and Studies

The following applications and studies will be required for the proposed development. Study requirements are subject to change pending the findings of the Scoped Secondary Plan.

Applications

- Zoning By-law Amendment Application: \$4,120
- Draft Plan of Subdivision:
 - Deposit: \$10,930.
 - Fee: \$8,750.00 plus \$150 per lot to a maximum of \$40,000
- Site Plan Control: \$5,250 (Commercial block and any block of land with more than 10 residential units)

Studies and Drawings:

- Soils/Geotechnical Study
- Hydrologic and Hydrogeological Studies
- Transportation Impact Study
- Preliminary Grading Plan
- Water and Wastewater Servicing Plans and associated studies
- Pedestrian Route and Sidewalk Analysis
- Preliminary Stormwater Management Plan
- Archeological Assessment
- Planning Justification Report
- Noise Study



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Agency Comments

Comments have been received from, the Grand River Conservation Authority, Canada Post, Enova, the Township of Wellesley Engineer, the Waterloo Catholic District School Board and the Waterloo Region District School Board.

If you have any concerns with this Record of Pre-Submission Consultation, please contact the Planner immediately.

Attachments:

Site Plan

Attachment 1 – Site Plan





MEMO

To: Bobby Soosaar, Township of Wellesley
From: Dave Aston, MHBC Planning
Date: September 2, 2026
File: 25133D
Subject: Pre-Submission Consultation Comment Repsonse Matrix

Comment	Response
Township of Wellesley – Planning	
The subject lands were added to the Wellesley Urban Area through Regional Official Plan Amendment No. 6 (ROPA 6) and Bill 162.	Acknowledged.
The applicant is advised that, given the size and scale of the proposed development, ROP Policy 3.A.6, described below, would apply. “Where a <i>development application</i> proposing residential uses is submitted for a site containing one hectare or more of developable land, the Region and the area municipalities will require, a minimum of 30 percent of new residential units to be planned in forms other than single-detached, semi-detached, and street fronting and single unit condominium townhouse units. Examples of other potential housing forms may include, but are not limited to: duplexes; tri-plexes; four-plexes; multiplexes; stacked and back-to-back townhouses; and apartments.”	The Draft Plan of Subdivision has been designed to consider the surrounding low-rise residential context of the subject lands. The proposed density contemplates single-detached and townhouse dwellings as an extension of the existing low-rise residential subdivision immediately the west of Greenwood Hill Road comprised of predominantly single-detached dwellings. The proposed land use planning framework for the Light Industrial / Commercial block along Gerber Road permits both residential and non-residential uses to allow opportunities for mixed-use development of up to 16 metres that would contribute to higher density residential development. The Zoning By-law Amendment proposes to rezone a portion of the subdivision as Urban Residential Two (UR2), which permits a variety of low-rise residential uses including triplexes and fourplexes in accordance with Regional Policy 3.A.6.
The subject lands are currently designated Prime Agricultural with Special Policy 2.7.9.2	Township staff confirmed in a meeting on March 31, 2026 that a complete submission as



applying to a portion of the lands. Special Policy 2.7.9.2 reads as follows: “Notwithstanding any policies of this Plan, the areas shown as special policy 2.7.9.3 on Map 4 – Wellesley Urban Area Land Use Designations, as shown on schedule C to this amendment, shall not be developed until such a time that a Secondary Plan has been prepared to identify future land uses and servicing considerations in accordance with Sections 2.7.3 and 2.7.4 of the Official Plan.”	outlined in the Pre-Submission Consultation Comments would satisfy the requirements for a Secondary Plan. Please accept the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications and supporting technical studies to satisfy the requirement for a Secondary Plan. The policy analysis as well as the supporting technical studies demonstrate that the proposed development meets the general intent of the applicable policy framework, is not premature and that the subject lands can accommodate a mixed-use subdivision.
The Township is currently preparing a new Official Plan. The new Official Plan will consolidate the current Township Official Plan and Regional Official Plan and conform to the new Provincial Planning Statement (2024). The Official Plan will address land needs in both the Urban Area and Rural Settlement Areas, housing mix and affordability, employment and commercial opportunities, servicing options, active transportation, open space and recreation, environmental protection and management and the continued preservation of agricultural land.	The new Township Official Plan was adopted by Council on July 20, 2026. We understand that the new Official Plan is under review by the Ministry of Municipal Affairs in Housing and that the current 2004 version will remain in effect until such time that the Province provides final approval. Therefore, an Official Plan Amendment is not required because the land use planning framework is in alignment with the proposed land use planning and policy framework set out by the new Official Plan, which is discussed in detail in the Planning Justification Report submitted in support of the applications.
As part of the work to develop a new Official Plan, the Township may need to designate additional land to accommodate future population and employment growth to the year 2051. The Township is currently reviewing requests for Settlement Area Boundary Expansions based on the criteria outlined in the Settlement Area Boundary Expansion Background Report. A portion of the applicant's lands are being reviewed through this process. This work is currently underway, with more information to be released in early spring 2026.	Acknowledged. We understand from Township staff that an additional 7 hectares of our clients lands to the east of the Wellesley Urban Area is being considered for net residential development to accommodate future growth within the Township. The Draft Plan of Subdivision has been designed to consider these additional lands being considered for potential development and includes a street network that can be easily extended.
It is anticipated that the Township's new Official Plan will be presented to Township Council in the summer of 2026. If adopted by Township Council, the plan will be forwarded to the Ministry of Municipal Affairs and Housing (MMAH) for final approval. The timing of final	Acknowledged. We understand that the new Township Official Plan is under review by the Ministry of Municipal Affairs and Housing and await confirmation of final approval.

approval from the Province of the new Official Plan is not known at this time.	
Concurrent with the Official Plan update process, the Township is completing a Scoped Secondary Plan for new Designated Growth Areas within the Township. The subject lands are part of a larger area on the east side of the Village of Wellesley that is subject to the Scoped Secondary Plan (see Special Policy 2.7.9.2).	Acknowledged. A portion of our clients lands to the east of the existing Wellesley Urban Area are affected and have been considered with these applications.
Before these lands can proceed with development applications, the Scoped Secondary must be completed to identify future land use designations, road connections, and servicing strategies. The following sets out the Secondary Planning process, guiding principles, priorities, structure for the plan, and the key considerations for servicing and transportation.	Please accept this Zoning By-law Amendment and Draft Plan of Subdivision applications together with the supporting technical studies to satisfy the requirements for a Scoped Secondary Plan.
The Scoped Secondary Plan will be developed based on the policy direction for Wellesley's New Official Plan and the findings of the Technical Studies that have been prepared for the Official Plan that include: • Residential Growth, Housing, and Intensification Strategy; • Commercial Needs Analysis; • Employment Projections and Land Needs Analysis; and, • Principles for a Scoped Secondary Plan	Acknowledged. These applications together with the supporting materials have considered the direction of the new Township Official Plan.
In addition, a Water, Wastewater, and Stormwater Servicing Strategy and a Roads and Transportation Report are being prepared for the Scoped Secondary Plan. Detailed and context-specific policies will be prepared to guide growth in these defined areas and will establish permitted uses, height and density requirements, road networks, park and trail systems, and protection for the surrounding agricultural uses.	Acknowledged. These additional policies will be considered as part of this process as well as the future processes for development of the lands outside of the Wellesley Urban Area.
The following is a summary of the Secondary Planning process:	Acknowledged. Please refer to the proposed land use plan, zoning regulations as well as the Draft Plan of Subdivision that illustrates the land use designations, road network, block design for the subject lands in alignment with
Technical reports will identify issues and opportunities and provide key directions for the Secondary Plan area.	

A draft land use plan will be prepared based on the findings of the transportation and servicing technical work, along with the recommendations on Township land needs from the Residential Growth, Housing, and Intensification Strategy, Commercial Needs Analysis, and Employment Projections and Land Needs Analysis. The draft land use plan will illustrate proposed land use designations, road layout, stormwater management, open space, and urban design.	the new Township Official Plan that was adopted by Council on July 20, 2026. The technical studies submitted in support of the proposed applications provide additional information regarding servicing strategy, transportation improvements and noise mitigation to demonstrate that the proposed development is not premature and aligns with the Township's objectives.
The draft land use plan, opportunities and constraints, and principles will be presented to the project team and community to gather their input.	
Based on feedback received and conclusions of the draft technical reports, a Final Draft Land Use Plan will be prepared. The Final Draft Land Use Plan will be the foundation for preparing the Draft Scoped Secondary Plan for Designated Growth Areas. The Draft Secondary Plan and mapping will be presented at an open house for feedback.	
The Draft Secondary Plan and Technical Reports will be presented at a statutory public meeting and refined and finalized based on consultation and Council feedback.	
While Township staff are generally supportive of the proposed development, in terms of the overall concept and land use objectives, an application for a plan of subdivision at this time is viewed as being premature until the Scoped Secondary Plan is approved.	
Township staff will be able to provide more detailed comments on the proposal after the adoption and approval of the new Official Plan and Scoped Secondary Plan. If desired, Township staff can review this pre-submission application at that time for more detailed comments as they relate to the findings from the Secondary Planning work.	
Application Fees: • Zoning By-law Amendment Application: \$4,120 • Draft Plan of Subdivision: Deposit: \$10,930.	The required fees have been provided with the submission. A Site Plan Control application for the commercial block will be advanced at a later

• Fee: \$8,750.00 plus \$150 per lot to a maximum of \$40,000 • Site Plan Control: \$5,250 (Commercial block and any block of land with more than 10 residential units)	date following the registration of the Draft Plan of Subdivision.
Required Plans and Studies: • Soils/Geotechnical Study • Hydrologic and Hydrogeological Studies • Transportation Impact Study • Preliminary Grading Plan • Water and Wastewater Servicing Plans and associated studies • Pedestrian Route and Sidewalk Analysis • Preliminary Stormwater Management Plan • Archeological Assessment • Planning Justification Report • Noise Study	The identified list of plans and studies has been prepared and submitted in support of this application. Please refer to the enclosed submission package.
Township of Wellesley – Engineering Comments	
Following our review of pre-submission application documents received on December 17, 2025, we are providing comments related to proposed zoning bylaw amendment, official plan amendment, and draft plan of subdivision applications on the subject lands located at 1949 Gerber Road Line in the Township of Wellesley.	Acknowledged.
It is our understanding that the proposed 9.849 ha development would consist of single detached homes, street townhouses, a commercial block, and a park block. The development would be accessed from Greenwood Hill Road, with two proposed accesses aligned with Parkview Drive and Gerber Meadows Drive.	Acknowledged.
The portion of the property to be developed is within the Township Urban Area/Designated Greenfield Area. The lands are zoned agricultural. The remaining 29 ha of the property is within the Prime Agricultural Area and has been requested to be included in the Urban Area through a settlement area boundary expansion.	Acknowledged.
From an engineering perspective, we provide the following requirements to support the zoning bylaw amendment, official plan	Acknowledged. All required engineering studies have been prepared and submitted with the applications.

amendment and draft plan of subdivision applications:	
Geotechnical and Hydrogeological Studies: providing information as required to support building and roadway design, stormwater management facility design and construction, utilities installation, etc.	Please refer to the enclosed Geotechnical & Hydrogeological Study prepared by Meritech Engineering.
Transportation Impact Study: to include analysis of parking requirements and provisions, and analysis of proposed accesses including sightlines, turning lanes, if signalization is required, etc.	Please refer to the enclosed Transportation Impact Study prepared by Paradigm Transportation Solutions Inc.
Legal Survey: undertaken by a licensed Ontario Land Surveyor.	Please refer to the enclosed Survey prepared by J.D. Barnes Limited.
Topographic Survey and Existing Conditions Plan: generally showing existing (pre-development) aboveground and underground infrastructure and grading.	Please refer to the enclosed Topographic Survey prepared by J.D. Barnes Limited.
Draft Plan of Subdivision.	Please refer to the enclosed Draft Plan of Subdivision prepared by MHBC Planning.
Conceptual Grading Plan: generally showing proposed grading on the subject lands, and confirming legal drainage outlets.	Please refer to the enclosed Preliminary Grading Plan prepared by Meritech Engineering.
Conceptual Servicing Plan: generally showing proposed servicing infrastructure, including but not limited to watermain, sanitary sewers, storm sewers, associated structures, and stormwater management facilities.	Please refer to the enclosed Functional Servicing Report & Preliminary Servicing Plan prepared by Meritech Engineering.
Conceptual Profiles: for roads and services, as necessary.	Please refer to the enclosed Functional Servicing Report prepared by Meritech Engineering.
Stormwater Management Facility Plan: with sections and details as necessary to support information provided in the Stormwater Management Report.	Please refer to the enclosed Stormwater Management Report prepared by Meritech Engineering.
Storm and Sanitary Drainage Area Plans: to support the storm and sanitary sewer design sheets provided in the Functional Servicing Report.	Please refer to the enclosed Stormwater Management Report with Storm & Drainage Area Plans prepared by Meritech Engineering.
Functional Servicing and Stormwater Management Report , detailing: - The existing conditions of the site and the nature of the proposed development. - How sanitary service will be provided for the development, including estimated flows, the conceptual design of proposed	Please refer to the enclosed Functional Servicing & Stormwater Management Report prepared by Meritech Engineering, which addresses the criteria and overall servicing strategy for development of the subject lands into a mixed-use subdivision.

sewers, capacity review of existing sewers, and a review of the capacity of the Wellesley Wastewater Treatment Plant. • A water distribution system analysis to determine appropriate sizing of proposed • Watermains to adequately provide proposed domestic and fire flow demands in keeping • with the Region of Waterloo and MECP pressure and velocity guidelines. • How stormwater management will be provided for the development including stormwater quality, quantity, erosion control and water balance, as required by the Township's CLI-ECA and Development Standards. Please note that the CLI-ECA for the Township's stormwater management system was issued on December 10, 2025. Appendix A – Stormwater Management Criteria is attached to this letter. • Grading and drainage considerations, including overland flow routes and legal outlet. • Storm and sanitary sewer design sheets. Sanitary and storm sewer to be assumed by the Township should be designed per the MECP's Design Criteria for Sanitary Sewers, Storm • Sewers and Force mains for Alterations Authorized under an Environmental Compliance • Approval (v.2.0, May 31, 2023). • Geotechnical and hydrogeological considerations.	
GRCA Review: the applicant is to provide conservation authority comments to the Township. We note that the subject lands contain two small portions of regulated area to the south of the property.	Acknowledged.
Region of Waterloo – Water & Wastewater Service Comments	
Regional staff require a Functional Servicing Report as part of a complete Official Plan Amendment application.	Acknowledged. Please refer to the Functional Servicing Report prepared by Meritech

The Functional Servicing Report shall demonstrate the existing infrastructure can support the proposed development or shall make recommendations for upgrades to the existing infrastructure.	Engineering and submitted in support of the applications.
Region of Waterloo – Transportation Comments	
A scoped Transportation Impact Study (TIS) is required as part of future Zoning By-law Amendment and Plan of Subdivision applications. The owner/applicant's transportation consultant is required to attend a TIS pre-consultation meeting with Regional staff prior to commencing the study.	Please refer to the Transportation Impact Study prepared by Paradigm Transportation Solutions Limited submitted in support of the applications.
Before Regional clearance can be provided, any recommended and approved off site works require an approved functional design and approved cost estimate to the satisfaction of the Regional Solicitor.	Acknowledged.
Please note that there is a \$500.00 fee for the review of transportation impact study by Region staff. This fee will be required prior to Regional approval of the study.	Acknowledged. The review fee is enclosed.
Region of Waterloo – Environmental Noise Comments	
At this location, the proposed development may encounter environmental noise sources from Regional Road #12 (Gerber Road). It is the responsibility of the owner/applicant to ensure the proposed noise sensitive development is not adversely affected by anticipated noise impacts. To address the environmental noise impacts, the owner/applicant must submit an Environmental Noise Study; the noise levels criteria and guidelines for the preparation of the study should follow the Ministry of the Environment, Conservation and Park NPC-300 requirements and the Region's Noise Policy Implementation Guideline.	Please refer to the Noise Study prepared by J.J. Acoustics Engineering Ltd. submitted in support of this application.
The consultant who prepares the Environmental Noise Study must be listed on the Region of Waterloo's Approved List of Noise Consultants. The noise consultant is responsible for obtaining current information, applying professional expertise in performing calculations, making detailed and justified recommendations and submitting the	

Consultant Noise Declaration and Owner/Authorized Agent Statement. The consultant preparing the Environmental Noise Study must contact Region of Waterloo staff for transportation data, including traffic forecasts and truck percentages, for the purpose of preparing the Environmental Noise Study. Region of Waterloo staff will provide this data within three weeks of receiving the request from the noise consultant.	
Please note that there is a \$500 fee for the preparation of the traffic forecasts and review of the Environmental Noise Study. The noise consultant preparing the Environmental Noise Study must submit the transportation data request online. Resubmission of any Transportation Noise Study may be subject to a \$250 resubmission fee.	Acknowledged. The review fee is enclosed.
Region of Waterloo – Grand River Transit Comments	
There is no existing transit service in the Wellesley settlement area, however future fixed route and on-demand services are proposed as early as Fall 2026 (pending funding from 3 the Ontario Transit Investment Fund, and approval from Regional Council). At this time there are no proposals for transit service or stops adjacent to the subject area.	Acknowledged.
There are no transit infrastructure requirements as part of this application.	Acknowledged.
Region of Waterloo – Waste Management Comments	
All residential properties with six or fewer units referenced in this application would be eligible to receive curbside waste collection provided by the Region of Waterloo. Each residential property will be able to participate independently from the other as long as each property has a driveway accessing a municipally maintained roadway. For any private condominium sites in this area, these sites will be required to be assessed independently once plans for those properties are available.	Acknowledged.
The Region will activate properties onto the residential curbside collection program once a particular street has been completed and assumed by the Township, construction and	Acknowledged.

occupancy have been completed, and a sufficient turnaround or drive-through access has been provided. Collection trucks are prohibited from reversing and must always maintain a forward-moving direction. Until streets can be activated for Regional waste services, the owner/applicant is responsible for all residentially generated waste and must provide an option to residents to dispose of their waste. Commercially-zoned property proposed are not eligible to receive waste collection service by the Region, as only residentially-zoned properties outside of the BIAs are eligible.	
Region of Waterloo – Draft Plan of Subdivision Requirements	
At this location, Regional Road #12 (Gerber Road) has a designed road allowance width of 30.480 m. Regional staff estimate that an approximate road widening of 3.7 metres will be required along the Gerber Road frontage.	Acknowledged. Please refer to the Draft Plan of Subdivision that identifies the estimated road widening of 3.7 metres.
The owner/applicant must engage an OLS to prepare a draft reference plan which illustrates the required road allowance widening. Prior to registering the reference plan, the OLS should submit a draft copy of the plan to the Transportation Planner for review. An electronic copy of the registered plan is to be emailed to the Transportation Planner. Further instructions will come from the Region's Legal Assistant with regard to document preparation and registration.	Acknowledged and to be prepared as a condition of Draft Plan of Subdivision Approval.
It is recommended that the OLS contact Region staff to discuss the road widening prior to preparing the Reference Plan. The land must be dedicated to the Region of Waterloo for road allowance purposes and must be dedicated without cost and free of encumbrance. All land dedications must be identified on the Site Plan.	
A Regional Access Permit will be required to close the existing access to Regional Road #12 (Gerber Road). There is no fee for this permit. The application for the Access Permit can be found on the Region's website.	Acknowledged.
Storm sewers within the Regional road right-of-way are generally sized and designed to only accommodate stormwater from the right-of-	Acknowledged. Please refer to the Stormwater Management Report prepared by Meritech Engineering.

way and in some instances off-road surface drainage under existing conditions. A private stormwater connection to any storm sewer on Regional Road #12 (Gerber Road) will be discouraged where an alternate stormwater connection is available, including infiltration if soil conditions and Source Protection under the Clean Water Act permit, or if it is determined that the Regional Road #12 (Gerber Road) storm sewer does not have the sufficiency (condition and capacity) to accommodate private stormwater flows from this site.	
It is the responsibility of the owner/applicant's engineering consultant to determine an appropriate/legal stormwater outlet from this site and provide evidence of the sufficiency of the receiving storm system, even if post development flows are controlled at or below predevelopment levels, if there is no other option available and to include this information in the SWM report.	
The owner/applicant or their consultant is required to contact Mr. Shawn Buckley, Manager, Transportation Programs for the Region of Waterloo at 519-501-7007 or sbuckley@regionofwaterloo.ca to determine if any engineering plans, including drainage area maps that may include acceptable receiving flows from the subject site and/or further technical information for Regional Road #12 (Gerber Road) is available which may be of assistance. If the application is within an area where Low Impact Development (LID) is acceptable, this should be assessed by the owner/applicant's consultant.	Acknowledged.
The owner/applicant must submit a detailed Existing Conditions and Removals Plan, Landscaping Plan, Site Grading & Drainage Control Plan, Site Servicing Plan along with a SWM report (electronic copies) to the Commissioner of Planning, Development and Legislative Services, Region of Waterloo for approval. This should include drainage details for the subject property, abutting properties and the public road allowance to ensure compatible drainage. This should also	Please refer to the enclosed Functional Servicing & Stormwater Management Report prepared by Meritech Engineering that includes Existing Conditions and Removals Plan, Site Grading & Drainage Control Plan, Site Servicing Plan as well as Stormwater Management Plans with the required information for review.

show all existing and proposed connections to the municipal storm sewers, sanitary sewers and water mains, all existing infrastructure removals, all proposed vegetation and plantings, and all detailed erosion and siltation control features and backflow prevention, all to the satisfaction of the Regional Municipality of Waterloo.	
If the stormwater outlet requires a reduction in size to control post development flows to at, or below predevelopment levels, a short piece of pipe, minimum 1.0 m in length should be considered rather than an orifice plate.	Acknowledged.
Storm sewer pipes must follow Design Guidelines and Supplemental Specifications for Municipal Services (DGSSMS) requirements.	Acknowledged.
Any new stormwater management infrastructure is subject to regional Consolidated Linear Infrastructure-Environmental Compliance Approval (CLI-ECA) requirements. It is the responsibility of the owner/applicant to ensure new stormwater management infrastructure is compliant with CLI-ECA.	Acknowledged.
The site must be graded in accordance with the approved plan and the Regional Road allowance must be restored to the satisfaction of the Regional Municipality of Waterloo.	Acknowledged.
The applicant may be required to pay a review fee.	Acknowledged.
Please be advised that the any new servicing connections or update to the existing servicing would require Regional approval through a separate process of Municipal Consent.	Acknowledged.
Regional staff will require that a Salt Management Plan be completed to the satisfaction of the Region. As part of the SMP, Regional staff require the proponent incorporate design considerations with respect to salt management, including: • Ensuring that cold weather stormwater flows are considered in the site design. • Consideration should be given to minimizing the transport of meltwater across	Acknowledged and to be prepared as a condition of Draft Plan of Subdivision Approval.

- the parking lots or driveway. This has the potential to decrease the formation of ice and thereby the need for de-icing. - Directing downspouts towards pervious (i.e. grassy) surfaces to prevent runoff from freezing on parking lots and walkways. - Locating snow storage areas on impervious (i.e. paved) surfaces. - Locating snow storage areas in close proximity to catchbasins. - Using winter maintenance contractors that are Smart About Salt™ certified. - Using alternative de-icers (i.e. pickled sand) in favour of road salt.	
The proponent is eligible for certification under the Smart About Salt™ program for this property. Completion of the SMP is one part of the program. Benefits of designation under the program include cost savings through more efficient use of salt, safe winter conditions by preventing the formation of ice, and potential reductions in insurance premiums.	Acknowledged.
Any future development on the subject lands will be subject to provisions of Regional Development Charges By-law 19-037 or any successor thereof.	Acknowledged.
Application Requirements & Fees: - Functional Servicing Report; - Scoped Transportation Impact Study; - Environmental Noise Study prepared assessing the noise from Regional Road #12 (Gerber Road); - Zoning By-law Amendment Regional review fee of \$3000 - Official Plan Amendment Regional review fee of \$7000. - The Regional Plan of Subdivision review fee of \$6525 + \$500/ha (to a maximum of \$20,000) is required with a complete application for Plan of Subdivision.	Acknowledged. All required studies and fees are enclosed.
Please note: the Regional review fees are based on the current Fees and Charges Bylaw 25-066. If there is a change to the By-law, the fees that are in effect at the time of application will apply. The owner/applicant is encouraged to	Acknowledged.

confirm fees prior to submitting the complete applications.	
Grand River Conservation Authority	
The GRCA requires additional information to be provided as part of a formal submission. Please see detailed comments below. A GRCA permit is required for any work within the regulated area.	Acknowledged.
GRCA has reviewed this application under the Mandatory Programs and Services Regulation (Ontario Regulation 686/21), including acting on behalf of the Province regarding natural hazards identified in Section 5.2 of the Provincial Planning Statement (PPS, 2024), as a regulatory authority under Ontario Regulation 41/24 and as a public body under the <i>Planning Act</i> as per our CA Board approved policies.	Acknowledged.
Information currently available at this office indicates that the subject property is within the regulated allowance to adjacent tributaries of the Nith River As such, a portion of the subject property is regulated by the GRCA under Ontario Regulation 41/24. Any new development/site alteration within the regulated area will require a permit from the GRCA. A copy of our resource mapping is attached for your reference.	Acknowledged.
Based on our review of the current submission, we request the following items to be provided at the formal application submission stage to support our review: • Topographic survey • Draft plan of subdivision • Grading plan • Site servicing plan • Functional servicing & stormwater management report, including any digital modelling files • Erosion and sediment control plans (deferred to detailed design/permitting stage)	Please refer to the enclosed technical studies submitted to support the review by Grand River Conservation Authority.
Additionally, an application checklist has been attached and should be filled in and signed off and be included in the formal application submission. Please note that this checklist is	Acknowledged. Please refer to the GRCA Application Checklist.

intended to address GRCA permitting requirements, not Planning Act applications.	
The GRCA applies Plan Review Fees for Planning Act applications located within GRCA areas of interest. Consistent with GRCA's 2023-2025 plan review fee schedule, a base fee of \$2,505.00 plus \$1,305.00 per net hectare (excluding lands outside of the development limit) is required for our review of these applications, to a combined total of \$15,357.95. At the time of a formal application submission, 70% of the combined total, which is \$10,750.56, will be invoiced to the applicant. The remaining 30% will be invoiced prior to the issuance of draft plan approval. A separate fee is required for a GRCA permit.	Acknowledged.
Enova Comments	
Conditions of Services: Enova standard conditions in effect at the time of servicing will apply.	Acknowledged.
Existing System: Enova has existing three phase primary overhead distribution lines running along Greenwood Hill Road that Enova intends to maintain. Enova also has single phase distribution running down Gerber Rd. To accommodate the proposed new subdivision, Enova will use the existing overhead distribution lines as well as the underground distribution and will service the new subdivision underground.	Acknowledged.
Relocation of Existing Facilities: Any relocation of existing Enova facilities, if possible, will be at 100% of the applicant's cost.	Acknowledged.
Expansion and Upgrade: If modifications or additions to Enova existing distribution system triggered by a subdivision development are necessary otherwise customer connections cannot be made, Enova will conduct an economic evaluation outlined in OEB Distribution System Code. Such expansion cost will be stated in a Subdivision Agreement between Enova and the Customer and shall be signed by both parties prior to construction.	Acknowledged.
Set Back: The proposed building(s) must be set back a minimum of 5.0m from all overhead primary conductors. Decreased setbacks (if	Acknowledged.

proposed) may necessitate the installation of non-combustible barrier walls between Enova padmount transformers and the housing unit as per the Ontario Electrical Safety Code, Section 26-014. This installation would be at 100% the developer's cost and may require a revised right of way cross section to facilitate the installation due to the proximity of the padmount transformer to the sidewalk.	
Clearance: Any objects (crane, similar hoisting device, backhoe, power shovel or other vehicle or equipment) shall not be brought closer than 3 meters to an energized overhead conductor owned by Enova.	Acknowledged.
Access to Meters: Enova requires a minimum 1.2 m (4') wide clear access in front of and around a meter location that is within 3 m (10') of the front corner of the building and is on the side of the lot where the service stub is located. If less than 1.2m (4') is provided, a registered easement on the adjacent lot must be granted at no cost to WNH. If this access/easement cannot be provided, the meter must be placed on the front face of the house. For on-street townhouse blocks, ganged meter bases must be placed on the end units in accordance with Enova's final design.	Acknowledged.
Easement: In a townhouse blocks subdivision if there is no public right-of-way, a blanket easement over all townhouse blocks is required by Enova in order to construct and maintain hydro-owned facilities. Whereas there is public right-of-way in a townhouse block subdivision, individual easement to ganged meter base is required. Easement shall be at no cost to Enova and be free of encumbrances, including fences and shall be granted to Enova prior to connection.	Acknowledged.
Road Widening: The Township of Wellesley should review the pole locations in relation to any planned road widening. A larger building set back may be required to facilitate the relocation of Enova's poles.	Acknowledged.
Grading: Any grading changes by the developer which will affect existing Enova facilities shall	Acknowledged.

be reviewed and approved by Enova prior to starting any site grading.	
Landscaping: The customer is to ensure any landscaping that will be within the vicinity of Enova infrastructure complies with the ESA Planting Under or Around Powerlines & Electrical Equipment guidelines.	Acknowledged.
What Happens Next: Enova may conduct a high-level hydro plan once receiving the 1st submission package. Enova will only start the detail engineering design upon the reception of the 2nd submission package. Typical 14 weeks is required from the date of Enova receiving the 2nd submission package to the date of Enova issuing the subdivision agreement to Customer. Customer shall install road crossings as per Enova design and then install road base and curbs prior to start of hydro civil construction.	Acknowledged.
Canada Post Comments	
Canada Post has reviewed the proposal for the above noted Development and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. Our centralized delivery policy will apply for any buildings of 3 or more self-contained units with a common indoor area. For these units the owner/developer will be required to install a mail panel and provide access to Canada Post. Builder is also required to coordinate/compensate movement of existing community mailboxes located within municipal ROW of proposed development.	Acknowledged.
Multi-unit buildings and complexes (residential and commercial) with a common lobby, common indoor or sheltered space, require a centralized lock box assembly which is to be provided by, installed by, and maintained by the developer/owner at the owner's expense. Buildings with 100 units or MUST have a rear loading Lock Box Assembly with dedicated secure mail room.	Acknowledged.
The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and	Acknowledged.

to indicate these locations on appropriate servicing plans.	
The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not conflict with any other utility, including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	Acknowledged.
The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	Acknowledged.
The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.	Acknowledged.
The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.	Acknowledged.
The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Township of Wellesley.	Acknowledged.
The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further,	Acknowledged.

advise any affected homeowners of any established easements granted to Canada Post.	
The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.	Acknowledged.
The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations.	Acknowledged.
Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy.	Acknowledged.
There will be no more than one mail delivery point to each unique address assigned by the Municipality.	Acknowledged.
Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.	Acknowledged.
Waterloo Catholic District School Board Comments	
That any Education Development Charges shall be collected prior to the issuance of a building permit(s).	Acknowledged.
That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area. A sign specifications document can be found at the bottom of the board's planning department web page.	Acknowledged.
That the developer shall include the following wording in the subdivision agreement to advise all purchasers of residential units and/or renters of same: "In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or	Acknowledged.

maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point.”	
Waterloo Region District School Board	
Are there any plans for pedestrian infrastructure upgrades to Greenwood Hill Drive? As the pathway is currently only along the west side of the road, a pedestrian crosswalk may be required at Parkview and Greenwood so that students can safely cross to connect with the pedestrian infrastructure.	Acknowledged. Please advise whether pedestrian infrastructure upgrades are required.

B

Appendix B: Draft Zoning By-law Amendment & Proposed Zoning Schedule

**THE CORPORATION OF THE TOWNSHIP OF
WELLESLEY
BY-LAW NUMBER XXXX-XX**

**BEING A BY-LAW TO FURTHER AMEND GENERAL ZONING BY-LAW NUMBER
28/2006, AS AMENDED, FOR THE TOWNSHIP OF WELLESLEY**

WHEREAS an application for a Draft Plan of Subdivision (File No. 30T-XXXXXX) was received from MHBC Planning Ltd., with respect to lands described as Part of Lot 11, Concession 1, East Section Township of Wellesley, Regional Municipality of Waterloo, and, assigned with a civic address of 1949 Gerber Road;

AND WHEREAS it is necessary to amend General Zoning By-law Number 28/2006 to implement the hierarchy of land use activities as identified within the Draft Plan of Subdivision to permit Residential and Commercial uses;

AND WHEREAS an application (File No. XXXX) was received to amend General Zoning By-law 28/2006 to permit a range of residential uses (Single-Detached Dwelling, Townhouse Dwelling & Mixed-Use Commercial Dwellings);

AND WHEREAS the Planning Act empowers a municipality to pass by-laws prohibiting the use of land and the erection, location and use of buildings or structures, except as set out in the by-law;

AND WHEREAS the Council of the Township of Wellesley, under Section 34 of the Planning Act, R.S.O. 1990, c. P 13, deems it to be desirable to further amend said General Zoning By-law Number 28-2006 for the future development and use of the lands described above;

NOW THEREFORE the Council of the Township of Wellesley enacts as follows:

1. THAT General Zoning By-law Number 28/2006, as amended, is hereby further amended insofar as the zoning on these lands, described as Part of Lot 11, Concession 1, East Section Township of Wellesley, is changed from the present General Agricultural (A1) Zone to the Urban Residential (UR), Urban Residential Two (U2) Zone and Urban Commercial (UC) Zone to implement Plan of Subdivision 30T- XXXX by permitting residential related uses with exceptions, as listed below;
2. THAT Section 10.11 of General Zoning By-law No. 28/2006 is hereby further amended with the addition of a new subsection immediately following 10.11.XXX as follows:
 - 10.11.XXX “UR-X” as shown on Schedule “B-X” to this By-law:
 1. That a “Neighbourhood Park” be added to the list of permitted uses within the lands zoned Urban Residential (UR);
 2. Notwithstanding any other provisions of this By-law, the following regulations shall apply to any “Single-Detached Dwelling” on the lands zoned UR on the attached Schedule ‘A’:

ZONE STANDARDS – “Single Detached Dwelling”	UR-X – Exception 10.11.XXX
Minimum Lot Area	510m ²
Minimum Lot Frontage	9.0m
Maximum Building Height	10.5m
Minimum Floor Area	100.0m ²
Maximum Lot Coverage	50%
Minimum Front Yard Depth	6.0m
Minimum Side Yard Width	1.2 (interior lot) plus 0.5m for any storey above the first 6.0 (exterior lot)
Minimum Rear Yard Depth	6m

3. THAT Section 11.11 of General Zoning By-law No. 28/2006 is hereby further amended with the addition of a new subsection immediately following 11.11.XXX as follows:

11.11.XXX “UR2-X” as shown on Schedule “B-X” to this By-law:

1. Notwithstanding any other provisions of this By-law, the following regulations shall apply to any “Townhouse Dwelling” on the lands zoned UR2 on the attached Schedule ‘A’:

ZONE STANDARDS – “Townhouse Dwelling”	UR2-X – Exception 11.11.XXX
Minimum Lot Area	175m ²
Minimum Lot Frontage	5.5m (interior lot) 12.0m (corner lot)
Maximum Building Height	9.0m
Minimum Floor Area	100m ²
Minimum Front Yard Depth	6.0
Minimum Side Yard Width	Equal to one half of the building height but no less than 3.0m (interior lot) 6.0m (exterior lot)
Minimum Rear Yard Depth	6m
Maximum Lot Coverage	40%
Minimum Landscaped Open Space	30%

4. THAT Section 15.9 of General Zoning By-law No. 28/2006 is hereby further amended with the addition of a new subsection immediately following 15.9.XXX as follows:

15.9.XXX "UC-X" as shown on Schedule "B-X" to this By-law:

1. That a "Mixed-Use Building" be added to the list of permitted uses within the lands zoned Urban Commercial (UC);
2. Notwithstanding any other provisions of this By-law, the following regulations shall apply to any "Mixed-Use Building" on the lands zoned UC on the attached Schedule 'A':

ZONE STANDARDS – "Mixed-Use Building"	<i>UC – Exception 15.9.XXX</i>
Minimum Lot Area	560m ²
Minimum Lot Frontage	18m
Maximum Building Height	16m
Maximum Lot Coverage	No maximum
Minimum Front Yard Depth	6.0m
Minimum Side Yard Width	3.0m (interior lot) 6.0m (exterior lot)
Minimum Rear Yard Depth	7.5m (abutting a residential zone) 3.0m (all other cases)

5. THAT except as amended by this By-law, the subject lands as shown on Schedule A to this By-law shall be subject to all other applicable provisions and regulations of General Zoning By-law 28/2006, as amended;
6. AND THAT Schedule A attached form part of By-law XXXX-XXX;
7. AND THAT this By-law shall come into force and effect on the final passing thereof by the Council of The Corporation of the Township of Wellesley subject to compliance with the provisions of the Planning Act.

READ a First and Second Time in the Council Chambers of the Township of Wellesley this XXth day of XXX 2026.

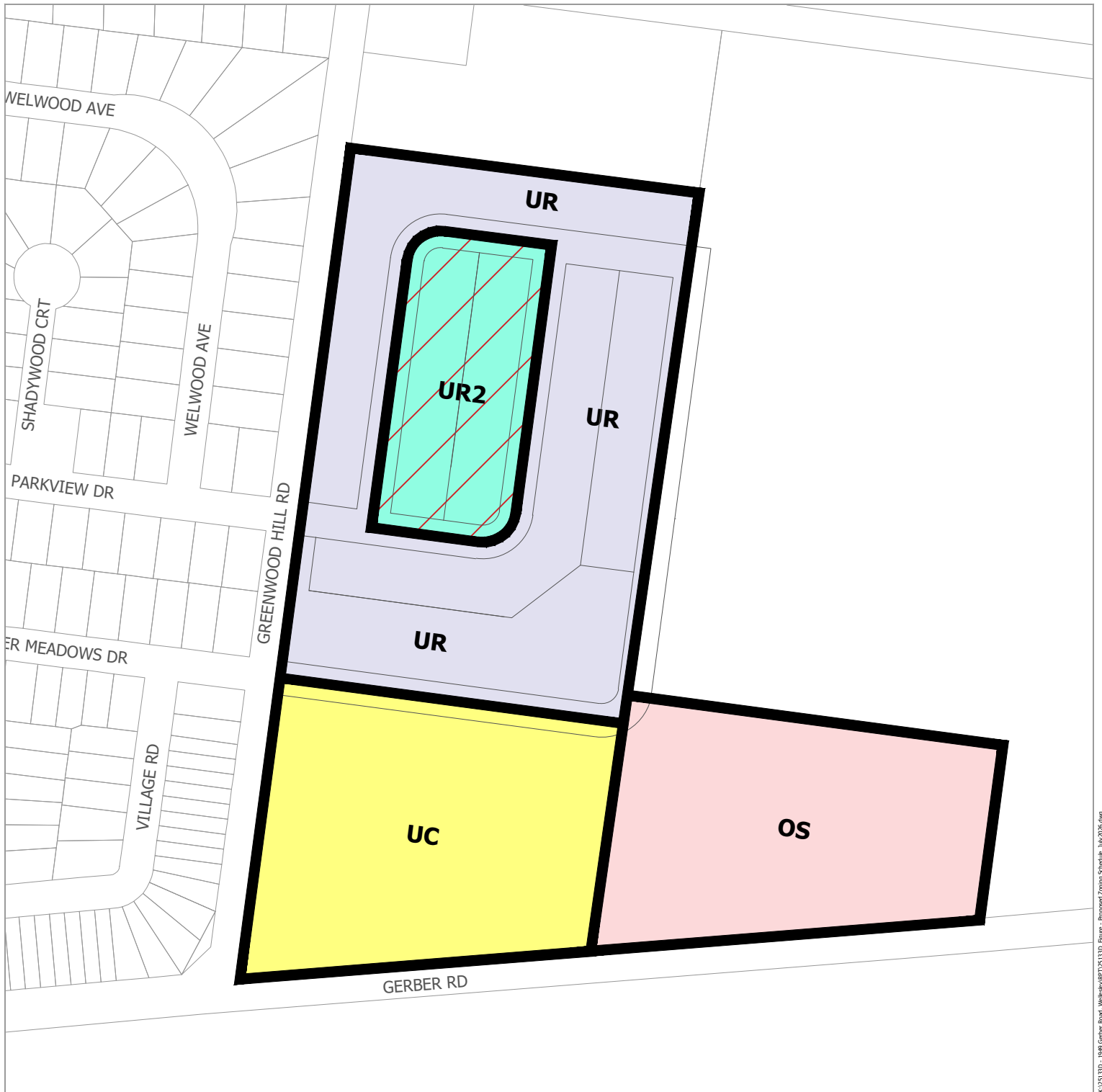
Mayor

Clerk

READ a third time and Finally Passed in the Council Chambers of the Township of Wellesley this XXth day of XXX 2026.

Mayor

Clerk



Proposed Zoning Schedule

Lands to be rezoned from General Agricultural (A1) to:

-  Urban Residential (UR)
-  Urban Residential Two (UR2)
-  Urban Commercial (UC)
-  Open Space (OS)



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