



Staff Report

Report To: Council Meeting

From: Robert Brown, Planner

Date: 2024-08-20

Subject: Zoning By-law Amendment Application D14 2-2023 & Draft Plan of Subdivision Application 34T WE2301 – Recommendation Report – (Planning Report 2024-27)

Recommendation:

That West Elgin Council hereby receives the report from Robert Brown, Planner regarding Zoning By-law Amendment Application D-14 2-2023 and Draft Plan of Subdivision 34T-WE2301 for lands on the south side of Queen’s Line (address 22003) – Recommendation Report – (Planning Report 2024-27);

That West Elgin Council approve the zoning by-law amendment for the subject parcel on Queen’s Line to:

- i) Rezone the property from Future Residential (FR) & Residential First Density (R1) to a site-specific Residential First Density Special Use Regulation 11 (R1-11);
- ii) Rezone the property from Future Residential (FR) to Residential Third Density Special Use Regulation 7 (R3-7);
- iii) Establish site-specific regulations for each of the proposed special zones.

That West Elgin Council receives comment from the public for the Draft Plan of Subdivision and direct staff to provide a resolution of support for the Draft Plan of Subdivision 34T WE 2301 to the County of Elgin for approval.

That West Elgin Council consider the proposed amendment to the West Elgin Comprehensive Zoning by-law, as presented in the by-law portion of the September 12, 2024, Council Agenda.

Purpose:

The Municipality of West Elgin has received the above-noted applications for lands located on the south side of Queens Line, immediately east of the Rodney Cemetery. The subject property is designated Residential by the Official Plan. The current zoning on the property is Residential First Density, (R1) Zone and Future Residential, (FR) Zone under the West Elgin Zoning By-law.

The subject lands total 3.14 ha (7.75 ac.) in area with frontage of 59.1 m 193.89 ft. along Queen’s Line. (Figure One) The property also has 20.1 m (66 ft.) of frontage at the current end of Harper St. The property is currently vacant. A draft plan of subdivision application has also been filed with the Municipality and County of Elgin which proposes a total of 28 new lots for single detached dwellings and two blocks at the end of Street “A” for townhouse development (See Figure Two). The applicant has also filed an application for a site-specific zoning amendment to rezone the lands to permit residential development and establish site-specific regulations.

Background:

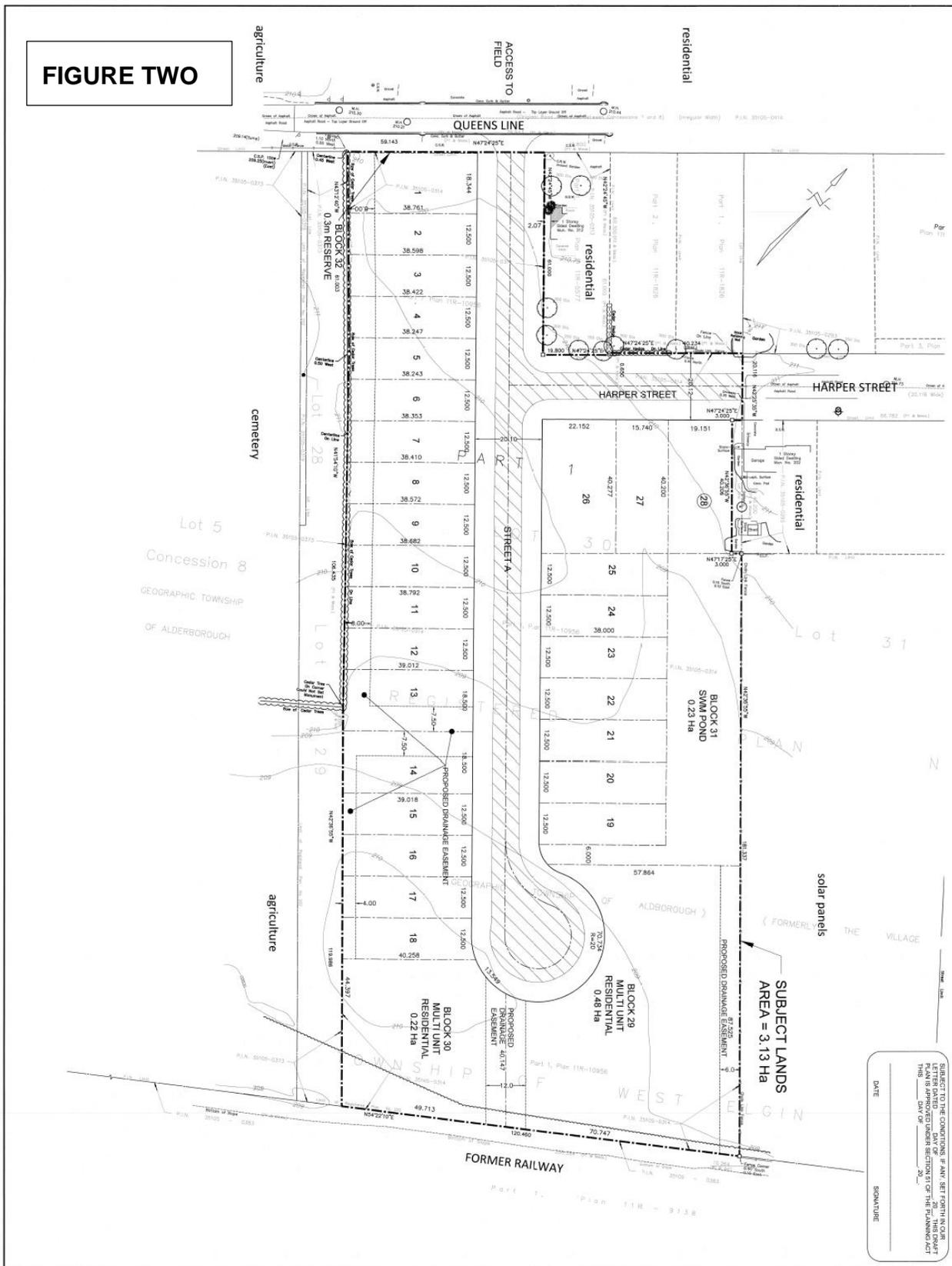
Below is background information from the application, in a summary chart:

Owner:	KLM Holdings
Applicant/Agent:	Monteith Brown Planning Consultants Ltd.
Legal Description:	Part of Lot 30, Plan 202, Pt. 2, RP 11R 5577, Pts. 1 & 2, RP 11R 10735 & Pt. 1, RP 11R 10956
Civic Address:	22003 Queen's Line
Entrance Access:	New street to be constructed
Water Supply:	Existing: None Proposed: Municipal water service
Sewage Disposal:	Existing: None Proposed: Municipal sanitary service
Lot Area:	3.14 hectares (7.75 acres)
Use of Lands:	Existing: Vacant Proposed: single detached & townhouse residential

Figure One below, depicts the subject lands:



FIGURE TWO



SUBJECT TO THE CONDITIONS OF ANY SET FORTH IN OUR PLANS APPROVED UNDER SECTION 51 OF THE PLANNING ACT THIS DAY OF _____ 20__

DATE _____

SIGNATURE _____

Month & Storm
PLANNING CONSULTANTS

DRAFT PLAN OF SUBDIVISION

PART OF LOT 20, REGISTERED PLAN 222
GEOGRAPHIC TOWNSHIP OF ALDERBOROUGH
COUNTY OF ELGIN



OWNER'S CERTIFICATE

I, the undersigned, being the owner of the land shown in the plan, do hereby certify that the land shown in the plan is the land described in the plan and that the plan is a true and correct copy of the plan as shown in the plan.

DATE: June 5, 2024

SUBDIVISION: QUEENS LINE SUBDIVISION

REGISTERED PLAN: 222

OWNER: KLM HOLDINGS

LAND USE SCHEDULE

LAND USE	AREA (HA)	PERCENT
LOW DENSITY RESIDENTIAL	1.52	68.8
MULTI UNIT RESIDENTIAL	0.78	32.4
SWM POND	0.23	7.3
STREET & HARPER STREET	0.68	21.7
TOTAL SITE AREA	1.33	100

CONVEYANCE AND REGISTRATION

NO.	REGISTERED INSTRUMENT	DATE	REG.
1	AGREEMENT TO SUBDIVIDE	JUNE 2024	88
2	AGREEMENT TO SUBDIVIDE	JUNE 2024	88
3	AGREEMENT TO SUBDIVIDE	JUNE 2024	88
4	AGREEMENT TO SUBDIVIDE	JUNE 2024	88

KLM HOLDINGS

SCALE: 1:500

0 20 40 60 80 100

QUEENS LINE SUBDIVISION RODNEY

PROJECT NO. 22-700

SCALE: 1:500

DATE: JUN 16, 2024

1

Financial Implications:

Application fees were collected in accordance with the Municipality's Fees and Charges By-law, as amended from time to time. Development of the property overall will result in a significant increase in assessment value at full build out.

Policies/Legislation:

Planning authorities must have regard to matters of Provincial interest, the criteria of the *Planning Act*, be consistent with the Provincial Policy Statement (PPS) and do not conflict with Provincial Plans. Within the Municipality of West Elgin, they must also make decisions that conform to the County of Elgin Official Plan (CEOP) and Municipality of West Elgin Official Plan (OP) and make decisions that represent good land use planning.

PPS:

The subject lands are within the settlement area of Rodney. The residential development on the subject lands is supportive of a number of policies in PPS as follows:

Section 1.1.3.1 states that, "Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted."

Section 1.1.3.2 Land use patterns within settlement areas shall be based on:

a) Densities and a mix of land uses which:

1. Efficiently use land and resources;

Comment: The subject lands are located within the settlement area of Rodney. The parcel has access to full services and is an extension and rounding out of the area as it is located at the westerly most edge of the settlement area. The proposed development is a mix of larger single detached lots along the extension of the Harper St. The westerly side of Street "A" will provide for smaller single detached lots with the cul-de-sac end providing for denser development adding townhouses to the mix.

2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

Comment: There is no extension of services required as a result of this development. There are municipal drain relocations that will be incorporated into the subdivision at the developer's expense. All of the infrastructure within the subdivision itself is also the responsibility of the developer.

3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;

Comment: Rodney has always had the characteristics of a bedroom type community located just off of Highway 401 and in close proximity to London and St. Thomas. It provides an alternative, quieter, smaller community, but close by, source of housing. The mix of lot sizes will allow for a variety of housing types allowing existing residents to

downsize and remain in the community via the townhouses or provide both first time homeowners and existing homeowners options for single detached dwellings. New construction is also considerably more energy efficient and requires more focus on updated storm water management systems that are able to withstand larger rainfall events and achieve better quality of storm water discharge.

Support active transportation;

Comment: Being a small community development remains compact and generally close to most other areas within Rodney. The downtown area is a short walk along the existing sidewalk on Queen's Line. As development and growth continues it will provide ongoing opportunities to consider and incorporate more active transportation thru bike lanes, multi use paths and trail systems. It is recommended that a sidewalk be provided as part of the development along the west side of Street "A" to the south end of Lot 18 with connection to the existing sidewalk along Queen's Line.

4. Are transit-supportive, where transit is planned, exists or may be developed; and

Comment: Rodney does not have traditional dedicated transit but does have access to the Four Counties busing system. Similar to active transportation transit is not readily feasible but as growth continues and ridership grows expanded transit will follow.

CEOP:

The subject lands are within the Tier One settlement area designation on Schedule 'A' Land Use in the CEOP. The property would be considered a residential area with the settlement area and subject to the policies of Section C1.1.1 Residential Area.

It is the objective of this Plan to:

- a) maintain and *enhance* the character and identity of existing residential areas;
- b) encourage the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;
- c) promote the efficient use of existing and planned *infrastructure* by supporting opportunities for various forms of *residential intensification*, where appropriate;
- d) encourage increases in density in new *development* areas to maximize the use of *infrastructure* and minimize the amount of land required for new *development*;
- e) ensure that residential areas permit a variety of complementary and *compatible* land uses including *special needs* housing, community facilities, schools, small-scale commercial uses and recreational open space areas;
- f) require a high standard of urban design for *development* and *redevelopment*; and,

g) encourage local municipalities to establish comprehensive design guidelines and policies to foster the establishment of communities that are safe, functional and attractive.

Supplementary to and in support of the proposed development the applicant has provided a number of additional background studies including the following:

Noise Impact Assessment

Comment: This was completed because of the placement of houses within close proximity to Queen's Line. The resulting study concluded that there were no issues with noise generated from the road that would be consistent with the MECP noise guidelines.

Traffic Impact Analysis (TIS)

Comment: All new development adds traffic volume to an area in which it is constructed. The purpose of a TIS is to ensure that the added volume does not negatively impact on existing roadways to the point that they do not properly function. The TIS completed for the subject development examined two intersections, Street "A" at Queen's Line and Queen's Line at Furnival Road. The report concluded that both intersections will continue to operation at acceptable levels and not negatively impact on traffic flows.

Archaeological Assessment

A Phase One and Two assessment was completed for the subject lands. No archaeologically significant items were found on the property and it was confirmed that there are no grave sites outside of the current limits of the Rodney Cemetery. A letter of clearance will be required from the applicable Ministry and will be noted as a requirement within the development agreement prior to commencement of any onsite works.

Hydrogeological Assessment

This work is primarily undertaken to ensure the suitability of a given property to support the construction of roads, services and eventually new homes. No issues of concern have been expressed as a result of the review.

Stormwater Management

Proper storm water drainage has become an issue that is almost of greater concern than the provision of sanitary sewer or municipal water. With the increased number of significant rainfalls, it is critical that new development is able to collect, direct and manage surface water so as not to negatively impact surrounding lands. As a result of the proposed development there are two existing municipal drains that will require partial relocation. The Voros Drain will be relocated within Street "A" and remain solely dedicated to the ongoing drainage of surrounding agricultural lands. The Thompson Drain will also be relocated and tied into the relocated Voros Drain. A new separated and dedicated storm sewer will be installed to collect and direct surface water from the new development into a stormwater management facility with eventual outlet into other municipal drainage works that are also being completed at the same time. Stormwater flow rates will not be allowed to exceed current flow rates. This will be controlled via the new stormwater management pond.

WEOP:

The subject lands are designated as Residential, as shown on Land Use and Transportation Plan Schedule 'C' of the OP. The proposed development is a combination of infill and rounding out type development with existing residential to the east and north. To the west is the Rodney Cemetery, while to the south are former rail lands, a hydro corridor with agricultural beyond that. As such, the requested zoning amendment on the subject lands conforms with the Official Plan. The applicant's planning consultant Monteith Brown has prepared a Planning Justification Report (PJR) in support of the application and staff are in concurrence with its conclusions. (Appendix A)

Municipality of West Elgin Comprehensive Zoning By-law 2015-36 (ZBL):

The subject lands are zoned Future Residential (FR) Zone and Residential First Density (R1) Zone on Schedule B, Map 3 of the Zoning By-law, as depicted in Figure Two. In order to proceed with the proposed development an amendment is required to rezone the property to a site-specific Residential First Density Special Use Regulation 11 (R1-11) covering Lots 1 to 28 for single detached dwellings which will do the following:

- i) permit single detached dwelling development, and
- ii) establish site-specific zoning provisions.

Block 29 and 30 will be rezoned to a site-specific Residential Third Density Special Use Regulation 7 (R3-7) covering Block 29 and 30 to:

- i) permit townhouse dwellings and townhouse dwelling units, and
- ii) establish site-specific zoning provisions.

The proposed zoning amendment along with the associated amendment of the zoning provisions is consistent with the Provincial, County and Municipal goals to provide more housing through increased density, compact form to best utilize existing serviced lands within the settlement areas and a more diverse mix of housing types.

Circulation Of The Application:

Notice of the application was circulated to the applicable commenting agencies and neighboring property owners within 120 meters of the subject lands on August 23, 2024, 20 days prior to the public meeting (minimum 20 days required). A sign was also posted on the property along with notice provided on the municipal website.

Municipal Department Comments:

The zoning by-law amendment application was circulated to staff. Technical review will continue through the plan of subdivision phase and will include the incorporation of any required conditions in the associated development agreement. A third party review of the stormwater management plan will likely be necessary as the engineer completing the stormwater management is the same engineer undertaking the engineering works associated with the drain upgrades and relocation.

Agency Comments:

The zoning by-law amendment application was circulated to the Agencies for comment. The following comments were received:

Lower Thames Valley Conservation Authority (LTVCA)

The full comment from the LTVCA is included as Appendix B. There was no objection to proposed development on the subject lands however the Conservation Authority did request that the final storm water management plan be provided for review.

Hydro One

No concerns or comments were expressed in relation to hydro corridors or high voltage lines. (Appendix C) Additional direct consultation will be necessary for the applicant to provide the final plan and hydro needs for Hydro One to design the necessary service connections.

Bell Canada

Comment was provided and is included as Appendix D. Bell has requested two conditions be included in the approval process. This will be noted in the final development agreement. The applicant will need additional consultation with Bell to provide the necessary final service connections to the subject lands.

Canada Post

Comment was not received however based on past comment Canada Post has outlined their standard requirements for all new development and this will be incorporated into the development agreement as part of the approval process.

Public Comments:

At the time of submission of this report correspondence has been received requesting notice of Council's decision. This will be forwarded to all neighbours that received notice of the meeting.

As a separate issue the developer has been in contact with the owners of 202 Harper St. to resolve a boundary issue between 202 Harper and the subject lands. It was agreed that a 3 m wide parcel would be conveyed from the subject lands to 202 Harper St. Administration has been aware of this since the application was submitted and meet with the owners of 202 and have advised them that the conveyance of the 3 m parcel will be incorporated as a condition of draft approval.

Summary/Conclusion:

Therefore, it is Planning Staff's opinion that the proposed Zoning By-law Amendment is consistent with the PPS, conforms to the CEOP and conforms to the OP; and recommends that the request for Zoning By-law Amendment be approved, subject to no concerns being raised through any oral and written submissions being received since the writing of this report and at the public meeting.

Once a Council decision is made, notice will be sent to those who have requested a copy and/or attended the public meeting or provided written comments and everyone who was circulated the notice of public meeting.

There will be a 20 day appeal period after the Notice is sent out. Any appeals received by the Municipality of West Elgin will be forwarded to the Ontario Land Tribunal for a hearing, in accordance with the Planning Act.

It is further the recommendation of planning staff that the draft plan of subdivision is endorsed and said endorsement is provided to the County for final consideration as the approval authority.

Alignment with Strategic Priorities:

Infrastructure Improvement	Recreation	Economic Development	Community Engagement
<input type="checkbox"/> To improve West Elgin's infrastructure to support long-term growth.	<input type="checkbox"/> To provide recreation and leisure activities to attract and retain residents.	<input checked="" type="checkbox"/> To ensure a strong economy that supports growth and maintains a lower cost of living.	<input type="checkbox"/> To enhance communication with residents.

Respectfully submitted by,



Robert Brown, H. Ba, MCIP, RPP
 Planner, Municipality of West Elgin

Report Approval Details

Document Title:	Zoning App D14 2-2023 - Draft Plan of Subdivision 34T WE2301 - Recommendation Report - 2024-27-Planning.docx
Attachments:	<ul style="list-style-type: none">- Appendix A - 8. Planning Justification Report - KLM Holdings - Rodney Subdivision.pdf- Appendix B - LTVCA Comment.pdf- Appendix C - Hydro Comment - KLM.pdf- Appendix D - Bell Comment.pdf- 2024-64 - ZBLA - D14 2-2023 KLM.pdf
Final Approval Date:	Sep 9, 2024

This report and all of its attachments were approved and signed as outlined below:

Terri Towstiuć