

From: [REDACTED]
To: [Middlesex Centre Planning](#)
Subject: Comments about proposed Zoning Variance A-02-2024
Date: Wednesday, February 14, 2024 9:17:56 PM

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To the Middlesex Centre Planning department,

The following are concerns that I would like to table in respect of the Zoning Variance request # A-02-2024:

1) Proposed parking and garage dimensions are inadequate for a typical household. In the provided document entitled "Timberwalk - Block 56 - Concept Plan - 23 January 2024 - AL_cp_17592299503969.pdf", the Block 'A' units have the following driveway dimensions: Length: 5.5 m, Width: 3.1 m

Anticipated impacts of the proposed driveway dimensions:

- a) There is insufficient room for a second household vehicle larger than a small car. The majority of households in the Timberwalk neighbourhood are two vehicle households. Many have three vehicles with one or two trucks or SUVs.
- b) The proposed driveway size is too short for many of the most common vehicles.
- c) The development has only one (1) accessible visitor parking spot, and four (4) standard visitor parking spots. If even half of the residents of the proposed development are a two-vehicle household, this would result in a parking shortage of over 20 spots. These vehicle owners will be faced with the choice of parking in their fire route, or parking on the street in front of residences on Timberwalk Trail and Songbird Lane. This will lead to frustration for owners of the Sifton townhomes, and existing Timberwalk residents. This scenario does not even account for visitor vehicle parking, which would only exacerbate the problem.
- d) The developer may suggest that the garage and driveway could be used together to accommodate two vehicles, but the garage dimensions are even smaller than the driveway dimensions, greatly limiting the types of vehicles they would accommodate. Many mid-sized cars would be a challenge to park in these garages even if the garages are not used for household storage, which is an unrealistic assumption.

Examples (vehicle dimensions obtained from the respective manufacturer's website):
Garage length: 6.1 m, width 3.1 m

- a) The driveway is not long enough to accommodate a typical full-size pickup truck. As a point of comparison, I would direct you to the overall length of a Ford F-150 "crew cab" with a 6.5 foot bed. This vehicle has a length of 5.88 m, which would extend beyond the curb if it was parked with the bumper against the garage door.
- b) The garage is 6.1 m in length. A typical mid-size sedan is the Toyota Camry, which is 4.88 m in length. If a homeowner in one of the Sifton units installs a workbench or shelf of

standard 24-inch depth, this would leave insufficient space to back the vehicle into the garage and access the trunk. The garage will not accommodate a mid-size pickup truck or anything larger.

2) Proposed side yard and rear yard setbacks are too short: in some cases less than 3 meters from existing residential properties. This development should be viewed as an opportunity to build a quality dwelling for future townhouse owners, not a quick profit. The reason many people are drawn to Ilderton is the quality of its neighbourhoods, the low noise and the space around their homes. This planned development is a marked departure from those standards, and will set a precedent for future developments to depart from the established standards. I would encourage Council to consider the long term impacts of approving this variance.

3) The process seems to place the burden on residents to show cause that the proposed variance would have negative impacts. This is a reverse onus. Instead, the developer should be the one to propose how they might offset the negative impacts of the zoning variance.

4) Following normal zoning requirements would limit Sifton to 41 units in this area of land, instead of the proposed 50 units. I submit that by reconfiguring their plan, Sifton can arrive at a site layout that conforms to the original zoning requirements, improves the potential of the townhouse development for future owners, and preserves the high quality of neighbourhood standards established by earlier developers.

Thank you for your consideration of the foregoing.

Steve McCullagh
resident of [REDACTED] neighbourhood, Ilderton, ON