



Monteith ♦ Brown
planning consultants

Planning Justification Report

Queens Line - Proposed Residential Subdivision Draft Plan of Subdivision & Zoning By-law Amendment

Prepared for:
KLM Holdings
931 Oxford Street East
London, ON

January 2023

Queens Line
Rodney, ON

Prepared by:

Monteith Brown Planning Consultants
610 Princess Avenue,
London, Ontario, N6B 2B9
T: (519) 686-1300 | F: (519) 681-1690
E: mbpc@mbpc.ca | W: www.mbpc.ca

TABLE OF CONTENTS

| | |
|---|-----------|
| 1. INTRODUCTION | 3 |
| 1.1 Purpose..... | 3 |
| 1.2 Site Description..... | 3 |
| 1.3 Land Use Context | 5 |
| 1.4 Pre-Application Consultation | 6 |
| 2. DEVELOPMENT PROPOSAL | 7 |
| 3. BACKGROUND AND TECHNICAL STUDIES..... | 9 |
| 3.1 Stormwater Management & Servicing | 9 |
| 3.2 Geotechnical Study | 9 |
| 3.3 Archaeological Assessment..... | 9 |
| 3.4 Transportation Impact Study | 10 |
| 3.5 Noise Assessment..... | 10 |
| 4. PLANNING FRAMEWORK AND ANALYSIS | 11 |
| 4.1 Provincial Policy Statement | 11 |
| 4.2 Lower Thames Valley Conservation Authority..... | 12 |
| 4.3 Lambton County Official Plan | 13 |
| 4.4 Municipality of Lambton Shores Official Plan..... | 16 |
| 4.5 Municipality of West Elgin Zoning By-law No. 2015-36..... | 18 |
| 5. PROPOSED PLANNING APPROVALS | 21 |
| 5.1 Draft Plan of Subdivision | 21 |
| 5.2 Zoning By-law Amendment..... | 21 |
| 6. CONCLUSION | 25 |
| Appendix 1 Pre-Consultation Meeting Notes | 27 |

1. INTRODUCTION

1.1 Purpose

Monteith Brown Planning Consultants ("MBPC") on behalf of our client, KLM Holdings (c/o Klaud Czeslawski), is pleased to submit an application for Draft Plan of Subdivision and Zoning By-law Amendment application to amend the Municipality of West Elgin Zoning By-law as it applies to the subject lands, which are under our client's ownership.

The purpose of these applications is to permit the development of mixed-density residential subdivision. The applications propose a total of 28 low density residential lots, two multi-unit blocks, and a stormwater management block. The subdivision has been designed to facilitate a range of future residential uses that would be compatible with the existing built-up areas in the settlement of Rodney.

The intent of this report is to analyze the land use planning merits of the proposed Zoning By-law Amendment and Draft Plan of Subdivision to determine the appropriateness of the proposed development. The proposal will be analyzed within the context of the surrounding community and the relevant planning documents, including the Provincial Policy Statement, the Elgin County Official Plan, the Municipality of West Elgin Official Plan, and the Municipality of West Elgin Zoning By-law.

1.2 Site Description

The subject lands are located on the south side of Queens Line adjacent to an established residential community on the western edge of the settlement area of Rodney and have an area of approximately 2.79 hectares (6.91 acres), with approximately 59.1 metres of frontage on Queens Line (County Road 104), and a depth of approximately 287.3 metres. .

The property is currently vacant and is used for agricultural purposes, specifically field crop production. Two municipal tile drains - the Thomson Drain and the Voros Drain - are currently located on the subject lands and generally run from the northwest to the southeast across the property. The Municipality is in the process of replacing these drains and reconfiguring their location.

Figure 1 – Aerial Photo of the Subject Lands



Source: Elgin County GIS, 2022

Figure 2 – View of the Subject Lands, Looking South from Queens Line

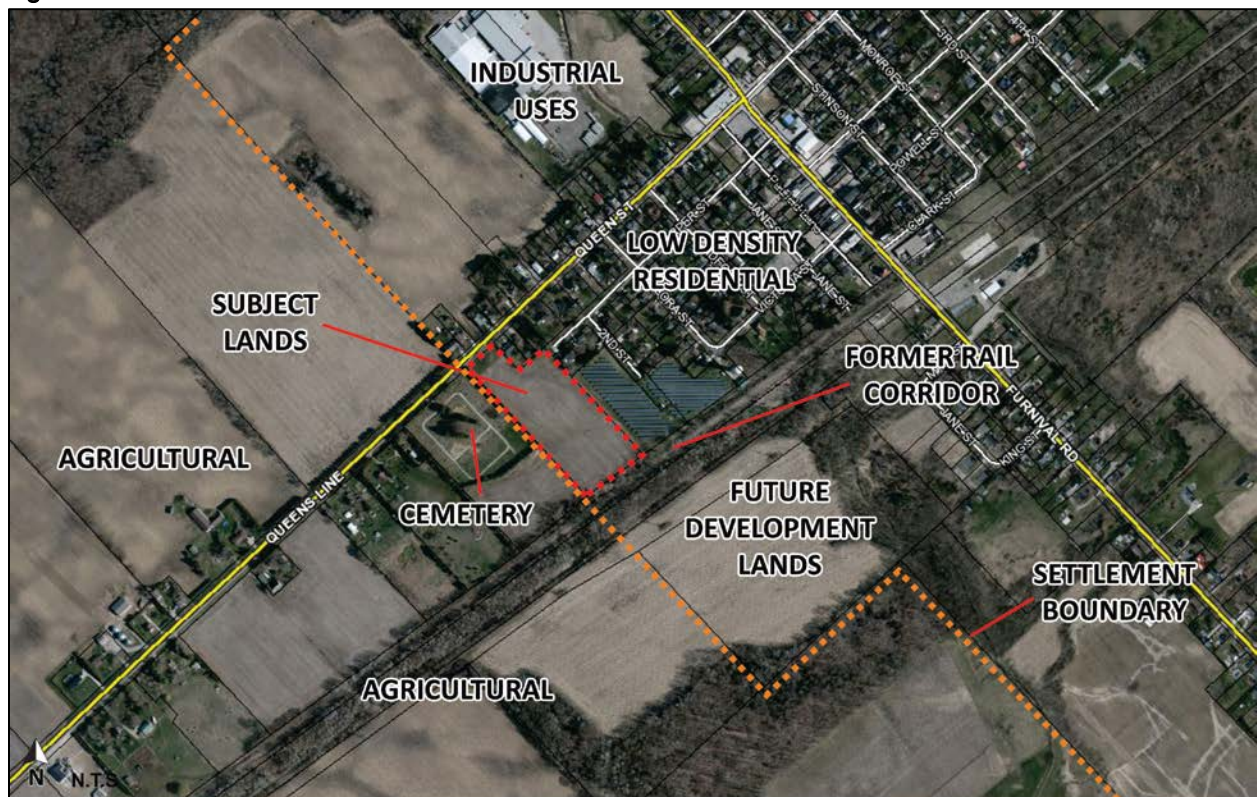


Source: Google Streetview, 2014

1.3 Land Use Context

The subject property is located in the western portion of the settlement of Rodney (see Figure 3, below). The site is bounded to the north by Queens Line. On the north side of Queens Line are low density residential lots that are occupied by single detached dwellings. Further to the north are lands designated and zoned for future development of industrial uses.

Figure 3 – Land-Use Context



Source: Elgin County Mapping, 2022

The lands to the northeast of the subject property contain an established residential neighbourhood that is characterized by single detached dwelling on larger lots. The subject property is also adjacent to a solar farm located to the east. Municipal staff have commented that the solar farm lands may eventually be developed for residential uses in the future consistent with their designated land use in the Official Plan.

A former rail corridor abuts the subject lands to the south. The rail corridor has been abandoned and is currently used as a pedestrian trail. Further to the south are vacant lands intended for future residential development that are currently used for agricultural purposes.

The western edge of the property forms the western limit of the settlement area boundary for Rodney. The subject lands are bounded to the west by the Rodney Cemetery. Further to the west are agricultural lands located outside of the settlement area.

1.4 Pre-Application Consultation

A Request for a Pre-Consultation Meeting was submitted to the County of Elgin and the Municipality of West Elgin on April 5, 2022, and a virtual pre-consultation meeting was held with Municipal staff and the Lower Thames Valley Conservation Authority on April 13, 2022. The pre-consultation minutes from the meeting are enclosed in Appendix 1 of this report.

At the time of the meeting, our client brought forward two concepts for review and consideration by municipal staff. The following items were included as part of the pre-consultation meeting:

- Discussion of preference of the Municipality to see the new road terminate at a future connection point to the adjacent lands to the east. Separate meeting held on April 26th, 2022. Municipality confirmed that the option to terminate in a cul-de-sac is preferred over development options proposed.
- Confirmation of capacity by way of correspondence from the local municipality or assessment within servicing report.
- Coordinate drainage matters with the replacement of the Voros and Thomson Drains.

At the pre-consultation meeting, staff identified that the following items would be required for a complete Zoning By-law Amendment & Plan of Subdivision Application:

1. Geotechnical Report
2. Stormwater Management Report
3. Functional Servicing Report
4. Archaeological Assessment
5. Draft Plan of Subdivision
6. Reference Plan
7. Planning Justification Report
8. Transportation Impact Assessment
9. Noise Study

2. DEVELOPMENT PROPOSAL

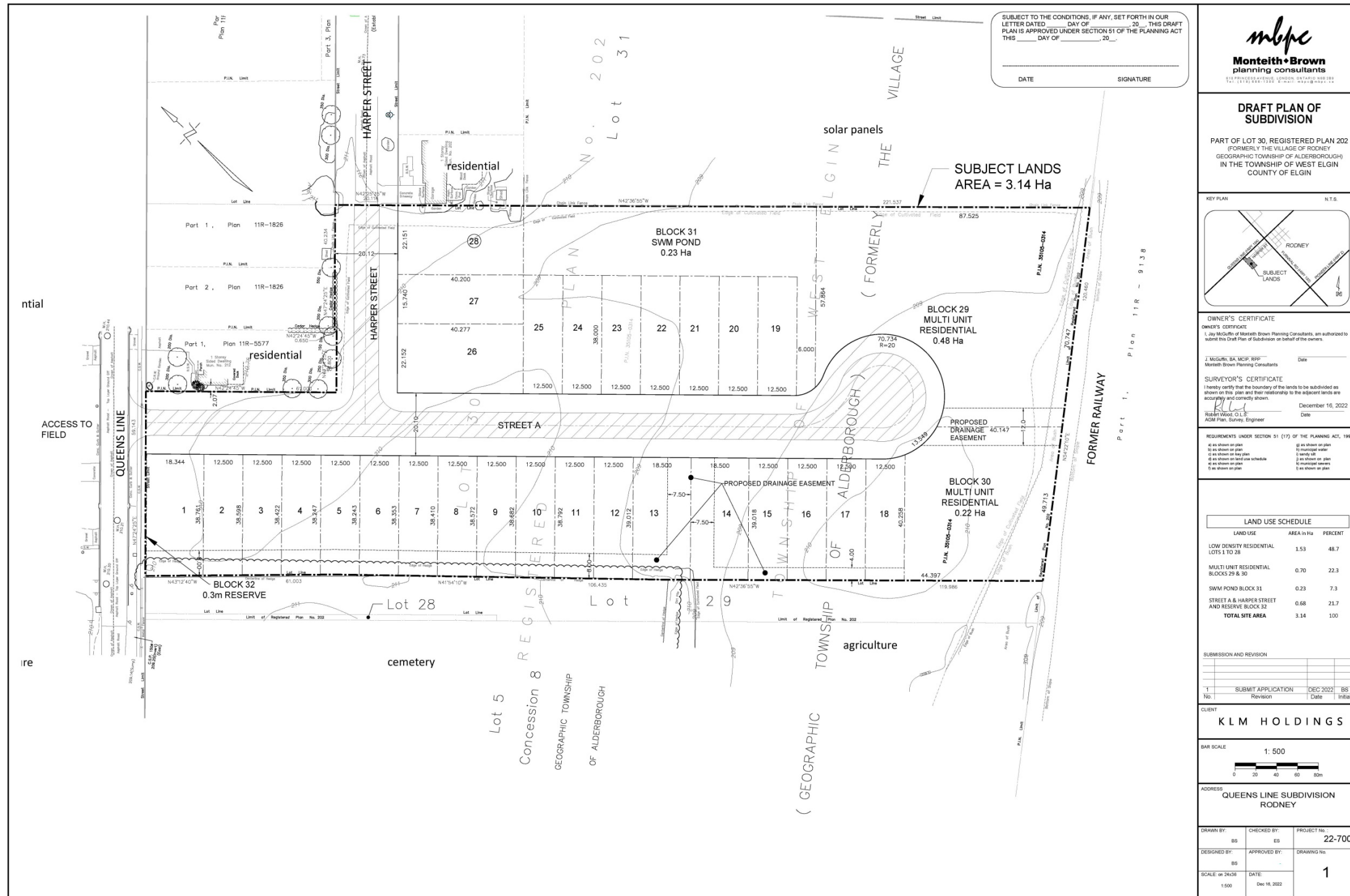
Our client is proposing to develop the property as a multi-density residential subdivision that would provide a range of residential uses and densities and would provide much needed housing within the community. The Draft Plan is comprised of 28 low density residential lots fronting onto public streets. Lots 1 and 26 to 28 (as shown on the submitted Draft Plan) are proposed to be larger in area, ranging from approximately 631 m² to 888 m² and with frontages ranging from 15.4 m to 22.1 m. These larger lots are proposed to be compatible with the existing larger residential lots to the north and east and provide a transition in lot sizing to the remaining development proposed on the site. The lot sizes would then transition to lots with 12.5 m frontages and with lot areas of approximately 475 m². These lots would be typical of more modern subdivisions on full municipal services and are proposed to be rezoned to permit single detached and semi-detached dwellings.

The proposed residential uses would continue to transition from the smaller low density lots to two multi-unit blocks (Blocks 29 and 30 on the submitted Draft Plan) located at the southern end of the property and having frontage on the proposed cul-de-sac. A conceptual plan for multi-unit residential development consisting of townhouse dwellings has been prepared for Blocks 29 and 30. Block 29 is proposed to contain approximately 10 townhouse units in two separate clusters. Block 30 is proposed to include four townhouse dwelling units. Units would be oriented facing towards 'Street A' with rear yards facing the former rail corridor. Driveways would provide access between the proposed units and 'Street A'.

The application proposes a new 'Street A' that would intersect Queens Line at the northern end of the property and proceed to the southern end of the property where it terminates in a cul-de-sac. Harper Street is proposed to be extended to the west to meet 'Street A' and provide a second access into the proposed subdivision.

A Stormwater management pond is proposed along the eastern boundary of the site along the rear yards of Lots 19 to 25. Access to the Stormwater management block would be provided through a 6 m access from 'Street A'. The Thomson Drain currently runs west to east through the middle of the property. The Voros Drain also currently runs from Queens Line at the north end of the property and proceeds south to connect to the Thomson Drain. The Voros and Thomson drains are proposed to be re-aligned with the proposed 'Street A'. The Voros Drain would be relocated to run from Queens Line underneath 'Street A' and proceed between the two proposed multi-unit blocks into the former rail corridor. The Thomson Drain would be directed from the western property boundary between Lots 13 and 14 before joining the Voros Drain under 'Street A'. Easements are proposed over Lot 13, Lot 14, Block 29, and Block 30 for maintenance of the Thomson and Voros Drain. An additional four metre easement is proposed at the rear of Lots 14 to 18 for local stormwater management connections. An easement is also proposed at the rear of Lots 1 to 13 that is eight metres wide to ensure that any local Stormwater management connections are located outside of the dripline of the cedar hedge located on the Rodney Cemetery lands.

Figure 4 – Draft Plan of Subdivision



Source: MBPC, 2022

3. BACKGROUND AND TECHNICAL STUDIES

3.1 Stormwater Management & Servicing

KLM Holdings has retained Driven Engineering to complete a Stormwater Management & Servicing Reports and Plans. The purpose of these reports is to determine the conditions of the subject lands and demonstrate the appropriate water, wastewater, and Stormwater servicing can be provided. The report identifies the location and size of services needed to accommodate the servicing needs of the proposed development. The proposed development will be serviced by full municipal services.

The report analyzes pre-development and post-development Stormwater conditions for the proposed development. Stormwater management is provided by storm sewers along Harper Street and 'Street A' that will convey water to the Stormwater management pond block. Through consultation with municipal staff, the Voros and Thomson Municipal Drains are proposed to be realigned from their current locations to run along 'Street A' and would provide the outlet for Stormwater on site. The proposed re-alignment of the municipal drains is depicted on the Servicing Overview Plan.

Further information on servicing will be provided as part of the detailed design of the proposed subdivision.

3.2 Geotechnical Study

LDS Consultants Inc. was retained to conduct a Geotechnical Investigation for the subject lands. The report includes recommendations and best practices relating to site preparation excavation, building design, soil management, groundwater control, and installation of services, based on the specific soil conditions of the site. The report also includes a scoped hydrogeological discussion for a proposed residential development. The report identifies potential impacts for development on site and discusses best management practices to protect surface and groundwater quality and quantity, such as the installation of silt fences, re-establishing vegetative cover of disturbed areas, and fuel spill contingency plan during construction.

3.3 Archaeological Assessment

Lincoln Environmental Consultants was retained to conduct an Archaeological Assessment of the site to identify whether any archaeological resources were present on the subject lands. A Stage 1 Assessment was completed for the property and it was determined that the subject lands exhibited a high potential for archaeological resources. A Stage 2 Assessment was conducted on May 14th, 2022. No archaeological resources were identified on the subject lands and no further archaeological assessment of the property is recommended. The report also discusses the subject property's proximity to the adjacent Rodney Cemetery. The report concludes that based on the burial transcripts for the Cemetery, all of the existing burials are located within the cedar hedgerow surrounding the property and there is no risk of burials existing outside the cemetery limits.

3.4 Transportation Impact Study

RC Spencer & Associates was retained to undertake a Traffic Impact Assessment for the proposed residential subdivision. The purpose of the report is to examine any potential impacts of the development on traffic flow and operations, with specific focus on the intersection of Queens Line and Furnival Road. The report concludes that the intersection at Queens Line and Furnival Road will continue to function with good level of service. The report also concludes that the intersection of Queens Line and 'Street A' will operate well and sufficient sight lines can be accommodated for safe egress from the site. No road or traffic control improvements are deemed to be warranted for the proposed development.

3.5 Noise Assessment

LDS Consultants Inc. was retained to complete an Environmental Noise Assessment for the subject lands to determine any impacts from noise generated by traffic on Queens Line on the proposed residential development. The report concludes that predicted noise levels to be generated would meet the Ministry of Environment, Climate Change, and Parks requirements and identifies that warning clauses in agreements of purchase and noise control barriers are not required for the subject site. The report notes that all buildings must be constructed in accordance with the Ontario Building Code.

4. PLANNING FRAMEWORK AND ANALYSIS

The following section will provide an overview and analysis of the existing planning framework, identify the key policies and by-laws that relate to the subject lands, and discuss the Zoning By-law Amendment and Plan of Subdivision application required to permit the proposed development.

4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (“PPS”) provides policy direction on matters of provincial interest related to land use planning and development. Any decision by a planning authority that requires approval under the Planning Act “shall be consistent with” policy statements issued under the Act. The PPS is intended “to be read in its entirety”, and decision makers must balance a range of policy directives when deciding whether or not a planning proposal is consistent with the PPS, rather than prioritizing one set of policies over another (PPS, Part III).

The proposed development is consistent with Provincial policy directives regarding healthy, liveable, and safe communities and development within settlement areas, as the proposed multi-density development will contribute to the provision of a range and mix of residential types within the community of Rodney (Policies 1.1.1 a) and b)). The subject lands are located within a serviced settlement area and the applications propose a mixed-density development for the site that would be located adjacent to the existing built up area (s. 1.1.3.1, 1.1.3.2, 1.1.3.6). The PPS also directs municipalities to provide a range of mix of housing options and densities and directing development to areas with appropriate levels of servicing available. The proposed development proposes a variety of residential densities and uses, including lots for low density residential uses and townhouse dwellings that would be development on full municipal services (s. 1.4.3, 1.6.6.1, 1.6.6.2).

Archaeological resources are to be considered and development and site alteration is not permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources are conserved (s. 2.6.2). An Archaeological Assessment was completed for the subject lands and concluded that there were no archaeological resources located on the subject property and no further archaeological assessment was required.

The PPS does not permit development and site alteration within or on lands adjacent to natural heritage features unless it has been demonstrated that there will be no negative impacts on the natural features or their function (s. 2.1.1, 2.1.5, 2.1.8). The subject property does not contain any designated natural heritage features and is not located on any adjacent lands.

In light of the above analysis, the proposed Zoning By-law Amendment and Draft Plan of Subdivision are consistent with the Provincial Policy Statement.

4.2 Lower Thames Valley Conservation Authority

At the time of the pre-consultation meeting, Lower Thames Valley Conservation Authority ('LTVCA') staff confirmed that there were no regulated areas identified on the subject property, as shown on Figure 5 below. No natural heritage features or natural hazard areas are located on the property as well.

Figure 5 - Aerial Photograph Showing the LTVCA Regulated Area Over the Subject Lands



Source: Elgin County Mapping, 2022

4.3 Elgin County Official Plan

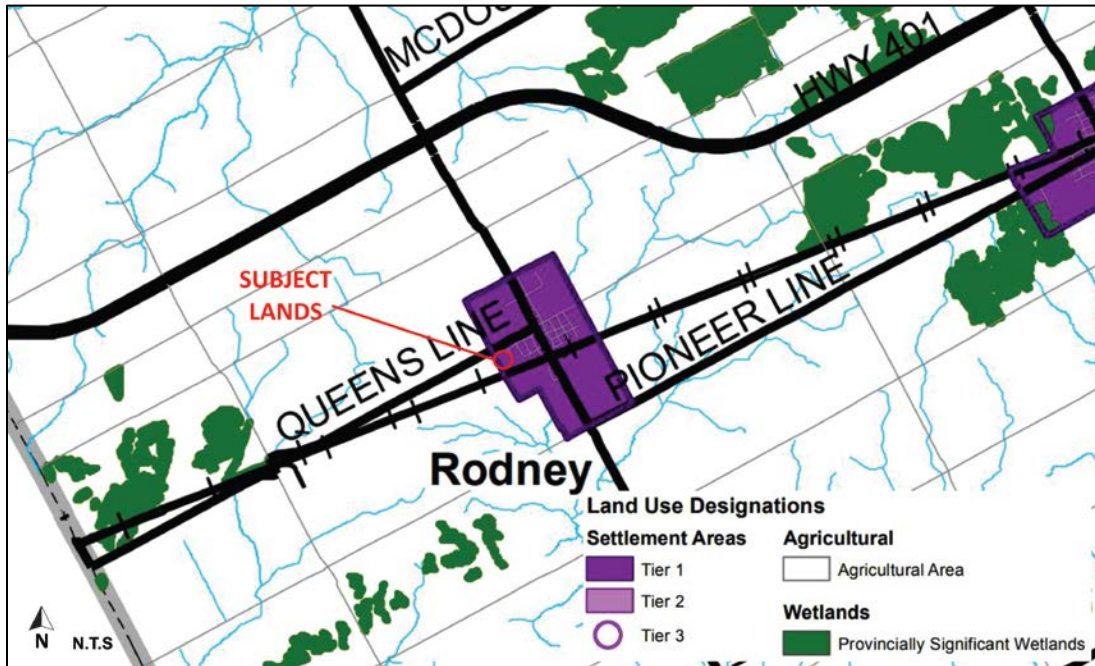
Land-use planning in Elgin County is organized within a two-tier system. The Elgin County Official Plan ('County Official Plan') provides the general policy framework to guide decision-making on land-use planning and development matters in the County, with more specific policies implemented at the municipal level through local official plans, such as the Municipality of West Elgin Official Plan ('Local Official Plan').

The subject lands are designated as a 'Tier 1 Settlement Area' on Schedule A of the Elgin County Official Plan (see Figure 6 below). Settlement areas are divided into three tiers based on scale and the level of services that exist, with Tier 1 Settlement Areas having larger populations and have full municipal services available (s. B2.5). Settlement areas are the focus of growth and a mix of permitted land uses including a variety of housing types is encouraged (s. A3.2, B1, B2.6). The proposed development would be serviced by municipal water and sewage disposal and seeks to provide a variety of residential units and densities that are compatible with the surrounding built up area (s. A3.3, B2.6).

In residential areas, development shall maintain the existing character of the built-up area and shall encourage the provision of a range of housing types (s. C1.1.1). The proposed subdivision has been designed to provide a range of residential uses, with low density residential uses proposed adjacent to existing residential lots and gradually transitioning to medium density development. The proposed development would contribute to the increase in housing supply that supports the provision of more attainable housing within the community (C1.3.3).

The proposed development would be consistent with the subdivision review criteria of the County Official Plan. The proposed subdivision would be serviced full municipal water and sewage disposal services and adequate infrastructure is provided for the development, including roads and sewers (s. E1.2.2c). Technical studies, including a noise assessment and traffic impact assessment, have been undertaken and have concluded that there would be no negative impact on the proposed development from traffic on Queens Line and there would be no impacts to the function of the municipal road network (s. E1.2.2.e). The proposed development has also been designed to provide lower density residential uses with larger lot sizes adjacent to the existing built-up area to be compatible with the surrounding area, while still providing a range of densities on the subject lands (s. E1.2.2e), E1.2.2f)). The proposed subdivision would not be premature and the level of density would be appropriate for the area (s. E1.2.3.5).

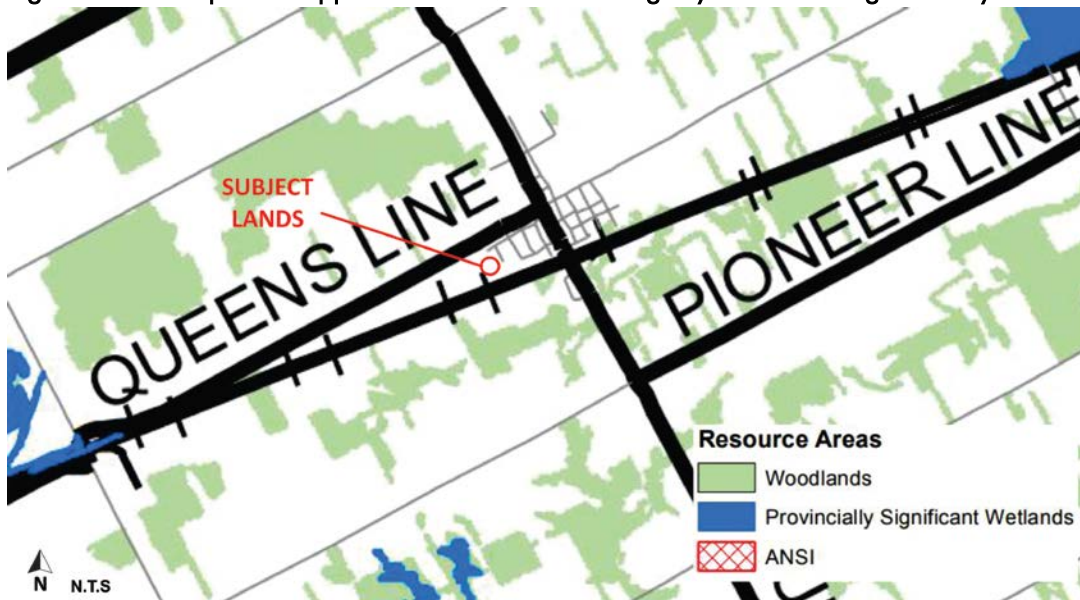
Figure 6 - Excerpt from Schedule 'A' – Land Use of the Elgin County OP



Source: Elgin County OP, 2022

Appendix 1: Natural Heritage Features and Areas of the County Official Plan does not identify any natural heritage features on the subject property and the subject property is not located within any adjacent lands to natural heritage features (see Figure 7 below).

Figure 7 - Excerpt from Appendix '1' – Natural Heritage System of the Elgin County OP



Source: Elgin County OP, 2022

PLANNING JUSTIFICATION REPORT

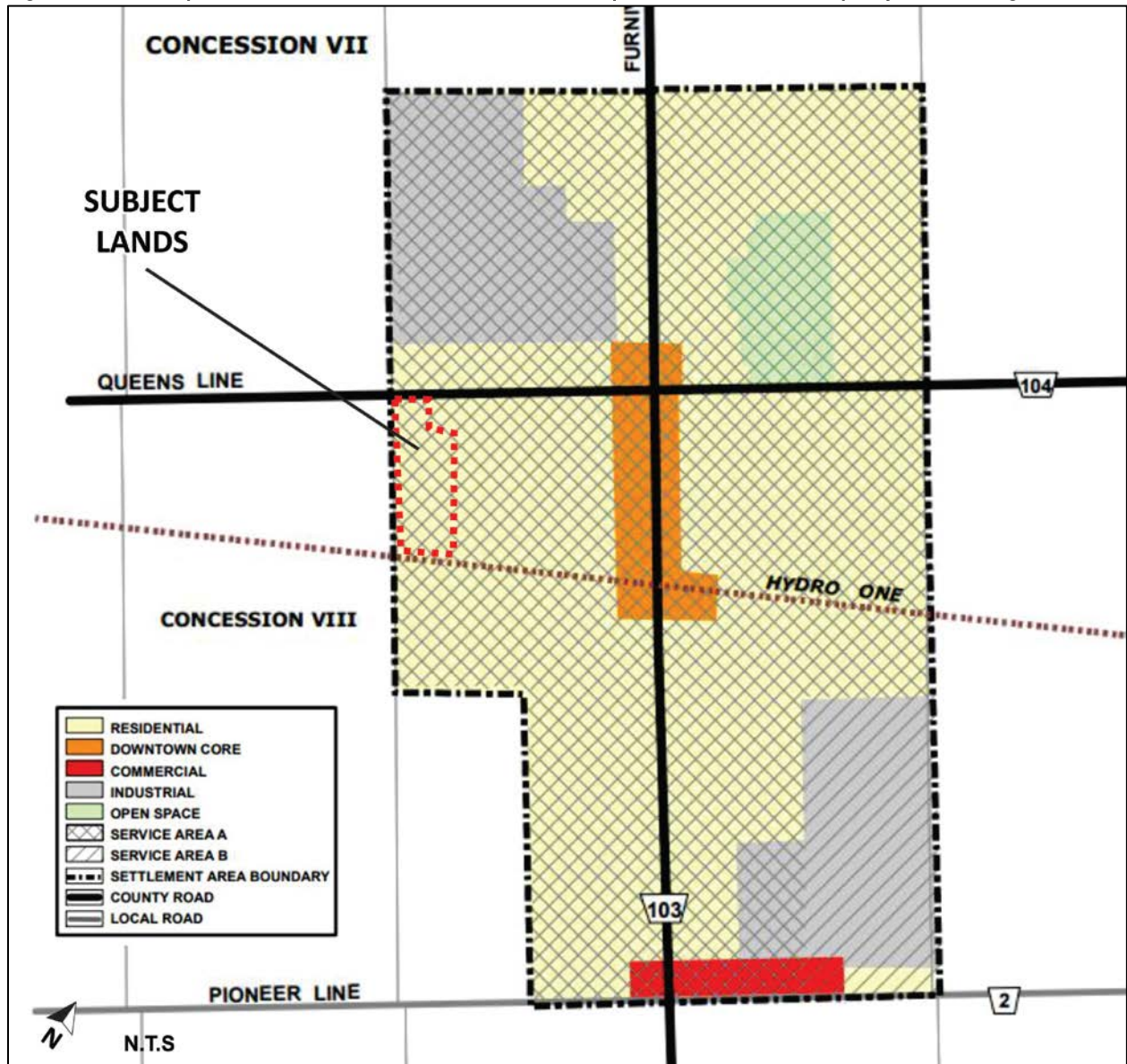
Queens Line
Rodney, Ontario

As the lands proposed to be developed are located within a Settlement Area, no amendment to the Elgin County Official Plan are required. The proposed development conforms to the policies of the County Official Plan.

4.4 Municipality of West Elgin Official Plan

The subject lands are designated as 'Village Area – Residential' on Schedule 'C' – Land Use & Transportation Plan for the Village of Rodney on the Municipality of West Elgin Official Plan.

Figure 8 - Excerpt from Schedule 'C' – Land Use & Transportation Plan, Municipality of West Elgin OP



Source: Municipality of West Elgin OP, 2022

The Local Official Plan supports the intensification and redevelopment with the Village Area of Rodney and promotes opportunities for the development of vacant or underutilized lands (s. 4.2.2). The proposed development would introduce some gentle increases in density for the community on a property that has

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

remained historically vacant. The proposed residential development would contribute towards the goal of providing more affordable or attainable housing in the community by providing a variety of housing types and increasing the overall housing supply (s. 4.4.3, 5.2.9).

In areas designated for residential uses, the primary land uses shall be single detached dwellings, with other dwelling types permitted including semi-detached dwellings, townhouses, and low-rise scale apartment buildings (s. 5.2.1). The Local Official Plan notes that “while residential development has been traditionally, and continues to be primarily, in the form of low-density single unit dwellings, a demand exists for other housing types to meet the socio-economic needs of the area” (s. 5.2). The proposed subdivision would primarily consist of low density residential uses, including single detached dwellings. The uses gradually transition to medium density development in the form of townhouse dwellings at the southern end of the property away from the existing built-up area. The design of the subdivision promotes compatibility with the surrounding context of Rodney, while introducing a gentle increase in density and variety of residential uses (s. 5.2.3).

The proposed development is also consistent with the ‘Medium Density Housing’ policies of the Local Official Plan. The subject lands have direct access to a County Road, are located within approximately 500 metres of the Downtown Core, and would be considered of suitable size and configuration to support the proposed development (s. 5.2.8). As previously discussed, the full municipal services are available and the subdivision has been designed to prevent the intrusion of medium density development into the existing built up area (s. 5.2.8).

The Local Official Plan contains criteria for reviewing plan of subdivision applications. The proposed residential development would be integrated with the existing neighbouring residential areas, would provide a range of housing types, forms, and densities, would be serviced by full municipal services, and no impacts to traffic circulation are anticipated through the Traffic Impact Assessment completed for the proposed development (s. 5.2.9).

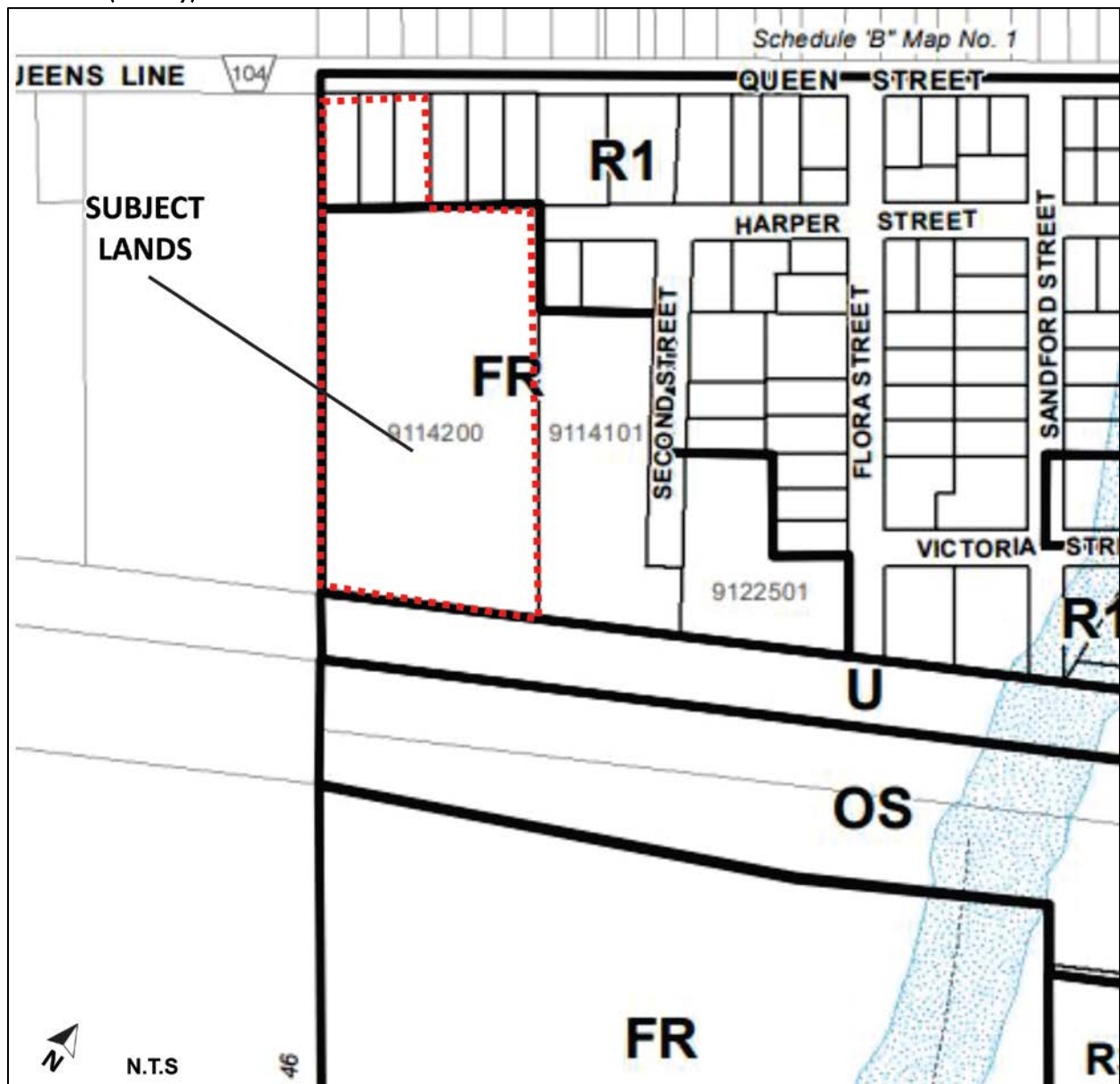
The Local Official Plan directs that natural heritage features are to be protected and development and site alteration is not permitted within or adjacent to natural heritage features. There are no natural heritage features designated on the subject property and the site is not located on any adjacent lands.

In light of the above, the proposed development **conforms** to the general intent and purpose of the Municipality of West Elgin Official Plan.

4.5 Municipality of West Elgin Zoning By-law No. 2015-36

The subject lands currently have multiple zones applied to the property. A small portion of the property along Queens Line is zoned 'Residential First Density (R1)' with the majority of the property being zoned 'Future Residential (FR)' on Schedule 'B' - Map 3 of the Municipality of West Elgin Zoning By-law No. 2015-36. The existing zoning is shown on Figure 9 below.

Figure 9 - Excerpt from the Municipality of West Elgin Zoning By-law No. 2015-36 Schedule 'B' Map 3 (Rodney)



Source: Municipality of West Elgin Zoning By-law No. 2015-36

The 'R1' zone, which applies to the land along Queens Line, permits single detached dwellings and home occupations (s. 8.1.1). The 'R1' zone has a minimum lot area of 600 m² and a minimum lot frontage of 15 m. The 'FR' zone is applied to large undeveloped parcels in settlement areas that are intended to be developed for future residential purposes. Permitted uses in the 'FR' zone include agricultural uses with the exception of buildings or structures for the keeping and raising of livestock, as well as forestry uses. An amendment to the Municipality of West Elgin Zoning By-law is required to permit the proposed development.

Proposed Zoning By-law Amendment

The subject lands are proposed to be rezoned FROM 'R1' and 'FR' TO 'R2-#' and 'R3-#' to permit the development of a low density subdivision with two multi-unit blocks at the southern portion of the subject lands. The 'R2' zone generally permits a wider range of residential uses than the 'R1' zone, including single detached, semi-detached, and duplex dwellings. A site-specific provision is proposed to permit a reduced lot area for two unit dwellings and single detached dwellings. A minimum lot area of 475 m² is proposed where the Zoning By-law requires a minimum lot area of 600 m² for duplex dwellings and a minimum lot area of 500 m² for single detached dwellings. The intent of the minimum lot area provision is to ensure that there is adequate area to accommodate development and servicing on a property. The subject lands are proposed to be serviced with full municipal water services, which would reduce constraints on the minimum lot area required. The proposed lot size would still contain sufficient area to permit the development of a dwelling on the proposed lots.

The 'R3' zone permits medium density residential uses, including double duplex dwellings, multiple-unit dwellings, townhouse dwellings, and apartment dwellings to a maximum of three storeys. At this time, a conceptual plan has been developed for the proposed multi-unit blocks and site-specific provisions are proposed for future development on the site, including for reduced minimum lot frontage, reduced interior side yard setback, and a reduced rear yard setback.

A minimum lot frontage of 13 metres is proposed for Block 30, where the By-law requires a minimum lot frontage of 30.5 metres. The intent of the requirement for minimum lot frontage is to ensure sufficient access can be provided to the lot and to control the density of development along the road. Due to the configuration of the lots, the proposed frontage of Block 30 is located in the southwest corner of the property and so has a narrower frontage along the proposed cul-de-sac. The proposed 13 metre frontage would provide sufficient access for a driveway to enter the property and connect to any future townhouse units proposed.

A side yard setback of 4 metres is proposed, where the By-law requires a setback of 6 metres. The intent of the side yard setback requirement is to provide access to from the front of a lot to the rear yard, as well as ensure adequate building separation. It is noted that the adjacent lots to the west, south, and east do not contain residential uses and it is not anticipated that there would be any impact to adjacent properties. The proposed 4 metre side yard would also provide sufficient space to provide access to any rear yard.

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

A rear yard ensures the provision of amenity space for residential lots. The proposed reduction in rear yard setback for Blocks 29 and 30 of 8 metres, where the By-law requires a setback of 10.5 metres would be a minor reduction and sufficient amenity space would be provided in the proposed rear yards.

In summary, the proposed Zoning By-law Amendment is consistent with the general intent and purpose of the Municipality of West Elgin Zoning By-law.

5. PROPOSED PLANNING APPROVALS

5.1 Draft Plan of Subdivision

The proposed Draft Plan of Subdivision proposes the creation of 28 residential lots, two (2) multi-unit residential blocks, and a Stormwater management pond block. Easements are proposed along the rear of lot 1-18 for local Stormwater drainage, as well as easements between Lots 13 and 14, as well as between Block 29 and Block 30 for the access and maintenance for the relocated municipal drains.

Two (2) streets are proposed as part of the subdivision. A new 'Street A' is proposed that would extend from Queens Line to the southern end of the property. Harper Street is proposed to be extended west to connect to 'Street A'. A 30 cm reserve is proposed along the northern lot line of Lot 1 to limit access onto Queens Line.

5.2 Zoning By-law Amendment

To facilitate development on the subject lands, a Zoning By-law Amendment is required to permit residential uses on the property. The subject lands are proposed to be re-zoned FROM 'Future Residential' and 'Residential First Density' TO 'Residential Second Density – Special (R2-#)' and 'Residential Third Density - Special (R3-#)' to permit a range of residential uses on the subject property. The following special provisions are proposed:

Notwithstanding any other provisions of this By-law to the contrary, on lands zoned Residential Second Density R2-# on Schedule "B" Map 3 to this By-law, the following provisions shall apply:

SITE REGULATIONS

- a) *Minimum Lot Area – Duplex and Two Unit Dwelling* 475 m²
- b) *Minimum Lot Area – Single Detached Dwelling* 475 m²

Notwithstanding any other provisions of this By-law to the contrary, on lands zoned Residential Third Density R3-# on Schedule "B" Map 3 to this By-law, the following provisions shall apply:

SITE REGULATIONS

- a) *Minimum Lot Frontage – 13m*
- b) *Minimum Side Yard Setback – 4 m*
- c) *Minimum Rear Yard Setback – 8 m*

Notwithstanding any other provisions of this By-law to the contrary, on lands zoned Residential Third Density R3-# on Schedule "B" Map 3 to this By-law, the following provisions shall apply:

SITE REGULATIONS

- a) *Minimum Rear Yard Setback – 8 m*

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

The proposed R2-# and R3-# Zoning Provisions are listed in Table 1 & 2, below.

Table 1 – Proposed R2-# Zoning Provisions

Black Text – Original Zoning Provision
Italicized Red Text – Proposed Special Provision

| Zoning Provision | | Proposed R2-# Zone | Proposed Development |
|---|--|--|---|
| 9.1.1 Permitted Uses | Converted Dwelling Day Care Nursery Day Nursery Duplex Dwelling Group Home Home Occupation Semi-detached Dwelling Single Unit Dwelling Two-unit Dwelling | Same as existing | Semi-detached Dwelling Single Unit Dwelling |
| 9-1.1 Minimum Lot Area a) converted dwelling b) semi-detached dwelling c) duplex and two-unit dwelling d) single unit dwelling | a) existing b) 300 m ² per dwelling unit c) 600 m ² d) 500 m ² | a) Same as existing b) Same as existing c) 475 m ² d) 475 m ² | a) N/A b) 475 m ² c) 475 m ² d) 475 m ² |
| 9-1.2 Minimum Lot Frontage a) converted dwelling b) semi-detached dwelling c) duplex and two-unit dwelling d) single unit dwelling | a) existing b) 10.5 m per dwelling unit c) 20 m d) 12 m | a) Same as existing b) Same as existing c) Same as existing d) Same as existing | a) N/A b) 12.5 m c) 12.5 m d) 12.5 m |
| 9-1.3 Maximum Lot Coverage | 40% | Same as existing | N/A |
| 9-1.4 Front Yard Depth | 6.0 m | Same as existing | N/A |
| 9-1.5 Side Yard Width | | | |
| a) Semi-detached dwelling | a) 1.5 m provided that no side yard shall be required between the common wall dividing dwelling units | Same as existing | N/A |
| b) Dwelling with attached carport | b) 1.5 m | Same as existing | N/A |
| c) Dwelling without attached carport | c) 1.5 m on one side and 4.5 m on the other side | Same as existing | N/A |
| d) Dwelling on a corner | d) 7.5 m on the side abutting the street and the requirements of a), b), and c) above as the case may be on the other side | Same as existing | N/A |
| 9-1.6 Rear Yard Depth | 7.5 m | Same as existing | N/A |
| 9-1.7 Maximum Building Height | 10.5 m | Same as existing | N/A |
| 9-1.8 Minimum Outdoor Amenity Area | 45 m ² per dwelling unit | Same as existing | N/A |

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

| Zoning Provision | | Proposed R2-# Zone | Proposed Development |
|----------------------------------|---|--------------------|---|
| 9-1.10 Municipal Services | No dwelling shall be erected or used that is not connected to the municipal water supply system and the municipal sanitary sewage system. | Same as existing | Development proposed on full municipal services |

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

Table 2 – Proposed R3-# Zoning Provisions

Black Text – Original Zoning Provision

Italicized Red Text – Proposed Special Provision

| Zoning Provision | | Proposed R3-# Zone | Proposed Development Block 29 | Proposed Development Block 30 |
|--|---|--|---------------------------------|----------------------------------|
| 10.1.1 Permitted Uses | apartment dwelling double duplex dwelling home occupation multiple-unit dwelling senior citizens' home townhouse dwelling | Same as existing | Townhouse Dwellings | Townhouse Dwellings |
| 10-1.1 Minimum Lot Area a) double duplex, townhouse and multiple-unit dwellings b) apartment dwelling | a) 230 m ² per dwelling unit b) 230 m ² for each of the first four (4) dwelling units and 95 m ² for each additional unit thereafter | a) Same as existing b) Same as existing | a) 480 m ² b) N/A | a) 550 m ² b) N/A |
| 10-1.2 Minimum Lot Frontage a) double duplex, b) townhouse and multiple-unit dwellings | a) 25 m b) 30.5 m | a) Same as existing b) 13 m | a) N/A b) 70 m | a) N/A b) 13 m |
| 10-1.3 Maximum Lot Coverage | 35% | Same as existing | 32% | 28% |
| 10-1.4 Front Yard Depth a) double duplex, b) townhouse and multiple-unit dwellings | a) 7.5 m b) 7.5 m | a) Same as existing b) Same as existing | a) N/A b) 13 m | a) N/A b) 15 m |
| 10-1.5 Side Yard Width a) double duplex dwelling b) townhouse c) apartments and multiple-unit dwellings | a) 3.0 m on an interior lot, 7.5 m on the side abutting the street and 3.0 m on the other side on a corner lot b) 6.0 m or one-half the height whichever is greater on an interior lot, 10.5 m on the side abutting the street and 6.0 m or one half the height on a corner whichever is the greater on the other side c) 7.5 m | Same as existing 4 m Same as existing | N/A 6 m N/A | N/A 4 m N/A |
| 10-1.6 Rear Yard Depth | 10.5 m | 8 m | 8 m | 8 m |

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

| Zoning Provision | | Proposed Zone | R3-# | Proposed Development Block 29 | Proposed Development Block 30 |
|-------------------------------------|---|------------------|------|---|---|
| 10-1.7 Maximum Building Height | 3 storeys | Same as existing | | <3 storeys | <3 storeys |
| 10-1.8 Minimum Outdoor Amenity Area | 45 m ² per dwelling unit | Same as existing | | | |
| 10-1.9 Maximum Density | 60 dwelling units per hectare | Same as existing | | 21 units per hectare | 19 units per hectare |
| 10-1.10 Municipal Services | No dwelling shall be erected or used that is not connected to the municipal water supply system and the municipal sanitary sewage system. | Same as existing | | Development proposed on full municipal services | Development proposed on full municipal services |

6. CONCLUSION

Based on the above analysis, the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications are consistent with the Provincial Policy Statement, conforms to the Elgin County Official Plan and the Municipality of West Elgin Official Plan, and maintains the general intent and purpose of the Municipality of West Elgin Zoning By-law.

The following materials have been submitted to the Municipality of Lambton Shores along with this report in support of the Zoning By-law Amendment application:

- One (1) copy of a Zoning By-law Amendment Application form;
- One (1) copy of Draft Plan of Subdivision Application Form
- One (1) copy of the Draft Plan of Subdivision
- One (1) copy of the Reference Plan
- One (1) copy of the Planning Justification Report
- One (1) copy of Servicing Brief
- One (1) copy of Servicing Plan
- One (1) copy of Archaeological Assessment
- One (1) copy of Transportation Impact Assessment
- One (1) copy of Environmental Noise Study

The application fees will be submitted directly to the Municipality under separate cover by our client.

We trust that the enclosed information is satisfactory to address the submission requirements and look forward to working with staff to advance the applications. If you have any questions regarding this matter or require any additional information, please do not hesitate to contact me.

PLANNING JUSTIFICATION REPORT

Queens Line
Rodney, Ontario

Respectfully Submitted,

MONTEITH BROWN PLANNING CONSULTANTS

Jay McGuffin, MCIP, RPP
Vice President, Principal Planner
jmcguffin@mbpc.ca

JMc:es

Appendix 1 [Pre-Consultation Meeting Notes](#)



Subject: Revised Plan of Subdivision Pre-consultation Minutes, Queens Line, Rodney, ON

Date: April 13, 2022

Attendance: Paul Hicks, County of Elgin
Heather James, Municipality of West Elgin
Mike Kalita, Municipality of West Elgin
Jackie Beunen, Municipality of West Elgin
Lee Gosnell, Municipality of West Elgin
Valerie Towsley, Lower Thames Valley CA
Connor Wilson, Lower Thames Valley CA
Klaud Czeslawski, KLM Holdings
Eric Steele, Monteith Brown Planning Consultants
Jay McGuffin, Monteith Brown Planning Consultants
Kyle Underwood, Driven Engineering

Minutes:

1. *Introductions*

All parties on the call introduced themselves. Regrets were received by Brian Lima, County of Elgin.

2. *Summary of Proposal*

E Steele provided an overview of the proposed plan of subdivision composed of 27 single detached building lots, and blocks for 12 townhouse units fronting on an extension of Harper Street as well as a new municipal road accessed from Queens Line. The lands are located in the settlement area of Rodney and are designated 'Residential' in the Official Plan and are zoned a 'future development' zone. E Steele noted that the lands are proposed to be serviced by the municipal water and sanitary sewage systems. The applicant has prepared two versions of the proposed plan: one would see the proposed new municipal road terminate in a cul-de-sac at an adjacent property (currently occupied by a solar farm); a second version would see the proposed new municipal road terminate in a 0.3 metre reserve at the adjacent property providing an opportunity for a future connection to the said parcel. The second version was completed at the request of the municipality who have expressed an interest in seeing a connection to the adjacent lands.

3. *Round Table*

Municipality of West Elgin – H James reiterated the preference of the Municipality to see the new road terminate at a future connection point to the adjacent lands as opposed to a cul-de-sac and P Hicks noted that the County would leave this matter to the discretion of the local municipality, but encouraged the parties have this issue addressed prior to application in order to avoid future modifications and potential delays in the processing of the application. H James noted that the lands will need to be the subject of a rezoning application, and requested that it be applied for concurrently with the subdivision application. H James noted that the proposed development is adjacent to a former railway line (since removed) and questioned the need for an environmental site assessment (ESA). J McGuffin and P Hicks both noted that unless there was railway (or other related activity) directly on the subject lands there would be no need for an ESA to be completed. Regardless, all parties agreed to review available documentation to confirm whether or not an ESA would be required.*

M Kalita highlighted the location of connection points for water and sanitary sewer connections and noted that capacity in both systems does not appear to be an issue. P Hicks noted that confirmation of sufficient reserve capacity will need to be provided to the County prior to draft approval being given, noting that this can either be provided by way of correspondence from the local municipality, or through an assessment contained in the applicant's servicing report.

L Gosnell noted the need to coordinate drainage matters as there are nearby drainage works that are likely to commence in the near future.

The Municipality requested that the following be made a requirement for a complete application for the plan of subdivision:

- Planning rationale
- Geotechnical report
- Stormwater management report
- Functional servicing report
- Archaeological assessment

Lower Thames Valley CA – V Towsley noted that no conservation authority regulations are applicable to the subject property and that the CA will review the stormwater management report. V Towsley also noted that the stormwater management solution will be required to meet a standard of an enhanced total suspended solids (TSS) removal of 80% and the outlet will be subject to permitting / review.

The CA has requested that the following be made a requirement of a complete application:

- Stormwater management report

Elgin County – P Hicks reiterated the need to address the issue of the termination of the proposed new road prior to application but otherwise had no additional comments on the application.

The County will require that the following be made a requirement for complete application:

- Planning rationale
- Draft plan of subdivision
- Reference plan
- Transportation impact assessment – examining net impact on county roads
- Noise study – assessing noise impacts from county roads
- Archaeological assessment

4. *Follow up questions or comments*

A general discussion was held where the applicants made a series of inquiries regarding details of the Municipality's comments on the proposed plan. The Municipality and the applicant agreed to host another meeting to discuss the issue of the termination of the new street.

5. *Other matters*

None raised.

6. *Next steps*

P Hicks outlined immediate next steps regarding confirmation of the complete application requirements and noting that the County is available to participate in any follow up meetings in advance of formal application if needed.

Complete Application Requirements:

The following constitutes the list of required plans and studies as part of the subject application for draft plan approval:

- Geotechnical report
- Stormwater management report
- Functional servicing report
- Archaeological assessment

- Draft plan of subdivision
- Reference plan
- Planning rationale
- Transportation impact assessment – examining net impact on county roads
- Noise study – assessing noise impacts from county roads

* Prior to the issuance of the minutes both the County and the Municipality reviewed their respective files on the subject lands and there was no evidence found of any railway or other industrial activity on the site. As such, both parties confirm there is no requirement for an ESA to be completed.