



Meeting Date: November 24, 2021

Submitted by: Marion-Frances Cabral, Planner

Report No: PLA-95-2021

Subject: Application for Zoning By-law Amendment (ZBA-10-2021) for 14375 Medway Road; Filed by Matthew Thompson

Recommendation:

THAT Zoning By-law Amendment ZBA-10-2021, as amended, for the property legally known as Plan 673 Lot 21 to 22 and municipally as 14375 Medway Road, filed by Matthew Thompson, be APPROVED.

Purpose:

This report is to provide a recommendation regarding the rezoning application for the lands known as 14375 Medway Road (County Road 28), and legally described as Plan 673 Lot 21 to 22.

The purpose of the zoning by-law amendment application is requesting to rezone the lands from 'Urban Residential First Density (UR1)' to a new site-specific 'Urban Residential Third Density exception 17 (UR3-17)' zone. The requested site-specific zone would permit the development of four (4) townhouse dwelling units with a single access to Medway Road.

A location map is included as Attachment 1 and conceptual site plan is included as Attachment 2. The applicant has also provided conceptual elevation drawings of the proposed units and they are included as Attachment 3.

Background:

The subject land is approximately 0.25 ha (0.62 ac) in area and is located on the south side of Medway Road (County Road 28), east of Arva Street. A single detached dwelling currently exists and will be removed to accommodate the proposed development.

The land is surrounded by lower-density residential uses to the west, north and south. Commercial uses exist to the west closer to the Medway Road and Richmond Street intersection, and an institutional use (Medway High School) exists immediately to the east.

The effect of this zoning by-law amendment application would permit townhouse dwelling units. Any development proposed on the site would also be subject to site plan approval.

The file was previously before Council in May 2021. The applicant provided a conceptual site plan for consideration. The principle design features of the previously proposed development included the following:

- The requested site-specific zone will only permit townhouse dwelling units and accessory uses.
- The proposed concept plan was preliminary and will be refined through site plan review.
- Six (6) townhouse dwelling units were proposed on the eastern half of the land and would be oriented east-west and parallel to Medway Road. Units would back onto Medway High School.
- A single shared driveway was proposed on the western portion of the lots. The driveway would utilize the exiting access to Medway Road.
- Each townhouse dwelling would contain a two-car driveway and a single-car garage for a total of 3 parking spaces per unit. The garages would be sunken and not project beyond the front face of the main wall.
- No visitor parking was proposed. No parking within the shared driveway would be permitted.
- The applicant provided examples of townhouses units that could be built on the land. The units would be approximately 3 storeys in height to account for the smaller floor plan and sunken garage.
- The development was proposed to be serviced with municipal sanitary services and municipal water services.
- Stormwater management was to be addressed during site plan review.
- Landscaping and design elements would be addressed through site plan review.
- Due to the tenancy arrangement of the units, a plan of condominium was not proposed. However, an application to convert the lands to a condominium may be sought in the future.

As a result of feedback from area residents and Council members, the applicant has revised their conceptual site plan and zoning by-law amendment request. The principle design features of the revised development includes the following:

- The requested site-specific zone will only permit townhouse dwelling units and accessory uses.

- The proposed concept plan was preliminary and will be refined through site plan review.
- Four (4) townhouse dwelling units are proposed to front onto Medway Road.
- A private driveway parallel to Medway Road would separate the residences from the roadway and direct vehicles to use a single access to Medway Road.
- Each townhouse dwelling unit would contain a driveway and a garage.
- Twelve (12) visitor parking spaces are shown at a rate of 3 visitor parking spaces per unit.
- The applicant provided examples of townhouse units may be built (Attachment 3). The units are proposed to be 2 storeys in height, and garages slightly project beyond the front face of the wall.
- The development is proposed to be serviced with municipal sanitary services and municipal water services.
- Stormwater management, landscaping, and design elements will be addressed during site plan review.
- Due to the tenancy arrangement of the units, a plan of condominium is not proposed. However, an application to convert the lands to a condominium may be sought in the future.

Policy Regulation:

When reviewing these applications, the following planning instruments are applicable to guide development within settlement areas. The Provincial Policy Statement provides planning direction for growth and a variety of uses within settlement areas and contains specific policies to ensure development is appropriate. The lands are identified as part of the Arva 'Settlement Area' in Middlesex County's Official Plan. The Middlesex Centre Official Plan designates the land at 14375 Medway Road as 'Residential'. The lands are zoned 'Urban Residential First Density (UR1)' by Middlesex Centre's Comprehensive Zoning By-law. As such, the policies and provisions below are applicable to the land.

Provincial Policy Statement, 2020:

The Planning Act states that all decisions made by planning authorities "shall be consistent with the policy statements issued" under subsection 3. The Provincial Policy Statement, 2020 (PPS) document is comprised of several policy statements and those that are applicable to the proposed development are noted below.

Section 1.0 – Building Strong Healthy Communities establishes policies that support long-term prosperity, environmental health and social well-being within communities.

Section 1.1 of the PPS identifies that healthy communities are sustained by accommodating an appropriate range and mix of uses, avoiding development patterns that cause environmental concerns, and promoting cost-effective development patterns that optimize the use of planned and future infrastructure. The PPS also identifies that communities include institutional uses including long-term care homes and an appropriate mix of affordable and market-based residential types including affordable housing and housing for older persons.

Section 1.1.2 requires municipalities to accommodate an appropriate range and mix of land uses to meet projected land needs for a time horizon of up to 25 years. Within settlement areas land is to be made available through intensification and redevelopment.

Section 1.1.3 – Settlement Areas establishes that settlement areas can vary in size, population, and diversity and intensity of land uses. The PPS directs growth and development to settlement areas where new development varies in densities and land uses, and there are opportunities for intensification, redevelopment, and the efficient use of land. New development patterns are based on the efficient use of land that minimize negative impacts to the environment, support active transportation and are appropriate for the infrastructure and public service facilities.

Sections 1.1.3.4 and 1.1.3.6 promote intensification, compact development, varying uses and densities where it avoids or mitigates risks to public health and safety and is adjacent to the existing built-up area. Section 1.1.3.5 also allows municipalities to establish a minimum target for intensification within built-up areas subject to local conditions.

Section 1.4 – Housing speaks to the provision of housing within a municipality. The PPS promotes an appropriate range and mix of housing types and densities and directs development of new housing towards areas where there is an appropriate level of infrastructure. Municipalities are to provide opportunities for all forms of housing and intensification to meet the social, health and well-being needs of the current and future community.

Section 1.6.6 – Sewage, Water and Stormwater directs future growth and development to efficiently use and optimize existing services such as municipal sewage and water services, when available, and promote water conservation and water use efficiency. Servicing and land use considerations shall be integrated at all stages of the planning process. Further, municipal sewage and water services are the preferred form of servicing for settlement areas.

Section 1.6.6.7 promotes planning for stormwater management that is integrated with planning for sewage and water services and ensures that systems are optimized, feasible and financially viable over the long term; minimizes or prevents an increase in negative impacts on the environment and water system; does not increase risks to human health and safety and property damage; maximizes the extend and function of vegetative and pervious surfaces; and promotes stormwater management best practices such as low impact development, water conservation and stormwater attenuation.

County of Middlesex Official Plan:

The County of Middlesex Official Plan (County Plan) identifies the subject land within the Arva 'Settlement Area'.

Section 2.3.7 – Growth Management-Housing Policies encourages a wide variety of housing types, sizes and tenure to meet market requirements and demand for current and future residents. Municipalities are responsible to determine and encourage a range of housing types, densities and options through local official plans that meet current and future needs. This can also include intensification and redevelopment in appropriate locations such as the conversion to multiple residential units or creation of new units on vacant or underdeveloped lands through infilling in Settlement Areas. The County also encourages innovative housing design and servicing standards as a means of reducing housing costs.

Section 2.3.8 – Growth Management-Settlement Areas of the County Plan recognizes that Settlement Areas will be the focus for future growth including commercial, industrial and residential uses. These areas are intended to have the highest concentration and a wide range of land uses and full municipal servicing in conjunction with 2.4.5 of the County Plan.

Section 3.2 – Settlement Areas provides additional development policies for lands within Settlement Areas. The County Plan further supports that Settlement Areas are developed in a manner that is phased and compact, and preserves the historic character of Settlement Areas and complements the positive elements of the existing built-form. The County Plan defers to the municipality to provide detailed direction on a variety of areas including addressing land supply and policies for land uses within urban areas including residential and institutional.

With regard to municipal sanitary sewers and water services, Section 2.4.5 – Sanitary Sewers and Water of the County Plan promotes efficient and environmentally responsible development that can be supported by full municipal systems servicing.

Section 2.4.2 – Transportation Network identifies that County Roads such Medway Road generally function as a collector road and direct private access is controlled through By-law 5783 of the County of Middlesex. The County road system provides for the efficient movement of traffic between provincial freeways and highways and local roads. The County shall discourage development which would inhibit traffic movement along the County road system. The cumulative impact of individual private accesses to the County Road system compromises the underlying function of this transportation network.

It is a goal of the County that development proposals that are likely to generate significant traffic are accompanied by a transportation study addressing the potential impact on the transportation network and surrounding land uses.

The County Official Plan establishes the minimum right-of-way widths of for collector County Roads constructed to an urban standard within settlement areas of 26 metres.

Generally, the setbacks for building or structures adjacent to a County road is 33 metres from the centre line on Medway Road, or as the local zoning by-law stipulates.

Middlesex Centre's Official Plan:

The Middlesex Centre Official Plan (Official Plan) shows the land located within the Arva Community Settlement Area on Schedule A-3 and designated 'Residential'.

Section 5.1.2 – Community Settlement Areas identifies Arva as a community settlement area that is intended to serve the surrounding agricultural areas, while also providing an alternative to city or Urban Settlement Area (e.g. Komoka, Kilworth, Ilderton) living. Such areas serve a community function, but provide a more limited range of land uses and activities found in an Urban Settlement Area. The concentration and intensity of development is expected to be lower and is expected to have less growth than Urban Settlement Areas.

New development within these areas is intended to take place on municipal services. In considering development applications within Arva, Council should consider design policies within Section 6.0 of the Official Plan and have regard to the Site Plan Manual, Urban Design Guidelines, and cultural heritage policies in Section 9.5.

Section 5.2 – Residential Areas pertain to lands designated 'Residential' within settlement areas like Arva. The 'Residential' designation permits a range of housing, institutional uses, municipal uses, parks or open space and group homes. The Municipality is to provide and encourage a wide variety of housing types, sizes and tenures to meet demographic and market requirements. The Municipality shall provide opportunities to increase the supply of housing through intensification while considering issues of municipal servicing capacity, transportation issues and potential environmental considerations. Specifically, the Municipality shall require that 15 percent of all development occur by way of intensification.

Residential development should also reflect a high quality of residential and neighbourhood design and have regard for the Municipality's Site Plan Manual and Urban Design Guidelines. This includes promoting a development that is designed to be sustainable and support public transit and oriented to pedestrians.

The Municipality shall also encourage housing accessible to lower and moderate income households. In this regard the County of Middlesex through its Official Plan will require that 20 percent of all housing be affordable.

Section 5.2.3 – Policies for Multiple Dwellings in Residential Areas provides the following policies when considering multiple dwellings, including four plexes, townhouses and low/medium rise apartments.

- a) Locations should be proximate to adequate open space or park areas, schools, or Village Centre areas where possible.

- b) Densities proposed should be generally compatible with adjacent densities when proposed adjacent to or within existing residential areas.
- c) For apartment dwellings, locations should be in close proximity to a major roadway, or roadway suitable for carrying higher than average volumes of traffic.
- d) The excessive clustering of multiple dwellings shall be avoided, and a general integration and distribution of such uses at appropriate locations within neighbourhoods or settlements is encouraged
- e) Notwithstanding Subsection (d) above, the siting of multiple dwellings adjacent to or in close proximity to Village Centres, is encouraged.
- f) Townhouse and apartments shall be subject to the site plan approval requirements of Section 41 of the Planning Act, and Section 10.5 of the Official Plan, and have regard for the Municipality's Site Plan Manual and Urban Design Guidelines.

Section 6.3 – Design Policies-Site Plans and Infill Developments provide additional direction to guide infill development to ensure there is compatibility with existing residences and neighbourhoods. Policies for consideration include:

- a) This Plan encourages compatibly scaled and designed infill developments within Village Centres, which enhance the traditional character and economic viability of such centres.
- b) Residential infill of a residential type, scale and architecture that is compatible with existing residences and neighbourhoods, is encouraged.
- c) A high quality of site design and architectural design is encouraged for new commercial, industrial and medium density residential developments, in keeping with the physical character of the settlements. Setbacks, massing, location of parking, architecture and so on will be considered carefully to promote developments compatible with existing development and character. Parking areas should be de-emphasized through appropriate placement and through well designed landscaping.
- d) A high quality of architecture and site design for institutional uses such as schools, churches and libraries is encouraged.
- e) The preservation of historical or heritage features, landscapes and buildings in the context of site design or redevelopment proposals is strongly encouraged.
- f) New buildings and development should generally be oriented to streets or parks, and should be designed and situated in harmony and in a compatible manner with adjacent structures and surrounding neighbourhood character.
- g) Development shall have regard for the Municipality's Urban Design Guidelines.

Section 9.3 – Municipal Infrastructure and Services Policies identifies that Arva is generally serviced by municipal sanitary sewer systems and municipal water services. It is the policy of the Official Plan that future development within settlement areas proceed on the basis of full municipal services, with partial services potentially being permitted on an interim basis.

Section 9.4 – Municipal Transportation Structure establishes policies for the road network within the Municipality. Policies within this section address appropriate setbacks and location of driveway accesses to minimum visual traffic hazards and provide opportunities for roadway widening of rights-of-way extensions.

Section 9.5 – Cultural and Heritage Feature Policies establishes policies to preserve and conserve cultural or heritage resources throughout the municipality. For the purposes of this Plan, heritage features include, but are not restricted to, archaeological sites, buildings and structural remains of historical and/or architectural value, and human-made rural, village, or settlement area districts or landscapes of historic and scenic interest (including rural scenic roads).

Middlesex Centre Zoning By-law:

The subject land is currently zoned ‘Urban Residential First Density (UR1)’ which permits a single detached dwelling and accessory use. As a result, a zoning by-law amendment is required to a site specific ‘Urban Residential Third Density exception x (UR3-x)’ zone to reflect the proposed townhouse dwelling development.

The proposed site-specific zone would address standards such as Permitted Uses, Minimum Front Yard Setback, and Minimum Side Yard Setbacks. The standards shown below are based on the revised conceptual site plan (Attachment 2) and in most instances meet the current standards of the general ‘Urban Residential Third Density’ zone.

All proposed standards are shown in the table below and may change based on information and comments received from the public, Council, agencies and staff:

	Existing UR1 Zone	General UR3 Zone	Proposed Development Standards
Permitted Uses	Accessory Use Single Detached Dwelling	Accessory Use Apartment Dwelling Multiple Unit Dwelling Street Townhouse Dwelling	Accessory Use Townhouse Dwelling

	Existing UR1 Zone	General UR3 Zone	Proposed Development Standards
		Townhouse Dwelling	
Minimum Lot Area	450.0 m ² (4, 844 ft ²)	250.0 m ² (2, 691 ft ²) per dwelling unit	2, 560.4 m ² (27, 560 ft ²) for entire site 640.1 m ² (6890 ft ²) per dwelling unit
Minimum Lot Frontage	15.0 m (49 ft)	30.0 m (98 ft)	39.6 m (130 ft)
Minimum Lot Depth		35.0 m (115 ft)	64.6 m (212 ft)
Minimum Front Yard Setback – from Medway Road	6.0 m (20 ft)	6.0 m (20 ft)	30.0 m (98.5 ft) from front lot line or in conformity with Section 4.16 of the Zoning By-law, whichever is greater.
Minimum Side Yard Setback	1.5 m (5 ft) on one side and 2.5 m (8 ft) on the other side for an interior lot	3.0 m (10 ft) on an interior lot, and 6.0 m (20 ft) on the side abutting a street and 3.0 m (10 ft) on the other side on a corner lot; Provided that no side yard shall be required between the common wall dividing individual dwelling units.	5.0 m (16.4 ft) on an interior lot; 0.0 m (0.0 ft) between the common wall dividing individual dwelling units.

	Existing UR1 Zone	General UR3 Zone	Proposed Development Standards
Minimum Rear Yard Setback	8.0 m (26 ft)	8.0 m (26 ft)	8.0 m (26 ft)
Maximum Lot Coverage	35 % for the main building 38% for all buildings including accessory buildings subject to Section 4.1 a) of this By-law.	35 % for the main building 38% for all buildings including accessory buildings subject to Section 4.1 a) of this By-law.	24% for the main building 28 % for all buildings including accessory buildings subject to Section 4.1
Minimum Floor Area	90.0 m ² (969 ft ²)	65.0 m ² (700 ft ²) per unit	150.3 m ² (1, 617.8 ft ²) per dwelling unit
Maximum Density	-	30 Units Per Hectare	16 Units Per Hectare
Maximum Height	12.0 m (39.4 ft)	20.0 m (65.6 ft)	12.0 m (39.4 ft)
Minimum Outdoor Amenity	-	45 m ² per dwelling unit	80.0 m ² (861.1 ft ²) per dwelling unit
Minimum Parking	2 spaces per unit	1.5 spaces per unit	2 spaces per unit
Visitor Parking	0 required	0 required	12 spaces proposed
Number of units in a Townhouse Building	-	8	4 proposed

	Existing UR1 Zone	General UR3 Zone	Proposed Development Standards
(per section 2.55(j) of the zoning by-law)			

Consultation:

Notice of the application was posted on the property and circulated to agencies, and property owners in accordance with the *Planning Act* and Ontario Regulation 545/06.

Public Comments:

Prior to and at the public meeting held in May 2021, staff received comments the proposed 6 townhouse dwelling units, and they are summarized below:

- The proposed development will increase traffic along Medway Road and within proximity to Medway High School. The existing uses along Medway Road have increased traffic and changed travel patterns due to pick-up/drop-offs, and this has affected pedestrian routes and travel through communities located north and south of Medway Road.
- Proposed number of units and height is not complementary to the existing community. The development style should have a similar roofline and style as existing homes. Medium to high-density housing is not reflective of the community
- The units should not face into the rear yards of existing community and will result in a loss of privacy
- The rezoning changes the whole community of Arva and would set a precedent for other oversized lots in the community
- No details provided related to garbage collection, snow removal and stormwater management
- Concern that rentals will attract short-term contracts that are not committed to the Arva community or maintenance of the property
- There is concern that the tree canopy will be severely impacted by the development
- A decision on the zoning by-law should wait until the Official Plan review and Environmental Assessment for sanitary servicing are completed

At the time of writing this report staff did not receive comments from the public.

Agency Comments:

At the time of writing this report the following comments had been received:

The Municipality's Chief Building Official reviewed the requested amendments and has no concerns with the development at this time. Additional detailed comments will be provided during review of a detailed site plan.

The Municipality's Public Works and Engineering Department reviewed the requested amendment and advise they have no concerns with the rezoning request. During site plan review or plan of condominium review the department will provide more detailed comments related to the site and servicing considerations for Arva. As a general comment, PWE advised that the agreement with the City of London for municipal services is limited to approximately 5 units per year.

The County Engineer does not have concerns with the zoning request, however, additional details will be provided at the time of site plan approval. The Owner will be required to dedicate up to 15 m from the centerline of construction of County Road 28 to the County of Middlesex for the purposes of road widening if the right-of-way is not already that width.

There are some concerns with the driveway access as the applicant appears to be using the existing driveway to access the development which is not wide enough for a vehicle to enter and another vehicle to exit without blocking each other. As well, the radii appear deficient for making a safe turn into or out of the site.

Any services being constructed for the site must not be placed under the road access so that vehicles are not blocked if/when the services are being repaired.

The conceptual site plan should be resubmitted with the correct dimensions in metric units.

Upper Thames River Conservation Authority reviewed the application and notes that the subject lands are not affected by O. Reg 157/06 or other regulations made pursuant to Section 28 of the Conservation Authorities Act. Further, the subject lands are not located within a vulnerable area. UTRCA has no objections to this application.

Thames Valley District School Board advised that should the proposal be approved, TVDSB would want a 4' chain link fence installed along the mutual property line between the development and school property as part of the site plan control process.

Ministry of Transportation does not object to the proposal to amend the zoning to Urban Residential Third Density to support the redevelopment of the land, and that additional MTO review, approval and permits will not be required for the site under this specific zoning.

Analysis:

The requested zoning by-law amendment is generally supported by residential intensification and diversification policies of the PPS, 2020 and County Plan where there is support for infill development, a mixture of residential types and tenures, and housing options for different demographics.

To consider the appropriateness of the requested zoning by-law amendment it must conform to the Official Plan and maintain the intent of its policies. The Official Plan encourages a variety of housing types and tenures that meet the needs of current and future residents. The proposed townhouse development one of the few townhouse developments within the Arva area and provides housing options within to meet the needs of current and future residents.

The 'Residential' designation in the Official Plan permits a variety of residential dwelling types such as semi-detached, townhouses, duplex, triplex, fourplex and low-medium rise apartments. The proposed amendment seeks to permit townhouses dwellings only.

The Official Plan also contemplates that future development within settlement areas are serviced by full municipal services. The proposed development will need to connect to full municipal services prior to development of the lands. With regard to sanitary servicing, the current agreement with the City of London limits the amount of growth within Arva to a few new units every year. Prior to any development of the lands, the Municipality and City will need to be satisfied that there is capacity to support the proposal.

City will need to be satisfied that there is capacity to support the proposal.

Section 5.2.3 – Policies for Multiple Dwellings in Residential Areas provides additional direction when considering medium density development including townhouses, and are addressed below:

- a) Locations should be proximate to adequate open space or park areas, schools, or Village Centre areas where possible.**

The zoning by-law amendment will locate the proposed medium density residential development within proximity to the Village Centre which is located along Medway Road and Richmond Street. Additionally, the subject lands are within proximity to Weldon Park, Medway High School, and other community services including a daycare and emergency services.

- b) Densities proposed should be generally compatible with adjacent densities when proposed adjacent to or within existing residential areas.**

The requested zoning by-law amendment on the subject land addresses some zoning standards to accommodate the proposed development. As mentioned above, the permitted uses will be scoped, however, the proposed site plan results in a slightly higher density development than the existing neighbourhood. The

proposed development is limited to 4 units and has a density of approximately 16 units per hectare. The neighbourhood to the south and west of the subject lands has a density of approximately 8.5 units per hectare (gross), and the nearby St. John's townhouse development has a density of approximately 14 units per hectare (gross). While the density is higher than the existing neighbouring community, it is also important to consider the scale of the development and its impact. The proposed development proposes 4 residential units which is representative of infill development and gentle density on an underutilized residential parcel.

The units are proposed to be 2-storeys in height which will further mitigate their impact on the surrounding residential and institutional areas. The proposed increased setbacks, orientation, massing, and screening measures will also be addressed to mitigate any impacts to the existing single detached dwellings that abut west and south. Additionally, the units will have direct access to a major roadway which avoids increased travel through local and neighbourhood roads.

- c) For apartment dwellings, locations should be in close proximity to a major roadway, or roadway suitable for carrying higher than average volume of traffic.**

Apartment dwellings are not proposed by the applicant. However, the proposed development is located on a County Road suitable for carrying higher than average traffic.

- d) The excessive clustering of multiple dwellings shall be avoided, and a general integration and distribution of such uses at appropriate locations within neighbourhoods or settlements is encouraged.**

The subject land is located within an existing community and surrounded by lower-density development. Existing townhomes are separated from the subject lands by single-detached dwellings along Arva Street, St. John's Drive and Weldon Avenue. As such clustering of multiple dwelling developments are avoided.

- e) Notwithstanding Subsection d) above, the siting of multiple dwellings adjacent to or in close proximity to Village Centres, is encouraged.**

The subject lands are within proximity to the Village Centre in Arva.

- f) Townhouses and apartments shall be subject to the site plan approval requirements of Section 41 of the Planning Act, and Section 10.5 of this Plan and having regard for the Municipality's Site plan Manual and Urban Design Guidelines.**

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| - Maximum Height | 10.0 m (32.8 ft) |
| - Holding Symbol (h-2) | The precondition for the removal of the “(h-2)” holding symbol shall be that a site plan agreement has been entered into with the Corporation for the affected lands |
| - Holding Symbol (h-6) | The precondition for the removal of the “(h-6)” shall be the undertaking of a public site plan review process, addressing the issues outlined under Section 41 of the Planning Act. |

Planning staff determined that the amended zoning by-law amendment is consistent with the Provincial Policy Statement, 2020, the County of Middlesex Official Plan, Middlesex Centre’s Official Plan, and Middlesex Centre’s Zoning By-law.

This opinion is provided in consideration of comments received from area residents, agencies and staff. Should new information arise regarding this proposal, Council is advised to take such information into account when considering the application.

Financial Implications:

Strategic Plan:

This matter aligns with following strategic priorities:

- Balanced Growth

Attachments:

Attachment 1 – Location Map

Attachment 2 – Conceptual Site Plan

Attachment 3 – Conceptual Elevations of Proposed Dwelling Units