



**Meeting Date:** April 22, 2026

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**Report No:** PLA-15-2026

**Subject:** Application for Draft Plan of Subdivision (39T-MC2501) and Zoning By-law Amendment (ZBA-5-2025); Filed by Sifton Properties Limited; 10242 Glendon Drive

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**Recommendation:**

THAT Report PLA-15-2026 re: Application for Draft Plan of Subdivision (39T-MC2501) and Zoning By-law Amendment (ZBA-5-2025) be received;

AND THAT the Zoning By-law Amendment application (ZBA-5-2025), to rezone the subject property from the 'Existing Use (EU)' Zone to the 'Open Space exception 10 (OS-10)' Zone, 'Open Space exception 11 (OS-11)' Zone, 'Parks and Recreation (PR)' Zone, 'Urban Residential First Density exception 47 (UR1-47)' Zone, 'Urban Residential Second Density exception 3 (UR2-3)' Zone, 'Urban Residential Second Density exception 3 with Hold (UR2-3)(h-3)' Zone, 'Urban Residential Third Density exception 29 with Hold(UR3-29)(h-3)' Zone, 'Urban Residential Third Density exception 29 with Hold(UR3-29)(h-3)' Zone, 'Village Commercial exception 21 with Hold (C1-21) (h-3)' Zone, 'Village Commercial exception 22 with Hold (C1-22)(h-3)' Zone, and 'Institutional exception 8 with Hold (I-8)(h-3)' Zone, for the property legally described as Concession 2 S Part Lot 7 (former Township of Lobo) and known municipally as 10242 Glendon Drive, Municipality of Middlesex Centre, be **APPROVED**;

AND FURTHER THAT the County of Middlesex be advised that Middlesex Centre recommends draft plan approval for the land known legally as Concession 2 S Part Lot 7 (former Township of Lobo) and known municipally as 10242 Glendon Drive, Municipality of Middlesex Centre, County File No. 39T-MC2501, subject to the draft plan conditions appended to the Middlesex Centre report PLA-15-2026, and subject to a three (3) year lapse period.

**Purpose:**

The purpose of this report is to provide Council with a recommendation for a proposed Plan of Subdivision and Zoning By-law Amendment application for the property known

legally as Concession 2 S Pt Lot 7 and municipally as 10242 Glendon Drive (County Road 14) in Kilworth.

A location map is included as Attachment 1.

**Background:**

The subject land is located on the north side of Glendon Drive and north of the intersection of Glendon Drive and Crestview Drive within the Kilworth Urban Settlement Area. The subject land is irregularly shaped and is approximately 18.06 ha (44.6 ac) in area and with 221.38 m (726.1 ft) of frontage on Glendon Drive (County Road 14). The land is currently farmed and is vacant of any development.

The land is located east of commercial lands, medium and high-density residential land, the Komoka Wellness Centre, and an industrial agricultural business located along Tunks Lane, north of existing residential and commercial development, and east of active agricultural lands planned for future development. The Canadian National Railway corridor abuts the land to the north.

A pre-application consultation meeting with Municipal Staff was held on October 23, 2024. The Municipality received the Zoning By-law Amendment application on May 30, 2025, and it was deemed complete on June 11, 2025. The County received the Plan of Subdivision application on June 6, 2025, and it was deemed complete on June 26, 2025. A Public Meeting was held on July 16, 2025. Following the Public Meeting, Staff worked with the applicant to refine the development proposal and overall servicing strategy for the lands and surrounding area. Additionally, Staff consulted with neighbouring First Nation communities and various agencies that have interests in the development including TVDSB and CN Railway. The applicant also provided additional information including a Development Assessment Report. As a result, minor revisions were made to the subdivision plan and supporting rezoning application as described below.

The purpose of the Plan of Subdivision application is to create several blocks for approximately 860 to 975 low, medium and high-density residential units, commercial land, a park and trail, stormwater management facility, and public uses. The development proposes a primary access on Glendon Drive with links for future connections to the east and west. All development is proposed on full municipal services.

Additionally, the purpose of the Zoning By-law Amendment application to rezone the lands from 'Existing Use (EU)' to several zones for residential, institutional, community, and commercial uses.

The effect of the applications would create the following blocks and rezone the land as described below. For reference, the revised subdivision plan and zoning map is included as Attachment 2 and 4, respectively. Details of each requested zone are included further in this report.

- Blocks 1 to 10, and Block 31 to be rezoned to 'Urban Residential First Density

(UR1-47)' for single detached dwellings and/or semi-detached dwellings.

- Blocks 11 to 17 to be rezoned to 'Urban Residential Second Density (UR2-3)' for street townhouse dwellings, and/or street townhouse dwelling.
- Blocks 18 and 19 to be rezoned to 'Urban Residential Third Density (UR3-29)' for apartment dwelling units, multiple dwelling units (e.g. stacked townhouse dwelling units, back-to-back townhouse dwelling units), street townhouse dwelling units, townhouse dwelling units, and/or grouped housing dwelling units. In addition, Block 19 will be zoned "Institutional (I-8)" to permit a nursing home, retirement home and school.
- Block 20 to be rezoned to 'Village Commercial (C1-21)' to permit a variety of service and retail commercial uses and residential uses above the commercial building to a maximum height of 34 m. In addition, Block 20 will be zoned "Institutional (I-8)" to permit a nursing home, retirement home and school.
- Block 22 to be rezoned to 'Parks and Recreation (PR)' for public parkland.
- Blocks 23, 24, and 32 to be rezoned to 'Open Space (OS)' to permit a public trail/linear park abutting the railway corridor
- Block 25 includes a proposed berm and fencing to mitigate noise and vibration from the abutting railway corridor, and is proposed to be rezoned OS
- Blocks 26 to 29 are proposed as municipal walkways and permitted within each zone
- Block 30 to be rezoned to 'Open Space (OS)' to permit the stormwater management facility
- Blocks 33 to 35 are roadway reserves
- And public roads and rights-of-way

In support of the applications, the Applicant submitted the following reports:

- Planning Justification Report (Attachment 3)
- Servicing and Stormwater Management Report (Attachment 5)
- Transportation Impact Assessment (Attachment 6)
- Preliminary Geotechnical Report (Attachment 7)
- Noise and Vibration Study (Attachment 8)
- Aggregate Resources Assessment (Attachment 9)

- Development Assessment Report / EIS (Attachment 10)
- Archaeological Assessment (Not attached – please contact staff for more information)

### **Policy Regulation:**

In accordance with the section 2 of the *Planning Act*, in carrying out their responsibilities under the Act, Council must have regard to the matters of provincial interest listed in the Act. These matters of provincial interest have been addressed throughout the policy regulation that applies to the site including the PPS, 2024 and Middlesex Centre Official Plan, as outlined below.

The Middlesex County Official Plan identifies Kilworth as a settlement area and defers to municipal official plans to delineate the boundaries of the settlement area. The land is designated ‘Village Centre’ and ‘Low Density Residential’, and is subject to the Aggregate Overlay in the Komoka-Kilworth Urban Settlement Area & Secondary Plan (Schedule A-2 of the Official Plan). The subject land is zoned ‘Existing Use (EU)’ within the Middlesex Centre’s Comprehensive Zoning By-law.

As such, the policies and provisions below are applicable to the lands.

### **Provincial Planning Statement, 2024:**

The Planning Act states that all decisions made by planning authorities/municipalities “shall be consistent with the policy statements issued” under subsection 3. The Provincial Planning Statement, 2024 (PPS) document is comprised of several policy statements and those that are applicable to the proposed development are noted below:

Generally, the PPS seeks to support the provincial direction to increase in supply and mix of housing options to address the full range of housing affordability needs. Further, the PPS supports a strong and competitive economy that is investment-ready.

Section 2.1 – Planning for People and Homes establishes policies permit municipalities to plan for and provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. Planning authorities should support the achievement of complete communities by accommodating a range of housing options, transportation options, employment, recreation, institutional uses and other uses to meet long-term needs. A complete community is also achieved by improve accessibility for people of all ages and abilities, and by improving social equity for all people and groups.

Section 2.2 – Housing further builds on the policies of Section 2.1 by directing municipalities to permit and facilitate all housing options and all types of residential intensification that efficiently uses land, resources, infrastructure, and public services.

Section 2.3 – Settlement Areas directs growth and development to settlement areas where new development varies in densities and land uses, and there are opportunities for intensification and redevelopment.

Section 2.8 – Employment directs municipalities to provide for an appropriate mix and range of employment, institutional and broader mixed uses to meet long term needs. This can be achieved through providing opportunities for a diversified economic base, suitable sites for employment, and encouraging intensification of employment uses and compact mixed-use development. Municipalities must also address land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

Section 3.1 – General Policies for Infrastructure and Public Service Facilities directs municipalities to plan for infrastructure and public service facilities in an efficient manner while accommodate projected needs. Public service facilities include schools, childcare facilities, hospitals, community recreation facilities and the provision of programs and social services. Infrastructure and public service facilities are encouraged to be strategically located and co-located where possible to promote cost-effectiveness and service integration, as well as provide access to a variety of transportation options.

Sections 3.2 – Transportation Systems and Section 3.3 – Transportation and Infrastructure Corridors requests municipalities to provide transportation systems that are safe, energy efficient, and facilitate the movement of people and goods. Municipalities shall plan for an protect corridors and rights-of-way for infrastructure and transportation.

Section 3.4 – Airports, Rail and Marine Facilities highlights the importance for planning in the vicinity of rail facilities to ensure their long-term operation and economic role is protected. Municipalities must ensure that rail facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other in accordance with Section 3.5 – Land Use Compatibility.

Section 3.5 – Land Use Compatibility requires major facilities, and sensitive land uses to be planned and developed to avoid, minimize or mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and ensure long-term operational and economic viability of major facilities.

Where avoidance is not possible, municipalities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Section 3.6 – Sewage, Water and Stormwater requires municipalities to plan for sewage and water services to accommodate forecasted growth that efficiently uses and optimizes existing sewage and water services. Servicing and land use considerations must be integrated at all stages of the planning process. Consideration shall be made for

opportunities to allocate and re-allocate unused system capacity of water and sewage services to support efficient use of the services to meet current and projected needs for increased housing supply.

Planning for stormwater management shall be integrated with planning for sewage and water services to ensure that systems are optimized, retrofitted as appropriate, feasible, and financially viable over their full life cycle. Planning should also consider the minimization, prevent or reduction of increases in stormwater volumes and contaminant loads, and consider green infrastructure to minimize erosion and changes in water balance. Municipalities must also mitigate risks to human health, safety, property and the environment.

Section 3.9 – Public Spaces, Recreation, Parks, Trails and Open Space identify that healthy, active and inclusive communities should be promoted by planning for providing a full range of publicly-accessible built and natural settings for recreation, including parklands, public spaces, open space areas, trails and linkages. This can include the planning of public streets and spaces that foster social interaction and facilitate active transportation.

Section 4.5 – Mineral Aggregate Resources states that mineral aggregate resources shall be protected for long-term use and shall be identified. Further, the PPS directs that resources as is realistically possible shall be made available as close to markets as possible. If known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if the resource use would not be feasible; or the proposed land use or development serves a greater long-term public interest; and issues of public health, public safety and environmental impact are addressed.

Section 6.2 – Coordination directs municipalities to seek a coordinated approach when dealing with planning matters with all levels of government, agencies, boards and Service Managers. This also includes the direction to municipalities to undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

### **Middlesex County's Official Plan:**

The County of Middlesex Official Plan (County Plan) identifies the subject property as within the Kilworth 'Urban Settlement Area'.

Section 2.2.3 – Aggregate Resources recognizes the need to balance competing priorities for the protection of aggregate resources for future extraction and the need to protect agricultural land, the natural system and other sensitive land uses. In areas of significant aggregate resources, uses which do not preclude future resource extraction may be permitted in accordance with the underlying land use designation. All uses which would

preclude resource extraction shall be discouraged until such time as the resource has been substantially depleted.

Where supporting documentation is provided that demonstrates that the aggregate resource is of secondary quality and extraction is neither practical nor economically feasible, the subject lands may be used for a land use other than agriculture provided such land use conforms with the local official plan.

Section 2.4.2 – Transportation Network identifies that County Roads such as Glendon Drive (County Road 14) generally function as arterial or collector roads and direct private access is controlled through By-law 5783 of the County of Middlesex. The County Road system provides for the efficient movement of traffic between provincial freeways and highways and local roads. There is a need to plan the transportation system, including the County Road Network in order to protect rights-of-way for future improvements and to recognize that there is a strong relationship between transportation and built form.

The County shall discourage development which would inhibit traffic movement along the County Road Network. The cumulative impact of individual private accesses to the County Road Network compromises the underlying function of this transportation network.

The nature of road traffic along County roads can have an impact on adjacent land uses. The volumes, speeds and types of traffic can be a nuisance especially in residential areas. On County arterial roads, there speeds and volumes are higher, mitigating measures that attenuate noise and vibration factors may be required. Incompatible land uses shall be discouraged along County arterial roads. Agricultural, industrial, commercial and open space land uses are considered to be the most appropriate land uses adjacent to arterial County roads.

It is a policy of the County to limit direct vehicular access to County Roads where access is available by a local road. Additionally, development proposals that are likely to generate a traffic impact should be accompanied by an Engineering Report addressing the potential impact on the transportation system and its users and surrounding land uses to the satisfaction of the County and the local municipality. Where an Engineer's Report, completed in support of a development proposal, identifies a need for transportation improvements, such improvements shall be at the expense of the development proponent.

The layout of all new residential developments shall provide a minimum of two access points to the existing road network. Exceptions to this policy shall be considered if the proposed street pattern is approved by the local Municipality, emergency service provider(s) and the County Engineer, where applicable.

The County shall encourage greater electric vehicle usage throughout the provision of public and private electric vehicle charging infrastructure. This shall include the provision of electric vehicle charging stations within development near majors and within development of higher density commercial, employment or residential.

The County Official Plan establishes the minimum right-of-way widths for arterial County Roads (36 m) and arterial County Roads constructed to an urban standard within Settlement Areas (30 m). Additionally, the County Official Plan establishes setbacks for building or structures adjacent to an arterial County Roads (38 m from the centre line) and arterial County Roads located within Settlement Areas (setback requirement stipulated in the local zoning by-law).

Section 3.2.4 – Detailed Land Use Policies-Settlement Areas (Urban Areas) provides additional development policies for lands within Settlement Areas. The County Plan further supports that Settlement Areas are developed in a manner that is phased and compact and preserves the historic character of Settlement Areas and complements the positive elements of the existing built-form. Further, new development will minimize negative affects on the Natural System.

Local official plan shall provide detailed land use policies for permitted uses in Urban Areas including a variety of housing types, commercial uses, industrial uses, community facilities, Natural Heritage System features, Recreation and Open Spaces, and other specific land use designations necessary to reflect the need and character of each Urban Area.

Section 2.4.2.6 – Development in Proximity to Railway Operations recognizes that the Railway Association of Canada and the Federation of Canadian Municipalities prepared a Guide for New Development in Proximity to Railway Operations. The guidelines propose building setbacks, noise and vibration influence areas, security fencing and warning clause guidelines. Local municipalities will implement the Guidelines for New Development in Proximity to Railway Operations, as amended, within official plans and zoning by-laws.

Section 2.4.5 – Sanitary Sewers and Water recognizes that the County does not fund or maintain sewer or water systems. However, the County promotes efficient and environmentally responsible development which is supportable on the basis of appropriate types and levels of water supply and sewage disposal. The County encourages new development to proceed on the basis of full municipal services.

### **Middlesex Centre's Official Plan:**

The Middlesex Centre Official Plan (Official Plan) designates the subject land as 'Low Density Residential' and 'Village Centre' within the Komoka Settlement Area on Schedule A-2: Komoka-Kilworth Urban Settlement Area & Secondary Plan and places the Aggregate Overlay across the entire land. Additionally, the Official Plan identifies future collector roads and multi-use trails connecting the subject land to neighbouring land.

Section 4.2 – Areas of Aggregate Resource Deposits provide policy direction for aggregate resource areas that have been shown as a policy overlay on Schedule A-2 and for new or expanding operations. For lands that are within or adjacent to resource area delineations, the uses permitted are those of the designations underlying the resource area so long as the use would not preclude or hinder extraction. Where extraction may

be hindered or precluded, development may occur only if resource use would not be feasible; or the proposed land uses or development serves a greater long term public interest; and issues of public health, safety and environmental impact are addressed.

Section 5.1.1 – Urban Settlement Areas identify Komoka-Kilworth as a settlement area that provides or has the potential to provide full municipal services. All new proposed development shall be fully serviced as it is expected that Urban Settlement Areas will have the highest concentration and intensity of land uses and will be the focus for future growth by accommodating a significant portion of expected growth over the Official Plan’s planning period.

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

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

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

Permitted uses within the Residential designation include a variety of residential dwelling types except those that are portable or mobile. Other permitted uses include institutional uses such as schools and churches, municipal uses, parks or open space and group homes.

Section 5.2.3 – Policies for Multiple Dwellings in Residential Areas provides direction when considering multiple dwellings, including four plexes, townhouses and low/medium rise apartments. Locations should be proximate to adequate open space or park areas, schools, or Village Centre areas, like Komoka, where possible. Densities proposed should be compatible with adjacent densities when proposed adjacent to or within existing residential areas. Apartment dwelling should be located in proximity to a major roadway, or roadway suitable for carrying higher than average volume of traffic. The excessive clustering of multiple dwellings shall be avoided, and a general integration and distribution of such uses at appropriate locations within neighbourhoods or settlements is encouraged. The siting of multiple dwellings adjacent to or in proximity to Village Centres is encouraged. Lastly, townhouses and apartments shall be subject to the site plan

approval requirements of Section 41 of the *Planning Act* and Section 10.5 of the Official Plan and have regard for the site plan manual and urban design guidelines.

Section 5.3 – Village Centre identifies the goals for the Village Centre designation in urban and community Settlement Areas. This includes promoting their role as community gathering places and encouraging the ease of access to Village Centres through multiple travel options. Uses within the Village Centre is encouraged to keep with the traditional character and be compatible with adjacent residential neighbourhoods.

Village Centres are planned to function as traditional village main streets that provide for daily and weekly convenience and general retail and service needs for the settlement area and the surrounding agricultural community. Such centres will also represent the commercial and social focal points for the settlement area.

Mixed Use buildings are encouraged within the Village Centre areas, and they should remain as compact as possible. Consistency in terms of building massing, scale and setback are encouraged. Parking within Village Centres will be provided in the context of new development. All parking will be designed and landscaped to de-emphasize its effect on the physical appearance of the Village Centre.

All development shall be subject to the policies of Section 6.0 and 10.5 of this Official Plan and shall have regard for the Municipality's Site Plan Manual and Urban Design Guidelines.

Permitted uses within the Village Centre include commercial uses, restaurants, hotels, compatibly-scaled entertainment and recreational facilities, open space, residential uses so long as they do not negatively disrupt the compact nature and commercial focus, and institutional and civic uses.

Section 5.7 – Komoka-Kilworth Secondary Plan provides objectives and policies intended to guide development in the community as the Urban Settlement Area is one of the primary areas to accommodate urban growth in Middlesex Centre. The Secondary Plan establishes goals for the area including: establishing a balanced mix of land uses serving key functions; planning for a community for all ages; minimize the consumption of prime agricultural land; plan for development of a new mixed-use Village Centre as part of a centrally located destination area; provide for an appropriate range and mix of housing types and densities; planning for a safe, connected and multi-modal transportation network; and to protect aggregate resources for future extraction subject to preserving the long term use of the land for designated settlement area functions.

Section 5.7.3 – Komoka-Kilworth Village Centre Policies identify the Village Centre to have a planned function as a centrally located traditional village main street providing a focal point and designation area for community gathering and identity, social interaction, local business, and civic activity. Permitted uses shall include mixed use buildings have a residential character including live/work units, provided the built form is in keeping with the policies of this section.

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

Section 5.7.4 – Komoka-Kilworth Residential Area Policies summarized below apply to lands designated ‘Residential’ and ‘Medium Density Residential’ in Schedule A-2 of the Official Plan.

The types of housing, density of development and targeted mix within the Residential and Medium Density Residential designations on Schedule A-2 are as follows:

Use	Housing Targets	Mix	Net Density (units per ha)
Low density residential (e.g. singles, semis)	60%		Less than 20
Medium density residential (e.g. townhouses)	40%		20 to 50

The net density refers to the land area to be used for housing as well as the abutting local streets but does not include major streets and other residentially associated land uses. Notwithstanding the housing mix targets and net density provisions, multiple dwellings shall be permitted in the Residential designation in accordance with Section 5.2.3 – Policies for Multiple Unit Dwellings in Residential Areas.

Further, all residential development shall ensure appropriate orientation and massing of residential buildings to provide adequate private and public open spaces and to facilitate the penetration of sunlight into these spaces.

In addition to compliance with the urban design guidelines, private garages for residential development shall not project into the front yard than the habitable portion of the building or porch on the main floor in order to limit visual and streetscape impacts of garages.

Lastly, entrance features to new residential neighbourhood development shall be encouraged where features are landscape related and require minimal maintenance.

Section 5.7.7 – Komoka-Kilworth Parks and Recreation Area Policies identify that the Municipality will work with the County and other public agencies to promote seamless connections and efficient multi-modal transportation access to the Wellness and Recreation Centre as part of public second projects such as area road improvements, sidewalk and cycling provision, trail development and wayfinding signage.

Existing and future Community and Neighbourhood Parks, Recreation Facilities and Multi-Use Trails are shown on Schedule A-2 of the Official Plan. The location of future parks and trails should be considered approximate and will be finalized through development approvals.

Parks and Recreation Areas shall be located, planned and designed in a manner that provides for seamless connections and a high level of pedestrian and cycling access to and among parks, recreational and open space areas, diverse settings for a range of passive and active recreational pursuits and cultural activities, barrier-free access and use, healthy lifestyles, social engagement, and active transportation.

Neighbourhood Parks shall be provided in new residential neighbourhoods so as to maximize their accessibility and connections to the broader parks and open space system and existing and future trail network. To assist in achieving this, two neighbourhood parks are designated on Schedule A-2 to illustrate the conceptual location and distribution of parkland among future residential neighbourhoods north and south of Glendon Drive, and related multi-use trail connections. Parkland shall be dedicated as a condition of future development in accordance with Section 8.4 of this Plan to facilitate the establishment of new neighbourhood parks approximately in these locations, or in alternative locations provided that the intent of this Plan is maintained.

A Multi-Use Trail system providing continuous linkages among areas of housing, employment, commercial business and retail, the Village Centre and Wellness and Recreation Centre, Komoka Provincial Park, the Thames River, neighbourhood parks and open space and on-road pedestrian and cycling facilities, shall be provided generally as shown on Schedule A-2. 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. 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.

Section 5.7.11 – Komoka-Kilworth Servicing Policies identify that all land use and development proposals require full municipal services. This includes sanitary sewage collection and treatment, stormwater management and water distribution.

Construction and maintenance of services and utilities should be done in an efficient manner while minimizing conflicts with other land uses.

Services and utilities shall be provided in an orderly and coordinated manner that provides for future extension of services by developing sufficient capacity in the distribution, collection and treatment facilities to service the present and future needs of the municipality.

The Municipality promotes gravity based sewage servicing and seeks to minimize the transfer of sewage flows across drainage areas by pump stations.

Existing and conceptual locations for future stormwater management ponds are shown on Schedule A-2. The location and number are considered approximate and revised locations and/or additional facilities shall be determined by the preparation of a plan for

future land use and development proposals and/or the preparation of a Community Drainage and Stormwater Management Plan for Komoka-Kilworth.

5.7.12 – Komoka-Kilworth Transportation Policies identify a multi-modal transportation network on Schedule A-2. Glendon Drive is an arterial road under the jurisdiction of the County, and the planned function is to serve high volumes of local and regional traffic movements at medium to high speeds. Access will generally be limited to public road intersections to preserve the through-traffic function. Within the designated Village Centre area, it is intended that Glendon Drive will be designed as a traditional village main street with street oriented development.

The use of window streets, service roads and looped local roads providing single loaded access to individual properties, with buildings oriented toward the Arterial Road, shall be considered in the planning and design of development proposals on land adjacent to the Arterial Road.

The local street pattern shall be based on a grid or modified grid layout that maximizes community connectivity and convenience of active transportation modes. Mid-block pedestrian walkways may be required for long blocks of development. New cul-de-sacs shall be avoided.

Sidewalks should be provided on both sides of local streets, within certain exceptions such as single-loaded/window streets. Sidewalk locations shall be integrated with the multi-use trail system.

Multi-use trails shall be planned and provided as an integral part of the transportation system. Proposals shall be required to include provisions for multi-use trails and related walkway and on-road walking and cycling connections. Variations to the location of multi-use trails may be permitted provided the intent of the Official Plan is maintained.

The Municipality shall encourage the provision of supporting amenities such as bicycle parking, staging areas, benches, signage and other facilities in all new development proposals.

The dedication of land to the Municipality for the proposed multi-use trails shall be required as a condition of development of the land.

Section 6.2 – Design Policies – Plans of Subdivision encourages subdivision design that considers existing and traditional street patterns and neighbourhood structure. Neighbourhood patterns are encouraged to provide clearly defined neighbourhood centres and edges where appropriate. Design should emphasize connectivity and multiple route choices for all transportation options.

Where new plans of subdivision are proposed in settlement areas characterized by standard or modified block patterns or traditional street grids, the continuation of such patterns is encouraged unless more suitable or innovative patterns are agreed to. Cul-de-sacs are discouraged in such circumstances.

Street patterns that create view corridors and vistas, particularly in circumstances where significant landmarks or features are involved, are encouraged.

At the Municipality's discretion, residential proponents may be required as part of a complete application to submit design guidelines with plan of subdivision applications, establishing how the policies of Section 6.0 have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, garage placement, and architectural treatment

Designs that establish reverse lotting on Municipal roads, or require features such as noise attenuation or privacy fencing, are discouraged. Wherever possible, new residences will be oriented toward streets or parks.

Alternative development standards as set out in the Provincial document "Making Choices: Alternative Development Standards Guidelines" will be considered. Such standards may relate to: boulevard widths, road rights-of-way and pavement widths; and alternative standards for the spacing and location of underground services.

Development shall have regard for the Municipality's Urban Design Guidelines.

Section 6.3 – Design Policies-Site Plans and Infill Developments provide additional direction to guide infill development to ensure there is compatibility with existing residences and neighbourhoods. High quality site design and architectural design is encouraged for new medium density residential development. Setbacks, massing, location of parking, architecture and other design elements will be carefully reviewed to ensure new development is in keeping with the character of the neighbourhood.

Section 9.3 – Municipal Infrastructure and Services Policies identify that primary municipal services (water supply, sewage disposal and stormwater management) are present in Komoka. It is the policy of the Official Plan that future development in settlement areas proceed on the basis of full municipal services which is consistent with the Provincial Policy Statement, 2020 and County Official Plan policies for servicing.

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

Section 9.4.4 – Policies Relation to Railway Operations seeks to protect the railway corridor but also ensure compatibility with adjacent land uses and ensuring health and safety.

All proposed development within 300 m of an active railway right-of-way may be required to undertake noise studies to the satisfaction of the Municipality and appropriate agency or railway. Development proposals shall undertake appropriate measures to mitigate any adverse effects from noise identified.

All proposed development within 75 metres of an active railway right-of-way may also be required to undertake vibration studies, to the satisfaction of the Municipality and appropriate agency or railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration identified

All proposed development adjacent to active railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Municipality in consultation with the appropriate railway.

Section 9.4.6 – Policies for Multi-Use Trails establishes principles when planning, constructing and maintaining multi-use trails. Multi-use trail proposals should address destinations/connectivity, safety visibility, multi-modal options, accessibility, municipal ownership, cost effectiveness, supporting amenities and partnership opportunities. All proposals must have regard for the Municipality's Trails Master Plan, and the design may vary depending on the location and intended use.

The Middlesex Centre Official Plan was updated by way of OPA 59 which was approved by the County of Middlesex on October 2, 2023, and subsequently appealed to the Ontario Land Tribunal. While these policies are not in-effect at this time, Council may have regard for these updated policies.

Policies within the Komoka-Kilworth secondary plan and other sections of the Official Plan are generally maintained with a few exceptions noted below:

- A General Residential Policy states that 20 percent of development in Urban Settlement Areas occur by way of intensification.
- Small scale commercial neighbourhood commercial development is permitted within the Residential designation.
- The Village Centre designation may permit medium to high residential density development.
- When considering the types of housing, density of development and targeted housing mix within the Residential and Medium Density Residential designations in the Komoka-Kilworth Secondary Plan, the *gross density* of less than 20 UPH for low density residential and 20 to 50 UPH for medium density residential should be considered.
- New subdivision proposals shall include sidewalks, other active transportations infrastructure and traffic calming measures as deemed appropriate by the Municipality.
- Development shall be required to comply with the Municipality's current infrastructure design standards, as amended from time to time.
- Public municipal facilities may be part of mixed-use private development to support the diversification of housing opportunities.
- Parks and Recreation permitted uses can include farmers markets, picnic areas, municipally owned recreational facilities, and museums, in addition to traditional public and private parks and open space areas.
- With regard to parkland dedication, the Municipality can require an alternative rate of 1 hectare for each 600 dwelling units within a plan of subdivision application instead

of the traditional 5% of residential land and 2% of commercial land to be dedicated for public park and recreational purposes.

- Additional Residential units are permitted where single detached, semi-detached and rowhouse dwellings are proposed as-of-right.

**Middlesex Centre Zoning By-law:**

The subject land is primarily zoned ‘Existing Use (EU)’ within Middlesex Centre’s Comprehensive Zoning By-law.

The application to amend the Zoning By-law creates several new site-specific zones for the residential, institutional, open space, and mixed-use blocks, and are described below. The site-specific provisions reflect the recent Zoning By-law Update and Staff’s recommendations. For reference, a revised zoning map is included as Attachment 4.

In addition to the Zones and associated Blocks described below, Block 22 on the subdivision plan is proposed to be a community park at the south-east corner of Street A and B and within the ‘Parks and Recreation (PR)’ Zone.

**Proposed “Urban Residential Second Density (UR1-47)” Zone**

Applicable to development Blocks 1 – 10, 31

<b>Table 1</b>	<b>‘Existing Use (EU)’ Zone Current property zoning</b>	<b>‘Urban Residential First Density (UR1)’ Zone Standard UR1 Zone within the Middlesex Centre Zoning By-law</b>	<b>‘Urban Residential First Density (UR1-47)’ Zone Proposed zoning variation as recommended by Staff</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use additional residential units home occupation semi-detached dwelling single detached dwelling townhouse dwelling, street townhouse dwelling multiple unit dwelling	accessory use additional residential units home occupation semi-detached dwelling single detached dwelling
<b>Minimum Lot Area</b>	-	a) single detached dwelling: 400 m <sup>2</sup> b) semi-detached dwelling unit and duplex: 200 m <sup>2</sup> c) street townhouse dwelling: 180 m <sup>2</sup> /unit d) townhouse dwelling and multiple unit dwelling: 150 m <sup>2</sup> /unit	a) single detached dwelling: 336 m <sup>2</sup> (3, 616 ft <sup>2</sup> )
<b>Minimum Lot Frontage</b>	-	a) single detached dwelling: 12.0 m (39.0 ft)	a) single detached dwelling: 10.5 m (34 ft)

<b>Table 1</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Urban Residential First Density (UR1)' Zone  Standard UR1 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Urban Residential First Density (UR1-47)' Zone  Proposed zoning variation as recommended by Staff</b>
		b) semi-detached dwelling unit and duplex: 7.0 m (23.0 ft)/unit c) street townhouse dwelling and townhouse dwelling: 6.0 m (20.0 ft)/interior unit; 7.5 m (25 ft)/unit for end units d) multiple unit dwelling: 15.0 m (49.0 ft)	
<b>Minimum Front Yard Setback</b>	-	a) 4.5 m (14.8 ft) to the habitable portion of the dwelling b) 6.0 m (20.0 ft) to an attached garage	<i>No change proposed</i>
<b>Minimum Side Yard Setback</b>	-	a) single detached dwelling, semi-detached, townhouse, street townhouse: - 1.2 m (4.0 ft) interior - 5.0 m (16 ft) exterior, or 6.0 m (20 ft) where vehicle access is provided b) multiple unit dwellings: - 1.2 m (4.0 ft) interior, plus 0.5 m per each metre of building height over 9.0 m (29.5 ft) - 5.0 m (16 ft) exterior, or 6.0 m (20 ft) where vehicle access is provided  Provided that no side yard shall be required between the common wall dividing individual semi-detached dwelling units, townhouse dwelling units, street townhouse dwelling units and multiple unit dwelling units.	<i>No change proposed</i>
<b>Minimum Rear Yard Setback</b>	-	a) single detached, semi-detached, street townhouse and townhouse: 7.0 m (23.0 ft)	<i>No changes proposed</i>

<b>Table 1</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Urban Residential First Density (UR1)' Zone  Standard UR1 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Urban Residential First Density (UR1-47)' Zone  Proposed zoning variation as recommended by Staff</b>
		b) multiple unit dwelling: 8.0 m (26.0 ft) *no rear yard setback shall be required on the side where two dwelling units are attached by a common wall extending along the rear lot line separating such lots.	
<b>Building Restrictions in Proximity to the Railway Corridor</b>	-	-	Notwithstanding any other provisions of this By-law, the nearest main wall of a dwelling shall not be constructed within 40.0 m (131.2 ft) to the limit of a railway right-of-way.
<b>Maximum Lot Coverage</b>	-	a) main building: 40% b) all buildings and structures subject to Accessory Use provisions 4.1: 45%	a) main building: 45% b) all buildings and structures subject to Accessory Use provisions 4.1: 50%
<b>Maximum Height</b>	-	12.0 m (39.4 ft)	<i>No change proposed</i>
<b>Maximum Number of Dwellings Per Lot</b>	-	a) one (1) principal dwelling is permitted on a lot plus additional residential units in accordance with Section 4.3 of this By-law c) four (4) dwelling units	<i>No change proposed</i>

### **Proposed "Urban Residential Second Density (UR2-3)" Zone**

Applicable to development Blocks 11 to 17

<b>Table 2</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Urban Residential Second Density (UR2)' Zone  Standard UR2 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Urban Residential Second Density (UR2-3)' Zone  Proposed zoning variation as recommended by Staff</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use additional residential units home occupation multiple unit dwelling semi-detached dwelling single detached dwelling townhouse dwelling, street townhouse dwelling	accessory use additional residential units home occupation townhouse dwelling, street
<b>Minimum Lot Area</b>	-	a) single detached dwelling: 350 m <sup>2</sup> b) semi-detached: 200 m <sup>2</sup> / unit c) townhouse dwelling and street townhouse dwelling: 165 m <sup>2</sup> / unit d) multiple unit dwelling: 100 m <sup>2</sup> / unit	<i>No change proposed</i>
<b>Minimum Lot Frontage</b>	-	a) single detached dwelling: 11.0 m b) semi-detached dwelling: 7.0 m c) townhouse dwelling and street townhouse dwellings: 5.5 m / unit and 6.0 m for end units d) multiple unit dwelling: 15 m	<i>No change proposed</i>
<b>Minimum Front Yard Setback</b>	-	a) 4.5 m (14.8 ft) to the habitable portion of the dwelling; 6.0 m (20 ft) to an attached garage	<i>No change proposed</i>
<b>Minimum Side Yard Setback</b>	-	a) single detached, semi-detached, townhouse, street townhouse: 1.2 m (4.0 ft) interior; 5.0 m (16ft) exterior, or 6.0m (20ft) where vehicle access is provided b) multiple unit dwellings: 1.2 m (4ft) interior, plus 0.5 m per each metre of building height over 9.0m (29.5 ft); 5.0 m (16 ft) exterior, or 6.0 m (20 ft)	<i>No change proposed</i>

Table 2	'Existing Use (EU)' Zone <i>Current property zoning</i>	'Urban Residential Second Density (UR2)' Zone  <i>Standard UR2 Zone within the Middlesex Centre Zoning By-law</i>	'Urban Residential Second Density (UR2-3)' Zone  <i>Proposed zoning variation as recommended by Staff</i>
		<p>where vehicle access is provided</p> <p>Provided that no side yard shall be required between the common wall dividing individual semi-detached dwelling units, townhouses dwelling units, street townhouse dwelling units and multiple unit dwelling units.</p>	
<b>Minimum Rear Yard Setback</b>	-	<p>a) single detached dwelling, semi-detached, townhouse, street townhouse: 7.0 m</p> <p>b) multiple unit dwelling: 8.0 m</p> <p>No rear yard depth shall be required on the side where two dwelling units are attached by a common wall extending along the rear lot line separating such lots.</p>	6.5 m (21.3 ft)
<b>Minimum Amenity Area</b>	-	Every lot containing more than 4 dwelling units shall have amenity area. The minimum size of the amenity area shall be 10.0 m <sup>2</sup> per dwelling unit.	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	<p>a) main building: 40%</p> <p>b) all buildings including accessory buildings subject to Section 4.1 and 4.2: 45%</p>	<p>a) main building: 50%</p> <p>b) all buildings including accessory buildings subject to Section 4.1: 55%</p>
<b>Minimum Landscaped Open Space</b>	-	a) Street townhouse dwelling, townhouse, multiple unit dwelling, grouped housing, apartment: 25%	<i>No change proposed</i>
<b>Maximum Height</b>	-	a) single detached dwelling, semi-detached dwelling, street	<i>No change proposed</i>

<b>Table 2</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Urban Residential Second Density (UR2)' Zone  Standard UR2 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Urban Residential Second Density (UR2-3)' Zone  Proposed zoning variation as recommended by Staff</b>
		townhouse dwelling, townhouse dwelling: 12.0m b) multiple unit dwelling: 13.0 m	

### Proposed "Urban Residential Third Density (UR3-29)" Zone

Applicable to development Blocks 18 and 19

<b>Table 3</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Urban Residential Third Density (UR3)' Zone  Standard UR3 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Urban Residential Third Density (UR3-29)' Zone  Proposed zoning variation as requested by the Proponent</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use additional residential units apartment dwelling multiple unit dwelling street townhouse dwelling townhouse dwelling grouped housing	<i>No change proposed</i>
<b>Minimum Lot Area</b>	-	a) street townhouse or townhouse: 145.0 m <sup>2</sup> (2,691 ft <sup>2</sup> ) b) multiple unit dwelling: 90.0 m <sup>2</sup> / unit c) apartment dwelling: 90.0 m <sup>2</sup> / unit d) grouped housing: N/A	<i>No change proposed</i>
<b>Minimum Lot Frontage</b>	-	a) street townhouse dwelling, townhouse dwelling: 5.5 m/unit and 6.0 m for end units b) multiple unit dwelling, apartment dwelling, grouped housing: 25.0 m	<i>No change proposed</i>
<b>Minimum Front Yard Setback</b>	-	a) street townhouse dwelling, townhouse dwelling: 4.5 m (14.8 ft) to the habitable	<i>No change proposed</i>

Table 3	'Existing Use (EU)' Zone <i>Current property zoning</i>	'Urban Residential Third Density (UR3)' Zone  <i>Standard UR3 Zone within the Middlesex Centre Zoning By-law</i>	'Urban Residential Third Density (UR3-29)' Zone  <i>Proposed zoning variation as requested by the Proponent</i>
		portion; 6.0 m (20.0 ft) to an attached garage b) multiple unit dwelling, apartment: 6.0 m c) grouped housing: 7.0 m	
<b>Minimum Side Yard Setback</b>	-	a) street townhouse dwelling, townhouse dwelling: 2.0 m interior; 4.5 m exterior b) multiple unit dwelling, apartment, grouped housing: 3.0 m interior, plus 1.5 m for each 3.0 m above 9.0 m building height to a maximum of 10.0 m; 4.5 m exterior	i) street townhouse dwelling, townhouse dwelling - 2.0 m (6.6 ft) interior - 4.5 m (15 ft) exterior - 4.5 m (15 ft) where the yard abuts single detached or semi-detached dwelling units ii) multiple unit dwelling: 8.0 m (26.2 ft) iii) apartment dwelling: 8.0 m (26.2 ft)  No side yard setback shall be required on the side where two dwelling units are attached by a common wall extending along the side lot line separating such lots/units.
<b>Minimum Rear Yard Setback</b>	-	a) street townhouse dwelling, townhouse dwelling: 7.0 m b) multiple unit dwelling, grouped housing: 8.0 m c) apartment dwelling: 9.0 m  No rear yard depth shall be required on the side where two dwelling units are attached by a common wall extending along the rear lot line separating such lots.	i) street townhouse dwelling, townhouse dwelling: 6.0 m (19.7 ft) ii) multiple unit dwelling: 8.0 m (26.2 ft) iii) apartment dwelling: 8.0 m (26.2 ft)  No rear yard depth shall be required on the side where two dwelling units are attached by a common wall extending along the rear lot line separating such lots.
<b>Maximum Height</b>	-	a) street townhouse dwelling, townhouse dwelling: 12.0 m	i) street townhouse dwelling, townhouse dwelling: 12.0 m (39.4 ft)

<b>Table 3</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Urban Residential Third Density (UR3)' Zone  Standard UR3 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Urban Residential Third Density (UR3-29)' Zone  Proposed zoning variation as requested by the Proponent</b>
		b) multiple unit dwelling, grouped housing: 15.0 m c) apartment dwelling: 20.0 m	ii) grouped housing: 15.0 m (49.2 ft) iii) multiple unit dwelling, apartment dwelling: - 20.0 m (66.0 ft) - 15.0 m (49.2 ft) where the building is adjacent to single detached or semi-detached dwelling units
<b>Minimum Amenity Area</b>	-	Every lot containing more than 4 dwelling units shall have amenity areas. The minimum size of the amenity area shall be 10 m <sup>2</sup> per dwelling unit.	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	a) street townhouse dwelling, townhouse dwelling, multiple unit dwelling, grouped housing, apartment: 45% for all buildings and structures on the lot in accordance with section 4.1	i) street townhouse dwelling: 50% for all buildings and structures on the lot subject to Section 4.1
<b>Minimum Landscaped Open Space</b>	-	a) street townhouse dwelling, townhouse dwelling, multiple unit dwelling, grouped housing, apartment: 25%	<i>No change proposed</i>
<b>Planting Strip</b>	-	-	A planting strip shall be provided along the lot line of the 'UR3-29' Zone where it abuts the 'OS-11' Zone.  The planting strip shall have a minimum width of 1.5 m (4.9 ft), measured perpendicularly to the said lot line, and shall be used for no other purpose than a planting strip and any on-site drainage works/structures, as applicable.

## Proposed “Village Centre (C1-21)” Zone

Applicable to development Block 20

Table 4	‘Existing Use (EU)’ Zone <i>Current property zoning</i>	‘Village Centre (C1)’ Zone <i>Standard C1 Zone within the Middlesex Centre Zoning By-law</i>	‘Village Centre (C1-21)’ Zone <i>Proposed zoning variation as requested by the Proponent</i>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use animal clinic bed and breakfast establishment boarding house, rooming house, or tourist home clinic club, private day nursery apartment dwelling units connected to and forming an integral part of a main building and located above the first storey to a maximum of four storeys and/or located below the first storey in a basement financial institution hotel, motel or tavern museum office, general or professional parking lot personal service establishment pharmacy place of entertainment restaurant restaurant, take-out subject to section 14.2.4 service shop, subject to Section 14.2.4 store, convenience subject to Section 14.2.4 store, retail subject to Section 14.2.4	accessory use animal clinic clinic day nursery apartment dwelling units connected to and forming an integral part of a main building and located above the first storey financial institution hotel museum office, general and professional personal service establishment pharmacy place of entertainment restaurant restaurant, take-out store, convenience store, retail studio tourist information centre

Table 4	'Existing Use (EU)' Zone Current property zoning	'Village Centre (C1)' Zone <i>Standard C1 Zone within the Middlesex Centre Zoning By-law</i>	'Village Centre (C1-21)' Zone <i>Proposed zoning variation as requested by the Proponent</i>
		studio tourist information centre	
<b>Special Use Regulations: Dwelling Units</b>	-	-	Apartment dwelling units may be permitted within a standalone residential building with dwelling units located on all floors when a minimum of 2,000 m <sup>2</sup> (21, 527 ft <sup>2</sup> ) of commercial gross floor area is provided on the same lot.  The commercial gross floor area can be located in more than 1 building.
<b>Minimum Lot Area</b>	-	a) where a public water supply <u>and</u> public sanitary sewage systems are not available 3,000.0 m <sup>2</sup> (0.8 ac) b) where a public water supply <u>or</u> public sanitary sewage system is available 2,000.0 m <sup>2</sup> (0.5 ac) c) where a public water supply <u>and</u> public sanitary sewage system are available 1,500.0 m <sup>2</sup> (0.4 ac)	<i>No change proposed</i>
<b>Minimum Lot Frontage</b>	-	20.0 m (66 ft)	<i>No change proposed</i>
<b>Minimum Front Yard Setback</b>	-	a) in accordance with Section 4.19 of this By-law b) all other roads 0 m (0 ft)	i) For a building, structure or podium less than 10.5 m or 3 storeys (whichever is lesser) in height: 6.0 m (19.7 ft)  ii) For the portion of a building or tower that is located above a podium and is greater than 10.5

Table 4	'Existing Use (EU)' Zone <i>Current property zoning</i>	'Village Centre (C1)' Zone  <i>Standard C1 Zone within the Middlesex Centre Zoning By-law</i>	'Village Centre (C1-21)' Zone  <i>Proposed zoning variation as requested by the Proponent</i>
			m or 3 storeys (whichever is lesser) in height: 3.0 m (9.8 ft) measured from the exterior facade of the tower to the exterior façade of the podium.
<b>Minimum Side Yard Setback</b>	-	i) where the yard abuts any Residential Zone: 6.0 m (20 ft) ii) corner lot: 6.0 m (20 ft) on the side abutting the road and 0 m (0 ft)	i) For a building, structure or podium less than 10.5 m or 3 storeys (whichever is lesser) in height: 6.0 m (19.7 ft)  ii) For the portion of a building or tower that is located above a podium and is greater than 10.5 m or 3 storeys (whichever is lesser) in height: 3.0 m (9.8 ft) measured from the exterior facade of the tower to the exterior façade of the podium.
<b>Special Provisions of the C1-21 Zone</b>	-	-	i) A podium is defined as the base or lower portion of a multi-storey building that has a maximum height of 10.5 m (34.4 ft) or 3 storeys, whichever is lesser.  ii) A tower is defined as the portion of the building above a podium that is greater than 10.5 m (34.4 ft) or 3 storeys in height. The tower shall be stepped back a minimum of 3 m (9.8 ft) from the exterior façade of the podium.
<b>Minimum Rear Yard Setback</b>	-	a) 10.0 m (33 ft)	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	a) 40%	<i>No change proposed</i>

<b>Table 4</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Village Centre (C1)' Zone <i>Standard C1 Zone within the Middlesex Centre Zoning By-law</i></b>	<b>'Village Centre (C1-21)' Zone <i>Proposed zoning variation as requested by the Proponent</i></b>
<b>Minimum Separation Distance From a Building or Pump Island to a Dwelling</b>	-	a) 7.5 m (25 ft)	<i>No change proposed</i>
<b>Maximum Height</b>	-	a) 16.5 m (54 ft)	25.0 m (82.0 ft)
<b>Special Provisions – Maximum Gross Floor Area</b>	-	-	Section 14.2.4 shall not apply to the uses permitted within the C1-21 Zone (Section 14.3.21).
<b>Minimum Amenity Area</b>	-	-	<p>Every lot containing more than 4 dwelling units shall have amenity areas provided on each lot. The minimum size of the amenity area shall be 10 m<sup>2</sup> per dwelling unit.</p> <p>The outdoor rooftop area of a podium can be used as amenity area for the residential use within the same building. Structures, including railings and enclosures, located on the outdoor rooftop area shall not project more than 1.6 m (5.25 ft) above the maximum height of the podium</p>

## Proposed “Village Centre (C1-22)” Zone

Applicable to development Block 21

<b>Table 5</b>	<b>‘Existing Use (EU)’ Zone Current property zoning</b>	<b>‘Village Centre (C1)’ Zone Standard C1 Zone within the Middlesex Centre Zoning By-law</b>	<b>‘Village Centre (C1-22)’ Zone Proposed zoning variation as requested by the Proponent</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use animal clinic bed and breakfast establishment boarding house, rooming house, or tourist home clinic club, private day nursery apartment dwelling units connected to and forming an integral part of a main building and located above the first storey to a maximum of four storeys and/or located below the first storey in a basement financial institution hotel, motel or tavern museum office, general or professional parking lot personal service establishment pharmacy place of entertainment restaurant restaurant, take-out subject to section 14.2.4 service shop, subject to Section 14.2.4 store, convenience subject to Section 14.2.4 store, retail subject to Section 14.2.4 studio tourist information centre	accessory use animal clinic clinic day nursery apartment dwelling units connected to and forming an integral part of a main building and located above the first storey financial institution hotel museum office, general and professional personal service establishment pharmacy place of entertainment restaurant restaurant, take-out store, convenience store, retail studio tourist information centre

Table 5	'Existing Use (EU)' Zone Current property zoning	'Village Centre (C1)' Zone <i>Standard C1 Zone within the Middlesex Centre Zoning By-law</i>	'Village Centre (C1-22)' Zone <i>Proposed zoning variation as requested by the Proponent</i>
<b>Minimum Lot Area</b>	-	a) where a public water supply <u>and</u> public sanitary sewage systems are not available 3,000.0 m <sup>2</sup> (0.8 ac) b) where a public water supply <u>or</u> public sanitary sewage system is available 2,000.0 m <sup>2</sup> (0.5 ac) c) where a public water supply <u>and</u> public sanitary sewage system are available 1,500.0 m <sup>2</sup> (0.4 ac)	<i>No change proposed</i>
<b>Minimum Lot Frontage</b>	-	20.0 m (66 ft)	<i>No change proposed</i>
<b>Minimum Front Yard Setback</b>	-	a) in accordance with Section 4.19 of this By-law b) all other roads 0 m (0 ft)	iii) For a building, structure or podium less than 10.5 m or 3 storeys (whichever is lesser) in height: 6.0 m (19.7 ft)  iv) For the portion of a building or tower that is located above a podium and is greater than 10.5 m or 3 storeys (whichever is lesser) in height: 3.0 m (9.8 ft) measured from the exterior facade of the tower to the exterior façade of the podium.
<b>Minimum Side Yard Setback</b>	-	i) where the yard abuts any Residential Zone: 6.0 m (20 ft) ii) corner lot: 6.0 m (20 ft) on the side abutting the road and 0 m (0 ft)	iii) For a building, structure or podium less than 10.5 m or 3 storeys (whichever is lesser) in height: 6.0 m (19.7 ft)  iv) For the portion of a building or tower that is located above a podium and is greater than 10.5 m or 3 storeys (whichever is lesser) in height: 3.0 m (9.8 ft) measured from the exterior

Table 5	'Existing Use (EU)' Zone Current property zoning	'Village Centre (C1)' Zone <i>Standard C1 Zone within the Middlesex Centre Zoning By-law</i>	'Village Centre (C1-22)' Zone <i>Proposed zoning variation as requested by the Proponent</i>
			<p>facade of the tower to the exterior façade of the podium.</p> <p>v) Where the yard abuts single detached dwelling units: 12.0 m (39.3 ft)</p>
<b>Special Provisions of the C1-22 Zone</b>	-	-	<p>iii) A podium is defined as the base or lower portion of a multi-storey building that has a maximum height of 10.5 m (34.4 ft) or 3 storeys, whichever is lesser.</p> <p>iv) A tower is defined as the portion of the building above a podium that is greater than 10.5 m (34.4 ft) or 3 storeys in height. The tower shall be stepped back a minimum of 3 m (9.8 ft) from the exterior façade of the podium.</p> <p>v) Where the yard abuts single detached dwelling units: 12.0 m (39.3 ft)</p>
<b>Minimum Rear Yard Setback</b>	-	a) 10.0 m (33 ft)	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	a) 40%	<i>No change proposed</i>
<b>Minimum Separation Distance From a Building or Pump Island to a Dwelling</b>	-	a) 7.5 m (25 ft)	<i>No change proposed</i>

<b>Table 5</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Village Centre (C1)' Zone Standard C1 Zone within the Middlesex Centre Zoning By-law</b>	<b>'Village Centre (C1-22)' Zone Proposed zoning variation as requested by the Proponent</b>
<b>Maximum Height</b>	-	a) 16.5 m (54 ft)	34.0 m (111.5 ft)
<b>Special Provisions – Maximum Gross Floor Area</b>	-	-	Section 14.2.4 shall not apply to the uses permitted within the C1-22 Zone (Section 14.3.22).
<b>Minimum Amenity Area</b>	-	-	Every lot containing more than 4 dwelling units shall have amenity areas provided on each lot. The minimum size of the amenity area shall be 10 m <sup>2</sup> per dwelling unit.  The outdoor rooftop area of a podium can be used as amenity area for the residential use within the same building. Structures, including railings and enclosures, located on the outdoor rooftop area shall not project more than 1.6 m (5.25 ft) above the maximum height of the podium

### **Proposed “Institutional (I-8)” Zone**

Applicable to development Blocks 19 - 21

<b>Table 6</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Institutional (I)' Zone Standard I Zone within the Middlesex Centre Zoning By-law</b>	<b>'Institutional (I-8)' Zone Proposed zoning variation as recommended by Staff</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use cemetery clinic club, private community centre day nursery funeral home	nursing home retirement home school, public or private

<b>Table 6</b>	<b>'Existing Use (EU)' Zone Current property zoning</b>	<b>'Institutional (I)' Zone <i>Standard I Zone within the Middlesex Centre Zoning By-law</i></b>	<b>'Institutional (I-8)' Zone <i>Proposed zoning variation as recommended by Staff</i></b>
		institutional use nursing home park, public place of worship retirement home school, public or private dwelling unit as an accessory use	
<b>Minimum Lot Area</b>	-	a) 3,000.0 m <sup>2</sup> (0.75 ac)	<i>No change proposed</i>
<b>Minimum Lot Frontage</b>	-	a) 30.0 m (98 ft)	<i>No change proposed</i>
<b>Minimum Lot Depth</b>		a) 60 m (197 ft)	<i>No change proposed</i>
<b>Minimum Front Yard Setback</b>	-	a) In accordance with Section 4.18 of this By-law b) 10.0 m (33 ft) all other roads	<i>No change proposed</i>
<b>Minimum Side Yard Setback</b>	-	a) corner lot: 10.0 m (33 ft) on the side abutting the road and 4.5 m (15 ft) on the other side b) interior lot: 4.5 m (15 ft)	<i>No change proposed</i>
<b>Minimum Rear Yard Setback</b>	-	a) 9.0 m (30 ft)	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	a) 35%	<i>No change proposed</i>
<b>Maximum Height</b>	-	12.0 m (39.4 ft)	<i>No change proposed</i>

### Proposed “Open Space (OS-10)” Zone

Applicable to development Blocks 23 – 25, and 31, 32

<b>Table 7</b>	<b>‘Existing Use (EU)’ Zone Current property zoning</b>	<b>‘Open Space (OS)’ Zone Standard OS Zone within the Middlesex Centre Zoning By-law</b>	<b>‘Open Space (OS-10)’ Zone Proposed zoning variation as recommended by Staff</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use agricultural use, excluding buildings and structures conservation use forestry use nursery park, public or private	park, public or private public utility
<b>Minimum Front Yard Setback</b>	-	a) In accordance with Section 4.18 of this By-law b) all other roads: 10.0 m (33 ft)	<i>No change proposed</i>
<b>Minimum Side Yard Setback</b>	-	a) 10.0 m (33 ft)	<i>No change proposed</i>
<b>Minimum Rear Yard Setback</b>	-	a) 7.5 m (25 ft)	<i>No change proposed</i>
<b>Maximum Height</b>	-	a) 12.0 m (39.4 ft)	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	a) 20%	<i>No change proposed</i>

### Proposed “Open Space (OS-11)” Zone

Applicable to development Block 31

<b>Table 8</b>	<b>‘Existing Use (EU)’ Zone Current property zoning</b>	<b>‘Open Space (OS)’ Zone Standard OS Zone within the Middlesex Centre Zoning By-law</b>	<b>‘Open Space (OS-11)’ Zone Proposed zoning variation as recommended by Staff</b>
<b>Permitted Uses</b>	Any existing use as of the date of the passing of this By-law	accessory use agricultural use, excluding buildings and structures conservation use forestry use nursery	public utility

<b>Table 8</b>	<b>'Existing Use (EU)' Zone</b> <i>Current property zoning</i>	<b>'Open Space (OS)' Zone</b> <i>Standard OS Zone within the Middlesex Centre Zoning By-law</i>	<b>'Open Space (OS-11)' Zone</b> <i>Proposed zoning variation as recommended by Staff</i>
		park, public or private	
<b>Minimum Front Yard Setback</b>	-	a) In accordance with Section 4.18 of this By-law b) all other roads: 10.0 m (33 ft)	<i>No change proposed</i>
<b>Minimum Side Yard Setback</b>	-	a) 10.0 m (33 ft)	<i>No change proposed</i>
<b>Minimum Rear Yard Setback</b>	-	a) 7.5 m (25 ft)	<i>No change proposed</i>
<b>Maximum Height</b>	-	a) 12.0 m (39.4 ft)	<i>No change proposed</i>
<b>Maximum Lot Coverage</b>	-	a) 20%	<i>No change proposed</i>

In accordance with the section 2 of the *Planning Act*, in carrying out their responsibilities under the Act, Council must have regard to the matters of provincial interest listed in the Act.

**Consultation:**

Notice of the revised application has been circulated to agencies, interested parties, and neighbouring landowners.

**Public Comments:**

At the time of writing this report, Staff received comments from adjacent landowners expressing concern over the scale, density, and height of the proposed development, particularly the mixed-use, medium/high density blocks 19 and 21. Concerns relate to the impact of height on the adjacent single family residential uses, including privacy within rear yards, and overall impact of the development.

Below is a summary of the comments received prior to the Public Meeting (July 2025) which was provided to Council previously:

- Concern with the scale, compatibility, and placement of the high-density residential blocks (Block 19 and 20). The proposed development is not aligned with traditional development in Komoka.

- Concerns with the impact of high-density development on traffic (noting Glendon Drive) and local infrastructure.
- Need for safe and accessible pedestrian and cycling infrastructure on existing roads including Glendon Drive, Tunks Lane and Railway Avenue.
- Concerns with the height, design, and massing of development on Block 17
- Need to have comprehensive studies completed for high density development including shadow, noise, and traffic studies.

Staff have reviewed the comments above and incorporated them into the recommended zoning and/or draft plan conditions as they relate to setbacks, scale and massing, and connectivity and pathways. Staff also note that the directly abutting land is also designated as Village Centre, supporting an intensified level of development, within the Middlesex Centre Official Plan.

It has been noted by County and Municipal Staff that Glendon Drive is expected to carry large amounts of traffic, especially when improvements are completed along Glendon Drive. The subdivision plan provides a single access to the intersection of Glendon Drive and Crestview Drive, however, connections from this subdivision to the east and west and further improvements to intersections along Glendon Drive are planned to distribute traffic volumes expected to be generated from this subdivision.

### **First Nation Consultation and Engagement:**

County Staff initiated consultation with neighbouring First Nation communities who have interests in the lands and subdivision plan. Staff received comments related to the preparation of the archaeology study and the increased impacts on water quality and fish habitat within the Thames River watershed from new development and infrastructure within Kilworth and Komoka. These comments have been shared with the applicant and Municipal Staff for a response.

### **Agency Comments:**

At the time of writing the subject report the following comments were received:

The Municipality's Chief Building Official reviewed the applications and has no comments.

The Municipality's Fire Chief reviewed the applications and has no comments.

The (former) Municipality's Director of Community Services reviewed the applications and has no comments.

In discussions with Planning Staff during the pre-consultation, the former Director addressed the proximity of the lands to the Komoka Wellness Centre and confirmed that a neighbourhood park with trail/path connections to the Wellness Centre would be appropriate for this subdivision.

Additionally, the initial plan identified a park in proximity to the railway corridor. The location of the park did not easily provide access for maintenance and has been removed from the subdivision plan.

The Municipality's Public Works and Engineering Department has provided comments and worked with the applicant to resolve the overall servicing and stormwater strategy for this subdivision and adjacent lands. Since the Public Meeting, the applicant has provided additional details to support their stormwater management strategy which has been reviewed by Staff. Additional investigation and collaboration with abutting landowners are still required and will need to be addressed through the subdivision agreement and detailed design of the subdivision.

The Manager of Transportation, in coordination with the County Engineer, provided comments on the transportation study and methodology noting concerns with the background data and projected unit counts. PWE will review submitted materials and continue working with the proponent.

Additionally, due to the single access to Glendon Drive, PWE staff identified a secondary access (temporary) will be required once development reaches 80 units if connections to the east and west have not been built yet. Due to the location of the subdivision and inability to provide direct access to Tunks Lane or another connection to Glendon Drive east or west of land, Staff have requested that a temporary access for emergency services be provided from Blocks 20 and 21 to Glendon Drive. The location of the temporary access is yet to be determined but will be located west of the intersection of Crestview Drive and Glendon Drive. Once installed, the applicant would be able to proceed with development beyond 80 units.

The Middlesex County Engineer reviewed the development proposal and in coordination with Municipal Staff and provided feedback on the transportation study. The County Engineer has committed to work with the Municipality and applicant to consider a suitable location for the secondary access and coordinate infrastructure works within the County Road right-of-way.

The County Engineer also reviewed the proposed zoning regulations for Block 21 and are satisfied that they will have minimal impact on the County Road right-of-way.

The Upper Thames River Conservation Authority (UTRCA) notes that subject lands at 10242 Glendon Drive are not affected by any regulations made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objections to the application, and we have no Section 28 approval requirements.

Bluewater Recycling Association has not provided comments at the time of writing this report.

Canada Post has not provided comments at the time of writing this report, however, a standard condition to consult with Canada Post and to place community mailboxes is identified within the proposed draft plan conditions.

Canadian National Railway reviewed the applications and provides the following comments and draft plan conditions:

It is noted that the subject site is adjacent to CN's Main Line. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. The [Guidelines for New Development in Proximity to Railway Operations](#) reinforce the safety and well-being of any existing and future occupants of the area. Please refer to these guidelines for the development of sensitive uses in proximity to railway operations. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

- Safety setback of principal buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
- Where the standard berm and setback are not technically or practically feasible, due for example, to site conditions or constraints, then a Development Viability Assessment should be undertaken by the proponent to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.
- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz,  $\pm 3$  dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
- The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the entire mutual property line, to be constructed by the owner entirely on private property.

- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

*“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”*

- The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CNR and be substantiated by a drainage report to the satisfaction of the Railway.
- The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

In order to ensure the safety of railway operations, CN's operations and infrastructure are not to be impaired or affected by any construction works or any other works. Additionally, any work performed on CN's property must be arranged through a work permit. A work permit ensures that the proponents of the work, its authorized employees, servants, agents or contractors comply with CN's instructions and will take any safety precautions that CN may reasonably deem necessary in order to ensure that railway operations remain safe.

CN anticipates the opportunity to review a detailed site plan, a storm water management report and a noise and vibration study taking into consideration the [Guidelines for New Development in Proximity to Railway Operations](#) developed by the Federation of Canadians Municipalities and the Railway Association of Canada.

London District Catholic School Board, Conseil Scolaire Viamonde, and Conseil Scolaire Catholique Providence have not provided comments at the time of writing this report.

Thames Valley District School Board (TVDSB) reviewed the subdivision plan and requested special conditions to reserve a school block for a future school, and to include a clause within purchase and sale agreements identifying that students may be within a Holding Zone. After further discussion with the Staff at TVDSB, TVDSB removed their request to reserve a block for a future school due to the size of proposed Blocks 19, 20 and 21, and the location within the subdivision and Kilworth area and overall projections.

### **Analysis:**

To consider the appropriateness of the requested Zoning By-law Amendment and Plan of Subdivision, the applications must be consistent with the Provincial Planning Statement, 2024, and in conformity with the Middlesex County Plan and Middlesex Centre Official Plan and maintain the intent of their policies.

#### Zoning By-law Amendment

The recommended Zoning By-law Amendment has been developed with Staff and the applicant, and accounts for the changes in the recent Zoning By-law Update. The Draft Zoning By-law Amendment is included as Attachment 12.

The proposed UR1-47 Zone is intended to remain with low-density residential uses with the possibility of additional residential units added to each lot. As such, staff removed townhouses and street townhouses from the list of permitted uses which is consistent with the development plan. A special provision has been added to limit development (of dwellings/dwelling units) within 40 m of the railway corridor as recommended by the Noise and Vibration Assessment.

The proposed UR2-3 Zone is intended to permit only medium density development on Blocks 11 to 17, whereas the initial application requested low and medium density forms of housing. Staff have limited the permitted uses to street townhouse dwelling units and additional residential units to ensure there is the provision of street-level medium density development and an appropriate transition from the medium/higher density uses to the low density uses.

The proposed UR3-29 Zone is intended to permit medium to higher density land uses on each block including townhouse dwellings, multi-unit dwellings, and apartments. Special provisions are included to increase setbacks from existing and proposed low density residential uses and from the stormwater management facility. The land subject to this

zoning is also split zoned with the I-8 Zone which provides the flexibility to develop the block for a school, nursing home or retirement home.

The proposed C1-21 Zone is intended to permit a mixed-use development where commercial uses are the primary use of the street-level. The applicant requested the flexibility to develop the land solely for residential uses. In conformity with the Village Centre designation, Staff recommend a minimum commercial gross floor area of 2,000 sq. m. (21, 527 sq. ft) be developed before a standalone residential building is permitted. Staff have also removed the maximum limit of 500 m<sup>2</sup> for all store and restaurant uses as this will limit commercial development on the site. Additionally, the maximum permitted height is proposed as 25.0 m (approximately 8 storeys).

To address massing and scale of the development at street level, Staff recommend a building “stepback” of at least 3 m where the building exceeds 3 storeys in height. This type of zoning provision would create a ‘podium’ and ‘tower’ development plan where the base of the building has a larger floorplate to visually break up the façade provide additional transition to the medium density uses surrounding the development.

Similar to the C1-21 Zone, the proposed C1-22 Zone permits mixed use development in conformity with the Village Centre designation. However, apartment dwelling units are only permitted above commercial uses. Staff have also removed the maximum limit of 500 m<sup>2</sup> for all store and restaurant uses as this will limit commercial development on the site. Additionally, the maximum permitted height is proposed as 34.0 m (approx. 11 storeys). Staff have also implemented the same “stepback provisions” as the C1-21 Zone to address massing of the development.

Additionally, the I-8 Zone also applies to the blocks zoned C1-21 and C1-22 to provide the flexibility to develop the land for a school, nursing home or retirement home.

Staff have also recommended to Open Space zones (OS-10 and OS-11) to apply to the trail and stormwater management facility. The zones would only permit the trail and public utility, respectively.

Blocks for medium and high density development are also subject to a Holding Symbol for the preparation of a Noise Study or Noise and Vibration Study due to proximity to Glendon Drive and/or the CN Railway corridor.

#### Plan of Subdivision

- a) Plans of subdivision will not be required where three or fewer new lots are proposed to be created or where circumstances exist where a Plan of Subdivision is not considered by the Municipality to be necessary. Where more than three new lots are to be created, the Municipality may exercise flexibility in determining whether a Plan of Subdivision process is required. Notwithstanding the above, in all cases where the creation or extension of municipal streets and/or services is proposed, a Plan of Subdivision process will be required.**

A total of 33 development blocks and three new public right-of-ways are proposed within the subdivision plan. The result of the subdivision proposal will result in over 800 dwelling units, commercial lands, parkland, and infrastructure. As such a plan of subdivision is required and appropriate for the proposed development.

- b) When considering plans of subdivision applications, the review is to consider whether the proposed development is premature. One key consideration of this review relates to the availability of appropriate services and capacity. Other relevant factors may also be considered.**

The land has been planned for residential and commercial development and included within the Secondary Plan for Komoka-Kilworth. Servicing has been planned to accommodate residential development and an increase in density in conformity with the Official Plan's goals and policies for the urban settlement area. Servicing includes water and wastewater provision, emergency services, community facilities, education, and recreational facilities.

Staff are satisfied that outstanding measures such as stormwater management and servicing provision, and other technical matters can be addressed prior to any development of the lands. These matters will need full support by the Municipality, the County, and/or CN Railway.

- c) The review of plans of subdivision within the Municipality will be based in part on consideration of design policies included in Section 6.0 of this Plan and the Municipality's Urban Design Guidelines.**

Subsection 6.1, related to Settlement Area design goals, establishes a set of criteria to maintain and improve design characteristics for new development across the Municipality. The proposed development is designed to reflect the goals and intent of the Official Plan and support a mix of low and high density development through zoning regulations and permitted uses, and the future lotting pattern of Blocks 1 through 17. Further, it is expected that future development to the east and west of the subject land will reflect similar development patterns.

Blocks 20 and 21 propose taller building forms and higher density mixed-use development. Due to proximity to the low-density uses, Staff recommend zoning regulations (e.g. increase setbacks, introduce stepbacks for tall buildings) that address massing and scale from the street level. Additionally, the recent Zoning By-law Update supports urban design elements that will be incorporated into the development plan such as preventing garages to be located closer to the front lot line.

The subdivision plan also promotes higher density uses and taller building forms closer to Glendon Drive where the road network can support the

intensification of uses. The subdivision transitions from high density to medium density and to low density development towards the north.

- d) Where possible, plans of subdivision within the Municipality will incorporate a mixture of housing types and levels of affordability in keeping with policies included in Residential policies included in Section 5.2 of this Plan.**

The subdivision plan proposes a mixture of low, medium and high density built forms throughout the development. By land area, the low density development represents approximately 20% of all development, medium/high density development is approximately 23% of all development, and mixed-use/high density development represents approximately 19% of all development. This density split meets or exceeds the Housing Mix Target identified in Section 5.7.4 of the Official Plan.

It is expected that the housing mix will vary when considering the total number of units. However, this cannot be determined at this time until all blocks contain development especially the medium and higher density blocks where there is a large range in permitted uses.

- e) All lots within a proposed Plan of Subdivision must have frontage on a public road which is or will be opened and maintained on a year round basis and constructed to an acceptable Municipal standard.**

All lots and blocks will have frontage onto a new public right-of-way. The proposed new roads will be designed and constructed to an acceptable Municipal Standard.

No private roads are proposed within the development plan. However, they can be considered within the medium density residential blocks when development is proposed.

- f) Plans of subdivision that respect natural contours and topography will be encouraged. All unique natural features and assets, as well as heritage features, should be preserved and integrated into the subdivision design.**

The Plan of Subdivision does not alter or reduce the size of existing natural features on or adjacent to the subject land.

- g) For large plans of subdivision, consideration of appropriate staging or phasing will be included.**

The proposed Plan of Subdivision is considered to be developed in two phases. The first phase generally consists of Street A and B, and all land north of Street B inclusive of the stormwater management facility, berms and noise attenuation fencing, and other infrastructure. Phase 2 generally consists of the medium and

high density blocks south of Street B. Staff recognize that a development of this size and changing market conditions may affect the phasing plan.

- h) It is the policy of this Plan that all new plans of subdivision be subject to a subdivision agreement between the Municipality and the owner / developer. This agreement shall address various matters pertaining to the Plan of Subdivision, as determined by the Municipality.**

The applicant will be required to enter into a subdivision agreement within the municipality prior to final plan approval and development of the lands. The subdivision agreement will need to address the draft conditions for the orderly development of land.

- i) Park land dedication provided to the Municipality in keeping with Section 9.5 of this Plan, must be considered suitable for park land purposes and acceptable to the Municipality. Under no circumstances shall Municipal Council be obligated to accept park land which is being offered by an applicant for a proposed Plan of Subdivision. Park land dedications shall be reviewed in the context of public realm policies included in Section 6.0 of this Plan.**

The applicant is required to convey up to 5% of the land included within the plan of subdivision or the Municipality may accept cash-in-lieu for parkland dedication for all or a portion of the conveyance. The applicant has provided a park located at the south-east corner of Street A and B which represents part of the 5%.

- j) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy.**

The proposed Plan of Subdivision optimizes existing infrastructure and available developable land.

- k) The interrelationship between the design of the proposed Plan of Subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area.**

The plan of subdivision is applicable to the entirety of the property. The plan of subdivision and subdivision agreement will address a number of matters including the design of the subdivision, construction, the orderly development of lands, infrastructure and acceptable servicing standards, conformity with municipal standards, and conveyance of land.

Development proposed within blocks for medium and high density development will be evaluated through site plan review to address on-site matters including servicing, connectivity, traffic, and building placement.

- l) **That highways, including pedestrian pathways, bicycle pathways and public transit rights of way, be dedicated as the approval authority considers necessary.**

Public rights-of-way are to be dedicated to the Municipality. This includes the new roads within the plan of subdivision. Sidewalks will be constructed on both sides of the proposed new streets to improve connectivity to trails and bike paths within the development and on adjacent land. The Municipality also proposes a wider Street A (26 m) and Street B (24 m) to accommodate separated bikeways, sidewalks and turn lanes as determined in the Transportation Master Plan for Urban Collector Roads.

Reserves at street ends and any land required to be conveyed to the County for road widening purposes will be considered through the Plan of Subdivision.

Municipal Staff reviewed the technical reports and are satisfied that the proposed development and supporting zoning is appropriate for new development. The applicant will be required to provide final versions of the technical reports that incorporate comments from Staff. Additionally, conditions of draft plan approval of the Plan of Subdivision will require the applicant to address comments from the Municipality, County, and CN Railway. The preliminary draft plan conditions are included as Attachment 11. It should be noted that the preliminary draft plan conditions have a few minor unresolved matters that Staff and the applicant will address prior to the County's review, and it is not expected that these matters will result in a substantial change to the content or issues presented in Attachment 11.

Special draft plan conditions include:

- Provision of final stormwater management strategy for the subject land and surrounding area
- Installation of noise attenuation fencing at the rear of Block 2 to mitigate the impact from the nearby industrial use (Masterfeeds)
- Installation of chain-link fencing and a berm and noise attenuation fencing abutting the CN Railway corridor
- Installation of fencing surrounding future public facilities including the stormwater management facility and trail
- Installation of traffic calming measures on the proposed streets including, but not limited to, raised intersections and speed cushions
- Land dedication, as required, to the County for road widening purposes
- Temporary turning circles may be required at the termination of proposed streets
- Installation of sidewalks along all new streets

- The provision of final reports such as noise and vibration assessment, development assessment report, stormwater management report, servicing report, and transportation impact study, and that the applicant will implement any of the recommendations from said reports
- Parkland dedication of up to 5% of the land
- Details and warning clauses in all offers of Purchase and Sale or Lease, registration on title, and within leases for dwellings. Information will include identification that the community may be in a Holding Zone by the TVDSB. Warning clauses shall address noise levels from the railway and road traffic, and other nearby activities/land uses, and additional mitigation measures identified within the noise study.
- Future development of Blocks 31 and 32 as it has not been determined if these blocks will need to be retained for maintenance access to the trail.
- Requirement to have a secondary, temporary, access for emergency vehicles when development exceeds 80 units

Given the above and comments by the public, agencies and Council, Planning Staff is satisfied that the Zoning By-law Amendment Application, as amended by Staff, and Plan of Subdivision can be supported and are consistent with the PPS, 2024, and in conformity with the County of Middlesex, Middlesex Centre Official Plans and Comprehensive Zoning By-law, and addresses the matters of provincial interest in section 2 of the *Planning Act*. Planning Staff recommend approval of the Zoning By-law Amendment has recommended by Staff, and that Middlesex Centre recommend draft plan approval subject to the attached draft plan conditions.

This opinion is provided in consideration of all information and comments provided at the Public Meeting and from agencies. Should new information arise regarding prior to or at this meeting, Council is advised to take such information into account when considering the applications.

**Financial Implications:**

None.

**Strategic Plan:**

This matter aligns with the following strategic priorities:

- Balanced Growth
- Vibrant Local Economy

**Attachments:**

A1 – Location Map (Glendon Subdivision)

A2 – Proposed Plan of Subdivision (Glendon Subdivision)

A3 – Planning Justification Report (Glendon Subdivision)

A4 – Revised Zoning Map (Glendon Subdivision)

A5 – Servicing and Stormwater Management Report (Glendon Subdivision)

A6 – Transportation Impact Assessment (Glendon Subdivision)

A7 – Preliminary Geotechnical Report (Glendon Subdivision)

A8 – Noise and Vibration Study (Glendon Subdivision)

A9 – Aggregate Resources Assessment (Glendon Subdivision)

A10 – Development Assessment Report / EIS (Glendon Subdivision)

A11 – Preliminary Draft Plan Conditions (Glendon Subdivision)

A12 – Draft Zoning By-law Amendment (Glendon Subdivision)

A13 – Public Comments RE Glendon Subdivision