

May 23, 2019

Municipality of Middlesex Centre  
10227 Ilderton Road  
Ilderton, ON N0M 2A0  
Attn: Kelly Henderson, Planner

Dear Ms. Henderson:

**RE: South Winds Development Co. Inc. (Edgewater Estates Subdivision) Application for Redline Amendment to Draft Plan of Subdivision 39T-MC0902 and Zoning By-law Amendment ZBA 26  
OUR FILE 08237 A**

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This letter is being submitted on behalf of South Winds Development Co. Inc. ("South Winds") and in response to the post circulation comments that were circulated on February 19, 2019 and March 6, 2019 with respect to the above noted applications. The redline revisions and zoning amendment applications were submitted on October 29, 2018 and the Public Meeting was held on January 23, 2019.

As noted in the submission letters and at the Public Meeting, the primary purpose of the redline revisions is to provide greater detail on the road and lot layout for the Phase 2 lands (previous Phases 2 and 3) which encompass the balance of the property following the registration of the Phase 1 lands on July 9, 2018. In addition to the introduction of several new public roads and the corresponding lot fabric, the delineation of eight new lots along the south eastern section of Edgewater Boulevard is proposed.

The zoning amendments are minor in nature and apply to several blocks of lands that had been modified through earlier red line revisions, primarily to reflect the final approved layout for the stormwater management facility. The proposed zoning will reflect the intended use of these blocks based on these previously approved redline revisions.

The comments provided in this letter are augmented by separate correspondence from Dillon Consulting who are the consultants for South Winds with respect to environmental and engineering services.

Our responses are as follows:

**Comment #1 – Bell Canada**

*The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing*

*communication/telecommunication infrastructure. If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.*

#### **Response #1:**

The developer has confirmed that sufficient communication/telecommunication infrastructure has been installed within Phase 1 to allow for extension of services into Phase 2.

#### **Comment #2 - Tridon (Kilworth Heights West)**

*It is our hope that these redline revisions will complement our development to the North of this site. Our main concern is on the changes to the multi-use pathway, and ensuring that the function and intent of the trail is upheld. We recognize that the request is to change the road from a public to a private road, and this is the road that the multi-use trail ran along. We see the Multi-Use Trails as an attractive and important amenity for both sites and want to ensure that it is properly tying into the natural features of the area so that it remains a desirable amenity for the community. We are worried that if the trail merges with the road and runs along the streetscape it will be less desirable than if it ran along a naturalized area. We would like a further understanding and detail of how the trail will be planned and the intent of the multi-use trail will be upheld.*

#### **Response #2:**

The modifications proposed through these redline revisions result in minimal changes to the location and function of the multi-use trail. The attached plans show the previously approved route through the Edgewater Estates subdivision which follows along Edgewater Boulevard and Street 'B' up to Glendon Drive. A walkway connection to the Thames River is shown in the southern part of the plan opposite the walkway running through the SWM pond.

The current route is shown in the same general location. The main difference is that the Street "B" road connection to Glendon Drive has been replaced with a multi-use trail only. The layout of Edgewater Boulevard within the subdivision was revised to accommodate the removal of the road connection to Glendon Drive which was requested by Middlesex Centre and the County of Middlesex. The previous alignment of the road is shown in a dashed line. The walkway connection is in the same location as it enters the subdivision and will run alongside Edgewater Boulevard in a similar manner to the draft approved plan. The walkway connection to the Thames River is also in the same location as to what is shown on the draft approved plan.

In summary, the multi-use trail has always been shown adjacent to Street "B" and Edgewater Boulevard. As noted, the Approval Authority(s) required South Winds to remove the Street "B" road connection to Glendon Drive. As a result, that section of the multi-use trail that generally runs alongside the provincial woodlot will no longer be adjacent to Street "B". In our opinion, this is a net improvement to the design of the trail.

#### **Comment #3 – Union Gas**

*It is Union Gas Limited's (Union) request that as a condition of final approval that the owner/developer provide to Union the necessary easements and /or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Union.*

**Response #3:**

The existing conditions of draft approval state "That such easements as may be required for utility, servicing, or drainage purposes shall be granted to the appropriate authority." Accordingly, any easements that are required for Union Gas will be provided as set out in the existing conditions of draft approval.

**Comment # 4 – Middlesex Centre**

*In reviewing the proposed lot layout surrounding the storm water management facility, it appears that the changes from blocks to lots eliminates opportunities for passive oversight of the stormwater management block and creates a public space that may limited oversight from public roads or space.*

**Response #4:**

The introduction of public roads on Blocks 138 and 143 establishes a number of lots that are rear lotted along the SWM block. In previous discussions with Middlesex Centre, we indicated that having the rear yards facing the SWM block would still provide oversight from the surrounding lots as homeowners tend to spend more of their leisure time within their rear yards rather than in the front yards so there would still be opportunity for oversight. Further, a commitment was made to restrict solid fencing for those lots along the eastern limit of the SWM block where the multi-use trail is located. There are no other locations for pedestrian routes within the SWM block so pedestrian activity is limited to the eastern boundary.

It should be noted that the previous residential blocks would likely have been developed in a similar manner with residential units backing onto the SWM block. The key difference arising from these redline revisions is that the residential units are fronting onto public roads rather than private roads. This SWM block, while shown as an Open Space, is not intended as a public recreation space except for the easterly boundary where the multi-use trail is located. As noted above, those lots backing onto the multi-use trail will have open fencing rather than solid fencing.

**Comment # 5- Middlesex Centre**

*As you are aware, the secondary plan for the Komoka-Kilworth area (Section 5.7 of the Middlesex Centre Official Plan) sets out a policy context specific to Komoka- Kilworth including, but not limited to, a diversity of housing choices, an appropriate range and mix of housing types and densities, minimize the consumption of prime agricultural land, community design that fosters place-making, conserve significant environmental features etc. This includes residential policies specific to built-form including that private garages for residential development shall not be located closer to the street than the habitable portion or porch on the main floor of the building. Overall, it would helpful for it to be demonstrated how the proposed changes to the plan address the Komoka-Kilworth secondary plan and how the zoning by-law address these matters.*

**Response #5:**

As noted above, the extent of the zoning by-law amendments are quite scoped in nature and pertain primarily to lands surrounding the SWM block. The proposed zoning map (attached) shows these parcels in colour and illustrates the limited extent of zoning amendments.

There are several parcels of lands that were originally designed to accommodate the SWM block. These parcels were revised, with the agreement of Middlesex Centre, to reflect the final approved layout of the SWM block. As such, the zoning on these parcels needs to be amended to reflect their intended use.

The other aspect of the zoning amendment pertains to former Street "F" which provides access to Block 144 (Phase 3). It is now shown as part of the residential block as vehicular access is to be provided via a private road. Accordingly the zoning is to be amended to an UR1 (h-1) zone.

The balance of the subdivision zoning remains unchanged from what was originally shown and is currently approved. The eastern 'half' of the property is zoned UR1 (h-1) while the westerly half is zoned UR2-2 (h-1). The proposed redline revisions with this current application are in compliance with the current approved zoning. The current revisions propose the creation of single detached lots in compliance with both the UR-1 and UR2-2 zones.

The zoning regulations do not require a certain percentage of units to be allocated for single detached dwellings and/or multiple dwellings. The regulations are permissive; not prescriptive. The current zoning for the South Winds property was determined by a thorough planning process and in compliance with the requirements of Middlesex Centre and the County. The zoning also aligns with the request of many of the surrounding residents that the lot fabric reflects the existing character of the neighbourhood. As such, our client has provided a range of lot sizes that could accommodate a variety of single detached dwellings that are in keeping with the established nature of the area.

Consideration of this lot layout was based, in part, on the review of housing mix proposed on the lands to the north (Tridon /DBI property) which is to include a range of single detached lots, street fronting and cluster style townhouse units and potentially low rise apartments. The lot fabric within the Edgewater Estates subdivision was intended to compliment rather than compete with the Tridon plan. It is preferable to have higher densities located at the periphery of neighbourhoods so as to minimize undue traffic on local streets. Overall, there will be a range of housing types within Komoka- Kilworth, including the SouthWinds and Tridon properties.

As noted, the intent of these redline revisions is to provide clarity on the ultimate layout for the subdivision. It has been requested previously by staff that SouthWinds consider establishing a network of roads and lots for the balance of the property which is what is now shown on the draft plan of subdivision.

With respect to the policies pertaining to the placement of private garages, South Winds has implemented a set of urban design guidelines that align with the Municipality's Official Plan policies. The builders are required to submit building permit plans to MHBC Planning who reviews them for adherence to the urban design principles established by Middlesex Centre. A zoning review is also conducted for compliance with the applicable zone regulations.

#### **Comment # 6 – Middlesex Centre**

*The proposed change along the westerly edge of the property removes any potential for future public road access to the property to the west (Newbiggins) whereas the existing layout provided for a potential future public road access.*

**Response #6:**

The potential for a public road access to lands to the west (Newbiggins) was never formally required as part of the review process for the draft plan of subdivision. Notwithstanding, the location of Street 'B' in the current draft approved subdivision would have provided the opportunity for a public road access to the north of Block 139. As shown on the attached plans, this access would have been where Street 'B' is adjacent to the westerly property line on the South Winds property. Middlesex Centre requested South Winds to revise their draft plan of subdivision to remove Street 'B' and replace it with a multi-use trail thereby eliminating the opportunity to provide a public road access to the lands to the west. The replacement of Street 'B' with a multi-use trail and the orientation and location of this trail was negotiated and settled between South Winds and Middlesex Centre through legal agreements. As a result of this agreement, the positioning of the new multi-use trail and the revised public road layout were integral to the subdivision design reached. The former Block 139 was proposed as a multi-unit development that would not have accommodated access to the Newbiggins property – this block has now been replaced by single detached lots.

**Comment # 7 - MECP**

*The MECP provided comments noting that there is potential need to apply for and receive an amended Environmental Compliance Approval (ECA) for stormwater management. This is based on comments circulated with the current applications that suggest a boundary adjustment to a revised stormwater management design. This appears to be a technical comment at this point and does not appear to require changes to the condition of draft plan approval.*

**Response #7:**

The current redline revisions do not propose any changes to the approved and constructed stormwater management pond. The last set of redline revisions were approved in October 2017 and incorporated minor revisions to the stormwater management pond in order to align with the approved storm water management pond. The MOECC issued approval on November 24, 2016 as ECA Approval Number 8778–AFQLCR. As such, there are no changes being proposed to the design or layout of the stormwater management pond as part of these current redline revisions. The only change pertains to the zoning bylaw which is to align the zoning with these previous redline revisions. Lands that are not required for stormwater management and were previously removed through redline revisions are now to be zoned for residential purposes. In addition, several small slivers of lands that were previously zoned for residential uses are to be zoned as Open Space as they are within the approved stormwater management pond. Accordingly, it is our opinion that no changes are required to the approved ECA as the layout and design of the SWM pond is not changing.

**Comment # 8 – Middlesex Centre**

*The proposed changes to the plan remove all but one block and instead would have almost the entire plan developed as single unit dwellings. In reviewing earlier material for this file, it was noted at the time that the future development blocks would provide for a range and mix of housing types of both single detached and cluster style dwellings with a density of up to 400 units.*

**Response #8:**

As noted previously, the proposed lot layout introduced through these current redline revisions are in compliance with the current zoning for the property. The UR1 (h-1) zone applies to approximately 2/3 of the property and only permits single detached dwellings. The remaining portion of the property is zoned UR2-2 (h-1) which permits single detached dwellings along with street townhouse dwellings, townhouse dwellings and semi-detached dwellings. The three residential blocks within the UR2-2 zone have now been lotted with single detached lots as part of these redlines revisions.

These revisions have resulted in an overall reduction in the total number of potential residential units within the South Winds plan of subdivision however the layout still provides for the efficient use of land and public infrastructure. Further, it should be noted that under Provincial legislation, secondary units are permitted within single detached, semi-detached and townhouse dwellings. As such, there are opportunities for some additional intensification within the existing planning framework.

While the previous plan included residential blocks that could have provided opportunities for both single detached dwellings and cluster style dwellings, there was no guarantee that this would be realized. The concept plans that were previously prepared for the residential blocks were based on detached units fronting onto private roads. It was ultimately decided by South Winds to establish public roads rather than private roads in response to feedback from their builder partners.

We trust the above comments have been helpful in addressing the matters identified in the post – circulation comments. This letter should be read in conjunction with the letter prepared by Dillon Consulting Limited. Should you have any further questions, please do not hesitate to contact the undersigned.

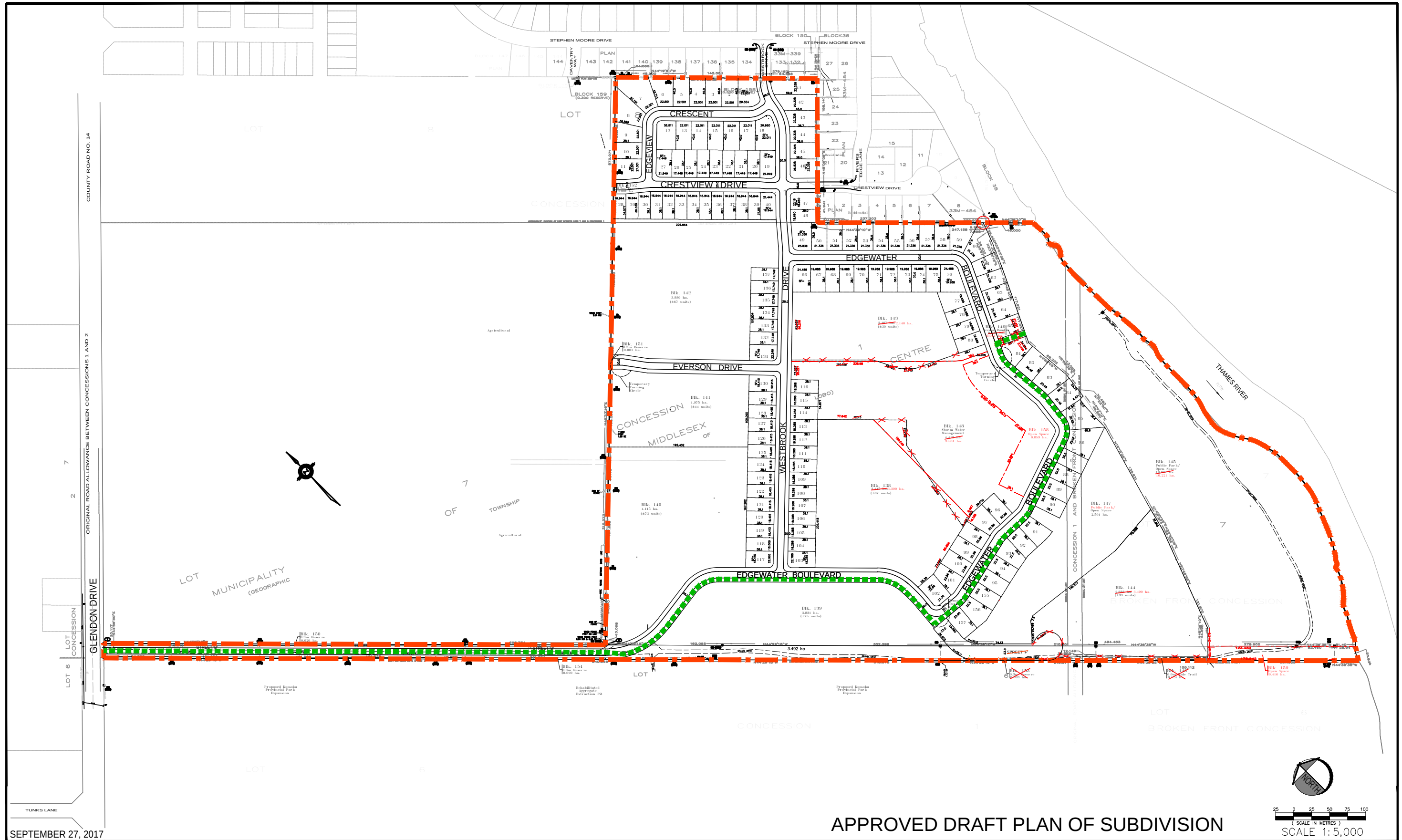
Yours truly,

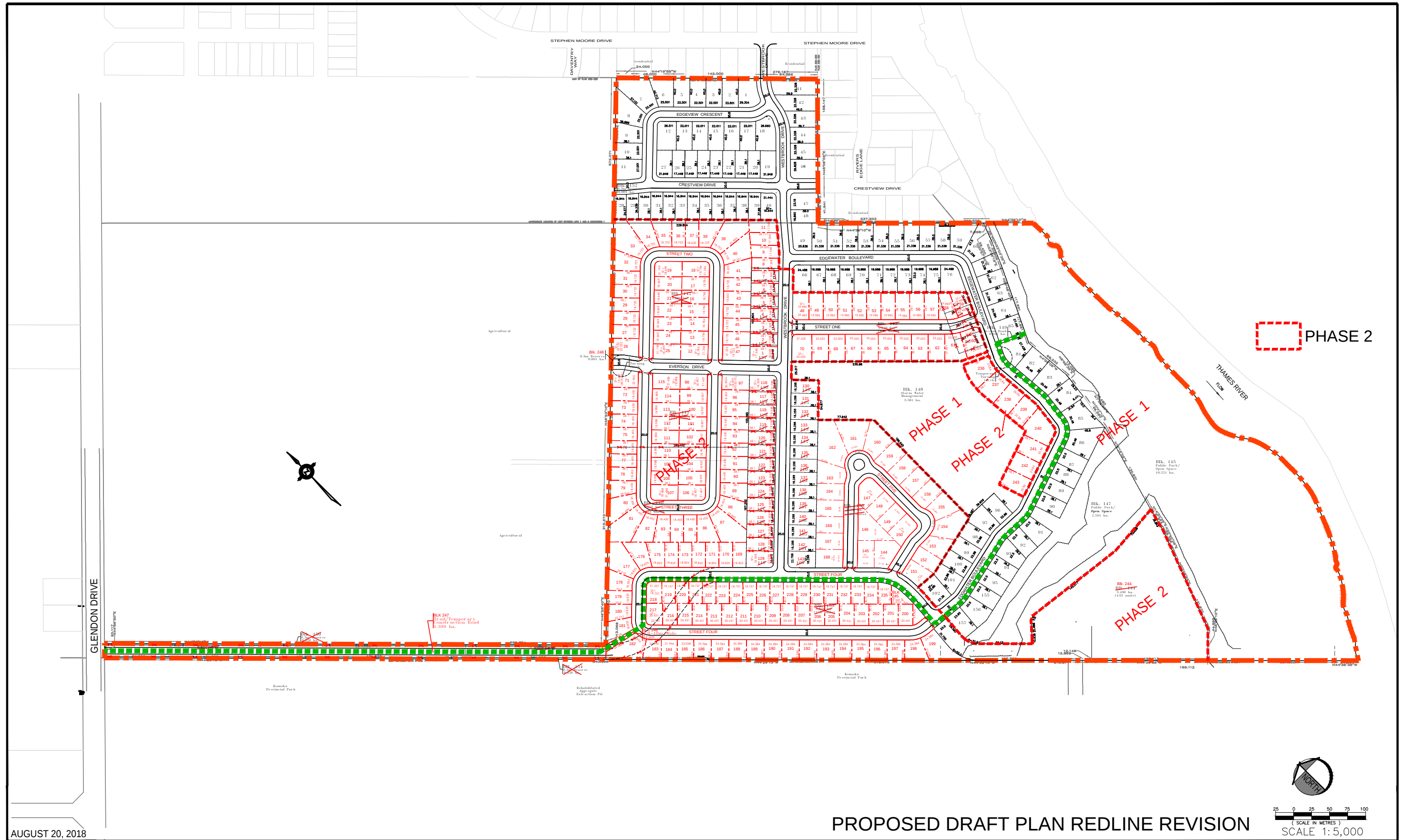
**MHBC**



Carol Wiebe  
Partner

cc. *Bill Graham, Stacey Graham, Bob Stanley - South Winds Development*  
*Beth Cormier, Elizabeth Cormier Professional Corporation*  
*Daniel Bourassa, Rick Dykstra, Dillon Consulting Limited*





AUGUST 20, 2018



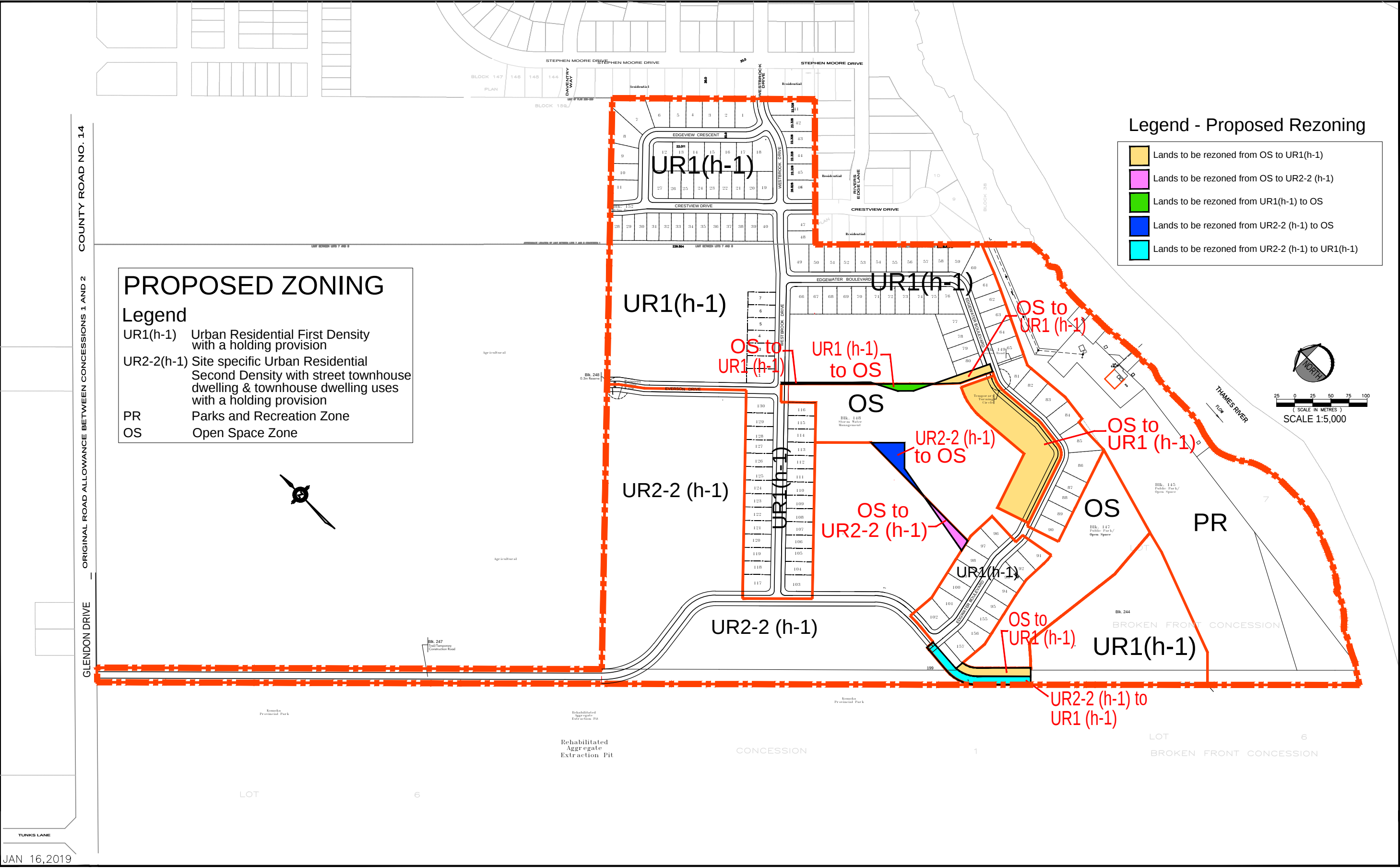
SUBJECT LANDS



MULTI-USE TRAIL

PROPOSED DRAFT PLAN REDLINE REVISION

MULTI-USE TRAIL LOCATION



JAN 16,2019