



PLANNING & DESIGN BRIEF

Client

Duncan Harwood Custom Homes

Project Site

13181 Ilderton Road /
Ilderton / ON

05.17.2024

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Duncan Harwood Custom Homes as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 13181 Ilderton Road and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

Duncan Harwood Custom Homes

VERSION 1.0

ISSUED

05.17.2024

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S1: INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across Southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.

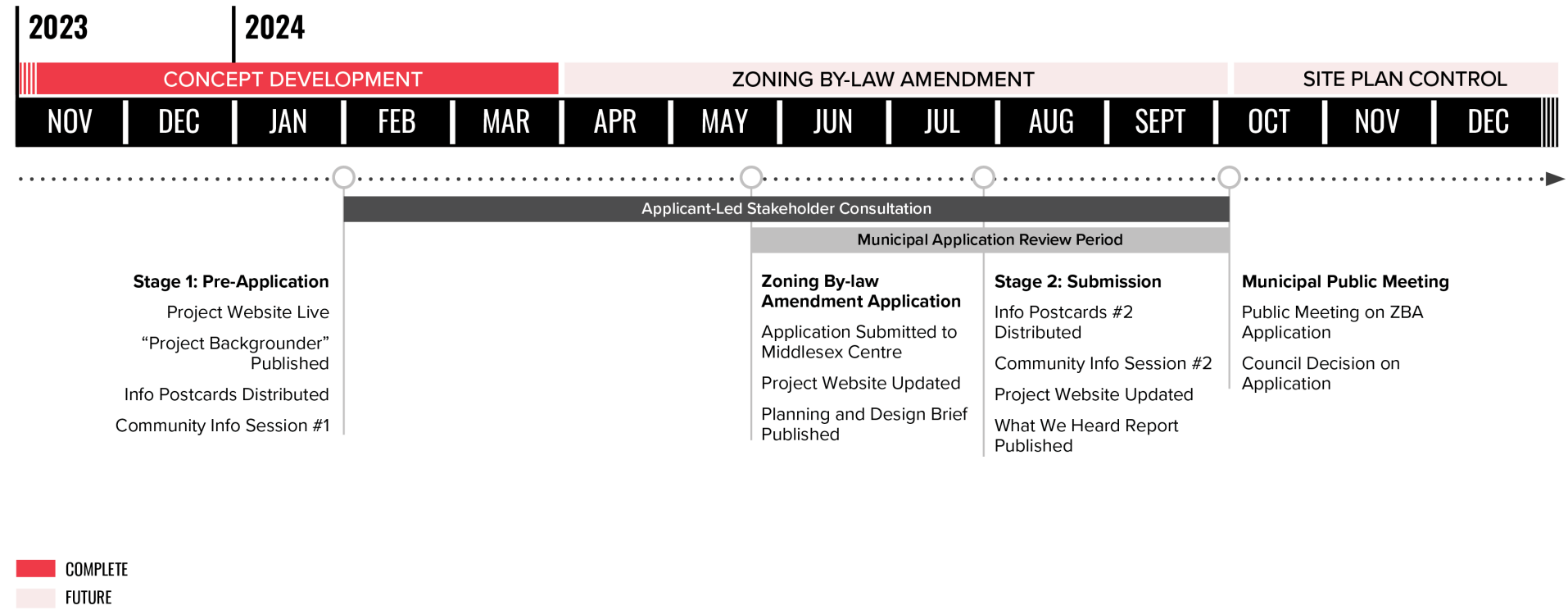
SBM provides quality civil engineering services to both private and public sector clientele throughout southern Ontario. We deliver value-added engineering solutions together with exceptional service while upholding our values of reliability, professionalism, and client satisfaction.

With more than 60 years of experience in the field, Englobe excels in the multiple facets of engineering and environment through concrete, meaningful solutions. At the heart of our approach is, of course, the protection of the environment and the construction of a more sustainable world, but also the health and safety of our employees, our clients and all the communities we are involved with.

S1.2 About the Project

Duncan Harwood Custom Homes is the registered owner of the property known as 13181 Ilderton Road in Ilderton, ON. With the support of Siv-ik Planning and Design Inc. and the project team, they are planning a redevelopment of the southern portion of the site for a new low-rise, cluster housing project which includes six 2-storey townhouse buildings with 26 units. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 13181 Ilderton Road. The report also provides our approach to navigating this project from concept to reality.

/ Project Timeline



Note: Projected "future" timelines subject to change.

S1.3 Site Description

The project site is located on the south side of Ilderton Road and approximately 45m (~1-minute walk) east of Timberwalk Trail. The site consists of a large portion of the property known as 13181 Ilderton Road, with frontage onto George Street. The northern portion of the addressed property, with frontage onto Ilderton Road will be the subject of a future planning application. The site is located within the Ilderton Urban Settlement Area. The site currently contains two existing accessory shed buildings. Ilderton is a predominantly residential area with specific areas designated for commercial and employment uses. Properties along Ilderton Road within a 400m radius (5-minute walk) of the project site are identified as areas that provide for daily and weekly convenience and general retail and service needs for the settlement area. Additionally, the Ilderton Community Centre, Ilderton Area and the Royal Canadian Legion Branch 531 are located on the north side of Ilderton Road. With the site being located within proximity to a number of uses, there is a unique opportunity to redevelop these lands in a way that supports the municipality's vision for residential growth, while maintaining a future developable parcel along Ilderton Road that can address the goals for the Village Centre area.

At-A-Glance

| | | | |
|--------------------------------------|--|-------------------------------------|---|
| SITE AREA 0.79 Hectares | FRONTAGE 20.2 Metres (George Street) | DEPTH Irregular Metres | EXISTING USE Residential Accessory Buildings |
|--------------------------------------|--|-------------------------------------|---|

SERVICING
Municipal Services
Available on Ilderton Road and Timberwalk Trail



Figure 1. The Project Site

S2: CONTEXT

S2.1 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands immediately surrounding the project site. The lands immediately north of the project site consist of a mix of residential and commercial uses oriented to the public sidewalk with parking in the side and rear yards. The lands north of Ilderton Road and immediately east and west of the project site are developed with single-detached residential dwellings. Properties fronting onto Ilderton Road and George Street are generally older residential lots with frontages ranging from 19m - 43m and lot depths of 29m - 55m. One of these properties has been redeveloped for a low-rise, multiple dwelling residential apartment building. Properties fronting onto Timberwalk Trail are newer, 1-2 storey, single-detached dwellings, constructed in the mid 2010's. These houses have smaller lot widths ranging from 15m to 19m with lot depths of 46m. Two-storey townhouses are currently under construction on the property south of the project site. Lands to the northwest of the project site consist of community facilities including the Ilderton Arena, the Ilderton Community Centre and the Royal Canadian Legion Branch 531.

It is anticipated that the lands to the west, east and immediately north of the project site won't redevelop over the short-term planning horizon. However, the size and shape of other parcels along Ilderton Road presents an opportunity for infill development over the short and medium-term planning horizon. Additionally, an opportunity is presented to reflect the density and form of the approved multi-family development to the south, in the proposed infill development for this site.

Spatial Context At-A-Glance

NORTH

Existing
Commercial

Planned
Unlikely to Change

SOUTH

Existing
Multi-Family Townhouse Dwellings

Planned
Unlikely to Change

EAST

Existing
Single-Detached Dwellings

Planned
Low-Rise Multiple Dwellings

WEST

Existing
Single-Detached Dwellings

Planned
Unlikely to Change

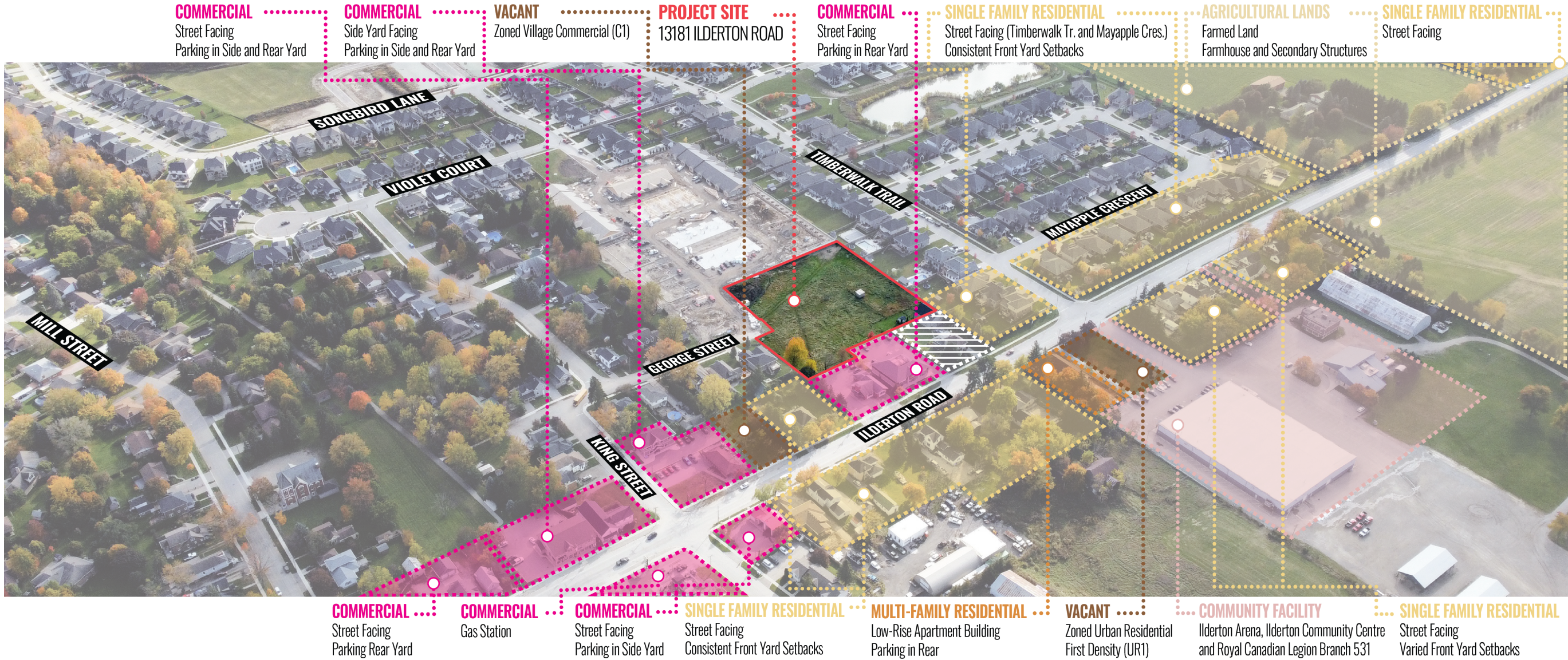


Figure 2. Neighbourhood Spatial Context (400m)

S3: PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Policy Statement (PPS 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS. Locally, the primary mechanism for the implementation of the Provincial plans and policies is through the Middlesex County Official Plan and the Official Plan of the Municipality of Middlesex Centre. Through the preparation, adoption and provincial approval of the Official Plan of the Municipality of Middlesex Centre, the municipality has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report. Although it is to be interpreted broadly, the following policy guidance is important to consider in the context of the Zoning By-law Amendment application for 13181 Ilderton Road. New residential development within the County of Middlesex is generally directed to the County's network of Urban Settlement Areas. As noted previously, the site is located within the Urban Settlement Area boundary of the Municipality of Middlesex Centre and qualifies as a Settlement Area as defined by the PPS, 2020.

Section 1.1.1 of the PPS establishes that healthy, liveable, and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, accommodating an appropriate range and mix of residential housing (including additional units, affordable housing, and housing for older persons) to meet long-term needs, and avoiding development and land use patterns which may cause environmental or public health and safety concerns. Section 1.1.3.1 states that settlement areas will be the focus of growth. Further, land use patterns within settlement areas shall be based on densities and a mix of uses that (s.1.1.3.2):

- Efficiently use land and resources;
- Are an appropriate and efficient use of infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion
- Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- Prepare for the impacts of a changing climate; and
- Support active transportation and are transit/freight supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated. With regard to housing specifically, Section 1.4.3 of the PPS requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- Permitting and facilitating all forms of housing required to meet the social, health, and well-being requirements of current and future residents;
- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be available to support current and projected needs;
- Promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- Establishing development standards for residential intensification, redevelopment, and new residential development, which minimizes the cost of housing and facilitates a compact built form while maintaining appropriate levels of public health and safety.

In view of the PPS policies noted above, the site is located within a designated Urban Settlement Area, and identified for intensification and redevelopment as per the Official Plan of Middlesex Centre. The development has access to full municipal water and wastewater services and will provide for the efficient use of infrastructure and public service facilities.

S3.2 County of Middlesex Official Plan

As a lower tier municipality, the Official Plan of Middlesex Centre must conform to the upper tier municipality's Official Plan, which serves as a regional framework for managing growth. The County of Middlesex Official Plan identifies the project site as being within an Urban Settlement Area, which will accommodate the majority of expected growth in the County including residential, commercial and industrial development (2.3.8).

In accordance with Section 2.3.8 of the Middlesex County Official Plan, the local municipality shall have primary responsibility for detailed planning policy within a Settlement Area. Notwithstanding the detailed guidance provided by the Official Plan of Middlesex Centre, the County Official Plan does provide overarching policy guidance that is relevant in the consideration of the proposed application.

Section 2.3.7 identifies that the County encourages a wide variety of housing by type, size, and tenure to meet projected demographic needs and market requirements of current and future residents of the County. It also identifies that the County will support intensification and redevelopment within settlement areas, where an appropriate level of services are, or will be, available to service the lands. Furthermore, 15 percent of all development is required to occur by intensification and redevelopment. Section 3.2.2 directs that settlement areas shall develop in a manner that is phased, compact, and does not result in a strip pattern of development. Further, development is to complement the existing built form in an effort to preserve the historic character of the area. Lastly, Section 2.4.5 states that the County shall encourage development on municipal water and sanitary systems.

The proposed redevelopment, detailed in Section 6 of this reports represents an appropriate form of intensification. The development will be compact and is an infill condition which will develop with an appropriate level of intensification given the physical context and pattern of development on adjacent lands.

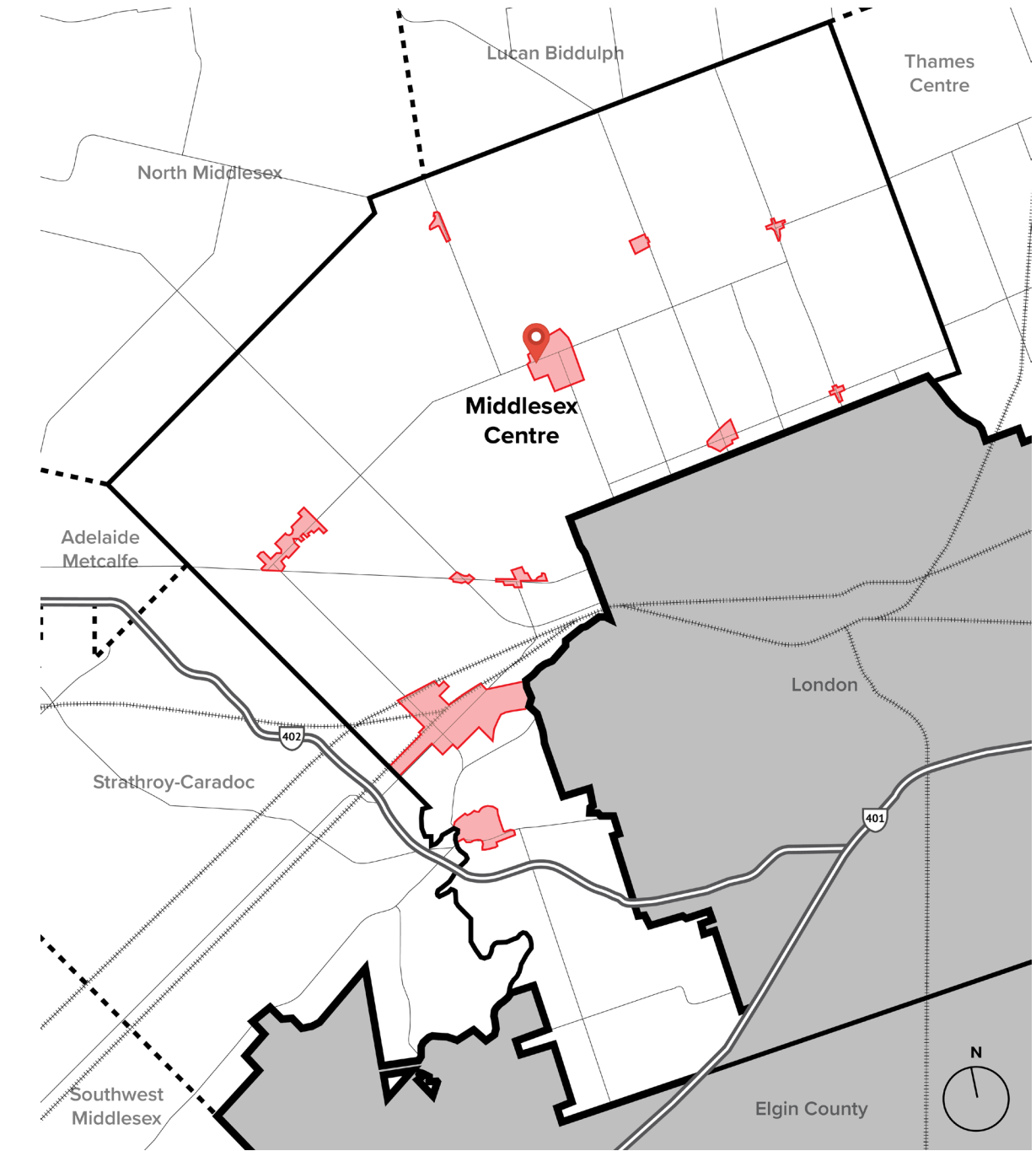


Figure 3. Municipal Structure

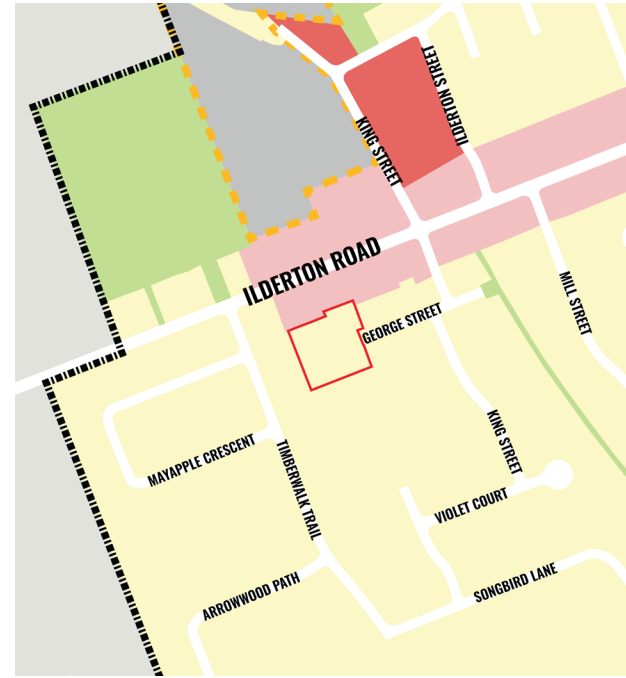
S3.3 Official Plan of Middlesex Centre

The Municipality of Middlesex Centre’s general land use structure is illustrated in the applicable schedules of its Official Plan and highlighted on Page 8 for reference. The predominant use of land within Middlesex Centre is for agricultural and related purposes. The structure of settlement areas within its Official Plan establishes a hierarchy of settlement areas, that includes Urban Settlement Areas, Community Settlement Areas and Hamlets.

The project site is located in the Town of Ilderton which is one of two Urban Settlement Areas within the Municipality of Middlesex Centre. Urban Settlement Areas are expected to have the highest concentration and intensity of land uses and will be the focus for future growth, by accommodating a significant portion of new development over the Official Plan’s planning period.

/ Official Plan - Land Use

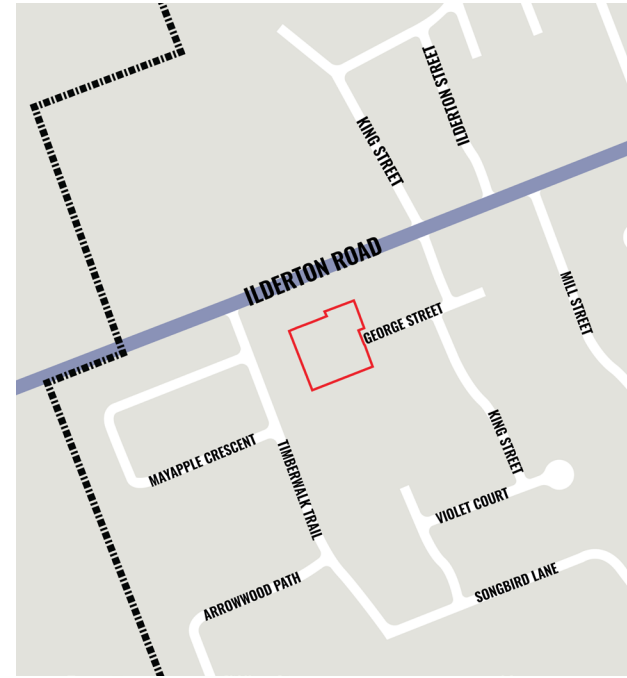
In accordance with Schedule A-1: Ilderton Urban Settlement Area of the Official Plan of Middlesex Centre, the project site is within a “Residential” designation. These lands are intended to provide a variety of housing types in low and medium-rise built forms. The municipality requires that 15 percent of all development within the “Residential” designation occur by way of intensification.



- Village Centre
- Residential
- Settlement Commercial
- Parks and Recreation
- Settlement Employment
- Settlement Employment
- Site Boundary

/ Official Plan - Roads

In accordance with Schedule ‘D’ - Transportation & Utilities Plan, of the Official Plan of Middlesex Centre, the project site has direct frontage on a Municipal Road (George Street). Municipal Roads are intended to carry low volumes of traffic and provide access to neighbouring properties.



- County Road

/ Residential Area Designation (5.2)

The lands designated “Residential” Area on Schedule A:1 are the predominant areas for housing in Middlesex Centre. A wide variety of housing types, sizes and tenures is encouraged in residential areas to meet the demographic and market requirements of residents. Opportunities to increase the supply of housing through intensification is supported by the Municipality of Middlesex Centre. The applicable policies for permitted built form/uses, development policies and design policies for areas within the residential designation are summarized below.

Residential Area Summary (5.2.2 & 5.2.3)

| | |
|--|--|
| Permitted Uses | <ul style="list-style-type: none"> • Low and Medium Rise Residential Dwellings • Institutional Uses (i.e. schools and churches) • Municipal Uses • Parks and Open Space • Group homes |
| Policies for Multiple Dwellings (i.e. fourplexes, townhouses and apartments) | <ul style="list-style-type: none"> • Locations should be close to Village Centre areas. • Densities should be generally compatible with adjacent densities of existing residential areas. |

/ Settlement Area Design Goals (6.1)

From an urban design perspective, Section 6.1 of the Official Plan provides policy guidance for settlement areas. The policies intend for new development that will improve the physical design characteristics of settlement areas with high quality design, that is in keeping with the traditional character of the area. Preservation of the “village-scape” character and enhancement of sense of place is promoted with new development. Additionally, compact built form and intensification is encouraged in order to minimize land consumption. The policies in Section 6.1 identify that additional guidance and design direction for these policies are located in the Municipality of Middlesex Centre Settlement Area Urban Design Guidelines.

/ Site Plans and Infill Developments (6.3)

Section 6.3 of the Official Plan provides additional design guidance for residential infill development. The policies encourage residential infill that is compatible with existing neighbourhoods in terms of type, scale and architecture. High-quality site design that addresses appropriate setbacks, massing, location of parking etc. is encouraged for medium-density residential developments. Additionally, orientation of new buildings towards streets or parks in a manner that is compatible with adjacent development and neighbourhood character is identified.

/ Severance Policies (10.3)

The policies in Section 10.3 require that all lots must front on and have access to an existing public road maintained on a year round basis. In the case of the project site, the portion of the site that is the subject of this Zoning By-law Amendment application has access and frontage to George Street.

S3.4 Middlesex Centre Official Plan Amendment No. 59

In 2020, the Municipality of Middlesex Centre initiated a Municipal Comprehensive Review/ Official Plan Update process aimed to incorporate the proposed findings of the MCR process by addressing changes to provincial policy, aligning with the County Official Plan, updating population and housing projections, accounting for projected land needs and updating the growth management strategy. The following is a summary of the amended policies applicable to the development of the project site.

As per Section 5.2.1, the Municipality supports additional opportunities for development to increase the supply of housing in “Residential” areas by requiring that 20 percent of development in Urban Settlement Areas occur through intensification. The municipality allows for a full range and mix of housing types. In Section 5.2.3, policies ensuring compatible densities with adjacent residential development and limits on excessive clustering of multiple dwellings have been removed. The Municipality also includes policies in Section 6.1 that recognize the increased importance of infill and intensification in Urban Settlement Areas to support local businesses, provide a range of housing options and to make efficient use of existing infrastructure. The design policies in Section 6.3 have been modified to reduce the emphasis on compatibility of new design and focus on development that is complementary to existing neighbourhoods.

Amendment No. 59 was adopted by the Municipality of Middlesex Centre in May 2022 and by Middlesex County in September 2023. Middlesex County Council’s decision to approve the Official Plan Amendment has been appealed and therefore the existing Official Plan remains in force and effect. Until such a time as the appeals are resolved, it is important to consider the implications of both the existing Official Plan and Amendment No. 59 when making decisions about new development.

S3.5 Settlement Area Urban Design Guidelines

The Municipality of Middlesex Centre Settlement Area Urban Design Guidelines provide detailed guidance for infill development in settlement areas. The guidelines recognize the need for infill development that is compatible with the existing neighbourhood context while enhancing existing streetscapes and providing visual variety. Overall, the guidelines for residential infill development (3.2) seek to ensure compatibility with physical characteristics, scale, height and massing of existing neighbourhoods. Additional guidance (5.1) is also provided for multiple dwellings (i.e. fourplexes, townhouses and apartments), to ensure compatibility with existing neighbourhoods. This guidance focuses on building orientation, massing, materials, colours, landscaping, parking, fencing and lighting.

S3.6 Zoning By-law (2005-005) Implications

/ Existing Use (EU) Zone

The project site is currently zoned Existing Use (EU) Zone in the Municipality of Middlesex Centre Comprehensive Zoning By-law No. 2005-005. The EU Zone category generally applies to undeveloped lands in villages and hamlets. This zone is intended to protect large areas of land from premature development in order to provide for future comprehensive development on those lands. Our understanding of the existing zone permissions also helps to frame the context around the degree of change being pursued and informs the concept design presented in Section 6 of this report. In this case, the fact that the site has been zoned “Existing Use” signals that these lands are intended to be developed.

The following graphics highlight key regulations guiding development in the UR1 Zone. Our understanding of the existing zone permissions also helps to frame the context around the degree of change being pursued.

S3.7 Key General Regulations

The general provisions (Section 4) of the Municipality of Middlesex Centre Comprehensive Zoning By-law 2005-005 contain development standards that apply in Middlesex Centre irrespective of the specific zone category that is applied to the site. Section 4.24 outlines requirements (design and quantity) for on-site vehicle parking. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

PARKING REGS.

Townhouse
1.5 per unit

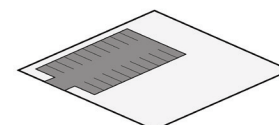


Figure 4. Key General Provisions

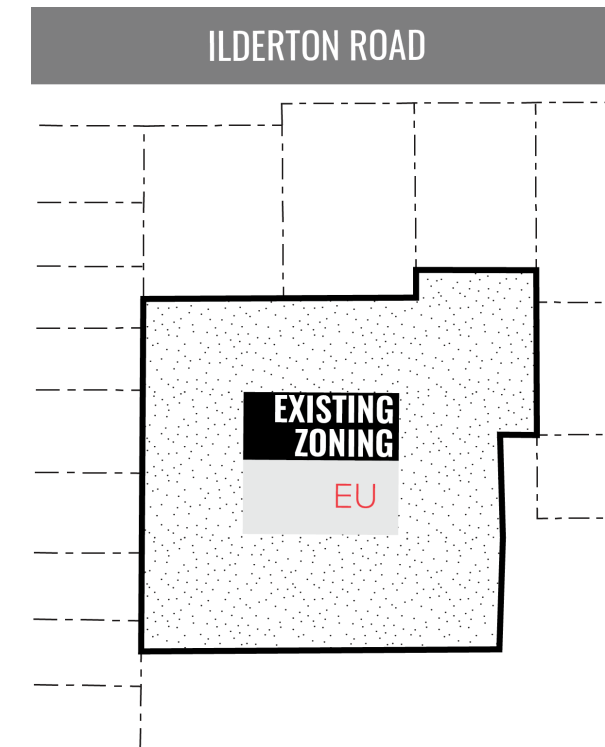


Figure 5. Existing Zoning Map

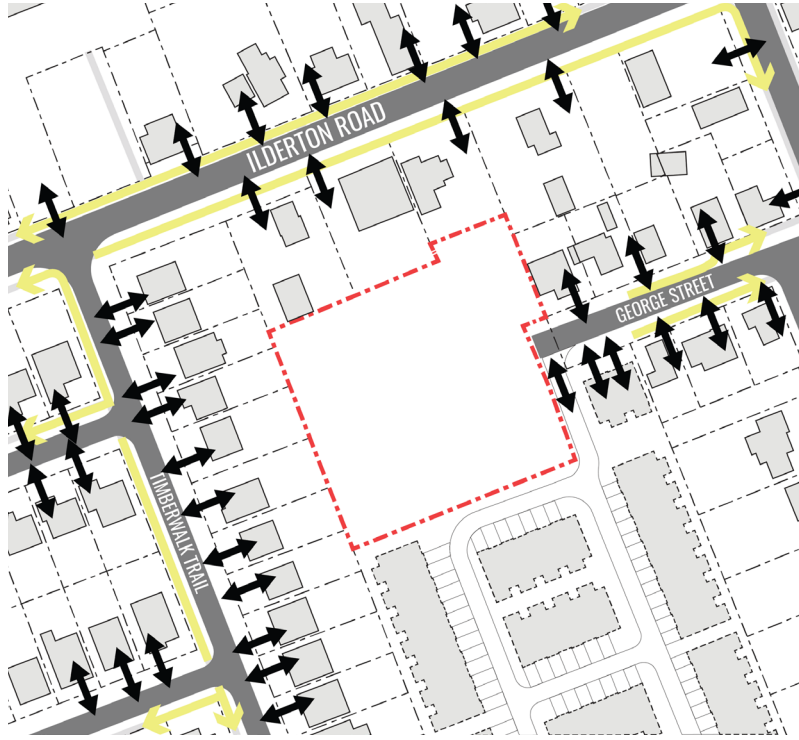
S4: SITE ANALYSIS



--- Site Boundary

1 Figure Ground

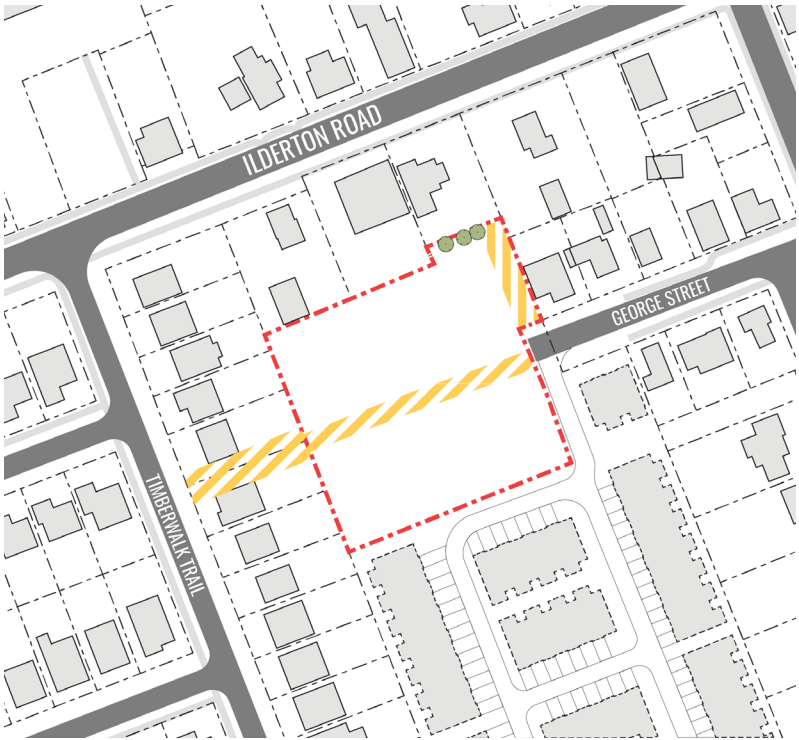
The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



— Sidewalk ↔ Access

2 Mobility

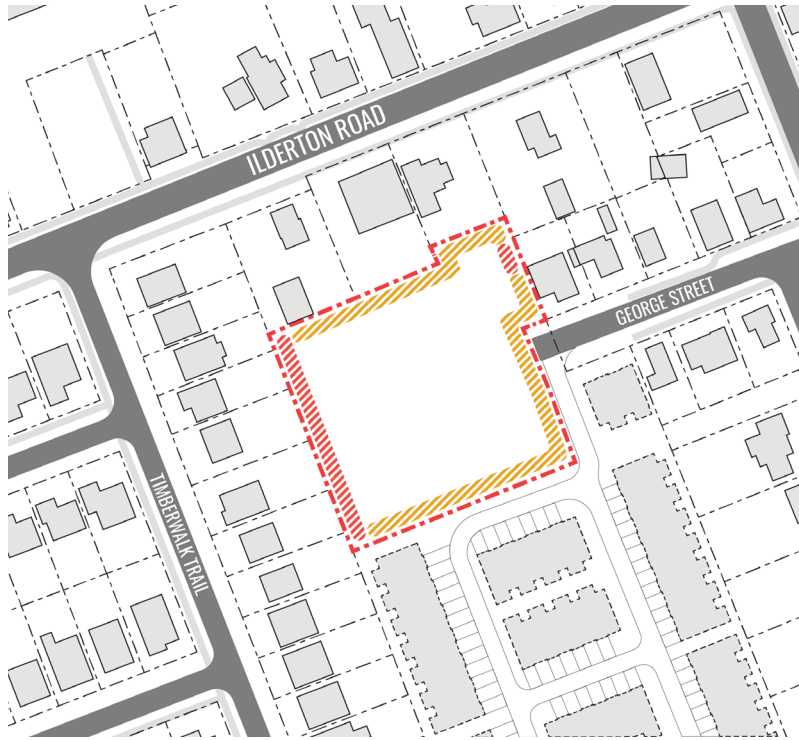
The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.



● Trees // Servicing Easement

3 Site Conditions

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.

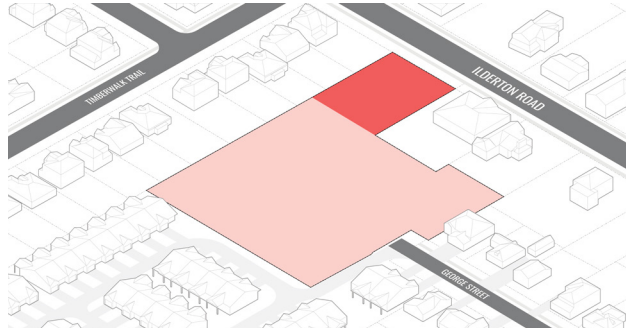


/// Sensitive Interface // Moderate Interface

4 Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent rear yard amenity areas. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S5: DESIGN PRINCIPLES

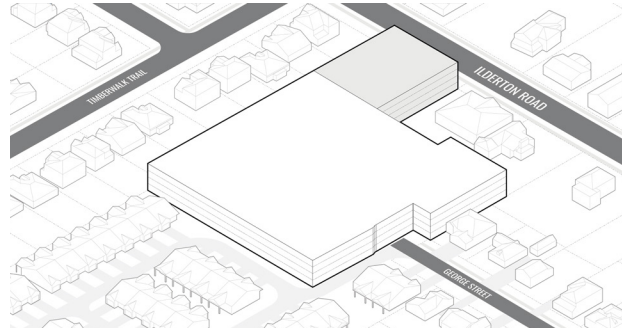


1 Identify Distinct Character Areas

There are two land use designations identified on the property known as 13181 Ilderton Road, as per the Middlesex Centre Official Plan. Village Centres are envisioned as traditional main streets with infill that is compatible with existing development and village character. Residential areas are envisioned as lands for a variety of housing types with development that is compatible with surrounding built form. The extents of the project site align with the Residential area designation and the design of the development concept accounts for the unique identities and characteristics of that designation.

Official Plan References

Section 5.2 - Residential Areas
 Section 5.3 - Village Centres
 Section 6.1 - Settlement Area Design Goals
 Section 6.3 - Design Policies - Site Plans and Infill Development

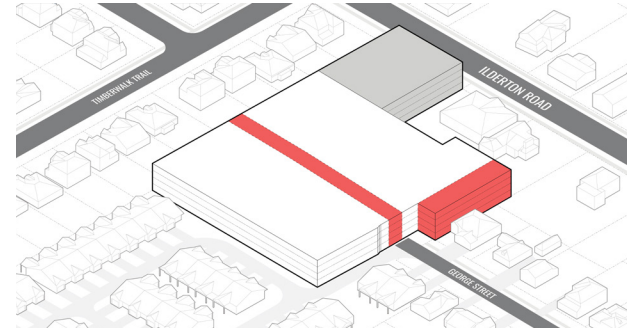


2 Low-Rise Built Form

Given the locational characteristics of the site and the pattern of surrounding development, the development will maintain a low-rise built form of 4-storeys or less which is in line with the existing height maximums for the UR1 Zoning currently applied to the northern portion of the property.

Official Plan References

Section 5.2.3 - Policies for Multiple Dwellings in Residential Areas
 Section 6.1 - Settlement Area Design Goals
 Section 6.3 - Design Policies - Site Plans and Infill Development
 Urban Design Guidelines - Section 3.2 a,b & h, 5.1 a, c, 6.2a

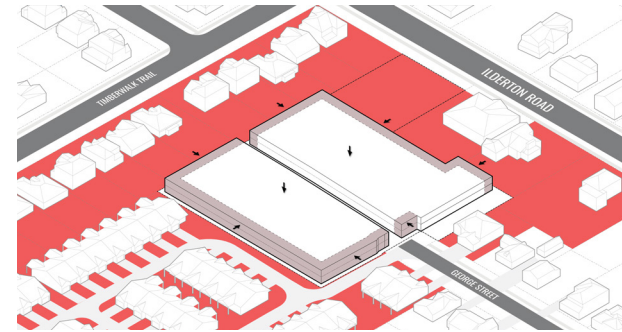


3 Account for Servicing Easements

A 7.0m and a 9.1m wide easement are located on the project site. The first easement bisects the site from the end of George Street to Timberwalk Trail through the neighbouring properties to the west. A second easement is located at the north east corner of the site, which continues out to Ilderton Road through the neighbouring property to the north. The site design will account for the integration of the easements to continue to allow for access.

Official Plan References

Section 10.5.3 - Site Plan Provisions

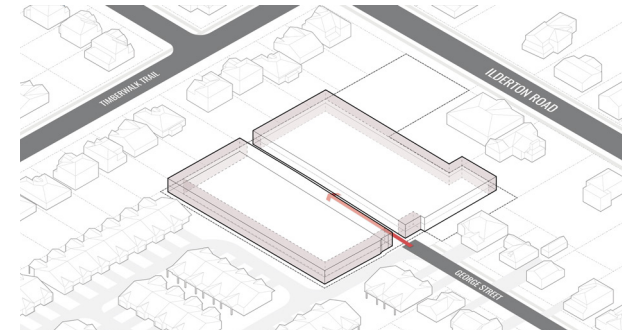


4 Shape the Massing to Respect the Context

The new built form has been conceived to be sensitive to the neighbouring lower-scale built form. To achieve this, the height of buildings will be reduced to 2-storeys to fit within the existing/ planning context. In areas where easements do not exist, side yard setbacks will vary based on building orientation to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear).

Official Plan References

Section 5.2.3 - Policies for Multiple Dwellings in Residential Areas
 Section 6.1 - Settlement Area Design Goals
 Section 6.3 - Design Policies - Site Plans and Infill Development
 Urban Design Guidelines - Section 3.2 f&i

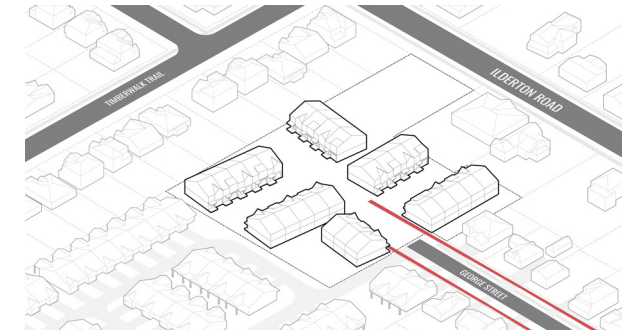


5 Carve for Access

New development has been designed with a new 7.0m wide access/driveway from George Street. The placement of the access has been intentionally located to continue off of the end of the George Street right-of-way. This access also aligns generally with the existing east/west servicing easement on the site.

Official Plan References

Section 9.4.1 General Transportation Goals



6 Continue the Street Wall

The building placement in the proposed concept plan has been conceived to ensure that the established street wall along George Street is reflected on the project site. New building(s) are oriented such that the primary building frontage, individual unit entrances and individual driveways face towards the proposed access driveway, where possible. Internal walkways along the access driveway also connect with the municipal sidewalk.

Official Plan References

Section 6.3 - Design Policies - Site Plans and Infill Development
 Urban Design Guidelines - Section 3.2 e&f, 5.5a

Note: The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential "outer-envelope" within which a building or multiple buildings could be built.

S6: THE PROPOSAL

S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for low-rise, ground-oriented residential development in the form of cluster townhouses up to a maximum of 9.0 metres in height (2-storeys) and a maximum density of 35 units per hectare. To implement the applicable Official Plan policies, we proposed to rezone the site from Existing Use (EU) Zone to a Urban Residential Third Density (UR-(L)) Special Provision Zone. The proposed Zoning By-law includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan of Middlesex Centre and Settlement Area Urban Design Guidelines. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design outcomes but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

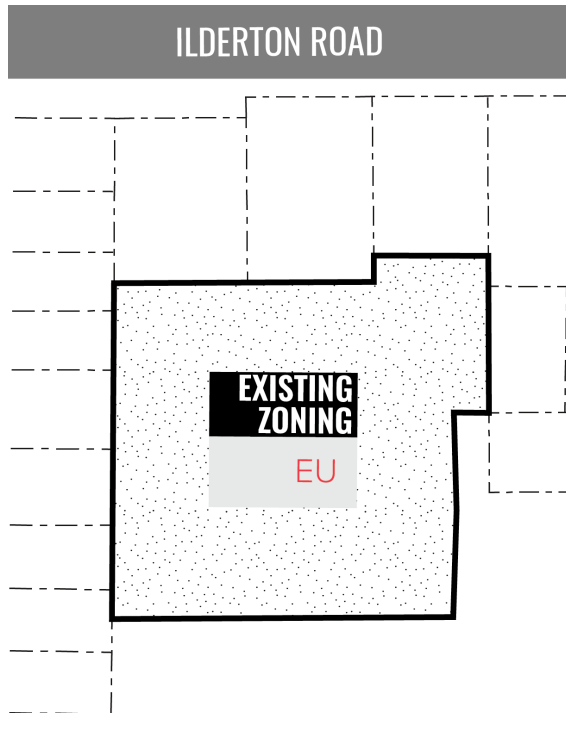


Figure 6. Existing Zoning

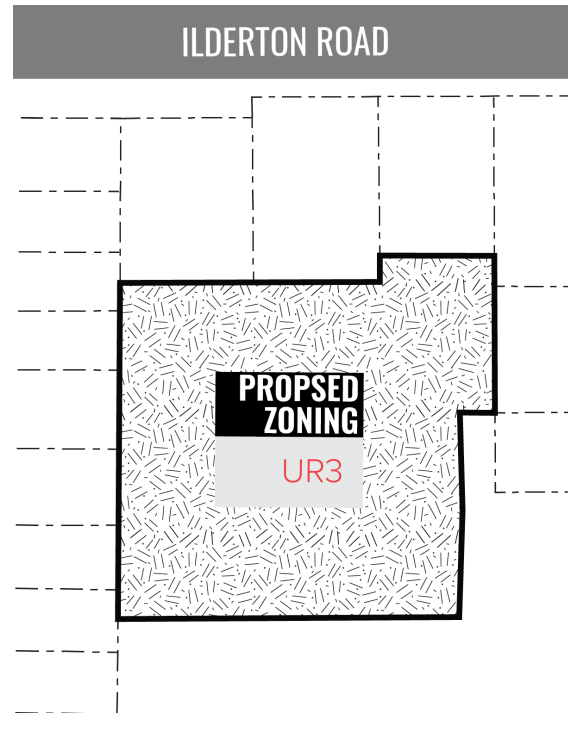
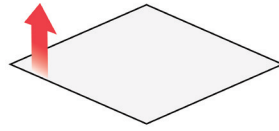


Figure 7. Proposed Zoning

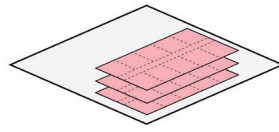
PROPOSED HEIGHT

9.0
Metres



PROPOSED DENSITY

35
UPH



/ Proposed By-law

| 13181 Ilderton Road | | | |
|-----------------------------|---|---------|----------------------|
| Regulation | UR3 | UR3-(L) | Special Explanations |
| Permitted Uses | Section 10.1.1 | - | |
| Lot Area (min.) | 250m ² per dwelling unit | - | |
| Lot Frontage (min.) | 30.0m | 20.0m | 1 |
| Lot Depth (min.) | 35.0m | - | |
| Front Yard Setback (min.) | 6.0m | | |
| Side Yard Setback (min.) | 3.0 m (10 ft) on an interior lot, and 6.0 m (20 ft) on the side abutting a street and 3.0 m (10 ft) on the other side on a corner lot; provided that no side yard shall be required between the common wall dividing individual dwelling units. | | 2 |
| Rear Yard Setback (min.) | 8.0m | | |
| Floor Area (min.) | Townhouse: 65.0m ² (700ft ²) per dwelling unit. | - | |
| Height (max.) | 20.0m | - | |
| Density (max.) | 30uph | 35uph | 3 |
| Outdoor Amenity Area (min.) | 45.0m ² per dwelling unit | - | |
| Lot Coverage (max.) | 35% | - | |
| Parking | Townhouse: 1.5 per unit | - | |
| -: No Change | | | |

Table 1: Special Regulations Overview

Note: See pages 19-20 for additional details and explanation for proposed special regulations.

/ Special Regulation Explanations

1 Legal Frontage

The proposed by-law includes a special provision for a reduced minimum lot frontage. The UR3 zone typically provides for and regulates medium density residential development in Settlement Areas. In Settlement Areas, land has been parceled up in developable blocks with frontage along at least one street. This parcel presents a unique condition where it is located at the end of a municipal street and therefore is not accounted for in the minimum frontage regulations of the municipal zoning by-law.

Official Plan References

Severance Policies - Section 10.3

3 Density

The proposed maximum density provision of 35 units per hectare will apply for the implementation of the proposed townhouse concept and will align with the Municipality's vision for residential intensification in Settlement Areas. Additionally this will align with the Municipality's urban design guidelines that support residential infill development that is compatible with the existing neighbourhood.

Official Plan References

Design Policies - Site Plans and Infill Developments - Section 6.3
Urban Design Guidelines - Section 3.2a

2 Contextual Setbacks

For residential intensification in Settlement Areas, the Official Plan and applicable Urban Design Guidelines require the design of infill development to take into account the context of the existing neighbourhood to minimize potential impacts on adjacent properties. The special regulations establish areas where setback requirements are more stringent to offer better protection and spatial separation to existing rear yard amenity areas.

Given the adjacency of the rear yard amenity areas, to the west, a 3.0m minimum setback will be maintained where the side of a building faces a rear lot line. Along the north, south & east property lines, a reduced setback of 1.8 meters, when the side of a building faces the lot line, will enable a more efficient use of the site for housing while still following the established built form characteristics of surrounding properties. The location of the internal driveway in the townhouse development to the south provides for additional spatial separation from the proposed buildings. A 6.0m minimum setback will be maintained in all cases where the rear of a building faces a lot line, regardless of the building's location on the site in order to mitigate potential massing and privacy impacts on rear yards.

Official Plan References

Settlement Area Design Goals - Section 6.1
Design Policies - Site Plans and Infill Developments - Section 6.3

/ Comprehensive Zoning By-law Update (ZBA-04-2023)

In 2023 the Municipality of Middlesex Centre initiated a Zoning By-law Amendment process to implement the changes from the Official Plan Review and to address other housekeeping matters. The revised Zoning By-law was approved by Council on July 5, 2023, but is not in force and affect until the approval of Official Plan Amendment No. 59 (see page 11). Until such a time as the appeals for Official Plan Amendment No. 59 are resolved, it is important to consider the implications of both the existing Zoning By-law and the Comprehensive Zoning By-law Update (ZBA-04-2023) when understanding the degree of change proposed in new development.

As per the Urban Residential Third Density (UR3) Zone, the regulations have been updated to account for new permitted residential forms. Overall, the regulations allow for taller, denser and more compact development. The following table is a summary of the updated regulations applicable to the development of the project site, as well as an analysis of how it impacts the proposed development concept.

| Applicable Regulation | Existing UR3 Zone | Changes to Applicable UR3 Zone Regulations | Impacts on Proposed Zoning By-law |
|------------------------------------|--------------------------------------|--|---|
| Permitted Uses | Section 10.11 | Additional uses added including: <ul style="list-style-type: none"> Additional Residential Units Live-work Dwelling Back-to-Back Townhouse Dwelling Stacked Townhouse Dwelling | No Impact. |
| Height (max.) | 20.0m | 22.0m | The maximum height for the UR3 zone is increased to account for taller forms of development. The proposed development concept fits within these updated regulations. |
| Density (max.) | 30uph | Minimum Density - 20 uph Maximum Density - 50 uph | The degree of change for the proposed development concept is less, as the maximum density regulation has been increased. A special regulation would no longer be required under this updated regulation. |
| Outdoor Amenity Area (min.) | 45.0m ² per dwelling unit | Redefined as "Amenity Area" which includes landscaped open space, patios, balconies and other areas which may be uses for recreational purposes. | There is more flexibility in defining the areas that can be used to calculate this percentage. Under this new definition, the proposed development still achieves the minimum amount of amenity area per unit. |
| Lot Coverage (max.) | 35% | 50% | The degree of change for the proposed development concept is less, as the maximum lot coverage percentage has been increased. The proposed development concept still achieves a lot coverage percentage that is less than the updated regulation. |
| Parking | Townhouse: 1.5 per unit | Townhouse: 1.5 per unit + 0.15 spaces per unit designated as visitor parking | No Impact. |

S6.2 Proposed Development Concept

/ Cluster Towns

The following illustrations and graphics provide an overview of the development concept for the project site. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 6.1 of this brief. The concept includes six two-story townhouse buildings containing a total of 26 units. The required vehicular parking for the new townhouse forms is provided through a combination of integrated/attached garages and driveways. The conceptual site design allows for the creation of seven visitor parking stalls in addition to the resident parking. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/13181i. A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual plan should be referred to where detailed dimensions and specifications are required for review or evaluation.

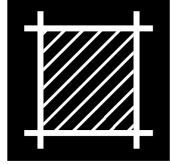


Perspective: Aerial view looking southeast from the northwest corner of the project site.

Conceptual Massing Diagram

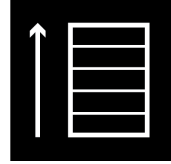
/ Concept At-A-Glance

SITE AREA



0.79
HECTARES

BUILDING HEIGHT



2
STOREYS

9.0
METRES

DWELLING UNITS



26
DWELLING UNITS

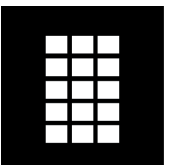
PARKING



2.2/unit
OVERALL RATE

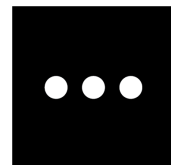
52 **7**
RESIDENT STALLS VISITOR STALLS

DENSITY



33
UNITS PER HECTARE

OTHER



97m² **32%**
OUTDOOR AMENITY AREA PER UNIT LOT COVERAGE



Perspective: View looking west from George Street.

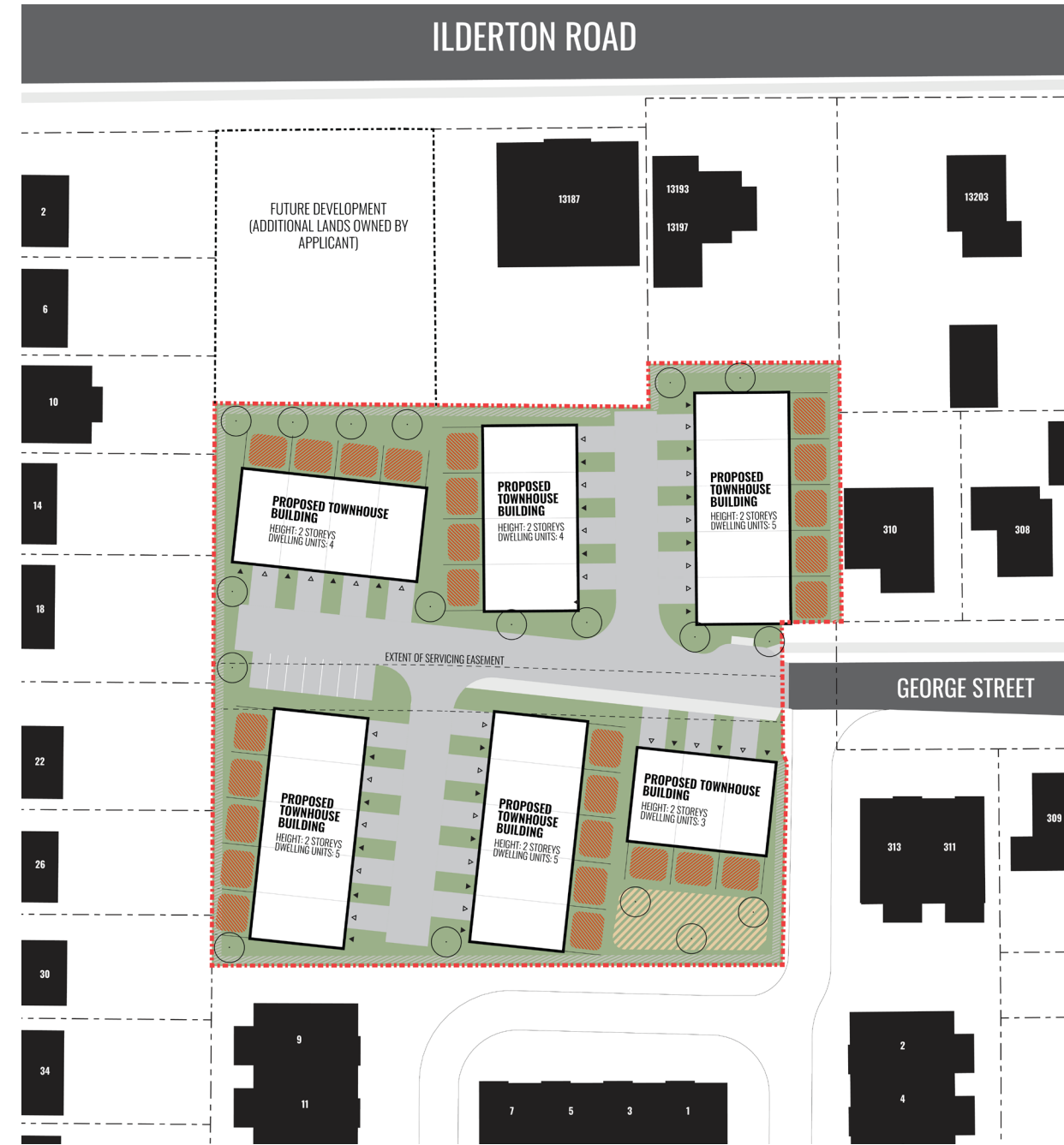
Conceptual Massing Diagram



LEGEND

- ▲ Individual Unit Entrances
- △ Garage Entrances
- - - Site Boundary
- New Building Footprint
- Existing Sidewalk
- Pedestrian Circulation
- Vehicular Circulation/ Movements

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2024-05-16 conceptual site plan.



LEGEND

- ▲ Individual Unit Entrances
- △ Garage Entrances
- - - Site Boundary
- New Building Footprint
- Potential Tree Location
- Landscaped Area
- ▨ Enhanced Edge Treatment
- ▨ Private Amenity Area

Note: This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 8. Site Access and Circulation Plan

Figure 9. Conceptual Landscape Plan

S7: TECHNICAL ANALYSIS

S7.1 Servicing

Through the pre-consultation process with the municipality of Middlesex Centre, it was identified that the applicant's engineer was to provide a servicing feasibility report to determine the adequacy of existing municipal water, sanitary and stormwater services. Strik Baldinelli Moniz Ltd. was retained to prepare a Servicing Feasibility Study to support the development strategy and Zoning By-law Amendment application.

From a water servicing perspective, the report identified an existing 150mm water main in the George Street right-of-way. There is no existing water service to the project site, therefore a new service will need to be designed as part of the Site Plan Approval process. The maximum hour demand for domestic water supply was calculated at 1.04 L/s. Adequate water supply for fire-fighting is not required for the proposed buildings and therefore will be reviewed as part of the detailed design for Site Plan Approval.

From a sanitary servicing perspective, the report reviewed the Municipality's record drawing D0007S dated March 31, 2014 and identified an existing 250mm sanitary stub directly west of the project site. This stub is located within the sanitary easement running through the site, between George Street and Timberwalk Trail. An additional 200m sanitary sewer is found within the easement on the eastern portion of the site. An total peak flow of 1.27 L/s was calculated for the proposed development. It was determined that there was adequate sanitary sewer capacity for the proposed development.

From a stormwater management perspective, it was identified that there is an existing 525mm storm sewer within the George Street right-of-way. The report concludes that a new storm service for the proposed development be designed as part of the Site Plan Approval process as there is no existing storm service connection to the subject site. Preliminary stormwater management calculations have been included in the SBM report and show that the post-development coefficient for the site is 0.61, which is greater than the pre-development runoff coefficient of 0.20. As a result, stormwater management controls will be designed as part of the Site Plan Approval process to restrict development flows to pre-development levels. It was also noted that a 250-year storm event will safely be conveyed overland, generally matching the pre-development conditions of the site.



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S8: ENGAGEMENT

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The Developer (Duncan Harwood Custom Homes) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 13181 Ilderton Road and how those steps interact with our applicant-led community engagement program.

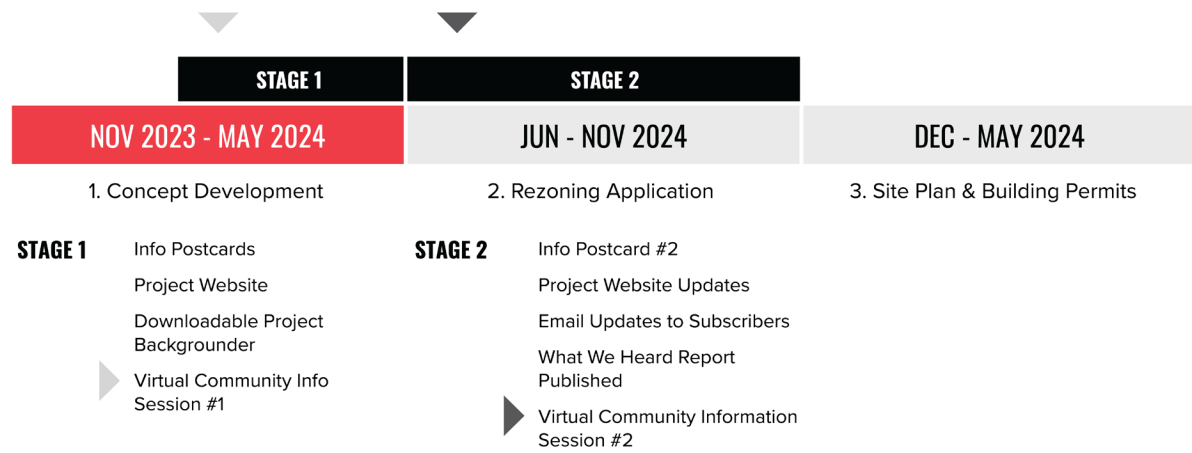


Figure 10. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

STAGE 1 TACTICS



Info Postcard

109 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

Project Website

A project website (www.siv-ik.ca/13181i) was launched on February 18, 2024 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding Municipal planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

Virtual Community Information Session

The project team hosted a Zoom webinar on February 1, 2024 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

What We Heard Report

The report has been published, shared on the project website and submitted with the Zoning By-law Amendment application. The report “closes the loop” on Stage 1 of our community engagement program by clearly documenting the feedback that was received and our response to it.

REACH

109

INFO POST CARDS CIRCULATED

1,680

UNIQUE PROJECT WEBSITE VIEWS

36

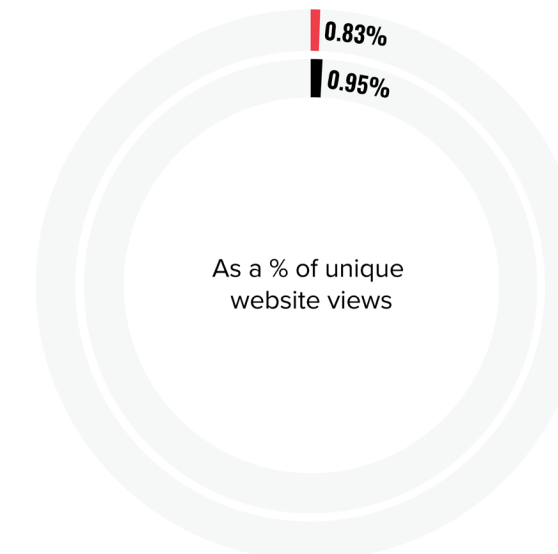
UNIQUE RESPONDENTS

48

UNIQUE PIECES OF FEEDBACK

FEEDBACK

ENGAGEMENT

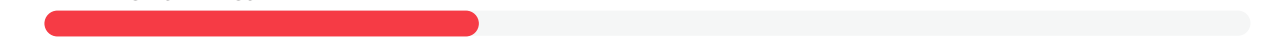


- Attended the Virtual Info Session #1
- Signed up for email updates

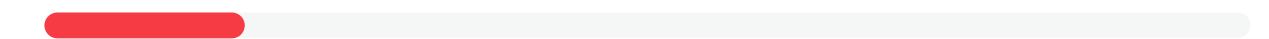
TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.

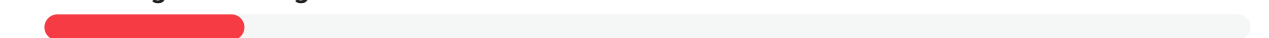
Building Typology



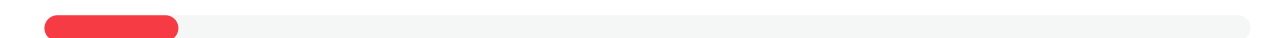
Parks & Amenities



Site Design & Grading



Traffic



Note: The graphics and text above represent highlights of Stage 1 of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/13181i.

S9: INTERPRETATION

S9.1 Purpose of this Brief

We understand that sites are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of part of 13181 Ilderton Road. The Brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

S9.2 The Development Design

The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for an appropriate degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process. The massing diagrams presented are not to be construed as buildings but rather an artist's interpretation of typical elements found in buildings of a similar scale as what is contemplated through the proposed Zoning By-law Amendment.

S9.3 Stakeholder Engagement

The project team has carried out early communications/engagement with the Municipal Administration (Planning Services), and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



REFERENCES

1. Official Plan of the Municipality of Middlesex Centre, August, 2023.
2. Middlesex County Committee of the Whole Report, Re: Middlesex Centre Official Plan Amendment No. 59; Municipal Comprehensive Review and General Official Plan Update; File No. 39-MXC-OP59, September 12, 2023.
3. Municipality of Middlesex Centre, Amendment No. 59 to the Official Plan of Middlesex Centre, May 24, 2022.
4. Municipality of Middlesex Centre Comprehensive Zoning By-law No. 2005-005
5. Municipality of Middlesex Centre, Redline Comprehensive Zoning By-law No. 2005-005.
6. Middlesex Centre Council Report, Re:
7. Municipality of Middlesex Centre Settlement Area Urban Design Guidelines.
8. Middlesex County Public Map.
9. Servicing Feasibility Study, prepared by Strik Baldinelli Moniz Ltd., dated April 16, 2024.
10. Geotechnical Engineering Report, prepared by Englobe Corp., dated April 8, 2024.
11. Phase 1 Environmental Site Assessment, prepared by Englobe Corp., dated January 30, 2024.

