



PLANNING JUSTIFICATION REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT

Dakota's Truck Services Limited

SUBJECT PROPERTY

Parcel 1 – Proposed New Dakota's Truck Service Site
#8051 Wellington County Road 109, Arthur
Part of Lots 36 Con 1, East Garafraxa, Wellington North
PIN 71124-0048
Official Plan & Zoning Bylaw Amendments

Parcel 2 – Existing Shawridge Farms Ltd Site
#7556 1st Line, Arthur
Part of Lots 35, Con 1, East Garafraxa, Wellington North
PIN 71124-0099
Official Plan Amendment Only

Submitted: October 27, 2025

**Van Harten Surveying Inc.
File 33999-24**

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1.0 Scope of Work

The following Planning Justification Report (PJR) summarizes the land use planning policy and regulatory framework that is of relevance in considering the approval of proposed Official Plan Amendments (OPA) and a related Zoning Bylaw Amendment (ZB) to enable a large truck and farm vehicle service and repair operation to be developed on property municipally addressed as #8051 Wellington County Road 109 (Dakota's Truck Services Limited). The PJR also provides a summary of other background considerations regarding the application. Based on this review, a professional opinion is provided with respect to whether the approval of this application represents good land use planning.

2.0 Dakota's Truck Services Limited

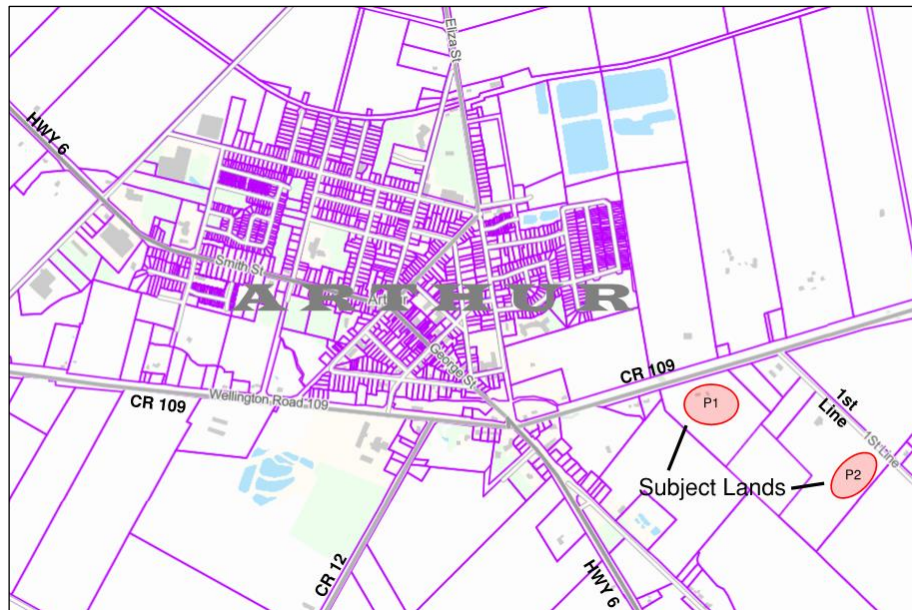
Dakota's Truck Services Limited (DTS) is a family owned and operated farm and heavy vehicle repair and service operation founded in 2012, presently operating at #7831 6th Line, Centre Wellington. The ongoing success of the operation has created the need for a new site to accommodate the corresponding growth of its customer base, particularly in north Wellington County area. DTS provides service and repair to all makes and models of medium and heavy-duty agricultural equipment, trucks and trailers, and other types of heavy diesel equipment.

DTS has numerous large farm customers and makes repairs to a diverse range of agricultural equipment, which is becoming increasingly important as more farmers buy and operate their own grain trucks. DTS currently provides employment for 19 – 21 people, with the new site anticipated to correspond to additional/new jobs being created.

Key selection criteria for the new site include:

- Location on a high use / high visibility transportation corridor
- Ease of access to and from the site for both smaller and larger vehicles and machines
- A relatively large site to accommodate current and projected future business needs
- Outdoor staging and storage areas to accommodate larger vehicles and machines
- A site which can initially accommodate an approximate 30,000 – 35,000 square foot building
- A site with good proximity to a growing agriculturally related customer base

3.0 Subject Lands and Proposed Amendments



Two properties are being concurrently considered in this application. 8051 Wellington County Road 109 (CR109) Arthur (P1), and 7556 1st Line Arthur (P2).

The 8051 CR109 property is the proposed location for the new DTS operation. The two sites are located in the same general area, just south-east of the Arthur Urban Centre as generally shown on Figure 1.

Figure 1: Location of the two parcels in relation to Arthur's Urban Center

In general terms, a 'swapping' of Official Plan land use designations is proposed between the two sites. The application will re-designate the majority of #8051 CR109 from Prime Agricultural to Rural Employment Area, and #7556 1st Line will be simultaneously re-designated from Rural Employment Area to Prime Agricultural. Further, the majority of #8051 CR109 will be rezoned from Agricultural (A-1) to Industrial (M1). Ownership and descriptive details of the two sites are shown in the following table.

Ownership and Descriptive Details of Subject Lands Considered in this Application		
	Parcel 1 (P1)	Parcel 2 (P2)
Municipal Address	8051 Wellington County Road 109, Arthur	7556 1 st Line, Arthur
Legal Description	Part of Lots 35, 36 & 37 Con 1, East Garafraxa, Wellington North	Part of Lots 35, Con 1, East Garafraxa, Wellington North
PIN	71124-0048	71124-0099
Roll Number	2349000018024250000	2349000018025000000
Site Area	±8.6 ha *	±2.8 ha
Existing Official Plan Designation	Prime Agricultural	Rural Employment Area
Proposed Official Plan Designation	Rural Employment Area	Prime Agricultural
Existing Zoning	Agricultural (A-1)	Agricultural (A-68)
Proposed Zoning	Industrial (M1)	Agricultural (A-68)
Note * - site area for Parcel 1 excludes natural environment lands, and lands to be severed (an existing residential use).		

Parcel 1 is municipally addressed as 8051 County Road 109 (CR109) and is located approximately 0.7 kilometers east of the intersection of Highway 6 and CR109. The site has direct access to the south side of CR109, and secondary access to Parcel 1 is provided by an existing easement extending into the site from the 1st Line as shown in Figure 2. The area associated with Parcel 1 that is proposed to be re-designated by the OPA is approximately 8.6 hectares. In addition to the official plan amendment that will apply to this property, Parcel 1 will also be re-zoned from Agricultural (A-1) to Industrial (M-1)

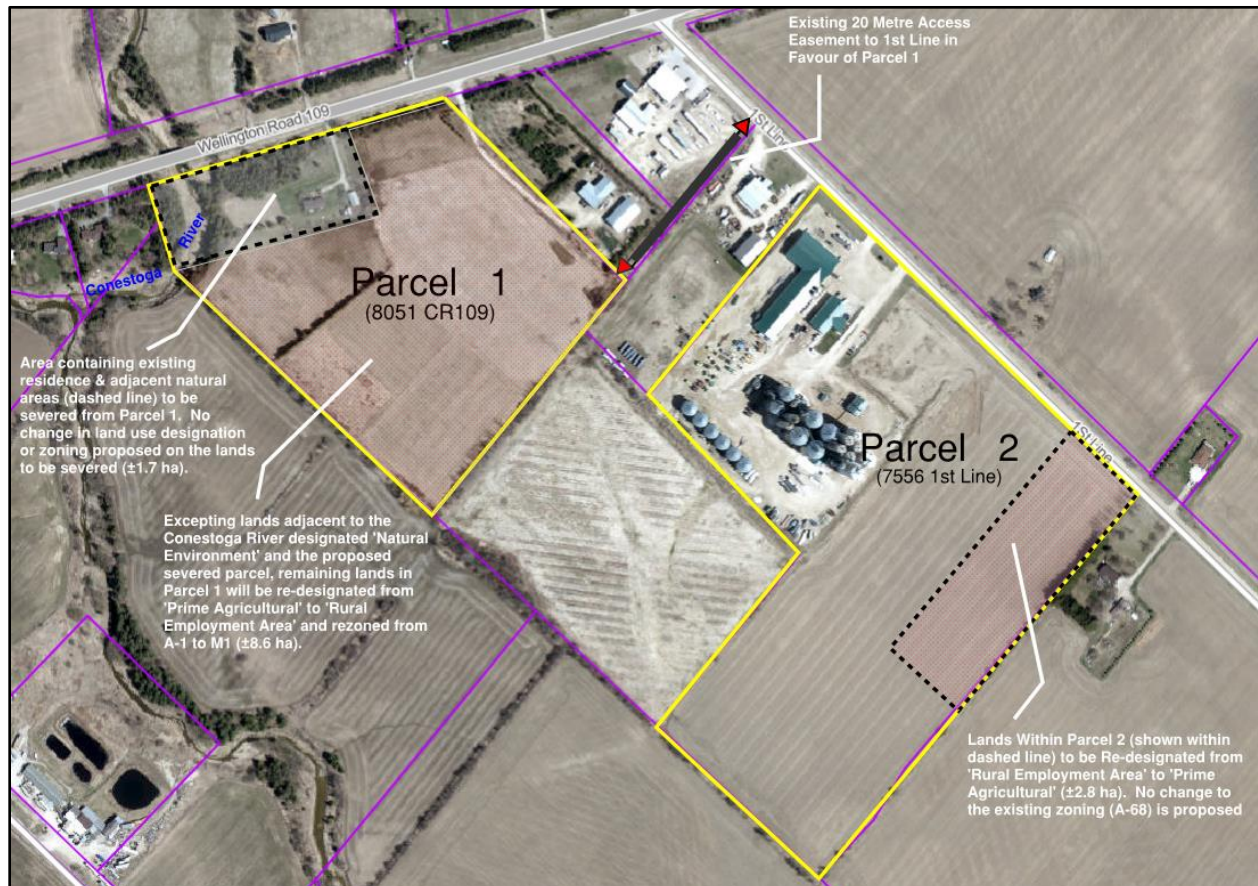


Figure 2: Subject lands & areas to be re-designated and re-zoned - Source Google Earth

The Conestoga River bisects the north-westerly portion of Parcel 1. An existing house with related ancillary buildings (garage, etc) is located in the north-westerly portion of the site. Aside from the natural areas associated with the Conestoga River and the lands containing the existing residential use, the majority of the site is farmed, except for isolated pockets of treed areas. A ±1.7 ha parcel containing the house and ancillary buildings is intended to be severed from the existing #8051 CR109 parcel and will retain its existing 'agricultural' land use designation and zoning. A portion of the intended severed parcel includes land natural environment land associated with the Conestoga River - - this land will retain its current Natural Environment designation.

Parcel 2 is located along 1st Line and is municipally addressed as 7556 1st Line. Shawridge Farms Grain Elevator is located on a section of the property, and the rest is comprised of agricultural fields. The portion of the property proposed to be re-designated to Prime Agricultural by the OPA is approximately ±2.8 ha in size.

The Parcel 2 amendment is primarily administrative in nature. This land (± 2.8 ha) will be re-designated from Rural Employment to Prime Agricultural to partially offset the land area that is being re-designated from Agricultural to Rural Employment on Parcel 1 (± 8.6 ha). As Parcel 2 is already zoned for agricultural purposes, no change is proposed to the zoning. The focus of this report is with regard to amendments proposed on Parcel 1.

Corresponding to the land use designation changes, the *growth structure* classifications of the two sites as identified in the County of Wellington Official Plan will also be amended. Parcel 1 will be included as part of the *Rural Employment Area*, and Parcel 2 will be excluded from the *Rural Employment Area*.

Drafts of the proposed Official Plan and Zoning Bylaw amendments are attached hereto as Appendix D.

4.0 Surrounding Land Use Pattern

#8051 CR109 (Parcel 1) – shaded pink is located directly south-east of the Arthur Urban Centre boundary. Existing uses on, and surrounding Parcel 1 include a mix of urban uses (in Arthur), and residential, highway commercial, agricultural commercial, rural industrial, industrial, and agricultural uses (see Figure 3) on the south side of CR109.



Figure 3: Surrounding land use pattern

Hort Manufacturing, Home Hardware, North Wellington Lift Truck Dealership, Shaw Ridge Farms Grain Elevator, and Carlotte Agricultural Services are all near, or adjacent to Parcel 1 to the east and south-east. A welding supply shop (Janes Welding) is located directly north of the subject lands (north side of

CR109). All of these uses are within 100 – 200 metres of the subject lands, collectively constituting a relatively intensive commercial/industrial/ag-related development area.

The section of CR109 providing frontage to Parcel 1 is relatively flat, with good sight-lines. From a land use compatibility perspective, future use of Parcel 1 for a large truck and farm vehicle service and repair operation is fully consistent and compatible with the existing character of surrounding lands.

Although the southerly border of the Arthur Urban Centre boundary is generally delineated by and corresponds to CR109, the Arthur boundary actually extends south of CR109 in the area where Highway 6 intersects with CR109. Uses in this area include veterinary services, a self-storage facility, Casa Verde Imports, Fluney Equipment, Abate Packers (butcher), Nifty Forklift Repair, JC Window Tinting, and a commercial plaza containing multiple leasehold retail and commercial spaces. All of these are within 500 – 600 metres of the subject property (P1).

The extent of the Arthur urban boundary south of CR109 (along both sides of Highway 6) reinforces the precedent and pattern of more intensive forms of development occurring in the localized area south of the main Arthur urban area boundary.

Just south-west of the intersection of CR109 and Highway 6 is a car dealership (Rodney Motors) and a large quasi-industrial composting use (Walker Industries). A larger car dealership and an LCBO are located on the north side of CR109 in this area.

Development of the subject property as proposed would be fully consistent with the development pattern that exists south of CR109 as discussed above. The conglomeration of more intensive commercial/industrial/service type uses in this area speaks to the 'prime location' factor associated with being on, and/or near the intersection of two major roadways (Highway 6 and CR109). Many of these uses are also associated with and/or service the larger agricultural community, similar to the intention of the Dakota Truck Services operation.

The site proposed for the development of Dakota Truck Services is centrally located between a number of the various surrounding uses discussed above and shown on Figure 3. In this sense the land intended for the Dakota Truck Services operation is akin to filling the 'hole in the donut'. The development of the subject lands will be fully compatible and complementary to already existing nearby uses. The agriculturally related nature of the DTS operation will provide further synergies for the quasi-agricultural nature of many businesses that are already located in this area and will provide essential service to the larger surrounding agricultural community.

The land use precedent for more intensive commercial and/or industrial uses is well established in the area south of CR 109, including the area adjacent to Highway 6 where the 'urban boundary' of Arthur actually extends south of CR 109.

5.0 The Conceptual Site Plan – Dakota Truck Services

As reported by the owner of Dakota Truck Services (DTS), the requirement for a larger site in this general area is that the business has become increasingly focused on agricultural machinery and vehicles, and the agriculturally related customer base (target market) has become increasingly focused in the northerly sectors of Wellington County. The subject site is geographically central to this growing customer base, has excellent visibility, is located beside existing service and industrial type uses, and provides convenient and functional access for both larger and smaller vehicle customers. The conceptual site plan for Dakota Truck Service is illustrated below in Figure 4.

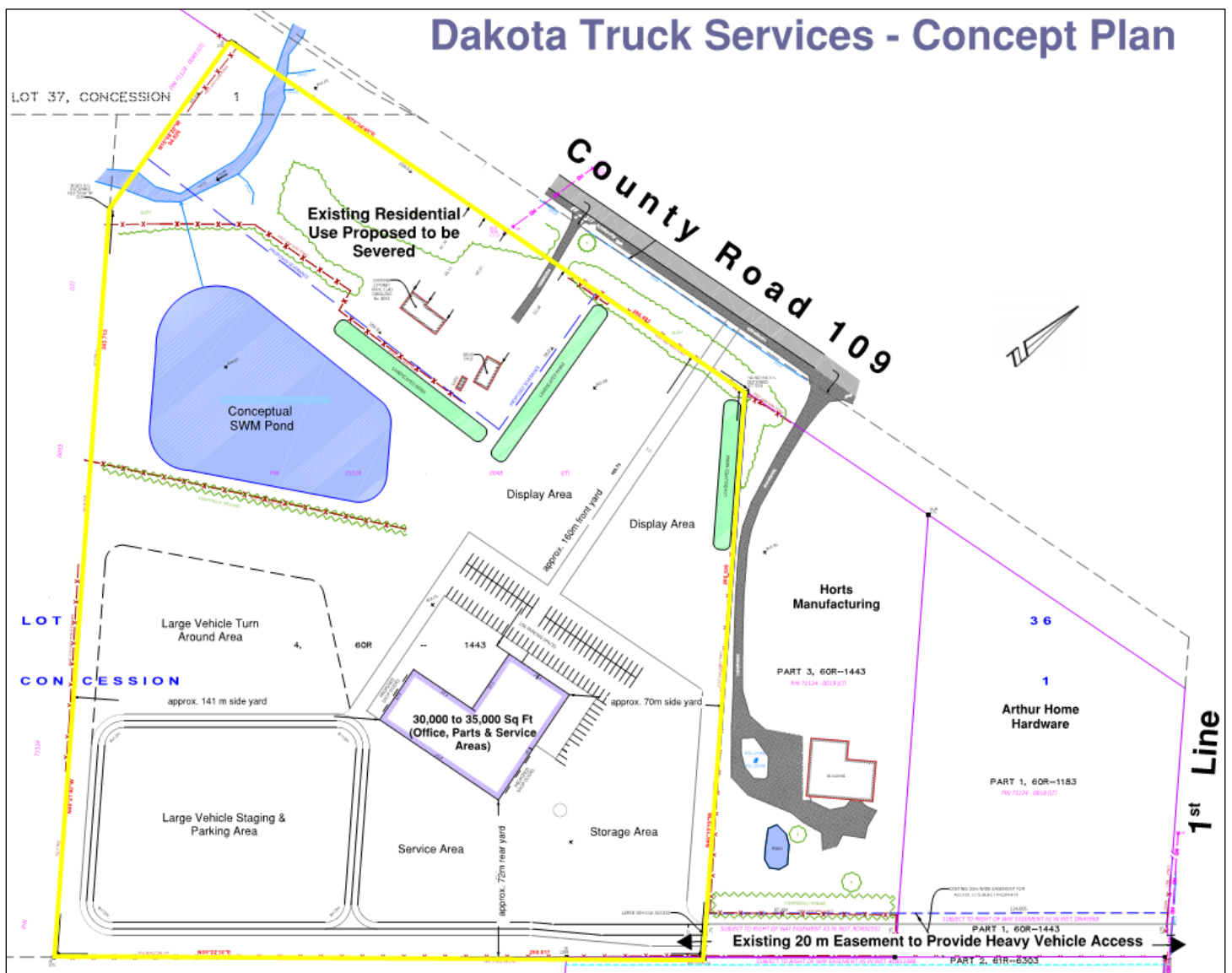


Figure 4: Conceptual site plan for Dakota's Truck Service

As is shown on the Concept Plan (Figure 4 and Appendix A), the site will contain a building of approximately 2,800 – 3,200 m² or 30,000 – 35,000 square feet. Internally the building will be separated into discreet floor space modules dedicated to parts, administration, and service areas. The building will be set back from CR109 to a similar extent as is the adjacent building to the east (Hort Manufacturing), and will have generous side and rear yard setbacks. Building and site layout are intended to maximize both internal and external operational efficiency.

Day to day customers, employees, and smaller vehicles will access the site from CR109. Larger vehicles will access the site from the 1st Line by way of an existing 20 metre access easement. This approach will minimize conflicts between ‘free flow’ and ‘turning movement’ traffic on CR109 and provide convenient access for more ‘heavy duty’ traffic from the 1st Line.

On-site movement and staging areas for larger vehicles will be to the rear of the site and generally buffered from view of CR109 by the building itself and through the use of on-site landscaping features. Similarly, active areas of the site will be significantly set back and buffered from the adjacent residential use that will continue to exist on the severed portion of the property closer to CR109. The site will be serviced by private well and septic, and a storm pond will be constructed on site to manage run-off both in terms of quality and quantity.

Following approval of the necessary Official Plan and Zoning Bylaw Amendments (OPA and ZBA), a more formal site plan will be developed, which will be subject to Site Plan Approval by the municipality. While further detail will be provided at the Site Plan Approval stage, in support of the OPA and ZBA both an acoustical and traffic engineer have reviewed the concept plan and prepared reports – both of which confirm viability of the proposed development. An archeological assessment of the property has been completed and concludes with no issues of concern. Similarly, an agricultural impact assessment has been prepared and concludes with a positive recommendation for the DTS use. These reports will be discussed/summarized further in this Planning Justification Report.

6.0 Applicable Policy and Regulation

The proposed amendments must be considered in context with various upper and lower tier statutory policies and regulations, all having legal foundation in The Planning Act. The Planning Act, the Provincial Policy Statement (PPS) and related provincial policy documents, the Wellington County Official Plan, and the Wellington North Township Zoning Bylaw have all been considered and are discussed in this report.

As has been noted, there are two properties being considered simultaneously in the application. The operative amendment is occurring on Parcel 1, where both the Official Plan and Zoning Bylaw are being amended from ‘agricultural’ to ‘industrial’ classifications. A more administrative type amendment is occurring to Parcel 2, with the changing of designation from an ‘industrial’ to an ‘agricultural’ classification, i.e. inverse to the Parcel 1 amendment. The comments in the following sections are targeted primarily to the Parcel 1 amendment(s).

6.1 The Planning Act

The proposed Official Plan Amendment complies with the intent and provisions of the Ontario Planning Act, by facilitating orderly development and land use compatibility, while aligning with provincial interests set out under Sections 2 of the Act, including promoting economic development, provision of employment opportunities, and efficient land use patterns.

Planning Act Policy 2.0 Provincial Interest	PJR Comment
a) The protection of ecological systems, including natural areas, features and functions	The development will be set back from the protected natural feature, and the land designated as 'Core Greenlands' are excluded from the application. The Core Greenland designation will not change.
b) The protection of the agricultural resources of the Province	The proposed use will be a key linkage in the agricultural supply chain, and a necessary resource for agricultural production. AIA study recommends approval of application
c) The conservation and management of natural resources and the mineral resource base	No impact- development will be set back from natural features – Conestoga River – and the Core Greenlands designation will remain in place.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	Archaeological study has determined there will be no impact
e) The supply, efficient use and conservation of energy and water	Efficient building and design techniques will be implemented.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The site will be developed on private services (sanitary and water). SWM controls will be implemented, and access to the site is by the existing road network – CR109 & 1 st Line.
g) The minimization of waste	Property and buildings will be designed to minimize waste.
h) The orderly development of safe and healthy communities The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies	Buildings will be constructed to OBC standards.
h.1) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	Not applicable.
i) The adequate provision of a full range of housing, including affordable housing	Not applicable.
j) The adequate provision of employment opportunities	The development of the proposed use will offer employment opportunities for the local community.
l) The protection of financial and economic well-being of the Province and its municipalities	Efficient use of land and infrastructure is consistent with the economic well being of the Province and the Township.
m) The co-ordination of planning activities of public bodies	Not applicable.
n) The resolution of planning conflicts involving public and private interests	The proposal complies with the relevant policy/regulations, and surrounding land uses thereby minimizing potential conflicts.
o) The protection of public health and safety	The primary entrance for trucks and other larger vehicles will be from the 1 st Line. Smaller vehicles will have access from CR109. This design enhances public health and safety.
p) The appropriate location of growth and development	The proposal supports appropriate growth by providing local employment, supporting the agricultural sector, and complementing surrounding land uses located south of CR109. The south side of CR109 is already developed with a number of related rural employment, commercial, and industrial uses. Optimal location relative to existing and future customer base
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	The proposal supports rural employment and essential maintenance services for both transport trucks and farm equipment, making it a suitable and sustainable use that serves the broader agricultural and transportation sectors. Public transit does not exist in this area.

r)	i) ii) iii)	Is well-designed Encourages a sense of place, and Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant	Built form and site development will consider conservation measures (at site plan approval stage) – this location provides excellent accessibility and visibility for intended use.
s)	The mitigation of greenhouse gas emissions and adaptation to a changing climate		The building will be constructed to OBC standards and requirements of the Township.

The proposal has regard for relevant matters of Provincial interest as set out in the Planning Act.

6.2 The Provincial Policy Statement 2024 (PPS)

The Provincial Policy Statement is issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Provincial mapping indicates that the subject lands are primarily Prime Agricultural, with a small area generally adjacent to the Conestoga River identified as Natural Heritage System. The portion of the property identified as Natural Heritage System is excluded from this application - - it will be unaffected. Lands surrounding the subject property are designated for Rural Employment in the Wellington County Official Plan, and current land uses in the vicinity are more consistent with Rural Employment or light industrial activity. With regard to the PPS and as applicable to the subject lands, the most relevant sections are cited below, along with contextual commentary respecting the proposed OPA.

PPS Policy		PJR Comment	Compliance	
2.8.2 Employment Areas			Yes	No
2.8.2.1	Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.	The proposal is to fill in the ‘hole in the donut’, the surrounding lands are a mix of commercial and rural industrial uses.	✓	
2.8.2.2	Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.	The site is located on a key transportation corridor (CR109), and nearby the CR109 intersection with another key transportation corridor (Hwy 6).	✓	
2.8.2.3	Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities; b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses; c) prohibiting retail and office uses that are not associated with the primary employment use; d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.	The proposal designates an incremental increase of land for employment uses in a strategically located area surrounded by compatible commercial and industrial uses, while respecting the natural areas. The proposed use will be compatible will existing uses in the localized area and benefit the surrounding agricultural community.	✓	
2.8.2.4	Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.	The proposal maintains compatibility with surrounding agricultural and natural areas and supports the long-term viability of the employment area, and nearby agricultural areas.	✓	

<p>2.8.2.5 Planning authorities may remove lands from employment areas only where it has been demonstrated that:</p> <p>a) there is an identified need for the removal and the land is not required for employment area uses over the long term;</p> <p>b) the proposed uses would not negatively impact the overall viability of the employment area by:</p> <ol style="list-style-type: none"> 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5; 2. maintaining access to major goods movement facilities and corridors; <p>c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and</p> <p>d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.</p>	<p>The proposal complies, as it shifts location of existing employment lands in a localized area to provide better access to a major transportation corridor for a use that will be compatible and complementary to existing nearby uses.</p>	✓	
<p>PPS Policy 4.1 Natural Heritage</p>	<p>PJR Comment</p>	<p>Compliance Yes No</p>	
<p>4.1.1 Natural features and areas shall be protected for the long term</p>	<p>The area proposed for Dakota Truck Services is outside the area identified as containing natural features</p>	✓	
<p>PPS Policy 4.3 Agriculture</p>	<p>PJR Comment</p>	<p>Compliance Yes No</p>	
<p>4.3.2.1 In prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses based on provincial guidance. Proposed agriculture-related uses and on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on provincial guidance or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.</p>	<p>The subject lands and all of Wellington North (except urban centres and settlement areas) are identified as Prime Agricultural. As such, alternate locations for this type of use do not exist in Wellington North. DTS is generally an agriculturally related use and it will be compatible with and not hinder nearby agricultural operations.</p>	✓	
<p>4.3.2.3 New land uses in prime agricultural areas, including the creation of lots and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.</p>	<p>No MDS conflicts will result from approval of this application.</p>	✓	
<p>4.3.5.2 Impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance.</p>	<p>DTS is generally an agriculturally related use, and will not negatively impact the agricultural system – it will in fact be a key linkage in the agricultural system. An agricultural impact assessment has been prepared to support the application</p>	✓	

The PPS outlines broad-based policy that balances provincial interests with respect to economic, environmental, and social well-being. The proposed use will be part of the agricultural food network as it will provide an essential support service (maintenance of agricultural and related equipment) to the agricultural sector. As all lands within Wellington North are identified as Prime Agricultural, any potential site (aside from existing settlements or urban centres) would be subject to consideration of the agricultural policies of the PPS. The DTS use could not occur within an 'urban' setting given its spatial requirements, and the large size of vehicles that would receive service.

In this case, although the subject property is identified by provincial mapping as Prime Agricultural, in practical terms it is surrounded by land designated Rural Employment in the County Official Plan (as discussed in Section 6.4). This area is already developed with service, industrial, agriculturally related, or commercial uses. In effect, the entire area just south of the Arthur 'urban centre' is an 'urban settlement boundary expansion' waiting to happen. On balance this application complies with the PPS.

6.3 Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas Per OMAFA

Policies of the PPS are supplemented by more detailed guidelines contained in Publication 851 Guidelines on Permitted Uses in Ontario's Prime Agricultural Area (Ministry of Agriculture Food and Rural Affairs). Criteria for Agriculture-Related use specified the excerpts of this document below:

2.2 Agriculture-Related Uses

As described in the PPS definition, *agriculture-related uses* are farm-related commercial and industrial uses. They add to the vitality and economic viability of *prime agricultural areas* because they are directly related to and service farm operations in the area as a primary activity. These uses may be located on farms or on separate *agriculture-related* commercial or industrial properties.

Agriculture-related uses: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.
PPS, definitions

OMAFA PPS Criteria for Agriculture-Related Uses	
Criteria	PJR Comment
Farm-related commercial and industrial uses	Repair shop that services agricultural equipment and sells parts, in other words a farm-related commercial/industrial use.
Compatible with and does not hinder surrounding agricultural operations	No impact on MDS for surrounding agriculture operations. The use is low-impact, will be appropriately buffered, and will not interfere with adjacent farming activities.
Directly related to farm operations in the area	Local farmers rely on regular maintenance and urgent repairs/parts for their equipment, making this service essential for their ongoing operations.
Supports agriculture	The facility directly supports agricultural productivity via equipment repairs/part sales.
Provides direct products/services to farm operations as a primary activity	A key function of the business is servicing farm equipment making agriculture part of its service base. The owner has identified that servicing agricultural machinery a 'high growth' part of DTS business.
Benefits from being in close proximity to farm operations	A rural location allows convenient access for large, immobile farm equipment and saves time and transportation costs for nearby farm operators. The owner has identified that a growing part of business originates in north Wellington County

Section 1.4 of the use guidelines document further elaborates the principles of permitting a wide range of compatible uses in agricultural areas as follows:

Permitting a wide range of compatible uses in *prime agricultural areas* is intended to enable:

- agriculture and farm operators to prosper
- development of new farm products
- valued/necessary rural services to be available
- diversification of the rural economy and tax base
- job creation that helps stabilize and grow rural communities
- greater awareness and appreciation of agriculture in the area

In addition to providing service and repair to large trucks and trailers commonly used by agriculture, DTS is a specialized operation focusing on the servicing of agricultural machines and equipment such as tractors, planters, sprayers, balers, cultivators, loaders, etc. The owner estimates that servicing of agricultural machinery accounts for 80% of its current business, and that this component of the business is expected to increase in its new location. As set out on page 13 of the OMAFRA guideline document, a use such as DTS is specifically recognized as an ‘agriculture-related use’:

Agriculture-related uses must be directly related to farms in the area, primarily providing products or services that are associated with, required by or that enhance agricultural operations in the area. “Directly related to” means that the use should reflect the type of agricultural production in the area. Examples include:

- vegetable processing around the Holland Marsh
- processing tomatoes in the Leamington and Chatham-Kent areas
- farm equipment repair, farm input suppliers and grain drying in major cash crop areas
- ginseng drying and distributing in Ontario’s Sand Plain area

Section 3 of the OMAFRA guidelines provides further guidance for uses that may not meet criteria to be classified as an ‘agriculture related use’. Overall, while DTS will clearly provide support services to the agricultural system and be a key linkage in the overall agricultural system supply chain, a portion of the services provided by DTS may occur on larger *non-agricultural* vehicles. While it may be parsing of definitional detail, consideration of criteria set out in the OMAFRA guideline applicable to uses which are *not* agriculturally related follows:

Based on the criteria of Section 3 of the OMAFRA guideline, non-agricultural uses:

Should be located within Settlement Areas – DTS requires a relatively large site with access for both small and larger vehicles. Such characteristics are not typical of a settlement area, as traffic, noise, and operation conflicts would result. While not within the Arthur urban centre area, the site is adjacent to Arthur on the south side of CR109. This area is already developed (fragmented) with a number of agricultural and non-agricultural related uses ... lands south of CR109 that are not already within the Arthur urban centre area, logically could be described as a *settlement area expansion* waiting to happen.

Should not be located within areas of Prime Agricultural land – all land that is not a settlement area or urban centre in Wellington North is designated Prime Agricultural. Other townships within Wellington County contain a “Rural Land” designation, which theoretically would be a more suitable, but this option does not exist in Wellington North.

Should not occur in area where specialty crops are grown – specialty crops are not grown on the site proposed for DTS.

Should not create MDS conflicts – no MDS conflicts will result from approval of this application

Should demonstrate the use is needed – the owner has confirmed that his current operation requires expansion, and that demand for this use is focused in the northerly areas of Wellington County, particularly Wellington North Township.

Should be of an appropriate scale – the size of the site intended for DTS is not overly large. As demonstrated on the Concept Plan the proposed buildings, service, parking, and storage areas efficiently use the land proposed in this application.

Should mitigate impacts on nearby/adjacent agricultural lands – no off-site impacts are anticipated.

The use of the subject parcel for DTS is consistent with the PPS and related policies of Publication 851 Guidelines on Permitted Uses in Ontario’s Prime Agricultural Area (Ministry of Agriculture Food and Rural Affairs). The proposed Official Plan Amendment is consistent with the 2024 Provincial Policy Statement and aligns with OMAFA’s Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas.

6.4 Wellington County Official Plan

The County Official Plan (OP) directs growth management and land use decisions across the County and is the operative local planning policy document applying to Wellington North Township. It serves as the overarching framework within which detailed, localized land use planning and decision-making occurs, ensuring consistency and alignment with broader County objectives.

Section 13 of the County Official Plan recognizes that change is inevitable and specifically empowers county and local councils to make decisions on land use changes. In this case, the proposed applications seek to remove the Prime Agricultural designation from Parcel 1, while applying a Prime Agricultural designation to Parcel 2, as shown in Figure 3.

The amendments simultaneously occurring on Parcel 1 and Parcel 2 involve an empirical offsetting of land —approximately ±8.6 hectares (Parcel 1) will be designated as Rural Employment Area and ±2.8 hectares (Parcel 2) designated as Prime Agricultural Area. The existing residential and natural environment component on Parcel 1 will be retained.

A use which is essential to, and benefits agriculture in northern Wellington County will be developed on the ±8.6 ha parcel. It will effectively fill the current land use “hole in the donut” by situating DTS in an area already surrounded by agriculturally related commercial, service and industrial uses. The proposed change in land use designation will assist in creating a dynamic, evolving rural economy, aligning with the strategic goals outlined in the Wellington County official plan.

The development proposal conforms directly with objectives for growth outlined in Section 3.3 of the Wellington County OP.

- **Efficient and integrated development patterns:** This proposal is compatible with and complements surrounding land uses, creating an integration of commercial, industrial, and agricultural designations. The proposed location of DTS capitalizes on the access and visibility attributes provided by the adjacent major transportation corridor, and the use will function as part of the agricultural supply chain.
- **Balancing jobs and housing to reduce long-distance commuting:** The existing residential component will be retained on Parcel 1. New jobs will be created by the location of DTS. This location creates a synergistic fit between new jobs and housing and minimizing commutes between home and work.
- **Providing variety and choice for residents and businesses:** This development will diversify employment opportunities and services, giving the community more options for growth and development.
- **Prohibit the establishment of new settlement areas:** This application does not seek to establish a new settlement area or alter the boundaries of existing settlement area. Located on the southerly edge of CR109 and the Arthur urban boundary, it is however noted that the Arthur urban boundary already extends south of CR109 at/near the intersection with Highway 6 just west of the subject lands. The proposed development will be compatible with and complementary to development that already exists south of CR109 that is both external to and within the Arthur settlement area boundary.
- **Supporting complete communities:** The development infills the "hole in the donut," offering local employment opportunities and a diversified range of services that support the larger surrounding agricultural community.

Other Sections of Interest within the Wellington County Official Plan

4.1 Archaeological Resources

An Archaeological Assessment of the subject lands was completed by Bluestone Research Group in June 2025, with the final report submitted to the Ministry of Citizenship and Multiculturalism in September 2025. The assessment concluded that there were no significant archaeological resources present on the property, and the report recommended that no further archaeological investigation is required. A copy of the assessment report has been submitted in support of this application.

4.2.5 Employment

The proposed redesignation of the subject lands from *Prime Agricultural* to *Rural Employment Area* will facilitate the development of a diesel truck and farm vehicle repair and service operation. This use is expected to result in the immediate creation of approximately 15–20 local jobs, with potential for further employment growth as the business expands and establishes its presence within the community. The proposal aligns with the County’s objective of promoting economic development and job creation in rural areas.

4.3 Farmland Protection

Similar to criteria discussed in Section 6.3, the use must be considered in context with need, availability of alternative locations, minimizing impacts, degree of land fragmentation etc. The area proposed for DTS is already fragmented (development in this case will be an infilling exercise), existing adjacent uses are of similar character, and the larger agricultural areas to the south will be unaffected. The DTS site is presently surrounded by lands which are already designated as Rural Employment, with other site borders being CR109, and a natural environment area (Conestoga River). This proposal will fill the ‘hole in the donut’.

4.7 Fringe Areas

The subject property is located within a transitional “fringe” area adjacent to the Urban Boundary. The surrounding land use pattern — including existing non-agricultural and light industrial uses — suggests that this location is not representative of a traditional prime agricultural area. The proposed redesignation can be interpreted as a form of *rounding out* of an emerging industrial cluster, contributing to a more coherent land use pattern in the area. Given the site’s proximity to the existing urban boundary, this area may be a logical candidate for future urban expansion, and this proposal represents an incremental and compatible form of employment development in advance of any formal boundary adjustments. As noted in 4.7:

*This policy does not apply to prevent the completion of previously approved development, **logical infilling or development of a minor nature which does not impede the efficient expansion of the urban area.** Additionally the expansion of existing developments may be considered if the overall intent of this section is met.*

The overall intention of this section is met – the proposal will simply round / infill the exist land use pattern, as well as the area designated as Rural Employment.

5.4 Greenlands

The proposed Official Plan and Zoning Bylaw Amendments will have no impact on designated greenland features on the property. No amendments are proposed to the natural areas associated with the Conestoga River.

5.4.3 Floodplain and Slope (Valleylands)

The proposed amendments will have no impact on these features and is consistent with the policies outlined in Section 5.4.3 of the County Official Plan.

6.4 Prime Agricultural Areas

Section 6.4.5 discusses permissions for small scale uses that serve agriculture in appropriate locations. DTS is such a use. Land use south of CR109 is already fragmented / developed with service, industrial uses. The intended location is also appropriate based on size, accessibility, and proximity to customers.

6.8 Rural Employment Areas

The proposed use is directly aligned with the intent of Section 6.8, which encourages employment-generating uses in appropriate rural areas where land use compatibility can be maintained. The subject land is presently 'surrounded' on the southern and eastern flanks by land that is already designated as a Rural Employment Area. Further, the DTS operation is consistent with adjacent existing land uses and will contribute to the diversification of the local economy. The development supports the County's rural economic development objectives while ensuring that the function and character of the broader rural landscape are respected.

7.0 Proposed Official Plan Amendment(s)

The lands subject to the requested Official Plan Amendment(s) are illustrated in Figure 5 below, and a full copy of the proposed OPA is attached as Appendix D.

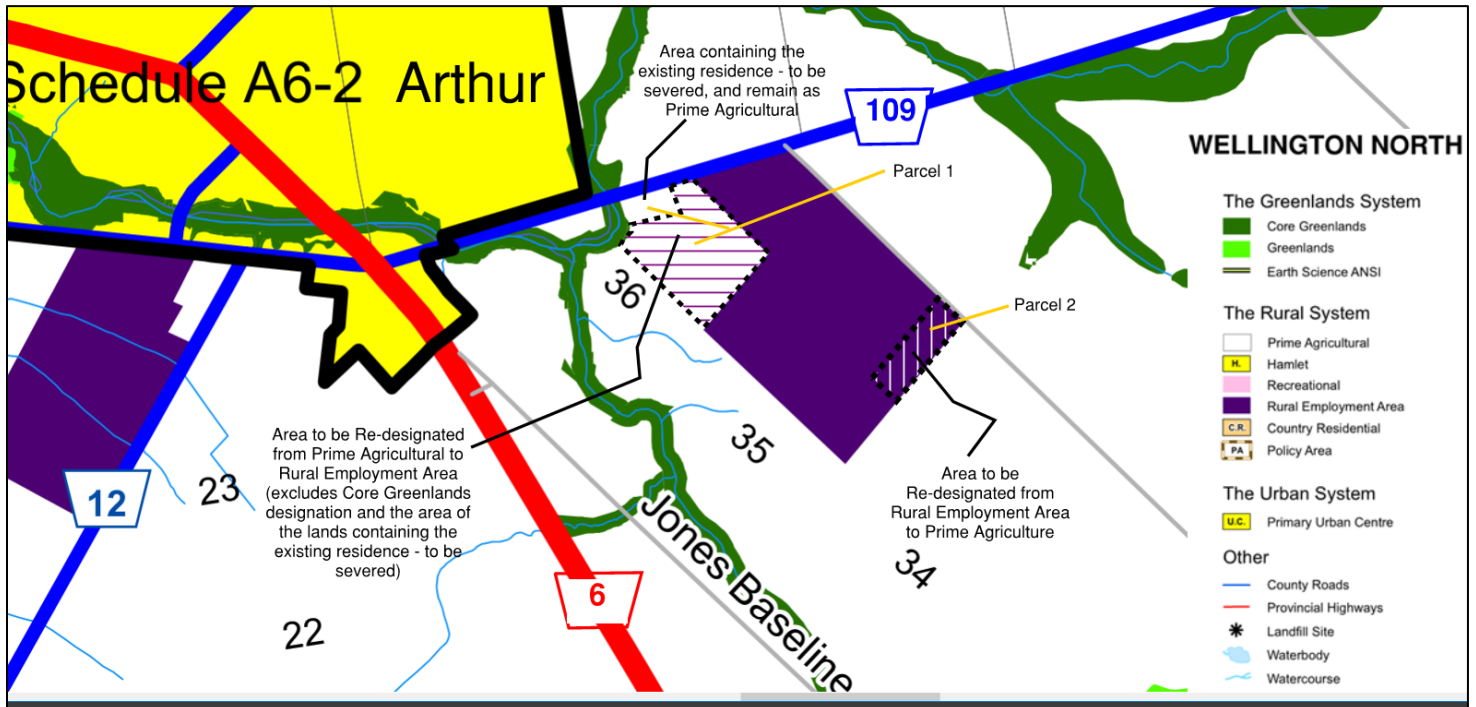


Figure 5: Lands Subject to Proposed Official Plan Amendments

The proposed Official Plan Amendment(s) (OPA) will re-designate ± 8.6 hectares on Parcel 1, and ± 2.8 hectares on Parcel 2. As shown in Figure 5 the effect of the amendment will be to rationalize the Rural Employment Area across the frontage of CR109 (Parcel 1) and add additional Prime Agricultural lands adjacent to the larger area to the south which is already designated Prime Agricultural (Parcel 2).

As shown on Figure 5, the Parcel 1 site is surrounded on two sides (east and south) by land already designated Rural Employment Area, to the north by CR109, and to the west by natural environment areas (Conestoga River). Agricultural lands further to the south west will experience no change, and will not be negatively affected by this application.

The section of the Parcel 1 property fronting CR109 spans a frontage of approximately ± 82 meters and a variable of ± 350 meters, encompassing an area of ± 8.6 hectares. On 1st Line, the land to be re-designated from Rural Employment to Prime Agricultural has a frontage of ± 97.0 meters and a depth of ± 290.0 meters, covering an area of ± 2.8 hectares.

The portion of the Parcel 1 property along CR109 designated as Core Greenlands will be excluded from the OPA. Additionally, the area containing the house and garage will remain designated as Prime Agricultural, with the intent to sever this section from the remainder of Parcel 1.

Corresponding to the proposed changes in land use designation, the *urban structure* assignments to Parcel 1 and Parcel 2 will be amended. Parcel 1 will be included in the *Rural Employment Area* located just south of CR 109, and Parcel 2 will be excluded from this *Rural Employment Area* (see Figure 6).

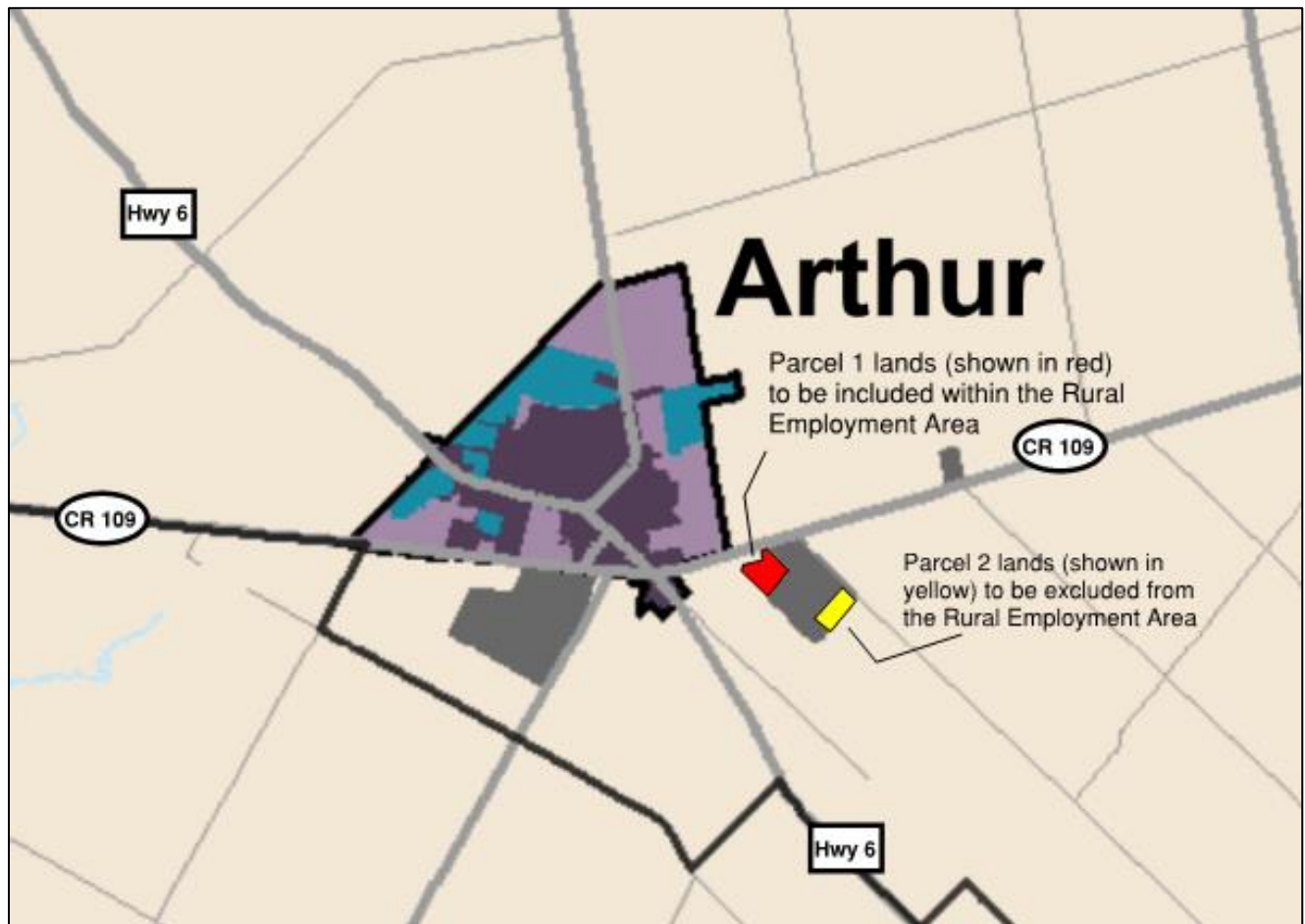


Figure 6: Proposed configuration of the two parcels within the Rural Employment Area.

7.1 Township of Wellington North Zoning By-Law – Proposed Amendments

As illustrated in Figure 4, Parcel 1 is currently zoned as Agricultural (A-1). The proposed zoning bylaw amendment will change the zoning on part of Parcel 1 from Agricultural to Industrial (M1), to permit the proposed DTS use. The A-1 zoning on Parcel 1 will remain in place on the lands contain the existing residential dwelling – the intent is to sever this parcel from the balance of the site. Similarly, the existing NE (Natural Environment) zoning that is in place adjacent to the Conestoga River will not be changed.



Figure 7: Proposed Zoning Bylaw Amendments

Zone Definitions	
□	AGRICULTURAL
R1A	UNSERVICED RESIDENTIAL
R1B	LOW DENSITY RESIDENTIAL
R1C	LOW DENSITY RESIDENTIAL
R2	MEDIUM DENSITY RESIDENTIAL
R3	HIGH DENSITY RESIDENTIAL
ER	ESTATE RESIDENTIAL
MH	MOBILE HOME PARK
C1	CENTRAL COMMERCIAL
C2	HIGHWAY COMMERCIAL
C3	NEIGHBOURHOOD COMMERCIAL
C4	SHOPPING CENTRE COMMERCIAL
C5	HAMLET COMMERCIAL
MU1	MIXED USE
MU2	MAIN STREET MIXED USE
AC	AGRICULTURAL COMMERCIAL
M1	INDUSTRIAL
RIN	RURAL INDUSTRIAL
EI	EXTRACTIVE INDUSTRIAL
IN	INSTITUTIONAL
OS	OPEN SPACE
FD	FUTURE DEVELOPMENT
NE	NATURAL ENVIRONMENT
•	WIND TURBINE
T	TRANSFORMER
(H)	HOLDING
Legend	
—	WELLHEAD PROTECTION AREA OVERLAY
□	SITE SPECIFIC EXEMPTION

As shown on Figure 7, the lands to be rezoned to M1 (Parcel 1) are directly adjacent to lands to the east which also have 'industrial' zoning status (RIN-63) and contain Hort Manufacturing. Lands to the south of Parcel 1 are also zoned M1. This illustrates the 'infilling' principle of the proposed zone change to M1 on Parcel 1. The M1 zone permits the following list of uses:

PERMITTED USES

- Manufacturing, processing, assembly, repair, fabricating, milling except for a motor vehicle recycling and salvage or wrecking facility, junk or scrap yard, fertilizer manufacturer, abattoir, rendering plant or any use considered offensive by the Public Health Act or uses restricted in all zones as per section 6.35.
- Automotive Body Repair Shop
- Bakeries
- Builder or Contractor's Yard
- Building Supply Outlet
- Bulk Fuel Depot
- Business or Professional Office
- Custom Workshop
- Dry Cleaning Plant
- Farm Machinery Sales and Service
- Feed Mill, Seed plant, Grain Elevator
- Heavy Equipment Sales and Rental
- Industrial Mall
- Mini-Storage Facility
- Parking Area
- Parking Lot
- Rental Outlet
- Research and Laboratory Facilities
- Service Industry
- Service or Repair Shop
- Printing Establishment
- Public Works Yard
- Sewage Treatment Facility
- Transport Establishment
- Warehouse
- Water Treatment Facility
- Wholesale Outlet
- Accessory Uses, Buildings and Structures including cafeteria, factory outlet, storage yards, Showrooms and places of recreation

Applicable regulations specific to the M1 Zone are shown below.

REGULATIONS

24.2.1	LOT AREA, Minimum	929.0 m ² (10,000 ft ²)
24.2.2	LOT FRONTAGE, Minimum	20.0 m (65.6 ft.)
24.2.3	FRONT YARD, Minimum	7.6 m (24.9 ft.)
24.2.4	INTERIOR SIDE YARD, Minimum 3.0 m (9.8 ft.); 9.2 m (30.2 ft.) where an M1 Zone abuts any residential zone.	
24.2.5	EXTERIOR SIDE YARD, Minimum	7.6 m (24.9 ft.)
24.2.6	REAR YARD, Minimum 7.6 m (24.9 ft.); 9.2 m (30.2 ft.) where an M1 Zone abuts any residential zone.	
24.2.7	LOT COVERAGE, Maximum	60%
24.2.8	BUILDING HEIGHT, Maximum	12.0m (39.4 ft.)

As shown on Figure 7, part of the site (within the blue circle denoted thereon) is within a wellhead protection area. Accordingly, a Section 59 form has been completed and is submitted as part of this application.

Based on the Concept Plan and the size of the site, it is anticipated that all M1 specific, as well as applicable general provisions (parking, loading, etc) of the zoning bylaw can easily be met. A copy of the proposed zoning bylaw amendment is attached as Appendix D.

Subject to the approval of the proposed amendments, the proposed development complies with the Township of Wellington North Zoning By-Law.

8.0 Minimum Distance Separation

While both the Provincial Policy Statement (2024) and OMAFRA's *Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas* recognize farm equipment repair and related services as agriculture-related uses permitted within prime agricultural areas, both documents also reference potential considerations regarding Minimum Distance Separation (MDS). These considerations are based on the Minimum Distance Separation (MDS) Document (Publication 853), which sets out formulas and implementation guidelines to separate sensitive uses from livestock facilities and manure systems in order to minimize land use conflicts, primarily related to odour.

The MDS Document includes a number of implementation guidelines that clarify how, and when, MDS setbacks are to be applied. Implementation Guideline 35 specifically states:

MDS I setbacks from existing livestock facilities and anaerobic digesters will generally not be needed for land use planning applications which propose agriculture-related uses and on-farm diversified uses. However, some proposed agriculture-related uses and on-farm diversified uses may exhibit

characteristics that could lead to potential conflicts with surrounding livestock facilities or anaerobic digesters.

According to Guideline 35, the types of agriculture-related or on-farm diversified uses that may still require an MDS I setback are typically characterized by one or both of the following:

1. A higher density of human occupancy or activity.
2. Significant visitation by the broader public, such as food service, accommodation, agri-tourism uses, or retail operations.

DTS does not fall into either of these categories. Although the business may require a relatively large physical footprint to accommodate repair bays, parts storage, and access for large equipment, the overall **human activity on site is very low**. The business operates with a core staff and primarily serves local clients who bring equipment in for repair on an as-needed basis.

Unlike agri-tourism or public-facing retail, DTS does not generate significant visitation by the general public. Its customers are primarily either local farmers or operators, and visits to the site are function-based, not recreational or consumer-driven. The facility does not provide food services, accommodation, or tourist experiences, and therefore does not attract broader public traffic.

Based on these characteristics, and in alignment with Implementation Guideline 35, MDS I setbacks should **not be required** for the proposed use. Additional rationale includes the following:

- The proposal is permitted as is an agriculture-related use under both the PPS and OMAFA guidelines.
- The proposed business is designed specifically to serve the surrounding farm community with essential maintenance and repair services.
- The business model does not involve a high concentration of employees or public visitors and does not pose a risk of land use conflict with nearby livestock operations.
- As a local service provider catering exclusively to the needs of area farmers, the proposal supports the ongoing viability of agricultural operations by improving the functionality and longevity of essential farm equipment.

In conclusion, the application of MDS I setbacks is not warranted for this proposal, as it aligns with the intent and direction of the MDS Document and Implementation Guideline 35.

9.0 Related Background Studies & Considerations

9.1 Traffic

A Traffic Brief was prepared by Salvini Consulting to provide an overview of the transportation considerations for a proposed agricultural vehicle and truck service facility at the subject site on WR109 east of Arthur and concludes as follows:

- The proposal is expected to generate 45 and 17 trips measured in both directions in the weekday morning and afternoon peak hours, respectively.
- There is more than 200 metres of sight distance available at the proposed site driveway connection to WR109 and at the First Line intersection, which meets the County's criteria for sight distance as well as the requirements of the Transportation Association of Canada for intersection sight distance.
- Westbound left turn lanes on WR109 to the site driveway and First Line are not recommended with the proposal.
- The two study area intersections with WR109 are expected to operate at acceptable levels under future traffic conditions with the proposal and the current intersection geometry in both weekday peak hours.

A copy of the study has been submitted under separate cover.

As shown on the Concept Plan (Figure 4 and Appendix A), a secondary access / egress point for this site is being provided by an existing 20 metre access easement that extends from the rear of the subject property directly east across the rear of the two adjacent sites to the 1st Line. A copy of this easement is included as Appendix C in this report.

9.2 Noise

JJ Acoustic Engineering Ltd. (JJAЕ) was retained to complete a Stationary Noise Impact Study (Study) for the commercial development located at Part of Lot 36 and 37 Concession 1 in Arthur, Ontario (Site). The Site will be developed into a commercial building. JJAЕ was provided a copy of the Concept Plan.

The Study was prepared consistent with Ontario Ministry of the Environment, Conservation and Park (MOECP) NPC 300, "Environmental Noise Guideline, Stationary and Transportation Sources—Approval and Planning" dated August 2013.

The Study determined that the potential environmental noise impact from stationary noise is not significant. JJAЕ has determined that the proposed development will not require noise mitigation.

A copy of the study has been submitted under separate cover.

9.3 Archaeology

Bluestone Research 2004 Ltd. was retained to undertake an archaeological review of 8051 County Road 109.

Stage 1 and Stage 2 Assessments were conducted.

No archaeological resources were identified and as such no further archaeological assessment of the site is recommended.

A copy of the study has been submitted under separate cover.

9.4 Preliminary Engineering

Detailed engineering of the site—including grading plans, servicing plans (well and septic), and stormwater management plans—will be undertaken at the site plan approval stage. Based on the site’s size and topography, the project engineer (Van Harten) has provided preliminary confirmation that there is sufficient area to accommodate on-site septic and well systems, and that the proposed location of the stormwater management pond is logically situated. All of the foregoing will be confirmed through detailed engineering design at the site plan approval stage.

9.5 GRCA

Interim comments from GRCA are included in Appendix B. No concerns were identified, however it is anticipated that a more detailed review of the proposal will occur at the site plan approval stage of the application and further input from GRCA is anticipated.

9.6 Agricultural Impact Assessment

The Agricultural Impact Assessment undertaken by Van Harten Surveying concluded that the application is consistent with criteria for consideration as generally outlined in the PPS, the County Official Plan, and relevant guideline documents, recommending that the application(s) be approved. A copy of this study has been submitted under separate cover.

10.0 Conclusions and Planning Opinion

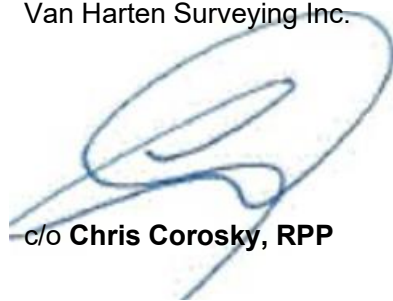
Based on the foregoing review of relevant policy and regulatory considerations, consideration of the conceptual site plan, consideration of the operational characteristics of the proposed use, consideration and review of adjacent and nearby land use characteristics, this proposal:

- Has regard for and is consistent with provincial legislation and planning policies
- Is permitted/enabled by OMAFRA policy for ag related uses
- Subject to the proposed amendments Is permitted by and conforms to the Wellington County Official Plan
- Conforms to and complies with proposed zoning regulations
- Preserves the existing dwelling unit for continued residential use (parcel to be severed)
- Efficiently utilizes the land base
- Is located on a major transportation corridor (CR109) near its intersection with Highway 6
- Can utilize access points from both CR109 and Line 1 to segregate day-to-day from heavy duty truck and vehicle traffic
- Is consistent with the established precedent of more intensive land uses occurring along the southerly frontage of CR 109 and a section of the Highway 6 corridor south of CR109
- Results in no MDS conflicts / concerns
- Results in no traffic impacts / concerns
- Results in no noise impacts / concerns
- Results in no archeological resource impacts / concerns
- Results in no identified impacts / concerns with respect to the environment
- Results in no impacts to nearby agricultural lands to the south east

- Will be subject to further technical review through a future 'site plan approval' process culminating in a 'site plan agreement' to ensure the site is developed in a manner satisfactory to the municipality
- Is compatible with existing development in the area
- Will enable a land use type that is an integrated link in the agricultural supply chain
- Appropriately infills the established land use pattern along the south side of CR109
- Will enhance the local tax base
- Will create new jobs

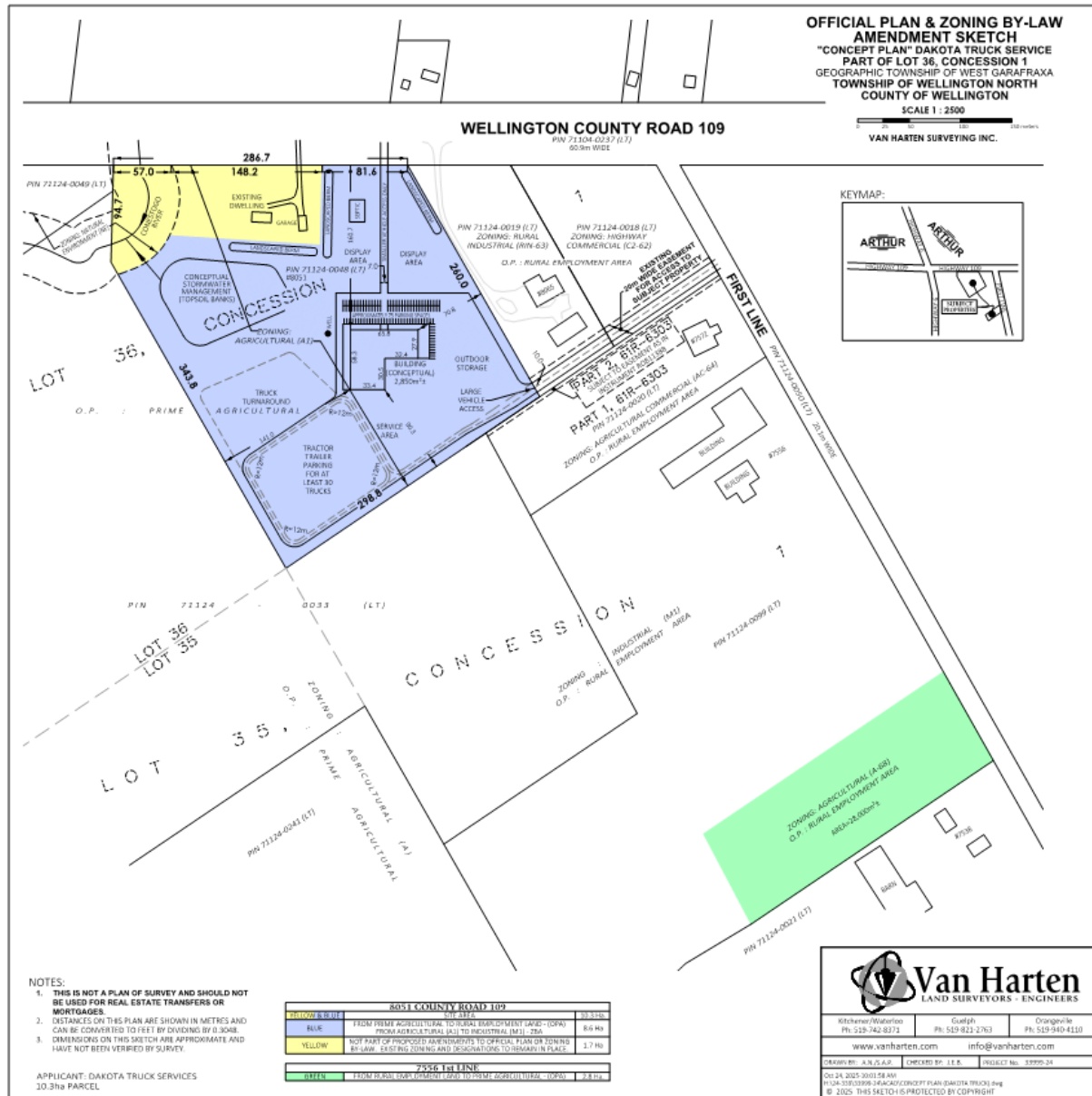
Based on matters reviewed in this report, my professional opinion is that the requested official plan and zoning bylaw amendments are in the public interest, represent good planning, and should be approved.

Yours truly,
Van Harten Surveying Inc.

A handwritten signature in blue ink, appearing to be 'Chris Corosky', written over a faint, light blue circular stamp or watermark.

c/o **Chris Corosky, RPP**

Appendix A – OPA & ZBA Sketch – Concept Plan DTS



Appendix B – GRCA Comments

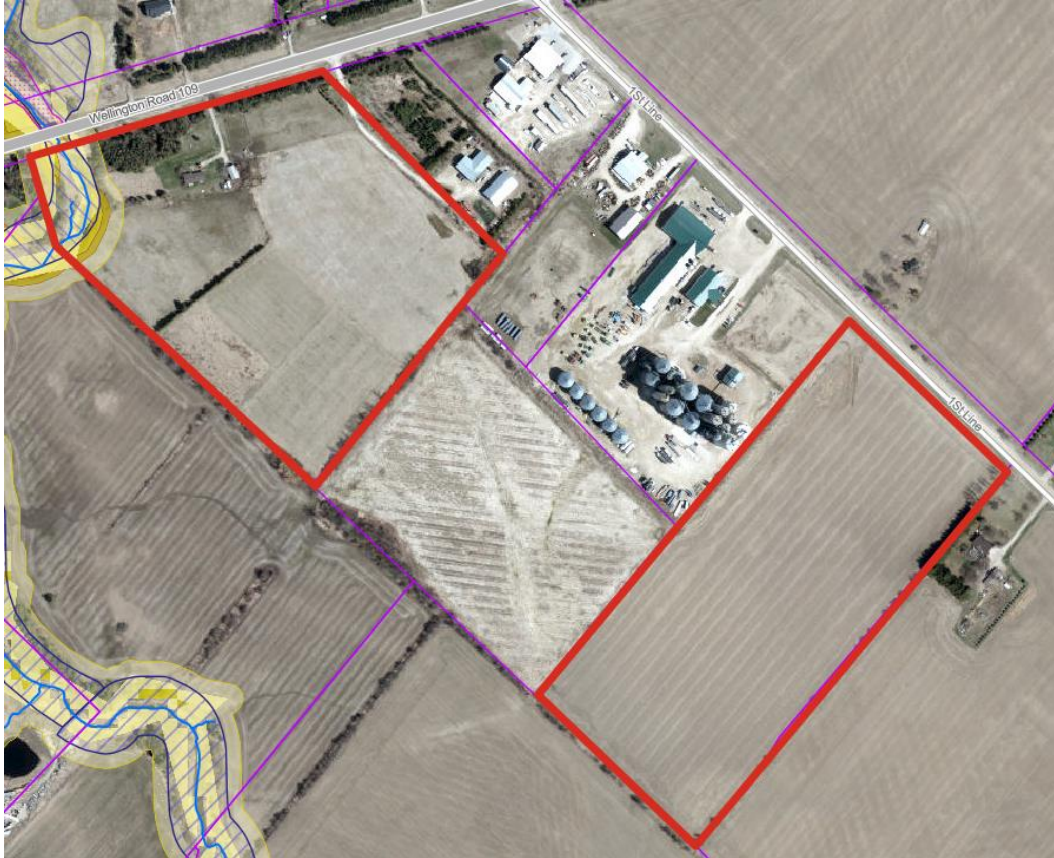


Figure 8: Subject properties (outlined in red) & corresponding GRCA regulatory areas.

JC

Jessica Conroy <jconroy@grandriver.ca>

To: Brianna Miller

Cc: Chris Corosky; Kristine Campbell

Reply Reply all Forward

Thu 2025-03-27 9:28 AM

You don't often get email from jconroy@grandriver.ca. [Learn why this is important](#)

Hi Brianna,

Thank you for the clarification. If all the proposed development/site alteration including any grading, SWM outlet, etc. is outside of GRCA's regulated area, we would have no concerns and would not require a GRCA permit.

We will provide our formal comments once we are circulated the formal application.

Thank you,
Jessica

Jessica Conroy, MES Pl.
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2230
Toll-free: 1-866-900-4722
Email: jconroy@grandriver.ca
www.grandriver.ca | [Connect with us on social media](#)


...

Figure 9: Response from the GRCA regarding the proposal

Appendix C— Copy of Deed for Access Easement

45968D

Dated - February 12th A.D. 1976

No. 45968D
 Registry Office of Wellington North (No. 60)
 I CERTIFY that this instrument is registered as of
10:10 A.M. in the
 Registry Office 27 APR. 1977
 at Arthur,
 Ontario.

 REGISTRAR

ROBERT JOHN SHAW

-and-

EARLMA MAY SHAW

-TO-

THOMAS M. EDMONSON

Arthur, Ontario.

Abstr.	<input checked="" type="checkbox"/>
Alph. Index	<input type="checkbox"/>
Microfilm	<input type="checkbox"/>
Reg. Fee	10.00
Land Tax	NT
This Document is deposited in the Registry Office, North Wellington	

GRANT OF
 RIGHT-OF-WAY

DAVID D. SMITH
 BARRISTER & SOLICITOR
 ARTHUR, ONTARIO.

T H I S D E E D

made (in duplicate) the twelfth day of February one thousand
 nine hundred and seventy-six

B E T W E E N:

ROBERT JOHN SHAW, of the Village of Arthur in
 the County of Wellington, Implement Dealer, and
EARLMA MAY SHAW, his wife, of the same place,
 as joint tenants and not as tenants in common,

hereinafter called "THE GRANTORS"

of the FIRST PART,

-and-

December 10

THOMAS M. EDMONSON, of the Village of Arthur
 in the County of Wellington, Retired Farmer,

hereinafter called "THE GRANTEE"

of the SECOND PART.

Kathleen M. Edmonson
 Witness

Dated this *15th* day

of *July* 19 *76*

WITNESSETH that in consideration of the sum of TWO-----

-----(\$2.00)-----Dollars

paid by the grantee to the grantors, receipt whereof is hereby
 acknowledged, the grantors grant to the grantee his heirs and
 assigns and the occupants of All and Singular that certain
 parcel or tract of land and premises situate lying and being
 in the Township of West Garafraxa in the County of Wellington
 and Province of Ontario and being composed of Part of the
 East half of Lot Number Thirty-six (36) in the First (1st)
 Concession of the said Township of West Garafraxa, being that
 part designated as Part Four (4) on a Reference Plan deposited
 in the Registry Office for the Registry Division of Wellington
 North (No. 60) as Number 6OR-1443, a right-of-way for persons
 and vehicles over the following land: All and Singular that
 certain parcel or tract of land and premises situate lying
 and being in the Township of West Garafraxa in the County of
 Wellington and Province of Ontario and being composed of Part
 of the East half of Lot Number Thirty-six (36) in the First
 (1st) Concession of the said Township of West Garafraxa, being
 those parts designated as Part Two (2) and Part One (1) on a
 Reference Plan deposited in the Registry Office for the Regis-
 try Division of Wellington North (No. 60) as Number 6OR-1443.

- page two -

The grantee, for himself, his heirs and assigns, covenants with the grantors their heirs and assigns, that the grantee will at his own expense keep the right-of-way in good repair.

IN WITNESS WHEREOF the said parties hereto have hereunto set their hands and seals.

SIGNED, SEALED AND DELIVERED)
IN THE PRESENCE OF)

[Handwritten signature]

[Handwritten signature]
.....
Robert John Shaw ●
[Handwritten signature]
.....
Earlma May Shaw ●
[Handwritten signature]
.....
Thomas M. Edmonson ●

AFFIDAVIT AS TO AGE AND MARITAL STATUS

We, Robert John Shaw and Earlma May Shaw, both of the Village of Arthur in the County of Wellington make oath and say: When we executed the attached instrument, We were at least eighteen years old. We were married to each other. We held the land as Joint Tenants. We were resident in Canada for the purposes of The Income Tax Act, Canada, and intend to remain so resident for the balance of the current taxation year.

SEVERALLY SWORN before me at)
the Village of Arthur in the)
County of Wellington this)
16th day of February)
1976.)

[Handwritten signature]
[Handwritten signature]

A Commissioner for taking Affidavits, etc.

AFFIDAVIT OF SUBSCRIBING WITNESS
AFFIDAVIT AS TO AGE AND MARITAL STATUS

UNITED STATIONERS CO. LTD. LEGAL FORM DEPT.
30 PRODUCTION DRIVE, SCARBOROUGH

AFFIDAVIT OF SUBSCRIBING WITNESS

AMENDED MARCH 1972

I, David Duncan Smith, Solicitor,
of the Village of Arthur
in the County of Wellington

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed
at the Village of Arthur by Robert John Shaw, Earlna
May Shaw, and Thomas M. Edmonson.

*See footnote

*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred
to in the instrument.

SWORN before me at the Village
of Arthur in the County of
Wellington
this 16th day of February 19 76

GLADYS DIAN SMITH, A Commissioner,
etc., Wellington County, for D. D. Smith,
Barrister. Expiry February 7th, 1977.

* Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add
"After the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney
insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose
signature I witnessed was authorized to execute the instrument as attorney for (name)".

AFFIDAVIT AS TO AGE AND MARITAL STATUS

I/~~WE~~ Thomas M. Edmonson
of the Village of Arthur
in the County of Wellington

* If attorney
see footnote

make oath and say: When I executed the attached instrument,

I/~~WE~~ WAS at least eighteen years old.

Strike out
inapplicable
clause.

I was married ~~to Thomas M. Edmonson~~

~~and dependent on each other.~~

~~We were dependent on each other.~~

~~We had the same last name before and after our marriage.~~

Resident of
Canada, etc.

I am resident in Canada for the purposes of The Income Tax
Act, Canada, and intend to remain so resident for the balance
of the current taxation year.

~~(REVEREND)~~ SWORN before me at the Village
of Arthur in the County of
Wellington
this 16th day of February 19 76

A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

* Where affidavit made by attorney substitute: "When I executed the attached instrument as attorney for (name), he/she was
(marital status, and if married, name of spouse), and when he/she received the power of attorney, he/she had obtained the age
of majority".

UNITED STATIONERY CO. LIMITED, LEGAL FORM DEPT.
30 PRODUCTION DRIVE, SCARBOROUGH

The Land Transfer Tax Act, 1974
AFFIDAVIT OF VALUE OF THE CONSIDERATION

IN THE MATTER OF THE CONVEYANCE made
by: Robert John Shaw, of the Village of Arthur in the
County of Wellington, and Earlna May Shaw, his wife
to: Thomas M. Edmonson, of the Village of Arthur in the
County of Wellington
on the 12th day of February 1976
I, Robert John Shaw
of the Village of Arthur
in the County of Wellington

Identify
the parties
to the
conveyance

make oath and say that:

This affidavit may
be made by the
purchaser or vendor
or by anyone
acting for them
under power of
attorney or by an
agent accredited in
writing by the
purchaser, or vendor
or by the solicitor of
either of them or by
some other person
approved by the
Minister of Revenue.

1. I am one of the Grantors named in the within (or annexed) conveyance.
2. I have a personal knowledge of the facts stated in this affidavit.
3. (1) The total consideration for this transaction has been allocated as follows:

(a) Land, building, fixtures and goodwill	\$ 2.00
(b) Chattels — items of tangible personal property (see note)	\$ nil
TOTAL CONSIDERATION	\$ 2.00

(2) The true consideration for the transfer or conveyance for Land Transfer Tax purposes is as follows:

- | | |
|---|----------------|
| (a) Monies paid in cash | \$ 2.00 |
| (b) Property transferred in exchange (Detail Below) | \$ nil |
| (c) Securities transferred to the value of (Detail Below) | \$ nil |
| (d) Balances of existing encumbrances with interest owing at date of transfer | \$ nil |
| (e) Monies secured by mortgage under this transaction | \$ nil |
| (f) Liens, legacies, annuities and maintenance charges to which transfer is subject | \$ nil |
| (g) Other (Detail Below) | \$ nil |
| TOTAL CONSIDERATION (should agree with 3(1) (a) above) | \$ 2.00 |

All
Monies
must
be filled in.

4. If consideration is nominal, is the transfer for natural love and affection? no
5. If no, what is the relationship between Grantor and Grantee? none
6. Other remarks and explanations, if necessary No consideration passing

Right-of-way only

SWORN before me at the Village
of Arthur
in the County of Wellington
this 16th day of February 1976

Robert John Shaw
(signature)

A Commissioner, etc.

NOTE TO PARAGRAPH 3(1) (b): Chattels: Retail sales tax is payable on the valuation of items shown in 3(1) (b) unless otherwise exempted under the provisions of The Retail Sales Tax Act, R.S.O. 1970, c.415, as amended.

For the purpose of this affidavit insert above only the value of chattels, the total value of which in the opinion of the deponent exceeds \$100.00. This does not exonerate a purchaser from the payment of Retail Sales Tax on any tangible personal property as part of this transaction. When chattels are purchased as part of this transaction with a value of less than \$100.00, the applicable tax should be paid by the purchaser to the Treasurer of Ontario and remitted to the Minister of Revenue.

459688

Dated - February 12th A.D. 1976

No. 459688 of Wellington North (No. 60) Registry Office is registered as of 10:00 A.M. in the Registry Office at Arthur, Ontario, 27 APR. 1977

BT
REGISTER

ROBERT JOHN SHAW

-and-

EARLMA MAY SHAW

-TO-

THOMAS M. EDMONSON

Arthur, Ontario.

GRANT OF
RIGHT-OF-WAY

DAVID D. SMITH
BARRISTER & SOLICITOR
ARTHUR, ONTARIO.

Abstr.	
Appl. Fee	
Mineral Fee	10.00
Search Fee	RT
Land Fee	
This Loc. and int. reg. Fee	
Registry Office, North Wellington	

Appendix D– Draft Official Plan & Zoning By-law Amendments

THE CORPORATION OF THE TOWNSHIP OF WELLINGTON NORTH

By-law Number (2026) _____

A by-law to amend By-law Number 66-01, as amended, known as the Zoning By-law for the Township of Wellington North as it affects property known municipally as 8051 Wellington County Road 109, Arthur, and legally described as Parts of Lots 35, Con. 1, Geographic Township of West Garafraxa, Township of Wellington North, County of Wellington.

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c.P.13 authorizes the Council of a Municipality to enact Zoning By-laws;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WELLINGTON NORTH ENACTS AS FOLLOWS:

1. By-law Number 66-01, as amended, is hereby further amended by changing the applicable zone on the lands denoted on Schedule 'A' attached, from Agricultural Zone A-1 to Industrial Zone M1.

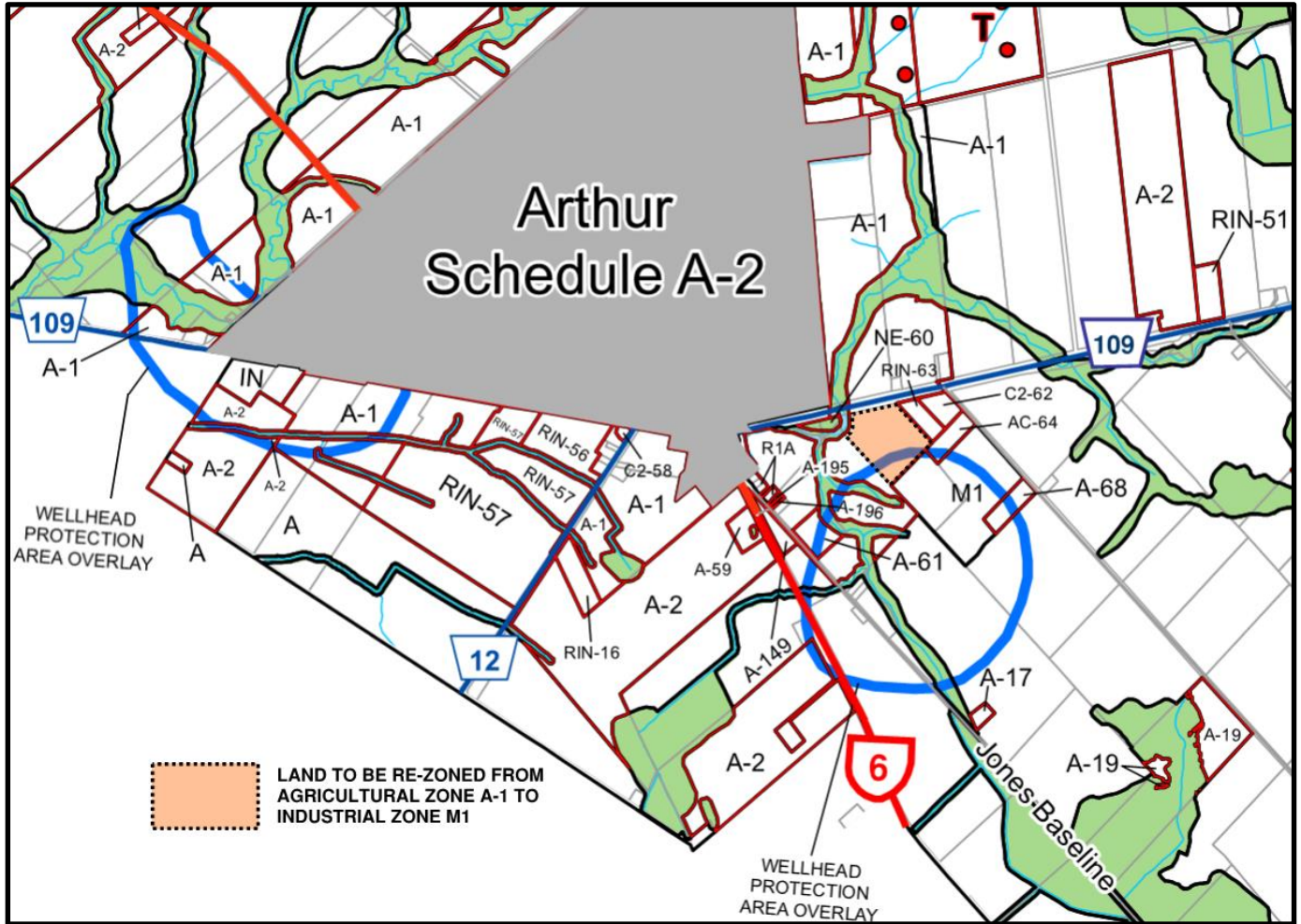
This by-law shall come into force and effect on the date of its final passing, subject to the provisions of the Planning Act, 1990 and amendments thereto.

PASSED this ____ day of _____, 2026.

MAYOR

CLERK

SCHEDULE "A"



PASSED this ____ day of _____, 2026.

MAYOR

CLERK

AMENDMENT NUMBER XXX
TO THE COUNTY OF WELLINGTON
OFFICIAL PLAN

INDEX

PART A – THE PREAMBLE

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

PART B – THE AMENDMENT

The Amendment describes the changes and/or modifications to the Wellington County Official Plan which constitute Official Plan Amendment Number xxx.

PART C – THE APPENDICES

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

PART A – THE PREAMBLE

PURPOSE

The purpose of this amendment is to re-assign or swap the land use designations that apply to two separate properties within the same localized area within Wellington North Township.

Property 1 is municipally addressed as 8051 County Road 109 and is currently designated Prime Agricultural. This amendment will re-designate part of Property 1 as Rural Employment Area.

Property 2 is municipally addressed as xxxx First Line and is currently designated Rural Employment Area. This amendment will re-designate part of Property 2 as Prime Agricultural.

LOCATION

The subject lands are located just south of the Arthur Primary Urban Centre area.

Property 1 fronts on the south side of County Road 109 and has legal access to the 1st Line (easement).

Property 2 fronts on the west side of First Line.

BACKGROUND

County Road 109 generally establishes the southern boundary of Arthur in this area, and is developed with a number of commercial, service, and industrial uses.

Provincial Highway 6 is located just west of the subject parcels, and in this area the ‘urban boundary’ of Arthur extends south of County Road 109 and encompasses a number of commercial, service, industrial and residential uses that have frontage access to Highway 6 and/or CR109.

West of Highway 6, County Road 109 again delineates the southerly boundary of Arthur, and like the lands east of Highway 6 (including the subject parcels), lands to the south of County Road 109 in this area are developed with a mix of commercial, service, and industrial uses.

BASIS

The basis for the amendment is to re-assign land use designations to enable Parcel 1 to be developed with a service and repair establishment focusing on large agricultural equipment and fleet (large) trucks.

This form of development in this location is consistent and compatible with adjacent and nearby uses on the south side of County Road 109, both on the east and west sides of Highway 6. It is a logical infilling of a quasi-commercial / agricultural use in this location.

The use proposed on Parcel 1 will benefit from access and exposure provided by County Road 109, and will function as a key supply chain linkage for the surrounding agricultural / farm community.

Parcel 1 also has a unique accessibility attribute - - it has a secondary traffic connection from the rear of the property to the First Line, by way of an established 20 metre legal easement.

As an offset to the re-designation of Parcel 1 to Rural Employment Land, part of Parcel 2 will be re-designated to Prime Agricultural.

PART B – THE AMENDMENT

The changes to land use designation and classification as indicated in the below referenced schedules constitute Amendment No. xxx to the County of Wellington Official Plan.

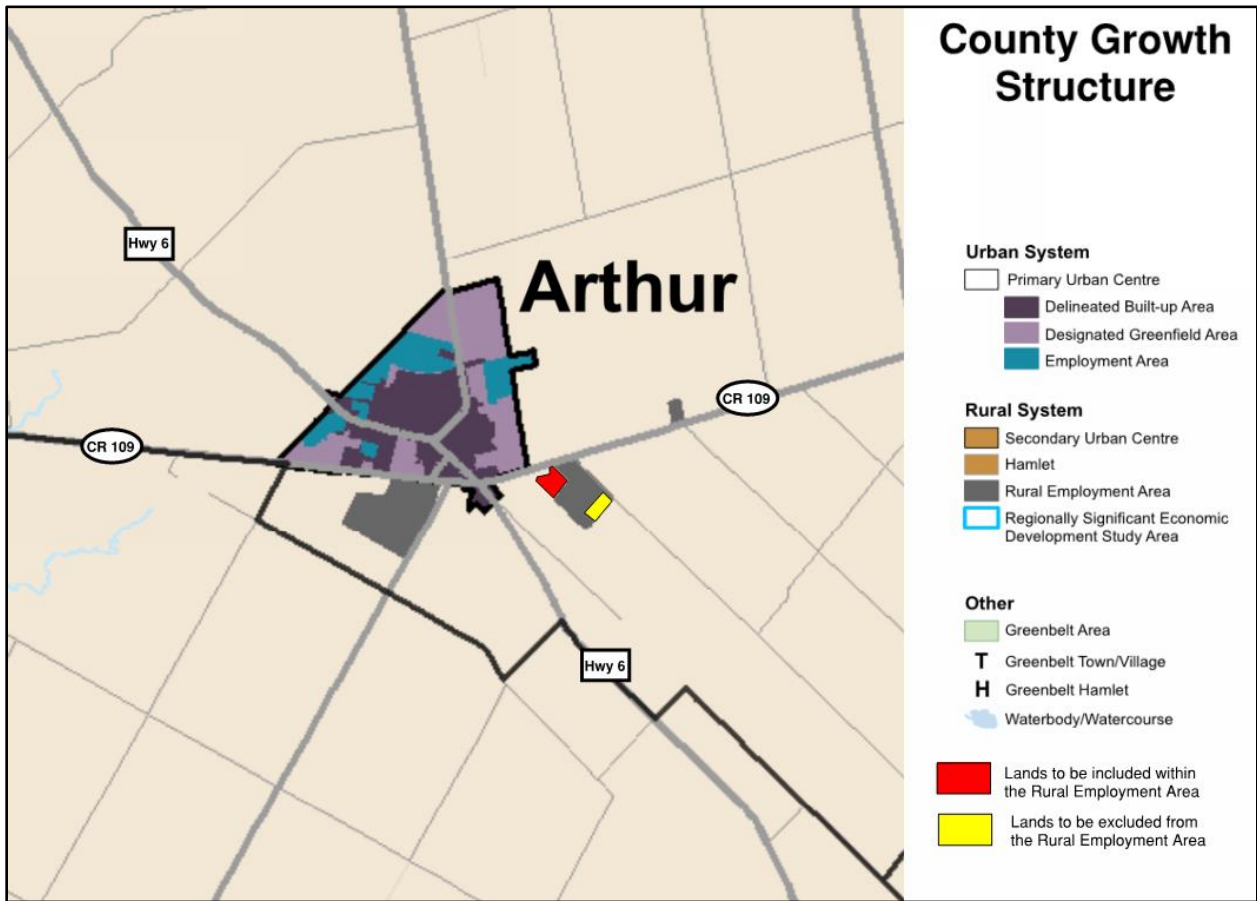
DETAILS OF THE AMENDMENT

SCHEDULES

1. County Growth Structure Schedule A is amended as shown on Schedule “A-1”.
2. County Growth Structure Wellington North Schedule A6 is amended as shown on Schedule “A-2”.
3. Land Use Wellington North Schedule B6 is amended as shown on Schedule “A-3”.

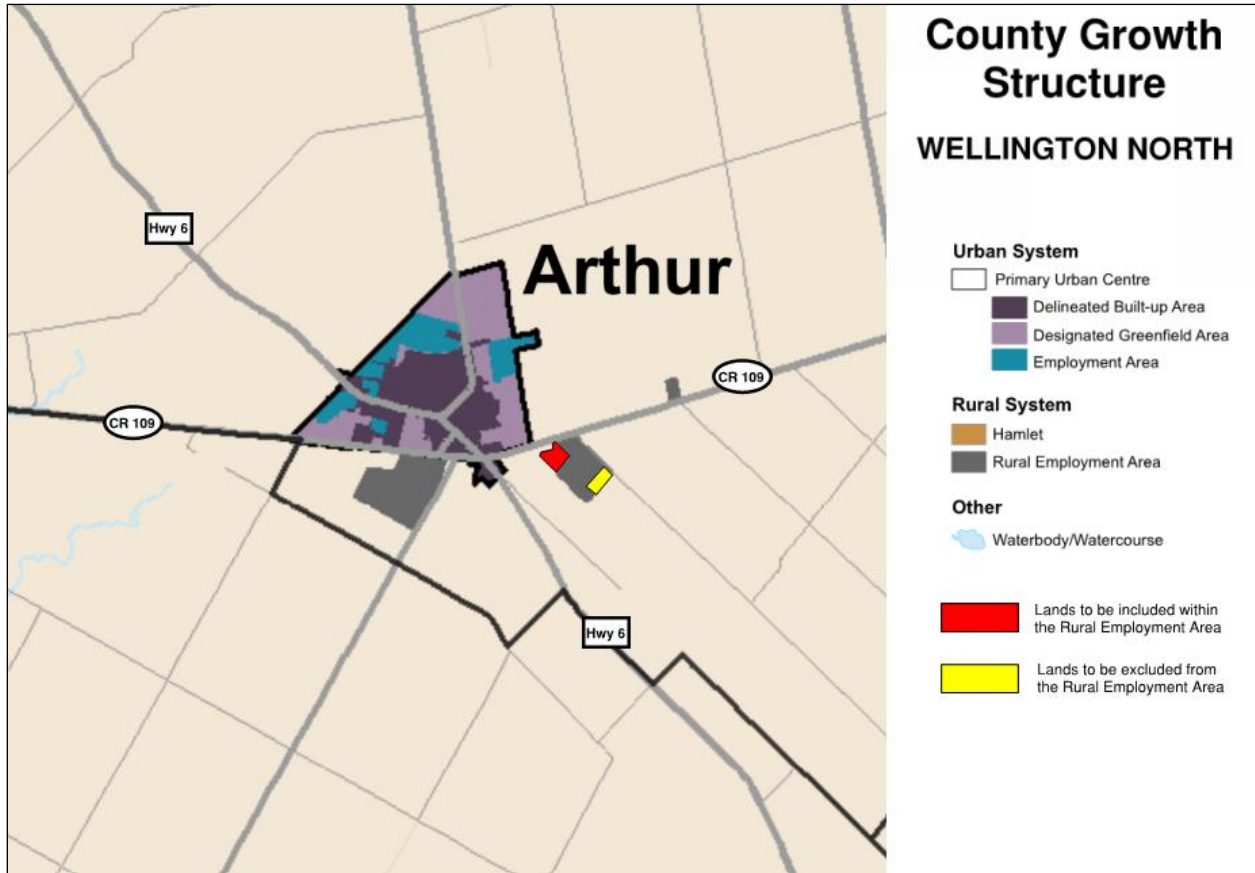
THE CORPORATION OF THE COUNTY OF WELLINGTON

SCHEDULE "A-1"
OF
OFFICIAL PLAN AMENDMENT NO. XXX



THE CORPORATION OF THE COUNTY OF WELLINGTON

SCHEDULE "A-2"
OF
OFFICIAL PLAN AMENDMENT NO. XXX



THE CORPORATION OF THE COUNTY OF WELLINGTON

SCHEDULE "A-3"
OF
OFFICIAL PLAN AMENDMENT NO. XXX

