



# PLANNING JUSTIFICATION REPORT

## Zoning Bylaw Amendment

### **BLOCK 231** **KILWORTH HEIGHTS WEST**

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Middlesex Centre, ON

Prepared for  
**Kilworth Heights West Ltd**

Issue date  
**November 25, 2021**

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## 1.0 Introduction

NPG Planning Solutions Inc. (formerly Niagara Planning Group (NPG) Inc.) are planning consultants to Kilworth Heights West Ltd., owner of approximately 1.68 hectares of land, legally known as Block 231, Plan 33M761 and located within Komoka-Kilworth Village in the Municipality of Middlesex Centre, Middlesex County (“Subject Lands”). NPG has been retained to provide professional planning advice for a Zoning By-law Amendment application to facilitate the development of the Subject Lands into a comprehensively planned mixed-use development that includes commercial buildings with surface parking area, and 32 townhouse dwelling units.

The Zoning By-law Amendment is needed to rezone the Subject Lands from the current C1-15 (h-7) Zone to a site-specific Village Commercial (C1-XX) Zone to permit standalone residential buildings, complementary to the proposed commercial uses, in the form of townhouse dwellings and to provide relief for relevant provisions from the Zoning By-law 2005-005. Details of the zoning amendments are presented and discussed in Section 5 of this report.

This Planning Justification Report (PJR) provides a thorough analysis of the proposed development and evaluates the appropriateness of advancing a Zoning By-law Amendment application in the context of the Provincial Policy Statement (PPS), the Middlesex County Official Plan, the Municipality of Middlesex Centre Official Plan and The Municipality of Middlesex Centre Urban Design Guidelines. Based on our review, it is our recommendation that the Zoning By-law Amendment be approved by the approval authority.

## 2.0 Site Context and Surrounding Land Uses

The boundary of the proposed development corresponds to Block 231 of the approved draft plan of subdivision for KHW (Figure 1). The subject lands are located south of Glendon Drive, west of Springfield Way, east of Crestview Drive and north of Doan Drive as shown in Figure 2. The Subject Lands (Block 231) are part of a broader Kilworth Heights West Subdivision whose Final Plan was approved in 2019 and is planned to be constructed in 5 phases. The Subject Lands are proposed to be developed in Phase 1.

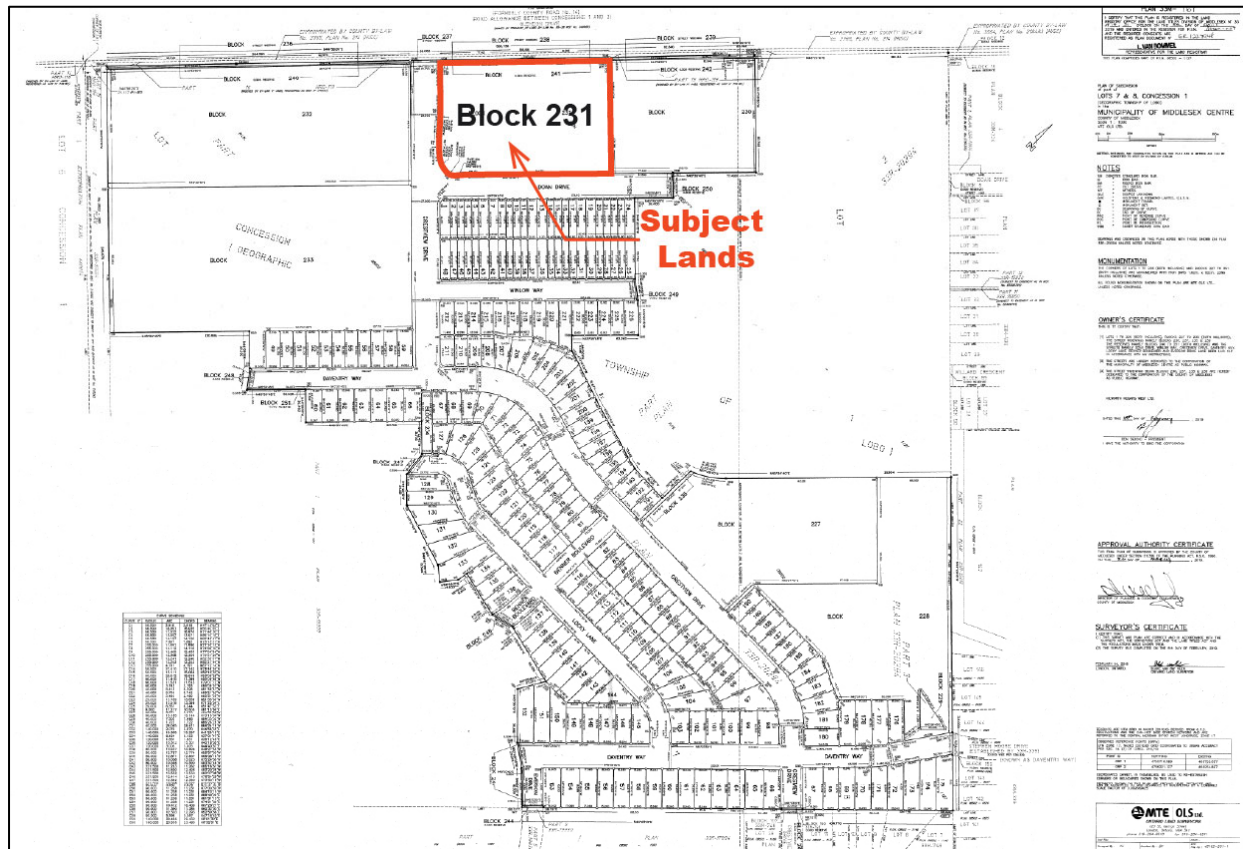


Figure 1 - Final Plan of Subdivision for Kilworth Heights West.

Currently vacant, the Subject Lands are approximately 16,835 square meters in area, with a frontage of approximately 159 meters along Glendon Drive, approximately 155 metres along Doan Drive and approximately 107 meters along Crestview Drive. Across Glendon Drive from the Subject Lands are the Covenant Orthodox Presbyterian Church (figure 3) zoned as “Institutional” and undeveloped lands zoned as “Existing Use”. The immediate blocks to the east, south and west of the Subject Lands are zoned as residential, ranging from street townhouses to mixed-use apartment buildings. The Komoka Wellness Center (figure 4) and a commercial development known as 10166 Glendale Drive (figure 5) are located nearby, to the northwest of the Subject Lands. The Wellness Centre is a community complex that features a twin NHL-size pad arena, fitness centres, a playground, a library and multi-purpose meeting rooms while 10166 Glendale



Drive's major tenants include LCBO, Dollarama and Foodland. The Subject Lands are also well-connected to the network of future multi-use trails as identified in the Municipality of Middlesex Centre's Official Plan. This network of multi-use pathway is proposed on both Doan Drive and Crestview Drive (Figure 10). Further to the west of the Subject Lands is also network of trails and ponds that Komoka-Kilworth is known for.

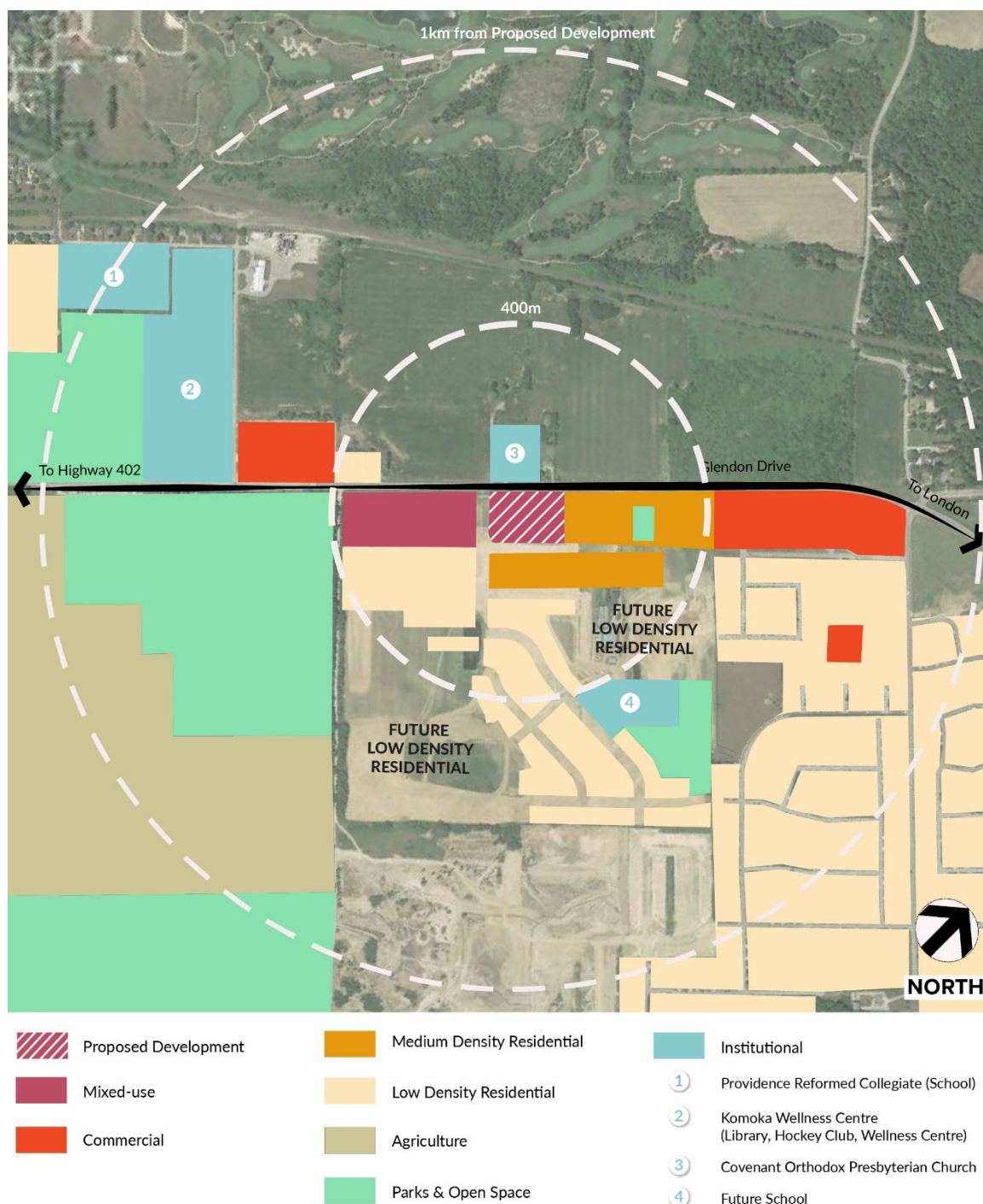


Figure 2 - Land use context within 400m and 1km from the proposed development.

**North:** Institutional, Existing Use  
**East:** Residential (Multiple Units and Townhouse)  
**South:** Residential (Street Townhouse)  
**West:** Village Commercial

Please refer to Figure 2 for the surrounding land uses and Subject Lands' planned function/community layout. In the Official Plan of the Municipality of Middlesex Centre, the Subject Lands are part of a Village Centre fronting onto Glendon Drive which is to be developed as a traditional main street.



Figure 3 - Covenant Orthodox Presbyterian Church located directly across Glendon Drive from the Subject Lands (Google).





Figure 4 – Komoka Wellness Centre, located approximately 600m away from the Subject Lands (Middlesex Centre).



Figure 5. Commercial development known as 10166 Glendon Drive.

## 3.0 Proposed Development

### 3.1 Original Proposal

A previous proposal for the Subject Lands was submitted to the Municipality of Middlesex Centre in June 2020 for a Zoning By-law Amendment which sought to develop the lands into a commercial block that consisted of approximately 4,600 square metres of commercial space, surface parking area and drive-through facilities. For illustration purpose, the Schematic Concept that was submitted as part of the original proposal showed three (3) drive-through facilities on the Subject Lands.

A Public Meeting was held virtually on November 25, 2020, where concerns regarding the drive-through use and the interface along Doan Drive were raised by Council and members of the public. The applicant has taken these concerns into consideration and the current proposal has removed the request for any drive-through uses on the Subject Lands. Additionally, townhouse dwellings are proposed along Doan Drive instead of commercial buildings to provide a residential interface with the existing residential developments on the south side of Doan Drive. These townhouse units will be accessed through an internal private road to preserve as many on-street parking spaces currently on the north side of Doan Drive as possible. This design approach will also contribute to an attractive streetscape on Doan Drive.

### 3.2 Current Proposal

The Subject Lands are proposed to be developed into a mixed-use block. The northern portion of the block will consist of several one-storey commercial buildings fronting on Glendon Drive with surface parking area interior to the site and screened by the buildings. The commercial uses will be oriented towards Glendon Drive and Crestview Drive to support the vision of transforming Glendon Drive into a traditional village main street. The southern portion of the Subject Lands are proposed to be developed into 32 three-storey townhouse dwelling units with common amenity areas, an internal private road, and a total of 40 parking spaces including 8 visitor parking spaces. The residential uses will be oriented towards Crestview Drive and Doan Drive where existing townhouse dwellings already occupy the south side of the street. Overall, over 10,000 m<sup>2</sup> (or 60%) of the Subject Lands is proposed for commercial uses while the remaining (6,830 m<sup>2</sup> or 40%) is proposed for the residential component.

Pedestrians can easily access and navigate the mixed-use block through a network of walkways directly connected from the public sidewalks on Glendon Drive, Crestview Drive and Doan Drive. There are two proposed accesses to the commercial component of the development, one from Crestview Drive and the other from Doan Drive. The residential component will share the access and driveway from Doan Drive with the commercial component. No individual driveways are proposed for the future townhouse dwelling units. The proposed townhouse dwellings have a minimum setback of 6 metres from the commercial component. Where there are private amenity spaces within this residential-commercial interface, the buffer distance is increased to 7 metres.



to ensure future residents of the townhouse dwellings are not adversely affected by the adjacent commercial uses.

The Conceptual Site Plan (as shown in Appendix A) illustrates the conceptual layout of the commercial and residential components of the proposed development. There are approximately 2,420 square meters of commercial space proposed along Glendon Drive and Crestview Drive with a total of 140 parking stalls including 6 accessible stalls. Shared patio spaces are proposed between commercial buildings to enliven the streetscape and provide pedestrians with mid-block accesses. Overall, there are two accesses to the proposed development: one from Crestview Drive and the other from Doan Drive. The access from Crestview Drive serves the commercial portion of the Subject Lands while the Doan Drive access is shared between the commercial complex and the residential development.

Subsequent sections in this PJR will elaborate on how the design of the proposed buildings, the interface of commercial and residential uses and the parking lot improve safety and convenience for pedestrians within the proposed development itself. This design approach supports the traditional main street planned function of Glendon Drive and creates a similar main street design on Crestview Drive.

Middlesex County's Official Plan designates the Subject Lands as part of the Komoka – Kilworth Urban Settlement Area whose boundaries are defined in the Municipality of Middlesex Centre's Official Plan Land Use Schedule. In the Municipality of Middlesex Centre's Official Plan, the Subject Lands are designated as "Village Centre" under the Komoka – Kilworth Secondary Plan. Relevant policies pertaining to the above designations will be discussed in subsequent sections of this report. Village Centres are intended to function as traditional village main streets, providing retail and services for nearby residents and fostering distinct community identities within the Municipality.

It is envisioned that the inclusion of townhouse dwellings in addition to the other requested zoning relief will help the proposed development become a vibrant and pedestrian-friendly mixed-use destination and social hub that is conveniently connected with multiple modes of transportation and high-quality public spaces in the Komoka-Kilworth Settlement Area. Through the development of a mixed-use block, the proposed plan will implement the goals of the Village Centre designation.

As the Subject Lands are currently zoned C1-15 (h-7), the proposed Zoning By-law Amendment is needed to rezone the lands to a site-specific Village Commercial (C1-XX) zone to permit townhouse dwellings on the Subject Lands and to provide site-specific relief for building setbacks and planting strips. For standalone residential uses, additional site-specific relief is also sought for parking requirement, density and outdoor amenity area.

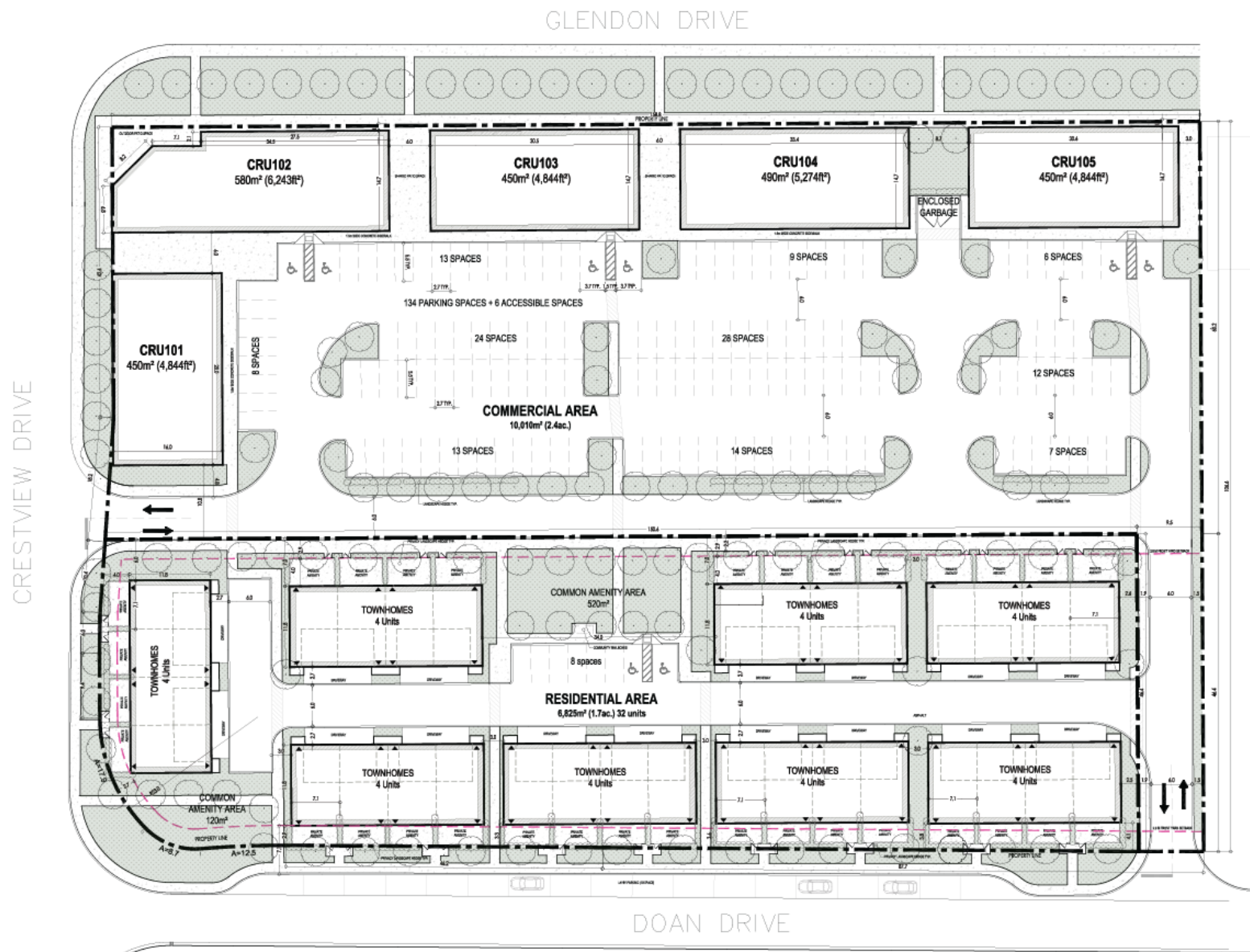


Figure 6. Conceptual Site Plan of the proposed development.

## 4.0 Policy Review

The purpose of this PJR is to evaluate the appropriateness of the application for a Zoning By-law Amendment to facilitate the proposed development which includes several commercial buildings, and 32 townhouse units on the Subject Lands in the context of the PPS, the Middlesex County Official Plan and the Municipality of Middlesex Centre's Official Plan. The following provides thorough analysis of these documents in the context of the proposed development.

### 4.1 Provincial Policy Statement (PPS), 2020

The Provincial Policy Statement (PPS) sets the policy foundation for regulating the development and use of land in Ontario.

#### Section 1.1.1

Section 1.1.1 of the PPS addresses the creation of healthy, liveable and safe communities by promoting land use patterns that sustain the financial well-being of municipalities and avoid causing environmental and public health and safety concerns as well as accommodating a range and mix of uses to meet long-term needs within the available infrastructure and public services.

The proposed commercial uses provide convenient access to services for the Komoka-Kilworth settlement area as well as the surrounding rural area. The proposed commercial development will leverage the existing high volume of traffic on Glendon Drive, a four-lane arterial road with potential sources of customers. Glendon Drive is a major arterial that connects residents living west of the Subject Lands to London and Middlesex Centre while facilitating a high volume of traffic to and from Highway 402. The commercial uses respond to the essential needs for food and other services of residents in the area as well as visitors en route to work, home, church or the wellness centre.

In addition, the proposed mixed-use development will add complementary land uses to the surrounding uses that include residential and institutional in the form of the Presbyterian church and the Komoka Wellness Centre.

There are no foreseeable environmental and public health and safety concerns that are associated with the proposed amendment.

The mix of commercial and residential uses within the Subject Lands contributes to a complete community just within the proposed development itself. Within the surrounding context, the Subject Lands' proposed uses are appropriate as they augment the supply of housing and provide necessary employment and services for nearby residents which are keys to implementing complete and liveable communities.

The Servicing Brief prepared by Eng Plus dated April 23, 2020 has confirmed that services for the Subject Lands have been allowed for and stubs are provided to municipal services on Doan Drive in the design of Kilworth Heights West Subdivision. Hence, the proposal conforms with policies 1.1.1.g and 1.6.6.2 of the PPS.

### Section 1.1.3

The Subject Lands are within a settlement area as defined by the PPS (2020). The proposed development conforms with Policy 1.1.3.1 which states settlement areas shall be the focus of growth and development.

Furthermore, section 1.1.3.2 identifies efficient land use patterns in settlement areas to support active transportation in specific policy. Glendon Drive is planned to be reconstructed with a boulevard multi-use trail within the next 10 years according to the County's draft cycling strategy<sup>1</sup>. The public realm fronting Glendon Drive, therefore, will accommodate a multi-use trail that connects Strathroy Caradoc with Middlesex Centre and neighbouring Counties' cycling network. The Subject Lands' commercial uses will be well connected to the proposed pedestrian and multi-use trail network along Glendon Drive and part of Crestview Drive which promotes walkability and active transportation (Figure 15). The proposed residential use on the Subject Lands also allows public service facilities such as the Komoka Wellness Centre to be utilized more efficiently.

Policy 1.1.3.6 of the PPS instructed new developments in designated growth areas to have compact form, mix of uses and densities. The proposed development, located in the Komoka-Kilworth Urban Settlement Area, is supportive of this policy as a mix of residential and commercial uses are proposed in a compact and attractive built form that efficiently utilizes land resources, infrastructure and public service facilities.

### Section 1.3

Policy 1.3.1.d under this section of the PPS also calls for compact and mixed-use development that incorporates compatible employment uses. The proposed development, consisting of residential and commercial uses, provide appropriate housing adjacent to compatible employment uses in the form of retail, restaurant and businesses. This will contribute to the achievement of liveable and resilient communities.

### Section 1.4

Policy 1.4.3 directs planning authorities to permit and facilitate housing options that meet the needs of current and future residents. The proposed residential component of the Subject Lands addresses the housing needs of the growing population while incorporating compatible built form and appropriate site design to ensure current residents are not negatively impacted.

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<sup>1</sup> Middlesex County. (2018). Middlesex County Cycling Strategy Draft Report. Middlesex County.



In addition, the proposed housing development is appropriately located where adequate infrastructure and public service facilities are in place. The requested zoning relief to facilitate the townhouse dwelling development not only permits higher density at an appropriate location but also helps minimize the cost of housing and facilitate compact form.

## Section 1.6

Policy 1.6.7.4 promotes a land use pattern and mix of uses that support the current and future use of transit and active transportation. The proposed location of townhouse dwellings in proximity to commercial uses enables future residents to lessen their reliance on cars to access daily services and needs and therefore minimize the length and number of vehicle trips. The proposal's commitment to excellent private realm design complements and supports the Municipality's plan for multi-use trails along Glendon Drive, Crestview Drive and Doan Drive.

## Section 1.7

Consistent with Policy 1.7.1 of the PPS, the proposed development supports the long-term economic prosperity of the mixed-use site and the Municipality of Middlesex Centre in general for the following reasons:

- The Conceptual Site Plan has not provided space for any big-box stores in the commercial component to support the vision of transforming Glendon Drive into a traditional village main street;
- The commercial use on the Subject Lands, ideally catering to small and local businesses, will support the development of a resilient economic base for the Municipality;
- The residential component provides the necessary housing supply that will support the economic vitality of businesses in the vicinity, particularly the proposed mainstreet on Glendon Drive;
- The mixed-use site optimizes the existing and planned investment in infrastructure and public service facilities in the surrounding areas;
- The unique design, mixture of uses, and well thought-out integration of public and private spaces on the Subject Lands will foster a distinctive sense of place at the gateway into the Kilworth Heights West Subdivision.

## Section 1.8

The proposal is a transit-supportive development as it provides a mix of residential, commercial and employment uses which helps shorten commute journeys and reduce traffic congestion, as directed by Policy 1.8.1.e.

## Summary

In summary, the proposed mixed-use site is consistent with the policies of the PPS (2020). The proposal directs growth and development in a settlement area where adequate infrastructure and

public service facilities are and contributes to the achievement of health, resilient and complete communities. The commercial component promotes employment, economic prosperity and resiliency for the surrounding areas while the residential component provides necessary housing to accommodate the growing population.

## 4.2 Middlesex County Official Plan

The Middlesex County Official Plan (“County’s OP”) sets out broad policies including county responsibilities and provincial interests whereas the Official Plan of the Municipality of the Middlesex Center provides further detailed policies affecting the land.

### Section 2.2 – Resource Management

The site is also within the “Aggregate Resource Areas” according to schedule C of the County’s OP (Figure 9). The Municipality’s OP, however, excludes the Subject Lands from the aggregate overlay. The County’s OP does not identify the Subject Lands to have any significant woodlands or areas of natural and scientific interests. As such, the proposed development conforms with policies under section 2.2 of the County’s OP which calls for the protection and conservation of natural environmental resources.

### Section 2.3 – Growth Management

Section 2.3 of the County’s OP establishes policies related to growth management.

In the County’s OP, the Subject Lands are located between the Komoka Settlement Area and the Kilworth Settlement Area (Figure 7). According to section 2.3.5 of the County’s OP, the Municipality of Middlesex Centre will define the limits of Settlement Areas in their Official Plan and the Municipality of Middlesex Centre’s Official Plan (“Municipality’s OP”) has clearly placed the Subject Lands within the Komoka-Kilworth Urban Settlement Area, therefore rendering the Subject Lands’ designation as Urban Areas within Settlement Areas in the County’s OP. Consistent with policies under this section, the proposed development directs growth, which includes residential and commercial development, to an urban area within the designated settlement areas.

The proposal also provides more housing within the Komoka-Kilworth settlement area to ensure sufficient labour force and reduce the need for commuting as encouraged by Policy 2.3.4.c of the County’s OP. Policy 2.3.7 calls for a wide variety of housing by type, size and tenure to meet the requirements of future residents. The residential component of the proposed development will add 32 townhouse dwelling units to the County whose housing stock is predominantly made up of single and semi-detached houses. In addition, the proposed residential component of this mixed-use site represents an innovative housing design which not only complements the surrounding streetscapes by eliminating street-facing garages and driveways but also

accommodates a higher units per hectare density which increases housing supply and reduces the cost of each house (Policy 2.3.7.2).

### Section 2.4.2 – Transportation Network

The Subject Lands are bounded to the north by Glendon Drive, a county four-lane arterial road (Figure 8). Policy 2.4.2.1 considers commercial use to be an appropriate land use adjacent to County roads, in addition to agricultural, industrial and open space land uses.

The proposed Zoning By-law Amendment to allow an increase in building frontage along the property line is supportive of policy 2.4.2.2.e in the County's OP which proposes safe, convenient, and visually appealing pedestrian facilities in Settlement Areas. Having more building frontage along the property line helps frame the public realm more effectively and improve pedestrian safety by having more eyes on the street.

### Section 3.2 – Settlement Areas

This section of the County's OP lays out policies relevant to settlement areas. In particular, new development in settlement areas is encouraged to proceed by Plan of Subdivision under Policy 3.2.2. The proposed development is part of the Kilworth Heights West subdivision which was approved in 2019. The proposed commercial and residential uses on the Subject Lands also conform with the permitted uses outlined in Policy 3.2.4.1.

### Summary

In conclusion, the proposal conforms with the County's OP as it provides contextually compatible housing to accommodate population growth, contributes to a vibrant economy of the Glendon mainstreet and does not remove agricultural lands. As such, the proposal does not require an amendment to the County's Official Plan.

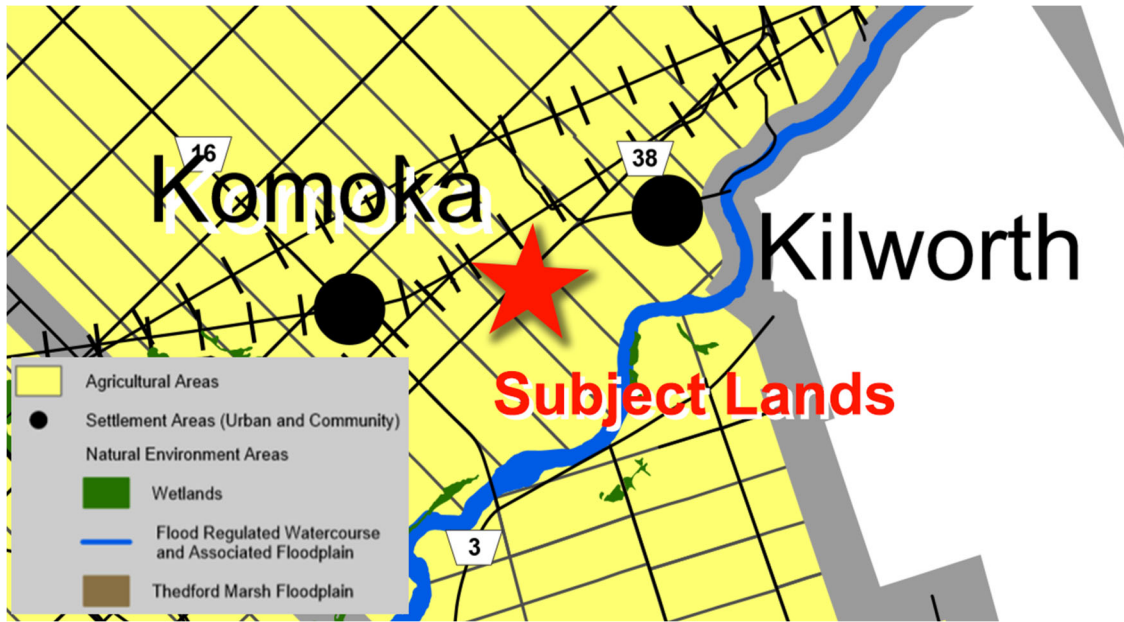


Figure 7 – Schedule A of the County's OP (2006)

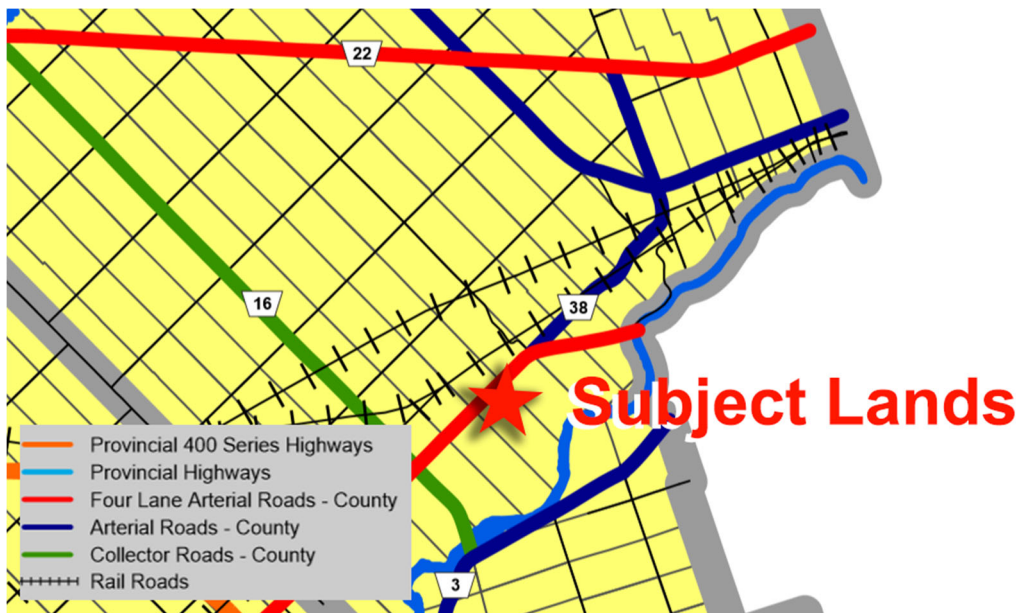


Figure 8 – Schedule B of the County's OP (2006)





Figure 9 – Schedule C of the County's OP (2006)

### 4.3 Municipality of the Middlesex Center Official Plan (2017) (“Municipality’s OP”)

The Official Plan of the Municipality of the Middlesex Center (“Municipality’s OP”) sets goals and policies relating to land use and other areas which will impact the future growth of the Municipality. The following section of this report evaluates the proposal’s conformity to the Municipality’s OP. Policies related to urban design in the Municipality’s OP will be discussed in section 4.4 of this report in conjunction with the Municipality of Middlesex Centre’s Urban Design Guidelines.

The proposed development is part of the Komoka-Kilworth Urban Settlement Area as identified by the Municipality of the Middlesex Center. According to the Municipality’s Official Plan and Komoka-Kilworth Secondary Plan, the Subject Lands are designated as Village Centre (Figure 10).



Figure 10 – Subject Lands designated as Village Centre in the Komoka-Kilworth Secondary Plan

## Section 5.1 – Settlement Area Structure

The proposed development conforms with the Municipality's OP by directing growth to a settlement area, consistent with Policy 5.1.1. As discussed, servicing for the Subject Lands has been designed and accounted for in the Kilworth Heights West subdivision.

## Section 5.3 – Village Centres

Section 5.3 of the Municipality's OP establishes policies specifically for lands designated as Village Centre in the settlement areas. In detail, Village centres are envisioned as centres of retail and services, community gathering and identity in Urban Settlement Areas (Policy 5.3.2.a). Section 5.3.2.b stresses the importance of village centres in providing daily convenience for the surrounding farm communities. The proposed commercial component of the mixed-use development ensures the Subject Lands will become a centre of retail and services for the immediate vicinity and the surrounding farm communities. The integration of residential use and commercial use within the same block fosters a distinct identity for the Subject Lands which will be characterized by lively mainstreet commercial uses and lifestyle housing choices that are well connected within a mixed-use community (Policy 5.3.1.b).

Section 5.3.3 of the OP permits commercial uses including retail and restaurants in Village Centres. Residential uses are also permitted in Village Centre-designated lands given they do not negatively disrupt the compact nature of commercial and service use focus of the Village Centres. The proposed commercial use, occupying roughly 60% (or 10,010 m<sup>2</sup>) of the Subject Lands' area is still compact and well connected to the surrounding residential communities with pedestrian accesses from Glendon Drive, Crestview Drive and Doan Drive. In comparison, the proposed townhouse dwellings only occupy about 6,830 m<sup>2</sup> which is equivalent to 40% of the land area dedicated for commercial uses. This ensures commercial uses remain the focus of the proposed development while the townhouse dwellings support the economic vitality of these businesses and provide a compatible interface with the existing townhouse dwellings south of Doan Drive. The proposed development still consists of approximately 2,400 square metres of commercial floor area which is adequate to establish it as the commercial and service focus within the Komoka-Kilworth village centre. Furthermore, the proposed townhouse dwellings will encourage future residents of these buildings to walk and bike to nearby commercial establishments, therefore supporting their economic vitality, enlivening the public realms and enhancing perceived safety on Glendon Drive, Crestview Drive and Doan Drive. The inclusion of townhouse dwellings in the southern portion of the Subject Lands in proximity to the commercial uses will also create a desirable mixed-use destination that is attractive to live in and exciting to visit.

Policy 5.3.1.d calls for ease of access to Village Centres through multiple travel options. Active modes of transportation are prioritized within the proposed development through pedestrian-friendly urban design elements which are described in Section 4.4 of this report. The proposed residential use fronting onto Doan creates a pedestrian friendly and pedestrian accessible environment on both sides of Doan. Pedestrian access from the proposed residential development to the commercial uses is facilitated through the proposed design.

Policy 5.3.2.d encourages mixed-use buildings with at-grade commercial uses and residential uses in upper levels within the Village Centre. While the proposed development represents a horizontal mixed-use design as compared to the vertical mixed-use design that is encouraged by the OP, it is in our opinion that the proposal will still be able to achieve benefits associated with mixed-use design for the following reasons:

- Smart Growth includes “Mix Land Uses” as one of its ten principles for achieving better communities. According to Smart Growth principles, mixing land uses involve putting residential, commercial and recreational uses in close proximity to one another, which includes horizontal mixing of land uses within a compact development block <sup>2</sup>. The rationale behind mixing land uses is that active modes of transportation such as walking and biking become viable. With more people on the streets to support businesses, the vitality and perceived security of public spaces are enhanced. As the proposed horizontal mixing of land uses sites the residential and commercial uses within the same block, the desired walkability and subsequently the benefits associated with mixed-use development is still achieved. In horizontal mixed-use developments, residents tend to walk more from residential-only buildings to access jobs and services at nearby commercial establishments. The inclusion of pedestrian and cyclist facilities in both the public realm and the private realm facilitates physical activity and access.
- Horizontal mixing of land uses lessens potential conflicts between land uses. For instance, commercial uses are often accompanied by noise and smell. Co-locating them within the same buildings with above-grade residential uses may subject residents to these discomforts to a certain extent. By siting the two uses in separate buildings within walking distance, the proposed development reduces potential conflicts between residential and commercial uses.
- The proposed horizontal approach to mixing land uses allows such uses and buildings to be arranged in a logical manner that maximizes the compatibility between the Subject Lands and the surrounding areas. Commercial uses along Glendon Drive and Crestview Drive activate these street edges while residential buildings are located away from the County Road and along Doan Drive and part of Crestview Drive to provide a more appropriate interface with the townhouse dwellings to the east and south of the Subject Lands.
- With the proposed design, quality outdoor spaces are incorporated throughout the development. Outdoor patio spaces are located between commercial buildings on Glendon Drive while private common areas are provided throughout the residential component of the proposed development.
- In conclusion, the proposed horizontal mixed-use development is still able to achieve the planning objectives established in the OP with the same effectiveness if not more in some aspects, compared with a vertical mixed-use building.

Policy 5.3.2.g stipulates that parking shall be designed and landscaped to de-emphasize its physical appearance on the Village Centre. The proposed commercial component of the

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<sup>2</sup> Smart Growth. (n.d.). *Smart Growth Principles*. Retrieved from <https://smartgrowth.org/smart-growth-principles/>



development places the parking area in the interior of the site. The residential component features townhouses with no street-facing garages or driveways. As such, the physical appearance of parking and garages is minimized in the proposed development.

## Section 5.7 – Komoka-Kilworth Secondary Plan

Section 5.7 outlines the policies for the Komoka-Kilworth Secondary Plan which the Subject Lands are part of. according to Schedule Section 5.7.1 of the Municipality's OP introduces the Komoka-Kilworth Secondary Plan goals which the proposed development support:

- The proposed commercial and residential uses provide housing, services and employment and contribute to a complete and vibrant microcosm within the larger community (Policy 5.7.1.a);
- The proposed townhouse dwelling units diversify the municipality's existing housing stock (Policy 5.7.1.b). Townhouses made up only 1.9% of Middlesex Centre's dwelling type according to Census 2016 <sup>3</sup>. For comparison, this figure is 2.8% for Strathroy-Caradoc and almost 9% for the Province of Ontario;
- The proposal does not consume any prime agricultural land or cause any impacts on farm operations (Policy 5.7.1.d). There are no any environmental features or natural hazard areas on the Subject Lands either (Policy 5.7.1.l & m);
- The design of the proposed development facilitates the development of Glendon Drive as a traditional and street-oriented main street (Policy 5.7.1.e) that fosters active lifestyles and barrier-free access (Policy 5.7.1.h) and implementation of a multi-modal transportation network (Policy 5.7.1.j). Buildings are oriented to the street with active uses that enliven pedestrian experience. Additionally, accessible parking stalls are well connected with sidewalks and located close to building entrances that help wheelchair users reach their destination more easily.

In terms of land use planning, the proposed commercial uses will be a strategic employment area in a compact mixed-use community that is well integrated to the network of multi-use trails on Glendon Drive and Crestview Drive according to schedule A-2 of the Municipality's OP (policies 5.7.1.c and 5.7.2.a). With a sizeable resident population within the proposed development and in the surrounding communities, the proposed commercial component is a strategic employment node bringing work close to home for many people and reducing the need for automobiles. Additionally, the proposed development's public realm is designed to connect the commercial buildings with the multiuse trails on Glendon Drive and Crestview Drive by way of excellent pedestrian and active transportation facilities.

Section 5.7 also establishes specific policies related to Village Centre lands within the Komoka-Kilworth Secondary Plan. As discussed above, the proposed development will facilitate the

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<sup>3</sup> Statistics Canada. (n.d.). *Census Profile, 2016 Census Middlesex Centre, Municipality [Census subdivision], Ontario*. Retrieved from <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=3539033&Geo2=PR&Code2=35&SearchText=ontario&SearchType=Begins&SearchPR=01&B1=All&TABID=1&type=0>

development of a traditional village main street along Glendon Drive and foster community identity, social interaction with convenient access to the Komoka Wellness Centre (Policy 5.7.3.a).

## 4.4 Urban Design (Municipality of Middlesex Centre's Official Plan Policies and Urban Design Guidelines)

This section of the report provides analysis of the proposed development against the urban design policies of the Municipality's OP as well as the Municipality's OP and Urban Design Guidelines ("UDG"). Section 6 of the Municipality's OP sets out the design policies for Settlement Areas (6.1) and streetscapes and public or semi-public places (6.4). Additionally, several policies under the Municipality's OP speak to the urban design aspects of Village Centres and specifically those within the Komoka-Kilworth Settlement Area, namely sections 5.3.2 and 5.7.3.

Under the UDG, commercial buildings in the Village Centres are addressed under section 3.3 – Commercial Infill which focuses on preserving the existing character of adjacent buildings. This becomes less relevant for a greenfield site such as the Subject Lands. As such, the proposed development will be assessed against design guidelines for Settlement Commercial under section 6 of the UDG which guides larger new commercial developments that are in proximity to a Village Centre. Relevant guidelines under 3.3 will also be reviewed to ensure the proposed development is appropriate in a Village Centre context and contributes to the traditional main street character on Glendon Drive. The residential component of the proposed development will also be reviewed against the guidelines in section 5 of the UDG for multiple dwellings. Guidelines that speak to materials, colours and architectural styles of buildings as well as certain aspects of landscaping, fencing and lighting are not discussed in this report as they will be addressed at the Site Plan stage.

The following sections analyze the general urban design elements of the proposed mixed-use development that have been illustrated in the Conceptual Site Plan in the context of the above municipality's planning documents. The applicant will work with the Municipality through the Site Plan process to arrive at a detailed design that meets the urban design objectives and visions established in the Municipality's OP and UDG.

### 4.4.1 Overall Vision

#### OP Policies

- 6.1 *The following goals relate to the physical design of new development, including plans of subdivision, infill development proposals, and site plans within the Municipality.*
- a) *To maintain and improve the physical design characteristics of the Municipality's settlement areas in the context of new and existing development. To stress a general high quality of settlement design throughout the Municipality.*
  - b) *To ensure that new development is designed in keeping with the traditional character of*

*existing settlements, in a manner that preserves the traditional “village scape”, and enhances the sense of place within the Municipality and the community image of existing settlement areas.*

- c) *To promote efficient and cost-effective development patterns that minimize land consumption. Compact settlement form and intensification will be encouraged.*

## **UDG**

6.1 *Although the Settlement Commercial designation anticipates a potentially larger scale of development than the Village Centre designation, they have common characteristics. New development within a Settlement Commercial area shall be designed to respect the following urban design objectives:*

- a) *Positively contribute to the quality, vitality and image of the settlement area, the Municipality of Middlesex Centre, its neighbourhoods and streetscapes;*

## **Analysis**

The proposed development contributes to an efficient and cost-effective land use pattern as it provides a complementary mix of land uses in a compact manner and utilizes existing municipal infrastructure.

The proposed development will positively contribute to the immediate neighbourhood and streetscapes and the Komoka-Kilworth Settlement Area as a whole by:

- Improving the physical design characteristics of the settlement area with high-quality building and site design, landscaping and public realm and streetscapes;
- Improving the main street’s vitality by inclusion of active commercial uses that are well connected to the pedestrian-oriented public realm through multi-modal transportation system;
- Contributing to the image of a lively and prosperous commercial node that is convenient and well-connected. The proposed development, envisaged as a model for future Village Centre commercial development in Middlesex Centre, also acts as an anchor on Glendon Drive main street to attract people and sets the tone for the entire traditional commercial street;
- As seen in the architectural renderings of the commercial and residential buildings (Figures 11 and 12), the proposed development provides a traditional character that preserves the “village scape”. The cohesive design character will enhance the sense of place of the mixed-use development.



Figure 11. Rendering of the proposed townhouse dwellings on Doan Drive (source: Litera Group)



Figure 12. Rendering of the proposed commercial building at the Glendon Drive and Crestview Drive intersection (source: Litera Group)



## 4.4.2 Building Massing, Orientation & Setback

### OP Policies

- 5.3.2.e) *Village Centre areas should remain as compact as possible. Consistency in terms of building massing, scale and setback are encouraged. Building designs that allow for separate access to second and third stories along the street are strongly encouraged.*
- 5.7.3.d) *The built form within the Village Centre area shall provide for consistent building massing, scale, height and setbacks to promote a pedestrian-friendly streetscape with active and engaging building facades at grade level, and residential above, with regular breaks in the street wall to facilitate pedestrian access and connectivity.*
- 6.3.c) *[...] Setbacks, massing, location of parking, architecture and so on will be considered carefully to promote developments compatible with existing development and character. [...]*
- 6.3.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.*

### UDG

- 3.3.e) *When designing infill developments in established commercial streetscapes it is important to maintain the traditional image of a continuous streetwall of store fronts. With this in mind the front facades of new buildings shall not be set further back from the street line than adjacent buildings.*
- 5.1.a) *The design, siting and massing of medium density housing shall promote a character and sense of scale that is compatible with other low rise residential housing types.*
- 6.1.b) *Where appropriate, promote a visual and physical character that is complementary to, and compatible with, adjacent residential neighbourhoods and main streets.*
- 6.2.a) *Building massing and building height should be complementary and compatible with visually adjacent residential architecture.*
- 6.2.b) *Buildings shall be seen to address the fronting street through the organization of their massing and site orientation. Buildings located at a public intersection shall be seen to address the intersection through their site orientation and massing.*

### Analysis

The proposed buildings will be designed to be compatible with the surrounding residential development in style and form. The renderings shown in Figures 11 & 12 show complementary and compatible building mass, height and architectural style with the adjacent residential developments south of Doan Drive and to the east of the Subject Lands.

In particular, new buildings' height will be appropriate and consistent with surrounding developments. The adjacent buildings to the east and south range between 2 to 3 storeys. As such, the proposed one-storey commercial buildings and three-storey residential dwellings are appropriate for this location.

All proposed buildings on the Subject Lands will be organized at the periphery of the block, leaving the parking area and drive aisles in the interior. This allows buildings to be oriented towards the streets and screens the parking areas, in part. The building at the corners of Glendon Drive & Crestview Drive is designed to address both streets it fronts onto with an outdoor patio space at the intersection. At the corner of Crestview Drive and Doan Drive is a common amenity area for the residential component where attractive landscaping could be provided to emphasize the importance of this location and to activate the streetscapes.

Collectively, the building mass shall create a consistent yet engaging streetwall on all three streets to define and enliven the public realms. Breaks along streetwalls are incorporated in the current design to provide space for outdoor patios, mid-block pedestrian walkways and amenity areas. No driveways or roads are proposed between buildings and the public realm so that streetwalls will be maintained along Glendon Drive.

In order to create the character of a traditional main street for Glendon Drive, commercial buildings are oriented towards the street with as little front setback as possible (1 metre in the Conceptual Site Plan). Residential dwellings on Doan Drive and Crestview Drive have larger setbacks that range between 2.9 to 4.1 metres to accommodate private amenity areas for the units.

#### 4.4.3 Pedestrian Environment & Landscaping

##### OP Policies

- 5.7.3.b) *To facilitate the implementation of a traditional main street in this location, the planning an urban road cross-section with off-street cycling lanes, street trees, wide sidewalks, street lighting, signage and street furniture, underground utilities, on-street parking, bicycle parking and safe and well-defined pedestrian crossing locations.*
- 5.7.12.ix) *The Multi-Use Trails shown on Schedule A-2 shall be planned and provided as an integral part of the transportation system. To facilitate this, development proposals shall be required to include provisions for Multi- Use Trails and related walkway and on-road walking and cycling connections, and the dedication of land to the Municipality for the proposed Multi-Use Trails shall be required as a condition of development of the land. Variations to the location of Multi-Use Trails may be permitted provided the intent of this Plan is maintained. The Municipality shall encourage the provision of supporting amenities such as bicycle parking, staging areas, benches, signage and other facilities, and this will be considered in the review and evaluation of all development proposals. Opportunities will be explored to reduce parking standards in concert with enhanced pedestrian and cycling facilities.*
- 6.1.d) *To promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, parks, and other aspects of the public realm.*

##### UDG

- 3.3.h) *The designs of new building elevations are encouraged to provide for pedestrian awnings along their store fronts. These awnings should ideally be of the roll up type and not be fixed or illuminated signage features.*
- 5.1.b) *The individual and collective design and siting of medium density building types shall encourage an attractive and safe pedestrian environment and promote an eyes-on-the-street approach to the design of streetscapes.*
- 5.1.f) *In the design of a block townhouse development that contains frontage onto a public street, buildings shall be oriented to face and address onto the public street through their design massing and the locations of main building entrances.*
- 6.1.c) *Provide both efficient vehicular circulation as well as a safe and attractive pedestrian environment that supports safe alternatives other than the car in settlement areas.*
- 6.3.c) *The design of front elevations should place emphasis on the design of pedestrian entrances. Covered pedestrian entries are encouraged.*
- 6.5.a) *A clearly marked pedestrian walkway shall be provided from the public sidewalk on the fronting street to the principal building entrance*
- 6.5.b) *In general, the design of a safe and attractive pedestrian environment is encouraged.*
- 6.7.b) *Landscaping and privacy fencing shall be used as needed to buffer parking and servicing areas from adjacent residential properties.*

## **Analysis**

The pedestrian environment is given significant attention when designing the proposed development. The proposed development supports the planned improvements to Glendon Drive's public realm to include off-street cycling lanes, wide sidewalks, street lighting, street furniture, bicycle parking, benches, and clearly marked pedestrian crossings. Such improvements will encourage more walking and cycling as preferred mode of transport.

Overall, the proposed development will enhance the surrounding pedestrian environment's attractiveness and safety. Attractive and visually compatible buildings with active commercial uses and living spaces in addition to outdoor patios and common amenity areas are located close to the street lines which not only provide visual interests for pedestrians but also active "eyes-on-the-street". Landscaping treatment of the private amenity areas for the residential component will provide future residents with outdoor spaces for relaxation but also with an opportunity for informal surveillance of the public spaces.

The Subject Lands are well connected by a proposed active transportation network and pedestrian accesses to neighbouring communities and major destinations such as the Komoka Wellness Centre and the Covenant Orthodox Presbyterian (Figure 13). The active transportation network is based on multi-use trails proposed in the Municipality's OP and the County's Cycling Strategy. Bike racks could be provided at strategic locations close to the active transportation network to provide suitable facilities for cyclists and employees or customers who commute by bicycles to the proposed development.

Vehicular accesses are limited to Crestview Drive and Doan Drive to limit potential for vehicle-pedestrian conflicts and increase pedestrian safety. There is currently on-street parking on Doan Drive which acts as buffer for pedestrians against traffic.

Figure 14 illustrates the effectiveness of the proposed development's site design in terms of facilitating pedestrian movement from outside the mixed-use development and between the land uses within the development itself. For the commercial component, a network of prioritized pedestrian movements including sidewalks and crosswalks is provided to ensure safe and direct connection for pedestrians from the parking area and from outside the commercial uses to all commercial buildings. Mid-block accesses are provided along Glendon Drive and Crestview Drive while a public walkway will connect pedestrians from Doan Drive through the residential component to the commercial component of the development.

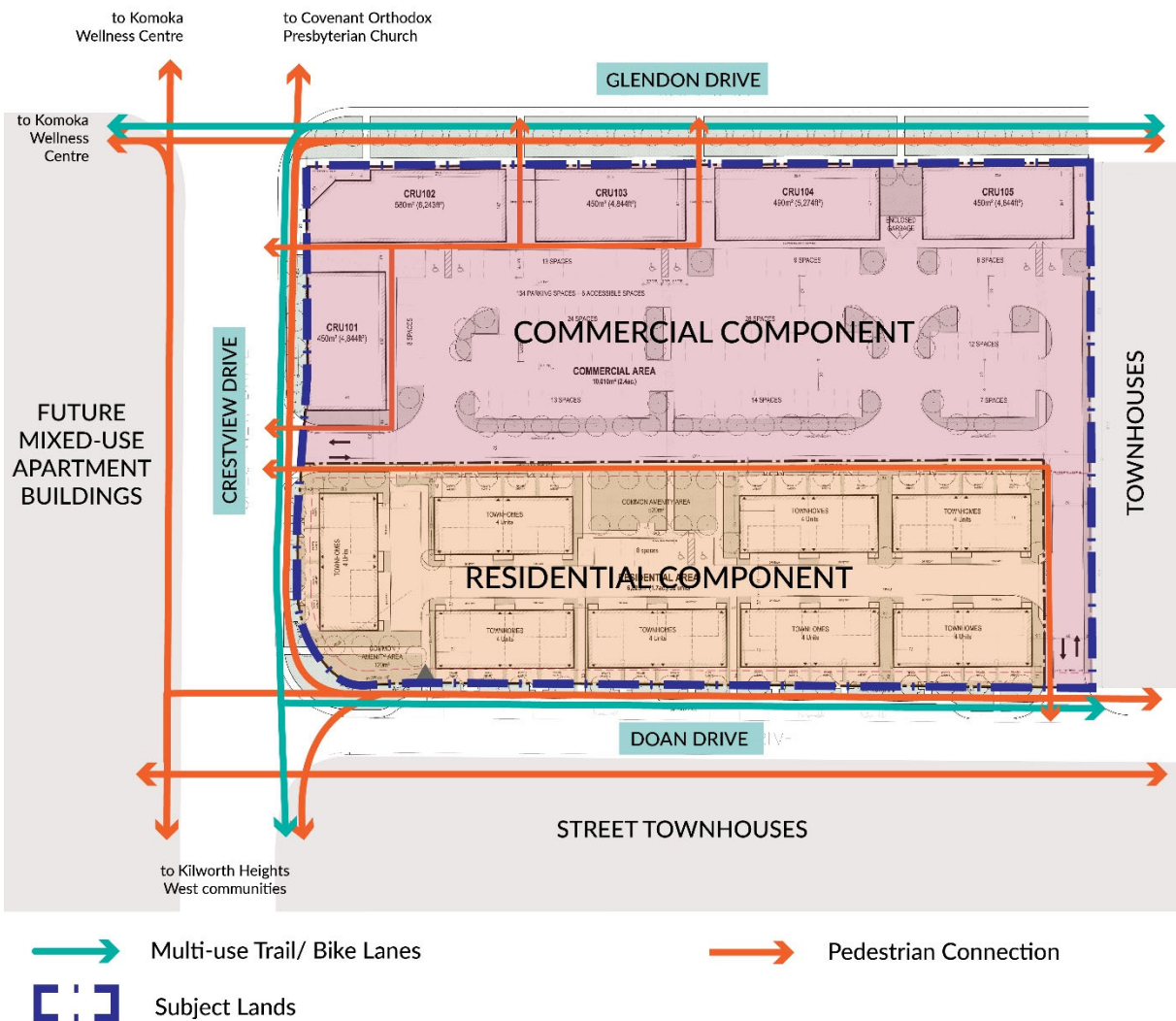


Figure 13. Pedestrian Connectivity and Active Transport Network.







entrances to provide refuge for pedestrians from the elements. The proposed townhouse dwellings are also effectively oriented to the public streets through the provision of pedestrian entrances and façade design. In detail, the townhouse units have pedestrian entrances that directly connects the public sidewalks to the proposed units through the private amenity areas. These entrances functionally act as the primary pedestrian accesses to the townhouse dwellings from Crestview Drive and Doan Drive and will generate foot traffic on these streets. Moreover, the townhouse dwellings' elevations that are oriented to the public streets feature highly articulated design with large areas of fenestration which provides great visual interests for pedestrians. The pedestrian entrances and building façade of the proposed townhouse dwellings can be seen in Figures 15 and 16, respectively.

In terms of landscaping, detailed plans will be available at the Site Plan stage. At a conceptual level, landscaped areas may be provided in conjunction with the common amenity areas for the residential component. Landscaping treatment such as hedges and permeable fences are suggested for the private amenity areas of the townhouse units to provide privacy for future residents while not alienating the adjacent public realm. Within the parking area of the commercial component, parking islands are identified for future landscaping which will screen the parking area from the residential uses in the south. A planting strip of a minimum width of 1.5 metres will be provided along part of the Subject Lands' east lot line to screen the commercial buildings from the adjacent residential developments.



Figure 15. Pedestrian entrances to the townhouse units from the streets.



Figure 16. Proposed townhouse dwellings' typical elevation that is seen from the public streets.

#### 4.4.4 Vehicular Circulation, Parking and Loading Areas

##### OP Policies

- 5.7.3.b) *To facilitate the implementation of a traditional main street in this location, the planning an urban road cross-section with off-street cycling lanes, street trees, wide sidewalks, street lighting, signage and street furniture, underground utilities, on-street parking, bicycle parking and safe and well-defined pedestrian crossing locations.*
- 5.7.12.ix) *The Multi-Use Trails shown on Schedule A-2 shall be planned and provided as an integral part of the transportation system. To facilitate this, development proposals shall be required to include provisions for Multi- Use Trails and related walkway and on-road walking and cycling connections, and the dedication of land to the Municipality for the proposed Multi-Use Trails shall be required as a condition of development of the land. Variations to the location of Multi-Use Trails may be permitted provided the intent of this Plan is maintained. The Municipality shall encourage the provision of supporting amenities such as bicycle parking, staging areas, benches, signage and other facilities, and this will be considered in the review and evaluation of all development proposals. Opportunities will be explored to reduce parking standards in concert with enhanced pedestrian and cycling facilities.*
- 6.4.b) *Adequate buffering of off-street parking areas within Village Centres is encouraged, with appropriate design treatments to de-emphasize parking areas.*

##### UDG

- 5.1.e) *Designs for buildings will de-emphasize the visual dominance of garages and parking in the streetscape.*
- 5.5.a) *In the design of multiple unit block developments, onsite parking shall not be located between buildings and a public street with the exception of individual driveways connecting to individual dwelling units in semi- detached or townhouse units.*

- 5.5.c) *Large areas of tenant surface parking shall be visually screened from the streetscape through the building orientation, parking location and landscaping.*
- 6.1.c) *Provide both efficient vehicular circulation as well as a safe and attractive pedestrian environment that supports safe alternatives other than the car in settlement areas.*
- 6.5.c) *Random circulation through large areas of parking shall be discouraged through site design.*
- 6.6.a) *Loading and service areas shall not be visible from the adjacent residential areas or public streets.*
- 6.6.b) *Loading areas shall be screened from view through a combination of building orientation and massing, landscaping and architecturally integrated visual barriers.*

## **Analysis**

The proposed commercial component has a full-turn access from Crestview Drive. As Glendon is a County Road, the secondary access for the commercial and residential components is proposed to be on Doan Drive. Sharing the driveway with the residential component enables more lands to be used for housing, landscaping and pedestrian amenities.

Pedestrian safety is improved by provision of direct access to all commercial buildings and townhouse dwellings from the public sidewalks. Pedestrians can also walk through the parking area safely with the prioritized pedestrian movement network of sidewalk and marked crossings. Additionally, no street-facing driveways are proposed for the townhouse dwellings which reduce curb cuts and minimize the opportunity for vehicle-pedestrian conflict. There are existing and planned on-street parking spaces along Doan Drive and Glendon Drive (as proposed in Stantec's Glendon Drive Environmental Study Report (2018)) which buffer pedestrians and cyclists from vehicular traffic.

Figure 14 demonstrates how the parking lot and drive aisles are designed in an effective manner so that random circulation through the parking area is unnecessary. As the Subject Lands' periphery is mostly lined with attractive buildings, parking areas for both the commercial and residential component are not visible from the public streets. Generous landscaping will further de-emphasize their visual appearance from the public realm.

Loading and service areas will also be located towards the rear of all buildings and far away from the public realm and adjacent residential development to minimize noise impact to nearby residents. The location of this area will be finalized at the Site Plan stage.

## 5.0 Zoning By-law & Proposed Zoning By-law Amendment

The Subject Lands are currently zoned as C1-15 (h-7) in the Municipality's Zoning By-law according to Keymap U-8 of the By-law (Figure 17). The applicant is proposing to rezone the Subject Lands to a site-specific Village Commercial (C1-XX) zone to facilitate the proposed development. Please refer to Appendix B for the draft Zoning By-Law for the proposed site-specific C1-XX Zone.

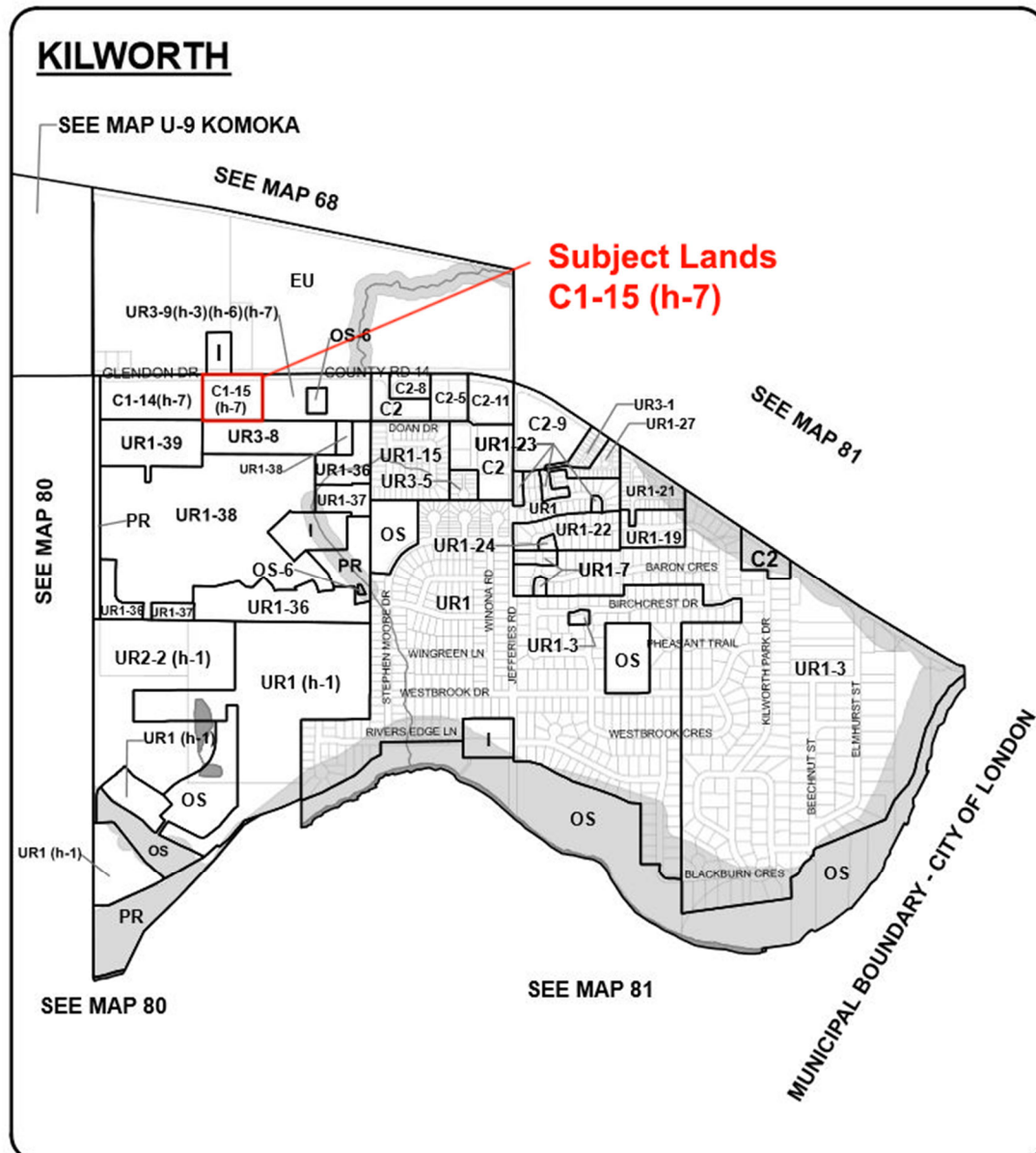


Figure 17 – Keymap U-8 of Middlesex Centre's Zoning By-law

The following paragraphs discuss the proposed zoning relief in detail and provides planning justification for them.



## 5.1 General provisions

The proposed amending Zoning By-law retains the following relevant provisions from the current C1-15 provisions:

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>15.3.15 (d) (ii)</b> All parking areas and any driveways shall be prohibited on that portion of the land between Glendon Drive (County Road 14) and the northerly façades of those buildings adjacent to Glendon Drive (County Road 14).	<b>15.3.XX (d) (ii)</b>
<b>15.3.15 (e)</b> Minimum setback from Glendon Drive (County Road 14): 0 m	<b>15.3.XX (d) (iii)</b>
<b>15.3.15 (f)</b> Maximum setback from Glendon Drive (County Road 14): 5 m	<b>15.3.XX (d) (iv)</b>
<b>15.3.15 (i)</b> Maximum lot coverage: 50%	<b>15.3.XX (d) (vi)</b>
<b>15.3.15 (j)</b> Maximum building height: 20 m	<b>15.3.XX (d) (vii)</b>

Other provisions in the General Provisions section of the amending Zoning By-law are discussed below.

### Lot frontage on Glendon Drive to include buildings

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>15.3.15 (d) (i)</b> Percentage of lot frontage to include buildings: 65%	<b>15.3.XX (d) (i)</b> Minimum percentage of Glendon Drive (County Road 14) lot frontage to include buildings: 65%

Provision 15.3.15 (d) (i) of the Zoning By-law 2005-005 identifies 65% of lot frontage on Glendon Drive to include buildings. This provision is proposed to be amended to allow for a greater

percentage of buildings to occupy the Glendon Drive lot frontage of the proposed development. This regulation aims to discourage large empty spaces along the public realm because not only do they make for dull walking and cycling experiences but also reduce pedestrian safety level by having fewer ‘eyes on the street’. The Conceptual Site Plan respects and exceeds this regulation’s intention by having approximately 80% of the Glendon Drive frontage framed by buildings. More buildings at the frontage also strengthen the streetwall and helps define the public space more effectively. As such, this amendment is appropriate.

### Setback from Doan Drive

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>15.3.15 (h)</b> Minimum rear yard setback when the yard is adjacent or across from a residential zone: 6 m	<b>15.3.XX (d) (v)</b> Minimum yard setback from Doan Drive: 2.9 m

As Glendon Drive is considered the front lot line of the Subject Lands, provision 15.3.15 (h) applies to the yard abutting Doan Drive. The current provision requiring a minimum yard depth of 6 metres is proposed to be amended to 2.9 metres.

The intention of this provision is to provide a proper buffer between commercial uses and existing residential uses south of Doan Drive. The current proposal places townhouse dwellings along the rear lot line (i.e. the Doan Drive lot line) which is a similar land uses to the street townhouse dwellings south of Doan Drive. As such, the proposed residential component in the southern portion of the Subject Lands reduces the need for a large buffer along Doan Drive. The individual amenity areas in this yard provide active uses close to the street line which improves the perceived safety of the adjacent public realm. Landscaping treatment along this lot line will allow privacy for these amenity areas while providing visual interests and engaging with pedestrians. There is also on-street parking along Doan Drive which will further buffer the proposed residential use from the impact of traffic on this street. Section 4.4 of this report discusses the advantages of having buildings closer to the public realm in more detail.

## Planting strip along Doan Drive

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>4.11 (b) (i)</b> where the lot line of a lot containing a non-residential use and located in any Commercial or Industrial zone abuts a lot in any Residential Zone, or abuts a street on the opposite side of which is located a lot in any Residential Zone, then that part of the lot containing such non-residential use or directly adjoining the said lot line shall be used for no purpose other than a planting strip having a minimum width of 1.5 metres (4.9 ft), measured perpendicularly to the said lot line;	<b>15.3.XX (d) (viii)</b> Notwithstanding section 4.11 (b) (i) of the Zoning By-Law 2005-005, no planting strip is required along the lot line abutting Doan Drive provided no non-residential uses adjoin the said lot line.

According to Section 4.11 (b) (i) of the Zoning By-law 2005-005, 1.5-metre planting strips are required along the east and south lot lines of the Subject Lands as there are non-residential uses on the lands. Though a 1.5-metre planting strip is provided along the east lot line of the Subject Lands, the amending Zoning By-law proposes no planting strip along Doan Drive if there is no non-residential uses adjoin this lot line.

This provision's intention is to screen non-residential uses from residential uses and increase buffer between these two land uses. As residential-only buildings (i.e. townhouse dwellings) are proposed along the south lot line and the nearest commercial use is approximately 50 metres away from this lot line, the planting strip is not needed. If non-residential uses are proposed along Doan Drive, a 1.5-metre wide planting strip is still required under the amending Zoning By-law to provide the necessary buffer and screening for the residential uses across the street. In summary, this zoning relief is supportable.

## 5.2 Non-residential uses

The proposed Zoning By-law provides relief for building setbacks and loading requirement related to non-residential uses permitted on the lands. The following paragraphs provide justifications for these amendments.

## Non-residential building setbacks

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>15.3.15 (g)</b> Minimum side yard setback: 0 m	<b>15.3.XX (e) (i)</b> Minimum yard setback from Crestview Drive: 0 m
	<b>15.3.XX (e) (ii)</b> Minimum yard setback except from Glendon Drive, Crestview Drive and Doan Drive: 3 m

Under provisions of the C1-15 Zone, there is no minimum side yard setback requirement for the Subject Lands.

In the amending By-law, we propose to keep this requirement for the yard abutting Crestview in order to expand the traditional mainstreet feel from Glendon Drive down along Crestview Drive. The other side yard abutting the east lot line is proposed to have a minimum yard setback of 3 metres. The stricter requirement ensures there is adequate buffer between the commercial uses on the Subject Lands and the residential uses to the east. As the amendments are either similar to or stricter than the existing requirement, they are supportable.

## Loading space requirement

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>4.24 (m) (i)</b> Number of loading spaces required for > 2,000 m <sup>2</sup> and ≤ 4,000 m <sup>2</sup> of gross floor area: 2	<b>15.3.XX (e) (iv)</b> Notwithstanding section 4.24 (m) of the Zoning By-Law 2005-005, no loading spaces are required for 3,000 m <sup>2</sup> gross floor area or less of commercial building(s) or structure(s).

Based on the proposed gross floor area of commercial buildings, the proposed commercial component needs to provide two (2) loading spaces to comply with the Zoning By-law 2005-005. The amending by-law proposes that for 3,000 m<sup>2</sup> gross floor area or less of commercial buildings or structures on the site, no loading spaces will be required. For more than 3,000 m<sup>2</sup> gross floor area or less of commercial buildings or structures, the proposed development will need to provide loading spaces in accordance with Section 4.24 (m) of the Zoning By-law 2005-005.



There is less of a need for formal loading spaces for the proposed commercial establishments on the Subject Lands as most of them are envisioned to be small-scale and more local in nature to maintain the traditional village streetscape. Additionally, the interior parking area and drive aisles of the commercial component have been thoughtfully designed to permit trucks turning and loading and unloading if necessary.

For larger commercial buildings, dedicated loading spaces are more likely needed to accommodate larger retailers. The amending by-law's regulation 15.3.XX (e) (iv) has been worded to require loading spaces to be provided in accordance with the Zoning By-law 2005-005 when the total gross floor area of commercial buildings exceeds 3,000 m<sup>2</sup>. As such, this proposed amendment is supportable.

### 5.3 Residential uses

The current C1-15 only permits dwelling units above the first storey. The proposed C1-XX Zone adds townhouse dwellings and street townhouse dwellings as additional permitted residential uses.

Section 15.3.XX (g) of the amending Zoning By-law requires dwelling units in mixed-use buildings to be located above at-grade non-residential uses. For clarity, such units shall be subject to Section 15.2.2 of the Zoning By-law 2005-005 which outlines provisions related to dwelling units in Village Commercial (C1) Zone. This provision in the proposed Zoning By-law ensures mixed-use buildings with ground floor commercial use and above ground residential uses are properly regulated.

The following paragraphs will provide justification for the permitted use and additional provisions associated with the townhouse dwellings and street townhouse dwellings within the C1-XX Zone. As there are no provisions within the C1 and C1-15 Zone that regulate townhouse dwellings and street townhouse dwellings, the amending By-law refers to relevant provisions for the Urban Residential Third Density (UR3) Zone for reference.

#### Townhouse dwellings and street townhouse dwellings as permitted uses

The current C1-15 Zone does not permit standalone residential uses. The proposed C1-XX seeks to permit townhouse dwellings and street townhouse dwellings on the Subject Lands.

Section 15.3.XX (f) (i) of the proposed Zoning By-law prohibits townhouse dwellings and street townhouse dwellings within 50 metres of Glendon Drive. This provision ensures a lively traditional mainstreet environment with at-grade commercial and non-residential uses along Glendon Drive and therefore is supportable.

Sections 4.1, 4.2 and 4.3 of this report provide justifications for townhouse dwellings and street townhouse dwellings within the policy context of the PPS, the County's OP and the Municipality's OP. Those justifications are summarized below:

- The proposed townhouse dwellings complement the future commercial uses and contribute to a complete community within the Subject Lands itself and within the larger Village Centre as well;
- The residential uses provide more housing that will support the economic vitality of surrounding businesses and help implement the vision of active and walkable traditional mainstreet on Glendon Drive;
- The proposed townhouse dwellings' built form is contextually appropriate and compatible with the surrounding residential developments. The elimination of street-facing driveways along Doan Drive allows existing on-street parking to continue serving residents in the vicinity;
- The residential component of the proposed development makes efficient use of the existing and planned investment in servicing and active transportation infrastructure in the area;
- Horizontal mixing of land uses is able to achieve similar and in some aspects, better result at creating better communities than vertical mixing of land uses as explained on page 21 of this report.

Section 4.4 of this report elaborates in detail how the residential component is effectively integrated into the fabric of pedestrian-friendly commercial complex and achieves high-quality urban design. Therefore, the inclusion of townhouse dwellings and street townhouse dwellings on the Subject Lands is supportable.

### Parking requirement

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>4.24 (b)</b> Minimum parking space requirement: 1.5 spaces per unit	<b>15.3.XX (f) (ii)</b> Minimum parking requirement: 1.25 spaces per unit

The Zoning By-law 2005-005 requires a minimum 1.5 parking spaces per townhouse dwelling unit, or 48 parking spaces for the proposed residential component. The Zoning By-law Amendment seeks to amend this requirement to 1.25 parking spaces per unit. At this rate, the proposed townhouses require 40 parking spaces which are provided for and shown on the Conceptual Site Plan.

The proposed parking requirement allows each dwelling unit to have at least one parking space in addition to 8 visitor parking spaces. Compared to the current requirement, there is a deficit of 8 parking spaces (17%).

This parking space deficit will not generate major concerns as there is on-street parking on Doan Drive which will be preserved because of the proposed site layout. Under the Municipality's OP, multi-use trails are proposed on Crestview Drive and Glendon Drive (County's Cycling Strategy). The proposed townhouse dwellings' proximity to these trails will also promote future residents to bike to nearby facilities instead of driving. There is also a diverse mix of land uses, ranging from commercial, institutional to recreational within the immediate neighbourhood of the townhouse dwellings which encourages future residents to walk or bike to these facilities.

In addition to the above factors, walkability also depends on the quality of the public realm. Substandard urban design could make walking more physically challenging and make pedestrians feel uninspired or worse, unsafe. The proposed Conceptual Site Plan demonstrates the proposed development's commitment to creating a highly walkable built environment with good-quality public realm design to encourage more pedestrians to walk.

## Density

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>10.1.10</b> Maximum density: 30 units per hectare	<b>15.3.XX (f) (iii)</b> Maximum density: 47 units per hectare

Under the UR3 Zone, maximum density is 30 units per hectare which allows a total of 20 units. The Zoning By-law Amendment seeks to amend this requirement to 47 units per hectare to permit 32 townhouse dwelling units. The maximum density is calculated based on the land area of the residential component only (i.e. 6,825 m<sup>2</sup>).

This proposed zoning relief allows the lands to be developed in a more compact manner and at a higher density which reduces housing cost and makes better use of existing and planned investment in infrastructure. By removing individual street-facing driveways and organizing the townhouse dwellings around 6-metre wide private roads, the site layout is able to maximize the land area and achieves a higher density. This is consistent with the PPS' directive for new developments to contribute to efficient land use pattern in settlement areas. Moreover, the higher-density townhouse development will not cause any adverse impacts on the existing properties in the vicinity. The proposed residential buildings will have considerable separation distances from the adjacent residential uses: more than 12 metres from the residential properties to the east and more than 17 metres from those south of Doan Drive.

Moreover, the proposed density of 47 units per hectare also provides an appropriate transition from the commercial uses in the north of the Subject Lands to the low-density residential lands south of Doan Drive which is permitted to be developed at a maximum density of 20 units per hectare under the Municipality's OP. The proposed density will also contribute to a consistent built

form along the north side of Doan Drive as residential lands to the east of the Subject Lands are permitted to be developed to a maximum density of 50 units per hectare under the OP.

## Floor area

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>10.1.8</b> Minimum floor area: 65 m <sup>2</sup> per dwelling unit	<b>15.3.XX (f) (iv)</b> Minimum floor area: 65 m <sup>2</sup> per dwelling unit

Under the UR3 Zone, each townhouse dwelling unit needs to have a minimum floor area of 65 square metres. Even though there is no provision related to floor area of standalone residential uses under the C1 Zone, it is proposed to include this provision in the amending Zoning By-law to ensure the future dwelling units to be of adequate and functional size.

The current proposal has 32 townhouse dwelling units of approximately 144 square metres in floor area. As such, the proposed townhouses will meet the minimum floor area requirements under the UR3 Zone as well as the C1-XX Zone.

## Residential building setbacks

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>15.3.15 (g)</b> Minimum side yard setback: 0 m	<b>15.3.XX (f) (v)</b> Minimum yard setback from Crestview Drive: 2.7 m
<b>10.1.6</b> Minimum side yard setback: 3 m	<b>15.3.XX (f) (vi)</b> Minimum building setback from a lot line not abutting Glendon Drive, Crestview Drive or Doan Drive when there is no private amenity area between building and said lot line: 2.5 m  <b>15.3.XX (f) (vii)</b> Minimum building setback from a lot line not abutting Glendon Drive, Crestview Drive or Doan Drive when there is a private amenity area between building and said lot line: 7 m
<b>10.1.7</b> Minimum rear yard setback: 8 m	



Under the C1-15 Zone, there is no requirement for side yard depth. As Glendon Drive is considered the front lot line of the Subject Lands, provision 15.3.15 (g) applies to the yard abutting Crestview Drive. We proposed to amend this provision to a stricter requirement of 2.7 metres to accommodate private amenity areas and provide some buffer for the residential units from the street. It is also appropriate to have building close to Crestview Drive when there is no street-facing garage or driveway proposed for the residential use. In spite of the small area of private amenity space, effective landscaping treatment will be able to provide privacy for future residents while not completely alienating the adjacent streetscape. As can be seen in Figure 11, a combination of hedgerow and fencing could be utilized to achieve this intended effect. Overall, this yard depth allows the townhouse dwelling to frame the streetscape on Crestview more effectively, brings active use closer to the street and provides more effective informal surveillance of public spaces.

As the residential component may be severed from the Subject Lands, it is important to examine building setbacks against the potential new lot line. As a separate lot, the residential component will have its front lot line on Crestview Drive, exterior side lot line on Doan Drive, interior side lot line and rear lot line as the north and east lot lines, respectively. Requirements for the yards abutting Doan Drive and Crestview Drive have been addressed in Sections 15.3.XX (d) (v) and 15.3.XX (d) (v) of the proposed Zoning By-law for C1-XX Zone, respectively. For the other yards, Section 15.3.XX (f) (vi) proposes 2.5 metres as the minimum building setback when there is no private amenity area between buildings and lot lines while Section 15.3.XX (f) (vii) proposes a minimum building setback of 7 metres when there is a private amenity area between buildings and lot lines.

The interface between the proposed residential and commercial uses on the Subject Lands correspond to the future north and east lot line for the residential component. In the northern yard, the building setback between the westernmost townhouse dwelling and the north lot line is proposed to be 6 metres which provides sufficient buffer for the residential building from the commercial uses. The remaining portion of this yard is proposed to have a minimum building setback of 7-metres to account for the private amenity areas within this yard. Although this is still slightly smaller than a typical 8-metre setback required for the rear of a townhouse dwelling, 7 metres is adequate at buffering future residents from the commercial uses and traffic to the north and landscaping measures within this yard will also lessen potential impacts from the commercial uses. Fencing could be installed along this lot line as part of the landscape plan to improve safety for future residents from traffic along the driveway to the north. Within the parking area, trees and other plants will be provided to minimize the impacts of light pollution and screen most of the commercial buildings and the parking lot from the townhouse dwellings.

In the eastern yard of the residential component, the building setback is proposed to be at least 2.5 metres. Outdoor amenity areas are not proposed within this yard as it functions as a side yard for the proposed townhouse dwellings. Instead, the proposed 2.5-metre-wide yard is more suitable to accommodate landscaping treatment that can provide noise and visual screening from the shared driveway from Doan Drive. Additionally, a sidewalk of 1.5-metre width is proposed between the eastern yard and this shared driveway which effectively increases this buffer to 4.4

metres. This is an adequate buffer to ensure the townhouse dwellings are not adversely affected by the traffic from the proposed driveway. For reference, the City of St. Catharines require a minimum distance of 3 metres between townhouse dwellings and private roads within private road developments under section 5.7 of the City's Zoning By-law (2013).

In summary, the requested amendments for building setbacks for the townhouse dwellings are appropriate and supportable.

### Outdoor amenity area

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>10.1.11</b>  Minimum outdoor amenity area: 45 m <sup>2</sup> per dwelling unit	<b>15.3.XX (f) (viii)</b>  Minimum outdoor amenity area: 40 m <sup>2</sup> per dwelling unit

Under the UR3 Zone, each townhouse dwelling unit needs to have a minimum outdoor amenity area of 45 m<sup>2</sup>. It is proposed to amend this requirement to 40 m<sup>2</sup> per dwelling unit.

The Conceptual Site Plan shows 640 m<sup>2</sup> of common amenity area and 20 m<sup>2</sup> of private amenity area each for 20 townhouse units and 27 m<sup>2</sup> of private amenity area each for the other 12 townhouse units. Collectively, the residential component has a total of 1,360 m<sup>2</sup> of outdoor amenity area or 42.5 m<sup>2</sup> per dwelling unit. A slightly smaller rate has been requested to account for potential loss of space during the Site Plan process.

The request for smaller outdoor amenity area reflects the compact nature of the residential use and represents an 11% reduction from the original requirement. The proposed townhouses are also in walking distance to the commercial uses along Glendon Drive with ample outdoor patio space for gathering and socializing. As illustrated in Figure 2, the Subject Lands are within walking and biking distance from a range of recreational and outdoor spaces: the Komoka Wellness Centre, open space and trails west of Queen Street and a future community park to the south. These facilities augment the options for relaxation and recreation within the immediate neighbourhood of the proposed residential uses. Hence, this proposed relief is supportable.

## Planting strip

Provisions under Zoning By-law 2005-005	C1-XX Provisions
<b>4.11 (b) (ii)</b> planting strips shall be provided on lands upon which a residential use is being newly established where such lands abut an existing non-residential use, which is not maintaining a planting strip in accordance with the above;	<b>15.3.XX (f) (ix)</b> Notwithstanding section 4.11 (b) (ii) of the Zoning By-Law 2005-005, no planting strip is required.

As there is no planting strip proposed on the commercial component of the Subject Lands where it interfaces with the proposed townhouse dwellings, a planting strip would be required on the residential component according to Section 4.11 (b) (ii) of the Zoning By-law 2005-005. The proposed Zoning By-law for the C1-XX Zone proposes no planting strip is required on the residential component either.

This request is appropriate as there is a sidewalk proposed along this commercial-residential interface to improve walkability throughout the proposed development. There is also a 7-metre building setback between the commercial use and the proposed townhouse dwellings which is sufficient to buffer any negative impacts on the residential buildings. Within this yard are also 4 metres deep private amenity areas with appropriate landscaping treatment for the 12 townhouse dwelling units interfacing the proposed commercial uses. Also, a tree-lined island within the parking area will minimize the impacts of light pollution and screen most of the commercial buildings and the parking lot from the townhouse dwellings.

## 6.0 Conclusions

In conclusion, it is our opinion that the Zoning By-law Amendment should be approved because it represents good land use planning, is in the public interest and should be supported by the approval authority for the following reasons:

- The proposed development is consistent with the PPS (2020) and conforms with the County's OP and the Municipality's OP;
- The Subject Lands are proposed to be developed in a compact manner that contributes to an efficient and cost-effective land use pattern;
- The commercial component in the proposed development is essential for the economic prosperity of the Subject Lands, valuable in the creation of employment opportunities and serving the daily needs of nearby residents;
- The conceptual layout of the proposed development, including the interface of the commercial and residential uses meets all urban design guidelines and objectives that the Municipality of Middlesex Centre has for the Komoka-Kilworth Settlement Area;
- The proposed townhouse dwellings complement the commercial uses, contribute to the achievement of complete communities and augment the Municipality's housing stock;
- The placement and design of the townhouse dwellings are appropriately integrated into the Doan Drive streetscape;
- The proposed horizontal mixing of land uses, involving standalone residential buildings within walking distance from commercial or mixed-used buildings is as effective as, if not more than vertical mixing of land uses within the same buildings in creating better communities.

Report Prepared by:



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**Jeremy Tran, MPlan**

Intermediate Planner/ Urban Designer  
NPG Planning Solutions Inc.

Report Reviewed by:



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**Caroline Baker, MCIP, RPP**

Principal  
Baker Planning Group

Report Reviewed by:

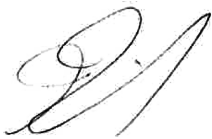


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**Mary Lou Tanner, FCIP, RPP**

Principal Planner  
NPG Planning Solutions Inc.

Report Reviewed by:



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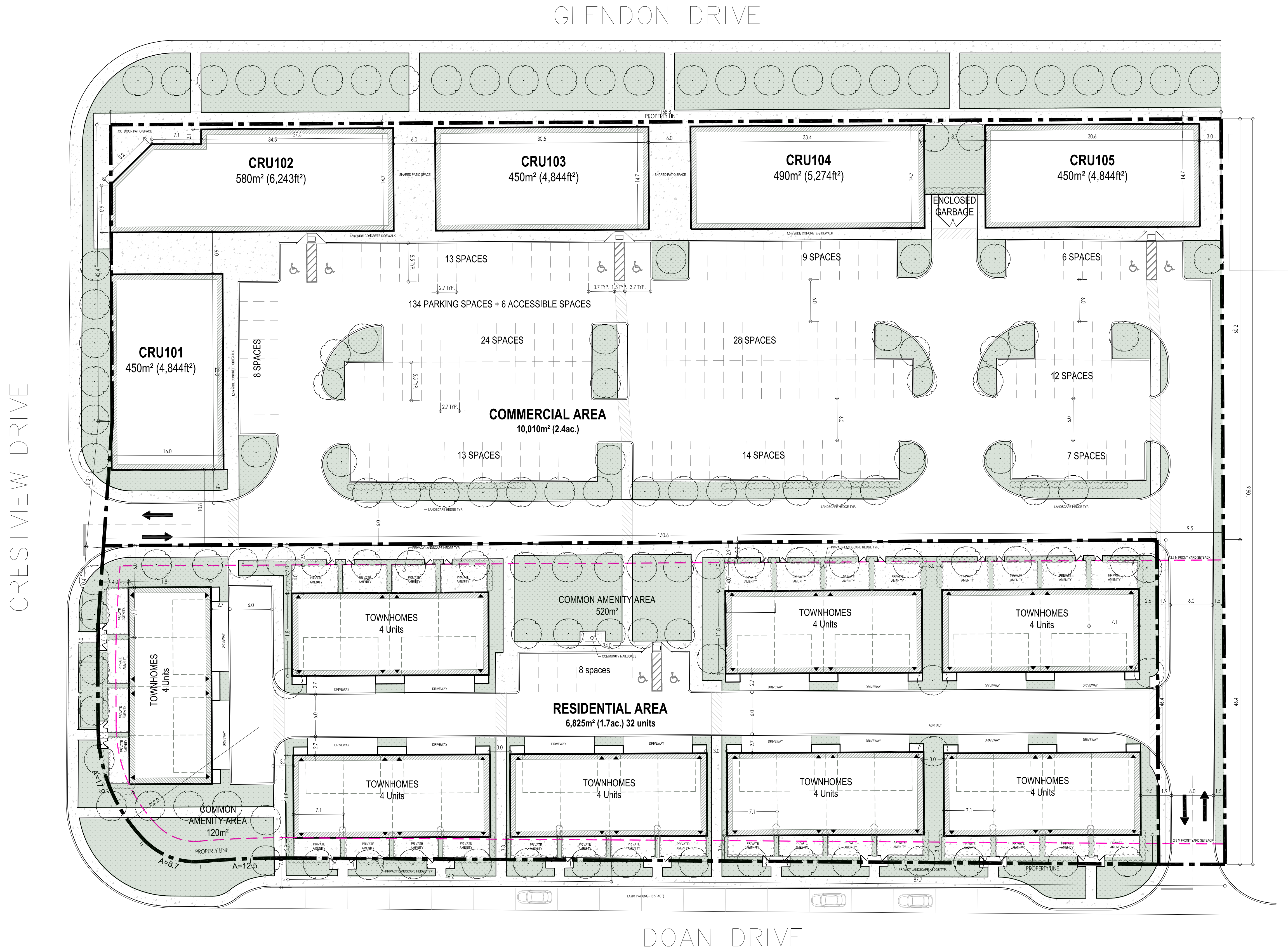
**John Henricks, MCIP, RPP**

President  
NPG Planning Solutions Inc.



## **7.0 Appendix A – Conceptual Site Plan**

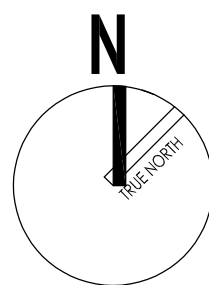




ZONING INFORMATION	
ZONING REGULATIONS	PROPOSED DEVELOPMENT
LOT AREA ( M² )	TOTAL: 16,835 m²
RESIDENTIAL:	RESIDENTIAL: 6,825 m²
COMMERCIAL:	COMMERCIAL: 10,010 m²
BUILDING AREA ( M² )	TOTAL: 5,079 m²
RESIDENTIAL:	RESIDENTIAL: 2,659 m²
COMMERCIAL:	COMMERCIAL: 2,420 m²
LOT FRONTAGE	
RESIDENTIAL:	75%
COMMERCIAL:	158 m
AMENITY AREA ( M )	
RESIDENTIAL:	COMMON AMENITY AREA: 630 m²
BUILDING HEIGHT ( M )	
RESIDENTIAL:	11.5 m
COMMERCIAL:	8.0 m
LOT COVERAGE ( % )	
RESIDENTIAL:	39%
COMMERCIAL:	24%
DENSITY - UNITS PER H.A.	
RESIDENTIAL:	0.7217 ha. 32 UNITS = 23 UPH
PARKING REQUIRED	
RESIDENTIAL	32 GARAGE, 6 VISITOR + 2 ACCESSIBLE SPACES
COMMERCIAL	134 SPACES + 6 ACCESSIBLE
NOTES:	
1. NUMBER OF DRIVE-THROUGH = 1	

SITE PLAN LEGEND	
	NEW BUILDING
	PROPOSED BUILDING BY OTHERS
	DENOTES EXTENT OF LANDSCAPED AREA (SODDED)
	DENOTES EXTENT OF C.I.P. CONC. SIDEWALK
	PROPERTY LINE
	ZONING SETBACK
	FIRE ACCESS ROUTE INDICATOR
	UNIT ENTRANCE INDICATOR

SITE PLAN NOTES	
.01	UNLESS OTHERWISE NOTED, ALL SITE PLAN DIMENSIONS ARE MEASURED IN METERS.



A1 OVERALL SITE PLAN  
A100 Scale: 1:300

matter.  
architectural studio inc.

OXFORD & CLEMENS DEVELOPMENT  
NOVEMBER 12, 2021

LITERA  
GROUP

TRIDON



## 8.0 Appendix B – Draft Zoning By-law



### **Municipality of Middlesex Centre By-Law 2021-XXX**

**Being a by-law to amend the Middlesex Centre Comprehensive Zoning By-Law 2005-005 with respect to block 231, Plan 33M761, (geographic Township of Lobo), Municipality of Middlesex Centre. Roll number: 393900002028332.**

**WHEREAS** the Council of the Municipality of Middlesex Centre deems it advisable to amend the Middlesex Centre Comprehensive Zoning By-law 2005-005;

**AND WHEREAS** this By-law is in conformity with the Middlesex Centre Official Plan;

**THEREFORE** the Council of the Municipality of Middlesex Centre enacts as follows:

- 1) That Zoning Map Schedule 'U-08' to the Middlesex Centre Comprehensive Zoning By-law 2005-005, is hereby amended by changing from the Village Commercial (C1-15) (h-7) zone to a site specific Village Commercial (C1-XX) zone that land drawn in heavy solid lines and identified on Schedule 'A', attached hereto and described as being Block 231, Plan 33M761, (geographic Township of Lobo), Municipality of Middlesex Centre.
- 2) That Section 15.3 "Exceptions" be amended by deleting subsection 15.3.15 and adding the following subsection:

"15.3.XX

(a) DEFINED AREA

C1-XX as shown on Schedule 'A', Key Map U-8

(b) PERMITTED USES

accessory use  
animal clinic  
clinic  
club, private  
day nursery

dwelling units above the first storey  
 financial institution  
 hotel, motel or tavern  
 laboratory  
 office, general or professional  
 personal service establishment  
 place of entertainment  
 restaurant  
 restaurant, take-out  
 service shop  
 townhouse dwelling  
 street townhouse dwelling

(c) LOT

Notwithstanding Section 2.101 of the Zoning By-law 2005-005, for the purpose of this By-law, a vacant land condominium unit on a registered vacant land condominium plan is not a lot.

(d) GENERAL PROVISIONS

The permitted uses shall be subject to the following provisions:

- (i) Minimum percentage of Glendon Drive (County Road 14) lot frontage to include buildings 65%
- (ii) All parking areas and any driveways shall be prohibited on that portion of the land between Glendon Drive (County Road 14) and the northerly façades of those buildings adjacent to Glendon Drive (County Road 14).
- (iii) Minimum yard setback from Glendon Drive (County Road 14) 0 m
- (iv) Maximum yard setback from Glendon Drive (County Road 14) 5 m
- (v) Minimum yard setback from Doan Drive 2.9 m
- (vi) Maximum lot coverage 50%

- (vii) Maximum height 20 m
- (viii) Notwithstanding section 4.11 (b) (i) of the Zoning By-Law 2005-005, no planting strip is required along the lot line abutting Doan Drive provided no non-residential uses adjoin the said lot line.

(e) NON-RESIDENTIAL USES

In addition to the relevant provisions of this By-law, the following provisions shall apply to commercial uses in the C1-XX Zone:

- (i) Minimum yard setback from Crestview Drive 0 m
- (ii) Minimum yard setback from a lot line not abutting Glendon Drive, Crestview Drive or Doan Drive 3 m
- (iii) Notwithstanding section 4.24 (m) of the Zoning By-Law 2005-005, no loading spaces are required for 3,000 m<sup>2</sup> gross floor area or less of commercial building(s) or structure(s).

(f) TOWNHOUSE DWELLINGS AND STREET TOWNHOUSE DWELLINGS

In addition to the relevant provisions of this By-law, the following provisions shall apply to townhouse dwellings and street townhouse dwellings in the C1-XX Zone:

- (i) No townhouse dwellings or street townhouse dwellings are permitted within 50 metres of Glendon Drive.
- (ii) Minimum parking requirement 1.25 spaces per unit
- (iii) Maximum density 47 units per hectare
- (iv) Minimum floor area 65 m<sup>2</sup> per unit



- (v) Minimum yard depth from Crestview Drive 2.7 m
- (vi) Minimum building setback from a lot line not abutting Glendon Drive, Crestview Drive or Doan Drive when there is no private amenity area between building and said lot line 2.5 m
- (i) Minimum building setback from a lot line not abutting Glendon Drive, Crestview Drive or Doan Drive when there is a private amenity area between building and said lot line 7 m
- (ii) Minimum outdoor amenity area 40 m<sup>2</sup> per unit  
Outdoor amenity area shall include common amenity areas and private amenity areas.
- (iii) Notwithstanding section 4.11 (b) (ii) of the Zoning By-Law 2005-005, no planting strip is required.

(g) RESIDENTIAL USES IN MIXED-USE BUILDINGS

Dwelling units in a mixed-use building are permitted subject to the relevant provisions of this By-law and the provisions of Section 15.2.2 of the Zoning By-Law 2005-005.

For the purpose of this By-law, a “mixed-use building” means a building with residential uses above the ground floor and non-residential uses that are permitted under section 15.3.XX (b) of this By-law on the ground floor.

- 3) This by-law comes into force and takes effect upon the day of passing in accordance with the provisions of Section 34 of the Planning Act, R.S.O 1990, c. P.13.

Passed this XXth day of XXX, 2021.

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Anna DeViet, Mayor

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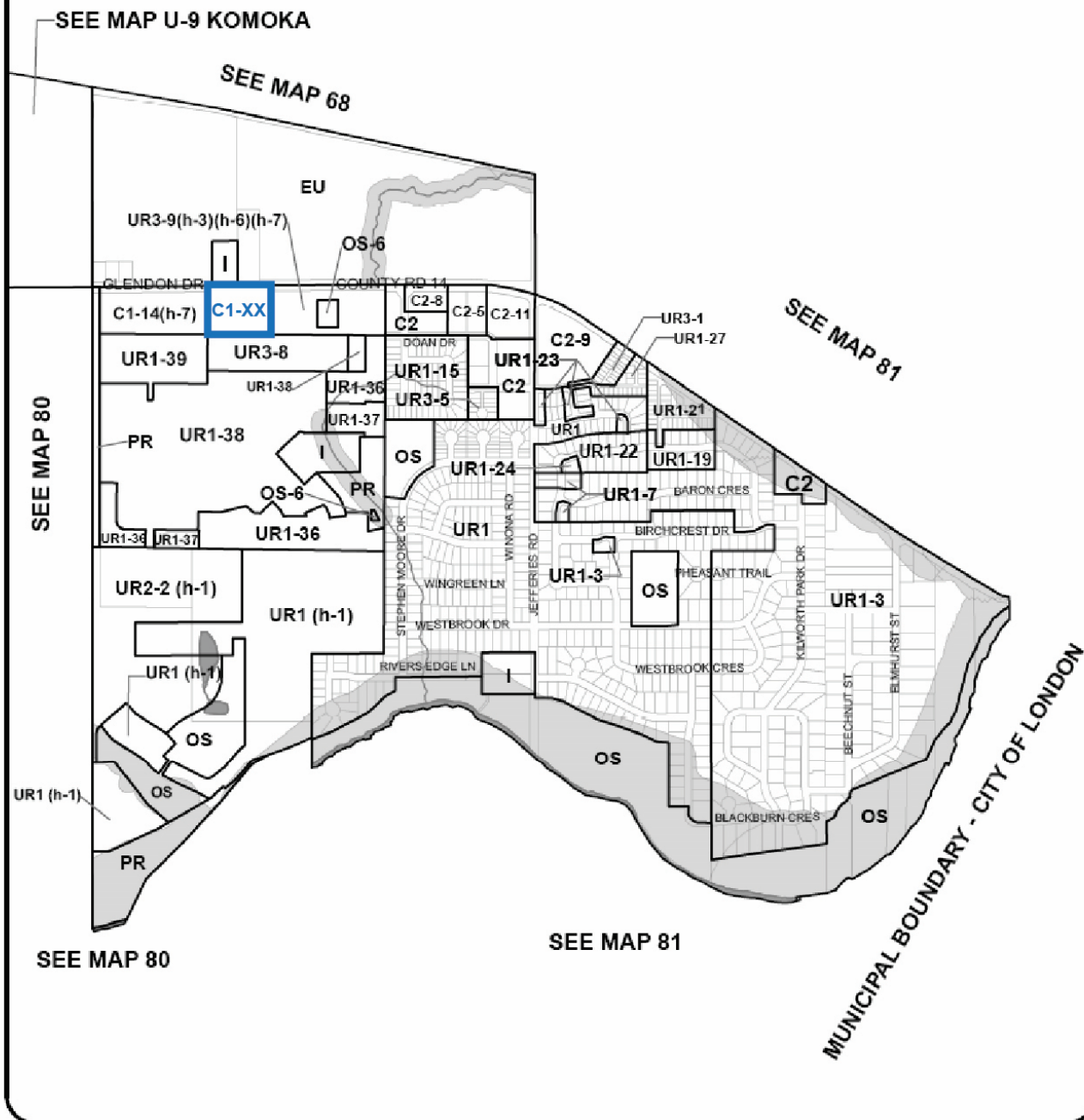
Ann Wright, Clerk



# MUNICIPALITY OF MIDDLESEX CENTRE

## Schedule 'A'

### KILWORTH



NOTE: Schedules should be read in conjunction with applicable provisions of the Zoning By-Law.

0 500 1,000 1,500 2,000 Meters

SCALE 1:15,000

