



# PLANNING JUSTIFICATION REPORT

## PREPARED FOR:

**Draft Plan of Subdivision  
Bridle Path North Arva Inc.**  
Bridle Path North Subdivision,  
Community of Arva  
File no. 1094BE

**April 2025 –  
Revised July 2025**

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# 1.0 Introduction

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## 1.1 Overview

MHBC has been retained by Bridle Path North Arva Inc. (the 'Applicant'), c/o York Developments, to assist with an application for a Draft Plan of Subdivision in support of a mixed-use subdivision development planned for the community of Arva in the Municipality of Middlesex Centre. The subject lands (the 'Site') encompass the majority of land located in the Arva settlement area west of Richmond Street (Provincial Highway No. 4) and include separate properties north and south of Medway Road (County of Middlesex Road 28).

The subject lands are generally described as Part of Lot 17, Concession 6 & 7 (Municipality of Middlesex Centre). In total, the Site measures 23.7 ha in area, and has 427 m of lot frontage along the south side of Medway Road and 499 m of lot frontage along the north side of the street (all measurements herein are approximations). The Site also has a total of 247 m of total flankage along the Richmond Street corridor.

The Applicant is proposing to develop the Site for a Plan of Subdivision supporting a broad range of residential development opportunities, as well as complementary retail/service commercial uses proximate to Richmond Street. The proposed development is referred to as the Bridle Path North Subdivision ('Bridle Path') and is estimated to yield in excess of 875 residential units within 16 development blocks (based on assumed densities and conceptual block layouts outlined in Section 3.2 of this Report). Collectively, the residential density of these blocks would be 55 units/ha. Official Plan and Zoning By-law Amendments are also required to implement the proposed subdivision layout.

The planning merits of the Draft Plan of Subdivision ('Draft Plan') proposal is evaluated in detail within this Report and is generally summarized below:

- The Site is well suited for the intended mix of residential and limited commercial uses given its physical characteristics, its location within a designated urban settlement area, and its proximity to the arterial road network, a local commercial node, residential neighbourhoods and community/educational facilities;
- Implementation of the proposed Draft Plan represents an opportunity to promote a compact residential land use pattern and the efficient use of land and services;
- The mix of residential types to be accommodated in the Draft Plan would increase housing supply and further diversify housing choice in the Arva community and, more broadly, the Municipality of Middlesex Centre. It is also anticipated that the intended housing types would be compatible with, and complementary to, the local development context;

- Design elements integrated into the proposal are intended to promote an attractive mixed-use development that would contribute positively to the local streetscapes. Additionally, the commercial and residential uses intended for the Site would help enhance the vitality of the Richmond Street corridor and support the long-term viability of a designated Village Centre;
- Assessments carried out for the project generally conclude that the existing servicing infrastructure and road network can accommodate the proposed development (with consideration for study recommendations and required improvements); and
- In our opinion, the proposed Draft Plan is consistent with the Provincial Planning Statement, conforms with the County of Middlesex Official Plan and is in keeping with the policy direction of the Municipality of Middlesex Centre Official Plan.

In light of these considerations and commentary provided in this Report, it is our opinion that the proposed Draft Plan of Subdivision is appropriate for the Site and should not generate significant land use conflicts with adjacent properties.

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## 1.2 Report Framework

This Report has been prepared for submission to the Municipality of Middlesex Centre in support of a complete Draft Plan of Subdivision application. The principal components of this Report are as follows:

- An introduction and general description of the subject lands, surrounding uses and existing conditions to provide an understanding of the locational context;
- A summary of the conceptual Draft Plan and related design considerations;
- A review of the planning permissions required to implement the proposal;
- An assessment of the Draft Plan of Subdivision application relative to the applicable framework of planning policies and development regulations. As part of this planning analysis, the following documents were primary references:
  - 2024 Provincial Planning Statement;
  - County of Middlesex Official Plan;
  - Municipality of Middlesex Centre Official Plan;
  - Municipality of Middlesex Centre Zoning By-law No. 2005-005; and
  - Municipality of Middlesex Centre Urban Design Guidelines.

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## 2.0 Site Description and Surrounding Area

The Site is located in the west end of the community of Arva and forms part of the Arva Settlement Area, as delineated on Schedule A-3 (Arva Community Settlement Area) of the Municipality of Middlesex Centre Official Plan, consolidated September 2024. These lands encompass the majority of property within the settlement area west of Richmond Street, and principally include two separate properties north and south of Medway Road. These parcels are generally described as Part of Lot 17, Concessions 6 and 7 (Municipality of Middlesex Centre) and are not municipally addressed.

Currently, the subject lands are used predominately for agricultural purposes (cultivated farmland), and a barn and several outbuildings are also located on the premises. The existing building cluster is positioned adjacent to Richmond Street, and immediately south of a rural residence located at 21525 Richmond Street. This property is not included within the boundary of the Draft Plan of Subdivision. Notwithstanding, these lands are considered in the proposed implementing Official Plan and Zoning By-law Amendments to facilitate their potential inclusion within the larger development over time.

The Site collectively measures 23.7 ha in area and has 427 m of lot frontage along the south side of Medway Road, as well as 247 m of total flankage along the Richmond Street corridor. Generally, the Site is bounded by the Medway Creek corridor to the north and west, and the lands drain towards this corridor. Portions of the Site proximate to Medway Creek are regulated by the Upper Thames River Conservation Authority (UTRCA).

Land uses surrounding the Site are summarized as follows:

- NORTH:** Medway Creek corridor; agricultural operations (cultivated farmland, horse farm; grain elevators).
- EAST:** Commercial, office and institutional uses; Richmond Street corridor; low-rise residential development. 21525 Richmond Street, located immediately adjacent to the east, is a rural residential property.
- SOUTH:** Low density residential development (Croyden Drive subdivision); Medway Creek corridor; Sunningdale Golf & Country Club.
- WEST:** Medway Creek corridor; agriculture (cultivated farmland, rural residence).

Additionally, a range of low-, mid- and high-rise forms have been developed, or are planned, in the vicinity of the Richmond Street/Sunningdale Road West intersection (within the City of London).

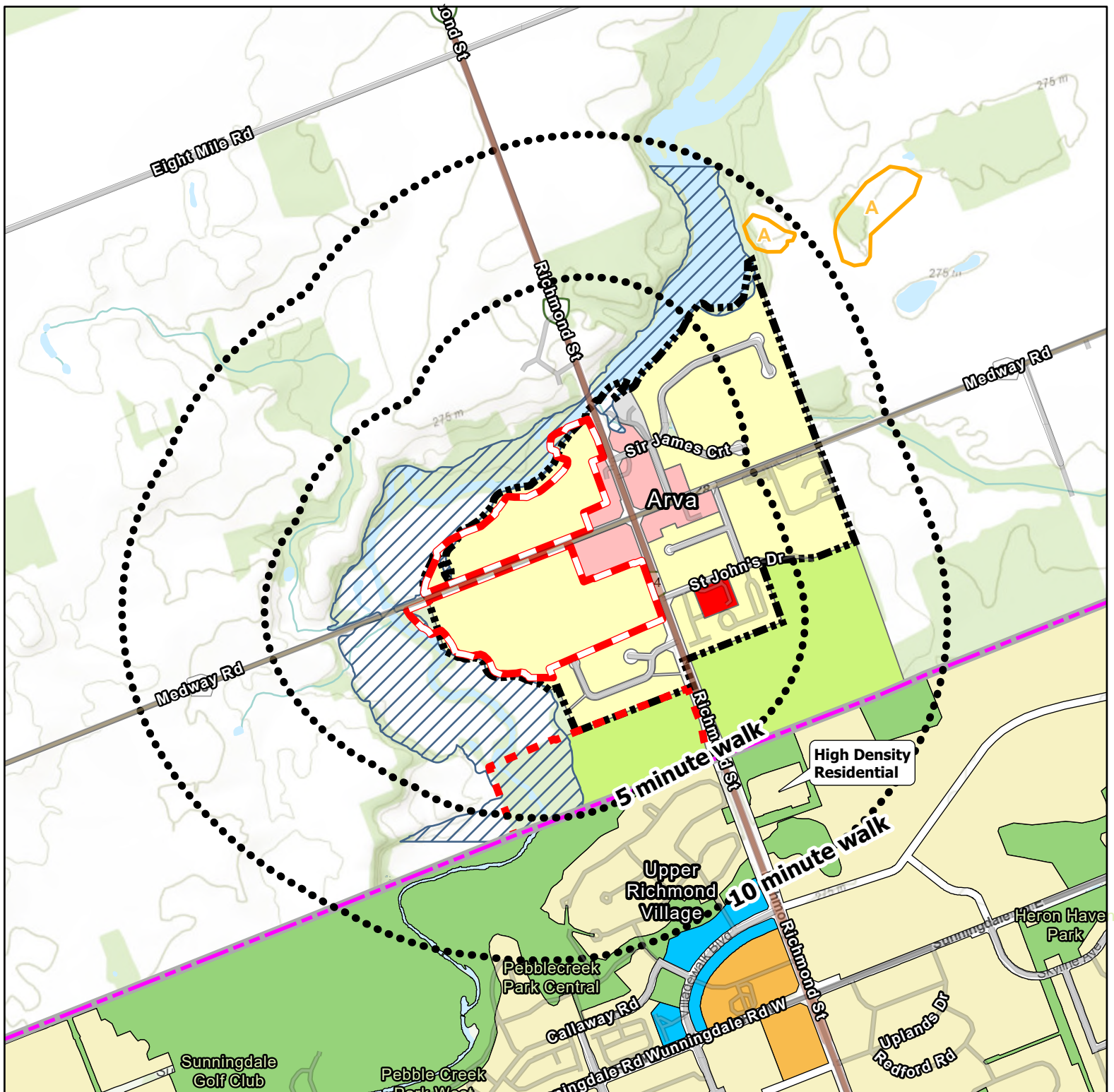
Adjacent to the Site, the Richmond Street corridor contains two lanes of through traffic in either direction, and a westbound left turn lane is provided at the Medway Road intersection. Sidewalks/paved shoulders are also located on both sides of the street. At this location, Medway Road contains one through lane of traffic in either direction with a northbound left turn lane provided at the Richmond Street intersection. Sidewalks are also provided along Medway Road east of the Richmond Street intersection. Both streets are classified as higher-order roads pursuant to Schedule 'D' (Transportation & Utilities Plan) of the Municipality of Middlesex Centre Official Plan, with Richmond Street classified as a Provincial Highway and Medway Road classified as an Arterial Road.

**Figure 1** of this Report identifies the location of the Site within the context of the local development setting, with this setting further illustrated in the following photographs (dated April 22, 2025). These photographs identify the surrounding development context along the Richmond Street frontage (in the vicinity of Block 23).

**Photograph 1:** Richmond Street corridor, view south towards City of London







**Figure 1**  
**Context Plan**

### Legend

	Subject Lands		Settlement Commercial
	400m & 800m Buffer		Settlement Employment
	Special Policy Area		Village Centre
	Settlement Boundary		City of London Boundary
	Aggregate Overlay		Green Space
	Flood Plain		Shopping Area
	Parks and Recreation		Main Street
	Residential		Neighbourhoods

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**Photograph 2:** Richmond Street corridor, view north towards Arva commercial core





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# 3.0 Description of Proposal

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## 3.1 Design Considerations

Several design components have been integrated into the proposed Draft Plan to promote housing choice, encourage connectivity and protect identified natural features and functions. In this respect, the Bridle Path layout incorporates the following core elements:

- **Low density residential blocks planned at interface locations** (1) to encourage compatibility with the existing development context and (2) to provide a mix of low-rise housing opportunities for future residents;
- **Higher density residential blocks located along higher-order street frontages: to provide a more intensive scale of development** that broadens housing options; increases housing supply; promotes compact urban form; and supports efficient use of land and services;
- **Limited (complementary) retail/service commercial uses integrated with an apartment form adjacent to Richmond Street** to support the planned function of the community's 'main street';
- **An internal circulation pattern designed: to function as an organizing element; to support community connectivity and active transportation; and to promote efficient and safe traffic movement;**
- **Design elements to enhance the aesthetic character of the development** (e.g., unobstructed views of park and natural corridor features and development permissions to encourage a pedestrian-oriented streetscape along Richmond Street); and
- **Provision of park and open space components** to facilitate (1) passive and active recreation and (2) to protect sensitive natural features and functions.

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## 3.2 Overview of Draft Plan of Subdivision

As discussed, Bridle Path has been designed to accommodate a mix of residential densities and land uses, and to establish a development pattern that is compact in design and

connected with the surrounding community. **Appendix A** of this Report illustrates the conceptual Draft Plan of Subdivision prepared by MHBC, dated June 26, 2025. The following summarizes the core elements of the proposed Draft Plan layout. This layout has been prepared with consideration for preliminary comments received at the pre-consultation meeting held on April 11, 2024 and coordinated by the County of Middlesex. Additionally, the Bridle Path design has regard for comments received from community members attending the Neighbourhood Open House held on August 8, 2024 at Medway High School.

As illustrated in the proposed Draft Plan, the subdivision proposal yields an estimated 894 residential units within 16 development blocks based on the conceptual lot layout and conceptual block designs. Collectively, the residential density of these blocks would be 55 units/ha.

The proposed Draft Plan incorporates these principal elements:

- Two internal lotting patterns organized by predominately public streets for the southern portion of the Site and private streets for the northern portion:
  - For the south part of the development (south of Medway Road), Street 'B' functions as the primary connecting road for the subdivision; providing direct access to Medway Road and linkages to all other proposed local streets. Street 'C' provides a second access to Medway Road and Streets 'D' and 'E' are internal linkages. Additionally, two private streets connect townhouse blocks (Blocks 13 to 15) with Street 'D' and a window street provides access to the private streets for townhouse units fronting Medway Road; and
  - For the north part of the development, an interconnected private street network establishes two access points to Medway Road and driveway connections to development blocks.
- Three medium density residential blocks positioned adjacent to the Medway Road and Richmond Street corridors (Blocks 8, 11 and 23) intended for mid- and high-rise apartment buildings. It is also anticipated that for Block 23, the apartment design would include ground floor retail/service commercial fronting Richmond Street; reflecting the 'main street' development pattern along this corridor. Combined, these multiple-unit blocks encompass a total development area of 4.0 ha and yield an estimated 663 units (equating to a combined density of 165 units/ha). Low- and mid-rise design layouts for Blocks 8 and 11 are included in **Appendix B** to this report, with a high-rise design concept and floor plans for Block 23 provided in **Appendix C**. All design concepts have been prepared by Agar Architect Inc. ('Agar').
- One medium density residential block positioned adjacent to the Medway Road corridor (Block 13) is intended for cluster townhouses. This multiple-unit block encompasses a development area of 2.2 ha and would yield an estimated 62 townhouse units (equating to a density of 28 units/ha).

- Six medium density residential blocks (Blocks 5, 9, 10, 12, 22 and 27) intended for street townhouses. These townhouse blocks would encompass an area of 1.6 ha and yield an estimated 49 townhouse units (equating to a density of 31 units/ha).
- Low density residential development with 11 development blocks (Blocks 1, 3, 7, 16 to 21, 24 and 25) having a total lot area of 7.9 ha. An estimated 120 dwelling units would be accommodated within these blocks, equating to a residential density of 16 units/ha.
- A park block (Block 35) and three open space blocks (Blocks 2, 29 and 44) situated at strategic locations to encourage passive and active recreation, and to accommodate habitat compensation opportunities. Block 35 measures 0.3 ha in area, and the open space blocks measure 1.6 ha collectively.

Additionally:

- Streets 'B' to 'E' are intended to be local (municipal) streets, and are designed with a typical 20 m wide road allowances;
- Private roads integrated into the subdivision layout are designed with a typical width of 10 m at Medway Road entrances and a typical 6.7 m pavement width internal to the development;
- Block 36 (0.2 ha) is planned for a utility block (municipal watermain booster station and sanitary pumping station) and Blocks 30 and 37 are planned for stormwater management facilities (totalling 1.3 ha in area);
- Blocks 31 and 43 are intended to accommodate walkways to support, respectively, pedestrian connectivity along Richmond Street to the Medway Creek corridor and connectivity to the Croyden Drive subdivision. The walkway blocks are designed with a typical 6.0 m width;
- Blocks 40 and 41 are 0.3 m reserves located along the Richmond Street corridor;
- Blocks 32 and 33 are intended for the required Medway Road widening. Notably, a multi-use, in-boulevard pathway is planned in conjunction with this widening to support active transportation options (e.g., walking, cycling). We understand this pathway is to extend along the south side of the street and connect to Richmond Street via Street 'C' and the watermain easement proposed at the terminus of Street 'B';
- Blocks 4 and 6 are to provide a 6.0 m setback from the Medway Creek corridor for maintenance purposes; and
- Easements for watermain and stormwater drainage are proposed to address site servicing requirements.

The balance of the Site, which includes lands adjacent to Medway Creek, is not intended to form part of this Draft Plan application. These lands are used for predominately agricultural (pasture) purposes and are intended to be retained for that purpose.

**Appendix D** presents the Draft Plan of Subdivision excluding the private road arrangement and consolidated multiple-unit blocks accessed from these roads. For the purposes of this Report, all discussion relating to the Bridle Path layout will reference the conceptual Draft Plan included in **Appendix A**.

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## 3.3 Conceptual Designs

As discussed, Agar has prepared conceptual site layouts for Blocks 8, 11 and 23, as well as architectural floor plans for the high-rise form proposed for Block 23. The plans and conceptual graphics included in this Report illustrate the layout, scale, character and connectivity of the proposed block developments.

The core components of the conceptual site designs are summarized below.

### **Block 8:**

- A six storey (mid-rise) apartment building containing 93 dwelling units (Apartment A). It is anticipated that the proposed apartment would provide a range of apartment configurations to promote housing choice and respond to market demand;
- A site layout that positions, and orients the building mass of Apartment A to the Medway Road frontage;
- An internal access arrangement integrating pedestrian and vehicular entrances/exits from the planned Private Street, as well as a street level pedestrian entrance from Medway Road;
- A parking arrangement comprised of surface parking spaces, accessible spaces located near the primary entrance and loading zones adjacent to the main entrance; and
- An internal walkway network supporting connectivity between street sidewalks, the proposed building, amenity areas and the surface parking areas.

### **Block 11:**

- A six storey apartment building containing 93 dwelling units (Apartment A) and a four storey (low-rise) apartment building containing 61 dwelling units (Apartment B). Both apartments are anticipated to include a range of unit configurations;
- A site layout that positions the building mass of Apartment A towards Medway Road. The building mass for Apartment B is positioned towards the Arva commercial core and

the Richmond Street corridor, and the building is primarily oriented towards the proposed Private Street;

- An internal access arrangement integrating pedestrian and vehicular entrances/exits from the planned Private Street, as well as a direct sidewalk connection from Apartment A to the Medway Road corridor;
- A parking arrangement comprised of surface parking spaces, accessible spaces located near primary entrances and loading zones adjacent to the main entrances; and
- An internal walkway network supporting connectivity between street sidewalks, buildings entrances, amenity areas and surface parking areas.

### **Block 23:**

- A high-rise, mixed-use apartment tower having a maximum height of 18 storeys and containing 416 dwelling units. A range of apartment configurations would be integrated into the tower arrangement to promote housing choice and to respond to market demand;
- A site layout that positions the building mass towards the Richmond Street corridor and includes a six storey podium element with a defined base (complete with extensive glazing and balconies to help articulate the facades). Podium components are integrated into the design to transition (step down) building height from the 18 storey tower component positioned towards the Richmond Street/Medway Road intersection. The main tower is also positioned to increase the separation distance from existing residences within the Croyden Drive subdivision and low-rise residential development planned for Bridle Path;
- A mix of commercial space, multi-purpose (lounge) space, administrative areas, and residential space planned for the main floor. A total of 194 m<sup>2</sup> of commercial space is planned for the southern unit of the podium. This arrangement is intended (1) to allow for direct pedestrian connection to the commercial space and (2) to further activate the adjacent streetscape;
- Outdoor amenity spaces and landscaped elements located at strategic locations within the Block including main building entrances and street frontages.. Rooftop amenity space may also be provided above the sixth storey components;
- A parking arrangement comprised of an underground parking garage and a surface parking field. A total of 664 parking spaces are proposed for this Block, including 500 spaces within two levels of underground parking; and
- Two points of vehicular access provided from Streets B and C. An internal sidewalk network is also planned to support connectivity between the street frontages, the

proposed building (particularly commercial space and lobbies), amenity areas and the surface parking area.

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## 3.4 Planning Applications

As set out in the Section 4.0 of this Report, in our opinion, the proposed development is consistent with the policies of the Provincial Planning Statement, conforms to the County of Middlesex Official Plan, is in keeping with the policy direction of the Municipality of Middlesex Centre Official Plan, and has regard for the Municipality of Middlesex Centre Urban Design Guidelines. The proposal is advancing by way of Draft Plan of Subdivision, Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') applications. Future planning applications (e.g., Draft Plan of Condominium, Site Plan Approval) would be submitted to implement specific building designs and site layouts for individual development blocks.

To address the pre-application consultation requirements set out by Municipal staff, the following key reports and plans are enclosed with the Draft Plan application:

- Planning Justification Report, with related Draft Plan graphics;
- Transportation Impact Study;
- Functional Stormwater Management Report;
- Hydrogeological Assessment;
- Meander Belt Assessment
- Sanitary Servicing Brief;
- Water Servicing Brief;
- Development Assessment Report; and
- Park Design.

These materials were reviewed during the preparation of this Report, and will be submitted to the Municipality to support complete Draft Plan, OPA and ZBA applications for this project.

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# 4.0 Planning Analysis

The proposed planning applications must be assessed in terms of applicable policies prescribed by the Province of Ontario, the County of Middlesex and the Municipality of Middlesex Centre. The following discussion outlines how this proposal addresses relevant policies of the Provincial Planning Statement, the County of Middlesex Official Plan and the Municipality of Middlesex Centre Official Plan.

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## 4.1 Provincial Policy Statement

### 4.1.1 Framework

The Provincial Planning Statement, 2024, was issued under section 3 of the Planning Act and came into effect October 20, 2024. The PPS provides overall policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land province-wide. Generally, Chapter 1 of the PPS details that this policy instrument provides a vision for land use planning in Ontario that: prioritizes growth in urban and rural settlements; prioritizes compact and transit-supportive design, where locally appropriate; and optimizes investments in infrastructure and public service facilities to support convenient access to housing, quality employment, services and recreation.

With respect to housing policy, the vision set out in Chapter 1 of the PPS prescribes (1) that Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs, and (2) that every community is to build homes responding to changing market needs and local demand. Further, in relation to the importance of housing construction, the following goal is stated in this Chapter:

“More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.”

The role of the PPS is also defined in Chapter 1:

“The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide ...”

Bridle Path has been evaluated with regard to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that specific policies in Chapter 2 (Building Homes, Sustaining Strong and Competitive Communities), Chapter 3 (Infrastructure and Facilities), Chapter 4 (Wise Use and Management of Resources) and Chapter 5 (Protecting Public Health and Safety) are particularly relevant to this proposal. The following commentary demonstrates how this project is consistent with the identified policies.

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#### 4.1.2 Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Given the nature and scale of the proposed Draft Plan, in our opinion, the following policies contained within Section 2.1 (Planning for People and Homes), Section 2.2 (Housing), Section 2.3 (Settlement Areas and Settlement Area Boundary Expansions) and Section 2.9 (Energy Conservation, Air Quality and Climate Change) are germane to this proposal.

##### Policy Review

1. Policy 2.1.6 sets out several policies to support the achievement of complete communities, including:
  - Policy a), which generally prescribes that an appropriate range and mix of land uses, housing and transportation options, employment, public services facilities, other institutional uses, recreation, parks, open space and other uses should be accommodated to meet long-term needs.
2. Policy 2.2.1 requires planning authorities to provide for an appropriate range of housing options and densities to meet the projected needs of current and future residents by way of a series of measures, including:
  - “b) permitting and facilitating:
    1. all *housing options* required to meet the social, health, economic and well being requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
    2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;



c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*;"

3. Policy 2.3.1 directs that settlement areas shall be the focus of growth and development areas. Policy 2.3.1.2 further prescribes that land use patterns within settlement areas are to be based on a density and mix of uses that achieve several objectives, including:

"a) efficiently use land and resources;

b) optimize existing and planned *infrastructure* and *public service facilities*;

c) support *active transportation*;"

Additional direction regarding growth and development is provided in Policy 2.3.1.3, which requires planning authorities to support general intensification and redevelopment to encourage complete communities. This is to include planning for a range and mix of housing options, and prioritizing planning and investment in the necessary infrastructure and public service facilities.

4. Policy 2.9 addresses energy conservation, air quality, and climate change, requiring planning authorities to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through several initiatives including the following with applicability to this project:

"a) support the achievement of compact, *transit-supportive*, and *complete communities*;

d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality;"

#### Policy Analysis

With respect to Policy 2.1.6 a) the proposed Draft Plan provides an efficient land use pattern that encourages a range and mix of compact residential forms and open space on lands designated for these purposes. In this respect, the application is intended to promote an approximate mix of land uses within the Site and contribute to the further development of Arva as a complete community.

Additionally, in our opinion, the application satisfies the other referenced policies of Chapter 2 given these considerations:

- The subject lands are proximate to residential and commercial development, employment activities and public open space. In our opinion, a complementary mix of uses, including an appropriate range of housing options, are proposed for the Site, and would positively contribute to the Arva community (Policies 2.2.1 and 2.9);

- The mix of residential types planned for Bridle Path would help the Municipality accommodate its forecasted population growth and achieve its projected housing requirements, as set out in applicable Official Plan policies and related documents (Policy 2.2.1);
- As discussed in relation to Chapter 3 of the PPS, a compact development pattern is proposed that (1) supports the efficient use of existing infrastructure, public services and transportation systems and (2), for planned infrastructure, integrates cost-effective water/wastewater servicing and road transportation systems (Policies 2.2.1, 2.3.1 and 2.9);
- The proposed land use pattern and road system encourages active transportation through the provision of sidewalks and walkway connections (Policies 2.2.1, 2.3.1 and 2.9); and
- Residential development blocks planned for the development provide a range of opportunities for housing choice. Notably, higher intensity housing forms are to be positioned along the Richmond Street and Medway Street corridors and are supported by the arterial road network, municipal servicing infrastructure (existing and planned) and public service facilities (Policy 2.3.1). The conceptual development layout of Block 23 has been designed to allow for the incorporation of the 21525 Richmond Street property as the surrounding neighbourhood develops, thereby contributing to an efficient use of land and resources.

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### 4.1.3 Chapter 3: Infrastructure and Facilities

Based on our assessment of Chapter 3 of the PPS, it is our opinion that specific policies within Section 3.1 (General Policies for Infrastructure and Public Service Facilities), Section 3.2 (Transportation Systems), Section 3.6 (Sewage, Water and Stormwater) and Section 3.9 (Public Spaces, Recreation, Parks, Trails and Open Space) have relevance to this proposal. The identified policies are described below.

#### Policy Review

1. Policy 3.1.1 requires infrastructure and public service facilities to be provided in an efficient manner, while accommodating projected needs and being coordinated and integrated with land use planning and growth management.
2. Further, Policy 3.1.2 sets out that prior to consideration of developing new infrastructure and public service facilities:
  - “a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
  - b) opportunities for adaptive re-use should be considered, wherever feasible.”

3. Policy 3.2 provides objectives for transportation systems, including the following which are relevant to this proposal:
  - Policy 3.2.1 directs that transportation systems should be provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs and support the use of zero- and low-emission vehicles; and
  - Policy 3.2.2 states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
4. Policy 3.6.1 prescribes policies guiding planning for sewage and water services, including the following that have particular importance to this project:
  - “a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
  - c) promote water and energy conservation and efficiency;
  - d) integrate servicing and land use considerations at all stages of the planning process;
  - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply”.
5. Policy 3.6.8 integrates policies guiding planning for stormwater management, including several that are germane to this proposed stormwater management strategy, as set out below:
  - “a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
  - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
  - c) minimize erosion and changes in water balance including through the use of green infrastructure;
  - d) mitigate risks to human health, safety, property and the environment;
  - f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*”.

6. Policy 3.9 defines several considerations for promoting healthy, active and inclusive communities, including the following policies with relevance to this Draft Plan proposal:
- Policy a) encourages the planning of public streets, spaces and facilities, “... to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate *active transportation* and community connectivity”; and
  - Policy b) supports, “Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources”.

### Policy Analysis

Respecting Policies 3.1.1 and 3.1.2, implementation of this proposal would facilitate a compact development pattern that supports the efficient use of existing infrastructure, public services and transportation systems and, for planned infrastructure, integrates cost-effective water/wastewater servicing and road transportation systems.

In relation to Policy 3.2, C.F. Crozier & Associates Inc. (‘Crozier’) completed a Transportation Impact Study (‘TIS’), dated January 2025, assessing the proposed Draft Plan. This assessment was carried out to evaluate the impacts of the proposed development on the surrounding road network and to recommend transportation-related mitigation measures, if required. The TIS evaluated future background traffic conditions forecasted for 2029, 2034 and 2039, as well as future total conditions for each of these forecast years integrating the Bridle Path proposal. As set out in the Executive Summary of this report, under future background conditions, Crozier concludes that the study road network is expected to operate acceptably. Crozier further concludes that under future total conditions, overall, the proposed subdivision development can be supported from a traffic operations perspective. Certain improvements are also recommended to mitigate traffic-related impacts from the project, including auxiliary left-turn lanes for the eastbound left and westbound left movements at the Medway Road and Proposed Street ‘C’/Private Street intersection, as well as a pedestrian crossover at that intersection.

Additionally, it is noted in the Executive Summary to the TIS that an additional street access could be provided on Richmond Street across from St. John’s Drive, pending future discussions with the Ministry of Transportation Ontario, Middlesex County, and the Municipality of Middlesex Centre. The Draft Plan identifies two residential lots and a watermain easement at this potential intersection location; design elements that could be removed/modified to accommodate the extension of Street ‘B’.

With respect to policies Policy 3.6.1., Stantec prepared a Sanitary Servicing Brief dated November 19, 2024, that identifies the overall sanitary needs for the Draft Plan utilizing

current and future capacity. As summarized below, the study report also identifies potential servicing strategies for the proposed development:

#### Existing Servicing Arrangement:

- Currently there exists a 200 mm sanitary gravity sewer along Medway Road that is capped approximately 100 m west of Richmond Street. This sewer ultimately Leads to the existing Arva Pump Station along Richmond Street, approximately 400 m south of Medway Road via a 250 mm sanitary gravity sewer.
- The station discharges via a 150 mm diameter forcemain, 1,713 m along Richmond Street into a sanitary manhole located at the junction of Plane Tree Drive and Richmond Street.
- Currently an agreement between the Municipality of Middlesex Centre and the City of London limits the discharge to 175 m<sup>3</sup>/day on a two-month rolling average. Based on recent data collection, the average daily flow over 2020 and 2021 is approximately 85 m<sup>3</sup>/day with one peak month averaging near 140 m<sup>3</sup>/day.

#### Site Servicing Requirements:

- The ultimate buildout of the development is anticipated to contribute a maximum sanitary peak flow including inflow and infiltration of 22.88 L/s (1,977 m<sup>3</sup>/day). These flows will require to be conveyed to the City of London via a sanitary pump station, sanitary forcemain or gravity sewer.
- The average sanitary flow for the development can be calculated by removing the peaking factor, as a result the average sanitary flow is 8.06 L/s (697 m<sup>3</sup>/day).
- The existing Arva pump station is expected to be able to take on an additional 82.5 m<sup>3</sup>/day (82,500 L/day). Using the City of London average sanitary flow of 230 L/capita/day the Arva pump station is anticipated to be capable of taking on an additional 359 people or 120 low-density residential units.
- Contribution from the proposed development (697 m<sup>3</sup>/day) will require an increase in the agreed upon sanitary discharge rate to the City of London (175 m<sup>3</sup>/day, of which 82.5 m<sup>3</sup>/day is available) as well as an expansion of the Arva pump station. The proposed development will require an additional sanitary discharge rate of 614.5 m<sup>3</sup>/day. Alternatively, a new pump station may be introduced with adequate capacity to take on the proposed sanitary flows of the development with corresponding sanitary forcemain which outlets to the existing downstream sanitary infrastructure in the City of London.
- The existing sanitary gravity sewer at the intersection of Villagewalk Boulevard and Richmond Street within the City of London has available capacity of 29.6 L/s (peak flow) allocated to Arva. With this capacity allocated to Arva, there is enough to

accommodate the proposed development with its estimated sanitary peak flow contribution of 22.88 L/s. The proposed subdivision would not be able to be conveyed to this sewer by gravity and would require a pumping station and forcemain.

Stantec also prepared a Water Servicing Brief, dated November 19, 2024, to outline the required watermain infrastructure to service the proposed subdivision development. The study assessed water demands based on an interim phase (80 single detached units) and an ultimate phase (full build-out). Summary details on both phases are provided below:

#### Interim Phase:

- The proposed subdivision would be serviced by the City of London's low-level system, with water servicing for the initial phase supplied from the City's 1,050 mm diameter feeder main along Richmond Street.
- A 200 mm watermain is connected to this feeder main and runs along Richmond Street, serving as the primary water supply line for the area. For this phase, the water connection would tie directly into the 200 mm watermain along Richmond Street.
- There is an existing 200 mm watermain on Croydon Drive at the cul-de-sac near Block 43 (pathway block). Establishing a connection to this watermain could provide looping for the interim phase, ensuring redundancy in the system and enabling the servicing of developments exceeding 80 units as part of the ultimate design condition.

#### Ultimate Phase:

- The Ultimate Phase accounts for the full build-out of the subdivision, encompassing approximately 932 residential units.
- The City's 1,050 mm dia. feeder main provides the main source of water for the ultimate phase. As per the Middlesex Centre Master Servicing Plan, an additional supply source, extended from the west, has been modeled to reflect potential future infrastructure enhancements.

Stantec concludes the following in Section 1.6 of the report:

**"Modeling results confirm that the development will maintain pressure, velocity, and quality standards set by both the City of London and Middlesex Centre for various demand scenarios.** The report notes that, in accordance with Middlesex Centre guidelines, automatic flushing devices will be installed to maintain water quality in all pipes prior to occupancy." [emphasis added]

Respecting Policy 3.6.8, Stantec prepared a Functional Stormwater Management Report, dated February 3, 2025, to present the preliminary stormwater management ('SWM') strategy for Bridle Path to mitigate the potential impacts of the proposal on receiving watercourses. As outlined in Section 1.1 (Overview) of the study report, the proposed development will direct stormwater runoff from the developed areas in both the southern and northern portions of

the Site to two SWM facilities contained in Blocks 30 and 37. Stantec identifies in this Section that these SWM facilities would be designed to accommodate runoff from the proposed multi-block townhomes, as well as from surrounding residential and external land uses. As an outcome of the SWM evaluation, Stantec concludes in Section 5.0 (Conclusions and Recommendations) that:

- Development north of Medway Road is to utilize a dry pond SWM facility within Block 30 to provide water quantity control in coordination with controls on development blocks, with Low Impact Development ('LID') and oil/grit separator ('OGS') types of installations for water quality; and
- The proposed wet pond SWMF planned for Block 37 is to provide water quantity and water quality control for the southern portion of the proposed development and contributing external area (in coordination with on-site controls for development blocks).

It is further recommended in this Section that erosion and sediment control measures documented in the Report be implemented and that the Report be used as a basis for the required regulatory approvals for the SWM facilities.

Addressing Policy 3.9, the Draft Plan layout integrates parkland, open space and sidewalk elements to support passive and active recreational opportunities, community connectivity and alternative transportation modes (e.g., walking, cycling). The subject lands are also situated within a community that includes a variety of commercial/office development, institutional uses, public facilities and neighbourhood parks. The Site's location relative to this mix of uses would help future residents minimize the length and frequency of vehicle trips.

Taking these matters into consideration and provided recommended servicing upgrading is carried out as appropriate, it is our opinion that the proposal satisfies the referenced policies of Chapter 3 of the PPS.

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#### 4.1.4 Chapter 4: Wise Use and Management of Resources

Chapter 4 of the PPS provides policy direction for natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, cultural heritage and archaeology. Given the existing site context, particularly the proximity of the Medway Creek corridor to the proposed development area, in our opinion, the following policies of Section 4.1 (Natural Heritage), Section 4.2 (Water) and Section 4.6 (Cultural Heritage and Archaeology) of the PPS have relevance to this development proposal.

##### Policy Review

1. Policy 4.1.1 states that natural features and areas shall be protected for the long term.



2. Policy 4.1.8 generally prescribes that development and site alteration shall not be permitted on lands adjacent to significant natural heritage features unless it has been demonstrated that the development would have no negative impacts on these natural features or their ecological functions.
3. Policy 4.2.1 e) states that planning authorities shall implement necessary development and site alteration restrictions (1) to protect drinking water supplies and designated vulnerable areas and (2) to protect, improve or restore sensitive surface and ground water features, and their hydrologic functions.
4. Policy 4.2.2 provides that development and site alteration are to be restricted in or near sensitive surface water features and sensitive ground water features, such that these features and their related hydrologic functions will be protected, improved or restored. It is further stated in this Policy that mitigative measures and/or alternative development approaches may be required to protect, improve or restore sensitive features and their hydrologic functions.
5. Policy 4.6.2 directs that planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential, unless the significant archaeological resources have been conserved.

#### Policy Analysis

The ecologic review for this site has been completed by Stantec and documented in a Development Assessment Report ('DAR'), dated April 16, 2025. Section 1 (Introduction) of the DAR identifies intent of the study:

"This DAR was prepared to provide natural heritage policy considerations, ecological survey results, an analysis of potential impacts on natural features and functions, recommendations for appropriate measures to avoid or reduce potential negative impacts, as well as proposed restoration and habitat compensation. Authorization and permitting requirements are also identified for the relevant natural heritage legislation."

Section 9 (Summary) of the DAR provides a further description of the study area characteristics and methodology, including the following details:

"Medway Creek flows through the northern and western boundaries of the Study Area and natural heritage features are present along the creek's corridor. Fish and wildlife populations utilize the habitat present in Medway Creek and its naturally vegetated corridor. Most of the Subject Lands where development is proposed to occur is within actively managed agricultural fields.

The natural heritage assessment included background data collection and agency correspondence, site investigations and biological field surveys over the course of two years in 2023 and 2024. Surveys and assessments of vegetation communities, wildlife



populations, significant wildlife habitat, SAR habitat and aquatic habitat were completed.”

Key DAR results and recommended impact mitigation are also presented in this Section. Among the recommended mitigation measures are: the establishment of a 6.0 m setback from natural heritage features (wetlands, woodlands); the revegetation of certain development setbacks as compensation for removed habitat in the Natural Heritage System; and the use of appropriate erosion/sediment control measures and stormwater management design to minimize potential indirect impacts to fish habitat (i.e., runoff and sedimentation into Medway Creek).

Stantec concludes the following in Section 9:

**“The Project is anticipated to have minimal impact to the natural habitat found within the Study Area. Most of the Medway Creek corridor will not be impacted directly by the Project.** LID techniques will be developed at the detailed design stage with the goal to maintain 80% of pre-development infiltration in the table lands (development area), which is the basis (groundwater flows) for the significant features in the Study Area and, of which, is anticipated to maintain the function of those features.” [emphasis added]

Regarding Policies 4.2.1 e) and 4.2.2, a hydrogeological investigation has been completed by EXP Services Inc. (EXP) in support of the Draft Plan application. In the Executive Summary of the associated Hydrogeological Assessment report, dated April 22, 2025, EXP sets out the general purpose of the study and the associated findings which are intended to collectively address these Policies:

“The objective of the hydrogeological assessment was to examine the hydrogeological characteristics of the Site by reviewing the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records (WWR), reviewing the soils and groundwater information provided from a series of sampled boreholes and monitoring wells at the Site, compiling a site wide water balance, collecting groundwater elevations to identify any seasonal variations, and assess the natural heritage features on the property. It is understood that the hydrogeological assessment will be submitted for review and approval by the Upper Thames River Conservation Authority (UTRCA) and a peer-review will also be completed by another consultant for the Municipality of Middlesex Centre.

Based on the results of the hydrogeological assessment, the following findings are presented:

- The Site is located in the Medway Creek watershed. Medway Creek is located north and west of the Site boundary. The creek and lands located in the north and west portions of the Site are situated within UTRCA regulated lands;

- Based on topographic mapping, runoff at the Site is expected to flow towards Medway Creek;
- The stratigraphy at the Site consists of surficial sand and gravel layer (unconfined aquifer) across the majority of the Site which is underlain by till (aquitard). The till overlies a deeper sand layer (confined to unconfined aquifer);
- Shallow groundwater levels (between 1 m and 2 m bgs) were observed in monitoring wells BH2/MW, BH8/MW-B, and BH9/MW. These are all shallow wells, installed across the upper sand and gravel unit. The deepest groundwater levels were noted in BH4/MW which is screened in the lower sand unit (ranged from dry conditions to 7.49 m bgs). Dry conditions were observed on several occasions at BH3/MW (screened across the upper sand and gravel unit) and at BH5-MW-B since June 2022 (screened in sandy silt in vicinity of Medway Creek)
- The majority of the Site is mapped as a significant groundwater recharge area and a highly vulnerable aquifer;
- Groundwater seepage areas have been identified along the northern slope and also associated with the Headwater Drainage Feature (HDF) along the southern site boundary. In order to maintain the ecological function and groundwater dependence of these areas, consideration will be necessary for implementation of Low Impact Development (LID) strategies during development. The specific type and design of LID will be identified during the detailed design stage;
- Based on the MECP WWR, there are 15 water supply wells within a 500 m radius of the Site that are installed into the shallow overburden (approximately 10 m bgs or less);
- Single Well Response Tests (SWRT) were completed on four (4) of the monitoring wells. Based on these tests, the estimated hydraulic conductivities were  $3.1 \times 10^{-8}$  m/s for silt till (aquitard),  $5.9 \times 10^{-7}$  m/s for the upper sandy silt (unconfined aquifer),  $3.7 \times 10^{-5}$  m/s for the lower sand (confined aquifer), and  $2.1 \times 10^{-4}$  in monitoring well BH8/MW-B screened across the upper sand and gravel and sandy silt (unconfined aquifer);
- Groundwater chemistry results did not exceed the Ontario Drinking Water Quality Standards, Objectives and Guidelines (ODWQS) Maximum Acceptable Concentrations (MAC) for any of the analyzed parameters with the exception of nitrate and uranium. It is noted that the groundwater on Site is not planned for use as drinking water, and the evaluation to the ODWQS are used for comparison's sake only. ...
- The monitoring wells on Site have been maintained for ongoing study past the completion of this report. When the wells are no longer required, they should be decommissioned in accordance with O. Reg. 903;

- The site-wide monthly water balance assessment estimates post-development runoff and infiltration volumes to be 191% and 40% of the pre-development volumes, respectively. In addition, pre-development runoff and infiltration volumes were estimated for the existing marshes in the north portion of the Site and the headwater drainage feature in the south portion of the Site. Various mitigation measures are being considered under the post-development scenario in order to maintain reasonable post-development runoff and infiltration volumes to Medway Creek and the on-Site natural features; and
- Based on the measured shallow groundwater elevations, groundwater may be encountered during the construction activities at the Site. The volume of water requiring management will depend on the excavation depths below the water table, and the encountered soils. Further information is required in order to complete detailed dewatering calculations. This includes the grading plan, building finished floor elevations, and servicing elevations. A detailed dewatering assessment that includes calculations of dewatering rates, radius of influence, and dewatering discharge assessment can be completed at the detailed design stage once the design details are known.”

Addressing Policies 4.6.2 and 4.6.3 of the PPS. Lincoln Environmental Consulting Corp. has completed a Stage 1-2 archaeological assessment for the subject lands. The findings of this assessment have been submitted to the Ministry of Citizenship and Multiculturalism for review. It is our understanding that no significant archaeological resources were identified through this assessment. The associated study report will be circulated to Municipal staff in the near future.

Given these considerations and provided recommended mitigation measures are implemented, it is our opinion that the Draft Plan satisfies the identified policies of Chapter 4 of the PPS.

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#### 4.1.5 Chapter 5: Protecting Public Health and Safety

In our opinion, the policies of Chapter 5 set out below are germane to this Draft Plan and serve to protect public health and safety:

1. Policy 5.1.1 prescribes that development is to be directed from areas where there is an unacceptable risk (1) to public health or safety or (2) of property damage, and that development is not to create new hazards or aggravate existing hazards.
2. Policy 5.2.2 generally directs development to areas outside of hazardous lands adjacent to river, stream and small inland lake systems impacted by flooding and/or erosion hazards, and to areas outside of hazardous sites; and

3. Policy 5.2.3 d) prescribes that development and site alteration are not to be permitted within a floodway regardless of whether the area of inundation contains high points not subject to flooding.

The recommendations of the DAR, the Hydrogeological Assessment and related study reports are intended to guide the protection of public health and safety proximate to the Site, and include recommendations respecting development in proximity to natural areas including the Medway Creek corridor. Accordingly, with implementation of mitigation measures recommended in these studies, in our opinion the Draft Plan satisfies the referenced policies of Chapter 5.

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#### 4.1.6 Conclusion

In light of these considerations and our broader evaluation of this proposal relative to the PPS, provided the subdivision design has regard for the recommendations of technical reports prepared for the Draft Plan application, it is our opinion that the project is consistent with this planning policy document.

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## 4.2 County of Middlesex Official Plan

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### 4.2.1 Overview

The County of Middlesex Official Plan (County Official Plan) was approved by the Minister of Municipal Affairs and Housing on December 17, 1997, and most recently amended by Official Plan Amendment No. 3, which received Ministerial approval with modifications on July 7, 2023. The County Official Plan provides the overall land use policy direction for the County of Middlesex and its settlement areas. This Official Plan contains general policies related to land use development in Sections 1.0 through 4.0, with specific policies related to growth management set out in Sections 2.3 and 3.2.

The subject lands are designated as part of a Settlement Area under Schedule A (Land Use) of the County Official Plan. Pursuant to Schedule C (Natural Heritage Features) of this Official Plan, the Medway Creek corridor is designated as a component of the Natural Heritage System. Schedule D (Natural Hazard Areas) also identifies that lands proximate to this corridor are within the UTRCA Regulation Limits. The subject lands do not contain any petroleum resource areas or aggregate areas according to Schedule E (Aggregate Resources).

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## 4.2.2 Growth Management

Section 2.3.2 of the County Official Plan sets out the Growth Management Hierarchy for urban areas within Middlesex County. Three types of settlements have been established for the purposes of growth management:

- Urban Areas;
- Community Area; and
- Hamlets in Agricultural Areas.

As identified in this Section, the Arva Settlement Area is categorized as a Community Area. Generally, it is further set out in this Section that Community Areas are settlements that demonstrate the potential to accommodate future growth, serve a community function and provide adequate servicing as determined through a master servicing strategy or comparable study.

Section 2.3.8.2 of this Official Plan further outlines that Community Areas are to serve a community function and are to provide a more limited range and intensity of development relative to Urban Areas. It is also stated in this Section that Community Areas are to accommodate a portion of the County's future growth, and that specific Community Areas may experience varying growth levels depending on servicing, environmental and/or economic circumstances. Section 2.3.8.2 also sets out additional policy direction for Community Areas:

"New development in Community Areas is intended to take place on municipal or community services. ....

In considering development applications in Community Areas, the local municipality shall ensure the character of the Community Area and cultural heritage resources of the area is protected."

With consideration for this policy direction, the proposal integrates a mix of residential intensity (1) to support the further development of Arva as a complete community and (2), as a designated Settlement Area, to help accommodate growth forecasted for the County. Additionally, as outlined in commentary in this Report, the components of the Draft Plan are intended to be compatible with, and complementary to, the existing development context in Arva.

Additionally, Section 2.3.10 sets out the requirements for a Development Assessment Report (DAR) to evaluate the potential impacts of development proposals within proximity of defined natural heritage features (applicable to this project). The DAR completed for the proposed subdivision by Stantec addresses this requirement.

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### 4.2.3 Housing Policies

Section 2.3.7 of the County Official Plan directs that, “It is the policy of the County to encourage a wide variety of housing by type, size and tenure to meet projected demographic and market requirements of current and future residents of the County.”

To help implement this initiative, policy direction is provided in this Section, including subsection a) which addresses intensification and redevelopment objectives and subsection e) that addresses housing affordability:

- “a) intensification and redevelopment, primarily within Settlement Areas, and in other areas where an appropriate level of physical services is or will be available in the immediate or foreseeable future and subject to the policies of Section 2.3.6. In this regard, the County will require that 15 percent of all development will occur by way of intensification and redevelopment;
- e) housing accessible to lower and moderate income households in accordance with the Middlesex County Homeless Prevention and Housing Plan. In this regard, the County will require that 20 percent of all housing be affordable.”

Further direction regarding housing mix and density for local Official Plans is provided in Section 2.3.7.2:

“The mix of unit types and tenure shall be established by the local municipalities through their official plans.

Local municipalities shall include policies in local official plans that will encourage a range of housing types, housing densities and housing options to meet the needs of their share of current and future County residents.”

In our opinion, the Draft Plan application supports the aforementioned policy direction in light of the following considerations:

- Given the site-specific zoning structure proposed for the Site, development blocks would accommodate a wide range of residential forms to broaden housing choice in Arva and Middlesex Centre to respond to market demand and help meet forecasted housing supply requirements;
- The mix of anticipated housing types, including semi-detached and duplex dwellings, townhouses and apartment units would increase the supply of attainable residential options in the Arva housing market and promote compact, efficient development patterns. Additional residential units may also be considered in Bridle Path house designs. Collectively, the inclusion of this range of housing types would align with the intensification and affordability objectives of the County Official Plan;

- The proposed Draft Plan would promote the efficient redevelopment of underutilized residential lands and assist the County in achieving its intensification targets; and
- Assessments carried out for the project generally conclude that the existing servicing infrastructure and road network can accommodate the proposed development (with consideration for study recommendations and required improvements).

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#### 4.2.4 Land Use Policies

Additional land use policies regarding designated Settlement Areas are provided in Section 3.2 of the County Official Plan. Collectively, policies in Sections 3.2.1 and 3.2.2 provide the following direction:

- A significant portion of the County's future growth is to be directed to Settlement Areas to protect agricultural areas and natural systems, and to promote efficient use of water and sewage services;
- New development is encouraged to proceed by way of Plan of Subdivision; and
- Settlement Areas are to develop in a manner that is phased, compact and does not result in a strip pattern of development.

Further, Section 3.2.5 prescribes that a variety of housing types, commercial uses primarily serving the day-to-day needs of local residents, open space and natural heritage features are among the uses permitted in Community Areas.

In our opinion, this Draft Plan of Subdivision application satisfies the above-noted policy direction for Settlement Areas and Community Areas, as the proposal: (1) is intended to promote compact, efficient forms of development; (2) would broaden the mix of housing available in Arva; and (3) incorporates land uses permitted within Community Areas.

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#### 4.2.5 Conclusion

Section 4.0 of the County Official Plan defines how the policies of the Plan are to be implemented and, in particular, how its provisions would be adopted into local municipal Official Plans and Zoning By-laws. Notably, Section 4.5.1 of the County Official Plan states that, "County Council shall approve only those plans of subdivision or condominium which comply with the Planning Act policy statements issued under section 3 of the Act, the provisions of this Plan and the applicable local official plan".

Given the foregoing discussion and our broader review of the County Official Plan, in our opinion the proposal conforms with the policy direction and permissions of this Plan. In this regard, it is our opinion that the residential types and complementary commercial uses



intended for Bridle Path would: support a compact, compatible development form; help diversify the mix of housing types available in Arva; protect the Natural Heritage System, encourage passive and active recreation, support active transportation and utilize an appropriate servicing strategy for this Settlement Area.

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## 4.3 Municipality of Middlesex Centre Official Plan

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### 4.3.1 Framework

#### a. Official Plan Status

The Township of Middlesex Centre Official Plan (Middlesex Centre Official Plan) was approved on September 12, 2000, with modifications, by the County of Middlesex and was subsequently amended pursuant to an Ontario Municipal Board Order. The Office Consolidation of this Official Plan, dated September 2024, integrates several amendments following approval.

Additionally, Official Plan Amendment No. 59 ('OPA 59') implements several revisions approved by Middlesex County Council on September 26, 2023 in conjunction with the recent Official Plan Review process. Subsequent to County Council Approval, OPA 59 has been appealed to the Ontario Land Tribunal by several parties and is currently not in effect (OLT Case No. 23-001073). Notwithstanding, as discussed in Section 4.3.9 of this Report, project planning has considered the policy direction and proposed provisions of OPA 59. The balance of this Report references the in-force Official Plan.

#### b. Policy Context and Guiding Principles

Section 1.5 of the Middlesex Centre Official Plan specifies the relationship with the County Official Plan:

"The Municipality of Middlesex Centre Official Plan is required to conform to the County of Middlesex Official Plan. Whereas the County Plan contains broad policies involving County responsibilities and Provincial interests, the Official Plan of the Municipality of Middlesex Centre is intended to address local issues, unique characteristics, and special objectives and goals of the local municipality. The County Plan has specifically set out matters which are to be included and considered within local Official Plans."

Furthermore, Section 1.7 of this Official Plan outlines the overarching objective of the Plan, "It is the intent of this Official Plan to apply the broad concept of traditional town and country planning as a general guide in the establishment of overall Official Plan principles". Several general principles are defined in this Section to help direct policy, including the following which, in our opinion, have relevance to this proposal:



- "c) To establish a clear separation of "town" and "country" through the establishment of defined settlement area edges, and the discouragement of urban uses "blending into" rural or agricultural areas on the edge of settlements.
- d) To create attractive, functional and livable settlement areas that reflect the traditional or historic character of the Municipality.
- e) To preserve and enhance wherever possible the distinctive identity and character of individual settlement areas within the Municipality, while accommodating expected growth over the planning horizon of this Plan.
- f) To manage growth and change in an appropriate manner and in appropriate locations, with the intent of maintaining the positive physical character and attributes that Municipal residents currently enjoy.
- g) To provide adequate land supply and appropriate locations for anticipated and projected growth and development, on lands characterized either by existing municipal services, or by the potential for future municipal services, in keeping with the settlement area hierarchy established in this Plan.
- h) To promote efficient, cost effective development and land use patterns to minimize land consumption, reduce servicing costs and encourage intensification.
- i) To provide an adequate supply and diversity of housing types in appropriate locations within settlement areas.
- l) To encourage settlement design, including the lay-out of streets, in a manner that is in keeping with the traditional or historic urban form of existing settlement areas. Street patterns that disrupt or are not in character with existing settlement street patterns, will be discouraged. New neighbourhood development is encouraged to maintain and continue traditional settlement area patterns, and provide a high level of street and pedestrian connectivity within settlements to facilitate walkability and a highly connected village pattern.
- n) To encourage appropriate infilling in existing developed areas, in a manner that is compatible with existing development and the existing character of neighbourhoods.
- p) To reduce the risk to public safety and to property from natural hazard processes including flooding and unstable slopes.
- q) To protect, and wherever possible enhance, significant natural features and areas, including but not limited to rivers, streams and associated valley lands; wetlands; significant groundwater recharge areas; significant woodlots; significant wildlife and wildlife habitat; fish habitat; headwater areas; areas of natural or scientific interest; threatened and endangered species and their habitat; and other environmentally

significant features. Natural areas are often also natural hazard areas due to the constraints posed by flooding or steep slopes.

- s) To provide an efficient and safe transportation network facilitating all forms of movement through and within the Municipality, including pedestrian and cycling movement wherever possible and appropriate within settlement areas.”

The following commentary demonstrates how the proposed Draft Plan is in keeping with the intent of the referenced Official Plan principles.

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### 4.3.2 Settlement Area Hierarchy

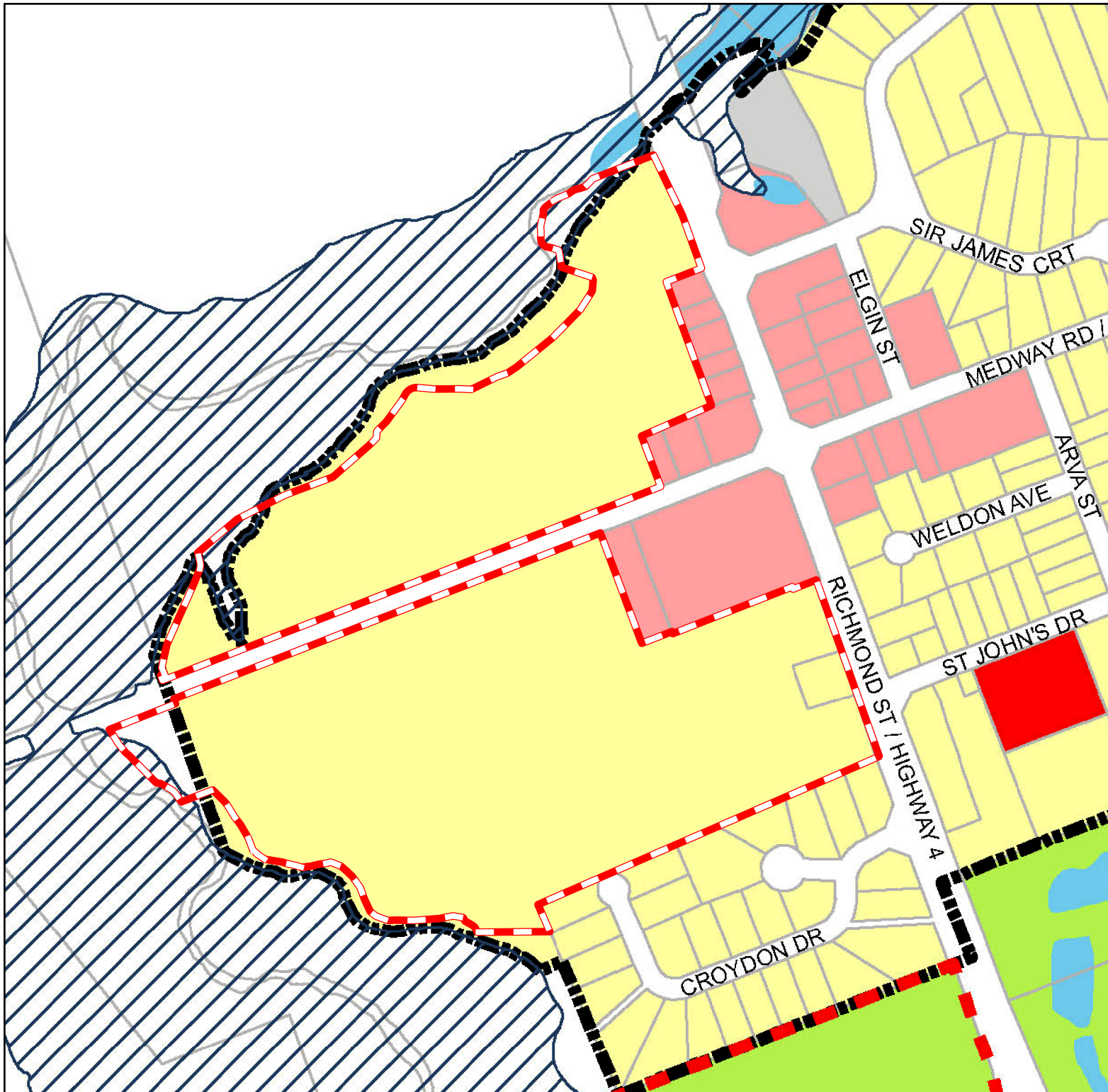
#### a. General Concept

In accordance with the County Official Plan, Section 1.8 of the Middlesex Centre Official Plan sets out a hierarchy of settlement areas that includes Urban Settlement Areas, Community Settlement Areas and Hamlets. Within this Section, the long-term land use concept for the Municipality is generally outlined. In our opinion, the following policies of this Section are applicable to the proposed development:

- “c) The majority of growth within the Municipality will be directed to Urban Settlement Areas as established in this Plan. Such areas will accommodate growth on full municipal servicing, with such growth being permitted where adequate servicing capacities are established. More limited growth will be permitted within Community Settlement Areas, subject to issues of servicing availability and other policies of this Plan.
- e) Development within Urban Settlement Areas, and limited development within Community Settlement Areas and Hamlets, is expected to provide an opportunity for a full range of housing opportunities at varying densities and levels of affordability, in a manner that is compatible with existing neighbourhoods, and the traditional character of the Municipality’s settlement areas.”










The community of Arva is identified as a Community Settlement Area pursuant to Schedule A-3 (Arva Community Settlement Area) of the Middlesex Centre Official Plan (refer to **Figure 2** of this Report). This Schedule also delineates the settlement boundary of the Arva community. The portion of the Site intended for development is located within the defined Arva settlement area, with consideration for the Interpretation policies of Section 1.4 of the Official Plan. The portion of the subject lands integrated into the Medway Creek corridor is situated outside of settlement area and is not planned for urban development.

With respect to the Municipality’s land use concept:



**Figure 2**  
**Middlesex Centre Official Plan -**  
**Schedule A-3 Land Use**

### Legend

- |  |   |
|--|---|
|  Subject Lands        |  Settlement Boundary   |
|  Special Policy Area  |   |
|  Flood Plain          |   |
| <b>Official Plan Designation</b>   |   |
|  Agriculture          |  Settlement Commercial |
|  Village Centre       |  Settlement Employment |
|  Parks and Recreation |   |

**Date:** February 5, 2025

**Scale:** 1:5,000

**File:** 1094BE

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- The intent of the proposed Draft Plan is to increase the available housing supply and range of housing options in Arva, by redeveloping and intensifying underutilized lands designated for residential purposes;
- Limited commercial space is also planned adjacent to Richmond Street to further enhance the established main street corridor associated with the Village Centre designation; and
- Bridle Path is designed (1) to be serviced by municipal water/wastewater systems and (2) to accommodate residential development compatible with the established development pattern in this community. The development is also intended to contribute to the further development of Arva as a complete community.

#### b. Settlement Area Policies

Section 5.0 of the Middlesex Centre Official Plan, entitled 'Settlement Area Policies and Land Use Designations', elaborates on the structure and development policies associated with the settlement area hierarchy. The preamble to this Section describes the broad intent of this hierarchy:

"The Municipality's organized structure of settlements will accommodate an adequate supply and diversity of housing types, will maintain healthy and viable village centres as the Municipality's primary centres of commercial activity and community gathering, and will accommodate additional settlement commercial and settlement employment areas that facilitate an appropriate Municipal employment base."

It is further identified in Section 5.1 that Arva and Delaware are the only two Community Settlement Areas in the Municipality, with 2007 estimated populations of 550 and 1590, respectively.

Section 5.1.2 of this Official Plan sets out the planned function for these Community Settlement Areas:

"These areas are intended to serve the surrounding agricultural areas, while also providing an alternative to city or *Urban Settlement Area* living. Such areas serve a community function, but provide a more limited range of land uses and activities than found in Urban Settlement Areas. The concentration and intensity of development is expected to be lower than in Urban Settlement Areas. While such areas are expected to accommodate a portion of the Municipality's growth, this is expected to be less growth than in *Urban Settlement Areas*. ... New development in *Community Settlement Areas* is intended to take place on municipal services."

In our opinion, the proposed development is in keeping with the structure and objectives of the settlement area hierarchy, as it would redevelop underutilized lands within the Arva settlement boundary: to accommodate an adequate supply of housing to achieve forecasted growth requirements and respond to market demand; to contribute to the overall vitality of



the community's main street development area; and to introduce a range and intensity of uses that are appropriate given the development context of this Community Settlement Area.

With respect to servicing considerations, Assessments carried out for the project generally conclude that the servicing infrastructure and road network can accommodate the proposed development (with consideration for study recommendations and required improvements).

General policies for all settlement areas are provided in Section 5.1.4 of the Middlesex Centre Official Plan, which are largely reflective of the aforementioned settlement area hierarchy policies. Subsection f) summarizes the broad objectives for new development in relation to compatibility considerations:

- "f) As development proceeds within Municipality settlement areas, every effort shall be made to preserve their traditional or historic character. New development shall represent efficient use of land, and shall complement the positive elements of the existing built and urban form, in keeping with the design policies of Section 6.0 of this Plan."

In our opinion, the proposed Draft Plan would promote an efficient development form that is designed to be compatible with, and complementary to, the current urban structure, notwithstanding that the intensity and height of certain development blocks exceeds the existing built form (i.e., Blocks 8, 11 and 23). In this regard, with consideration for the intended design of the proposed apartment buildings and the positioning of these blocks towards higher-order road corridors and the village's main street, in our opinion, the higher density components of Bridle Path do not adversely impact on the traditional character of the Arva community. In addition, the Draft Plan has regard for the design policies of this Official Plan, as discussed in Section 4.3.4 of this Report.

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### 4.3.3 Residential Policies

Figure 2 of this Report illustrates that the Site is predominately designated 'Residential' pursuant to Schedule A-3 of the Middlesex Centre Official Plan, with the portion of the Site located within the Medway Creek corridor being designated Flood Plain.

Section 5.2 of the Middlesex Centre Official Plan sets out general policy objectives for residential activities within Urban and Community Settlement Areas, as well as designated Hamlets. In our opinion, the following policies of this Section have applicability to this proposal:

- "a) The Municipality will provide and encourage a wide variety of housing types, sizes and tenures to meet demographic and market requirements for the Municipality's current and future residents.

- c) The Municipality shall ensure at least a three year supply of draft approved and registered plan of subdivision lots within the Municipality, and will maintain an appropriate data base of municipal residential consumption rates to ensure that this supply is provided.
- e) The Municipality shall support opportunities to increase the supply of housing through intensification, while considering issues of municipal service capacity, transportation issues, and potential environmental considerations. Specifically, the Municipality shall require that 15 percent of all development occur by way of intensification.
- f) Residential development including intensification should reflect a high quality of residential and neighbourhood design, in keeping with the design policies included in Section 6.0 of this Plan and having regard for the Municipality's Site Plan Manual and Urban Design Guidelines.
- g) The Municipality shall 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. ...
- i) The Municipality will promote development that is designed to be sustainable, to support public transit and to be oriented to pedestrians."

As discussed in this Report, the proposed development integrates a range of housing forms and densities to help the Municipality ensure it has an adequate supply of lots to meet its forecasted housing needs and achieve its intensification targets. Further, the diverse mix of residential types intended for Bridle Path would broaden housing choice and attainable housing options in Middlesex Centre (1) to respond to market demand and (2) to help support the County's affordable housing objectives. The development also integrates components to promote a high quality of residential and neighbourhood design as discussed in greater detail in Sections 4.3.4 and 4.3.10 of this Report.

Given these considerations, in our opinion, the proposed Draft Plan is in keeping with the general policy direction of the Residential designation.

Permitted uses in the Residential designation are prescribed in Section 5.2.2 of this Official Plan and include single detached, semi-detached, townhouses, duplex/triplex/fourplex dwellings, and low- and mid-rise apartments. Additionally, municipal uses, parks and open space are permitted in this designation.

The proposed layout of the Draft Plan is intended to accommodate, at a minimum, single detached dwellings, street townhouses, cluster townhouses, low- and mid-rise apartment buildings and a high-rise apartment form within Block 23. With the exception of the high-rise apartment component of the project, in our opinion, the Draft Plan layout aligns with the permissions of this designation.

Section 5.2.3 further identifies policies for multiple dwellings in the Residential designation, as set out below:

- a) Locations should be proximate to adequate open space or park areas, schools, or Village Centre areas where possible.
- b) Densities proposed should be generally compatible with adjacent densities when proposed adjacent to or within existing residential areas.
- c) For apartment dwellings, locations should be in close proximity to a major roadway, or roadway suitable for carrying higher than average volumes of traffic.
- d) 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.
- e) Notwithstanding Subsection (d) above, the siting of multiple dwellings adjacent to or in close proximity to Village Centres, is encouraged.
- f) Townhouses and apartments shall be subject to the site plan approval requirements of Section 41 of the Planning Act, and Section 10.5 of this Plan and having regard for the Municipality's Site Plan Manual and Urban Design Guidelines."

The Draft Plan has been designed with consideration for this policy structure as summarized below:

- The 10 multiple-unit blocks incorporated into the Draft Plan are positioned proximate to lands in the Village Centre designation, the planned park, open space and stormwater management facilities, and the future walkways along Medway Road and Richmond Street;
- The densities associated with the medium density blocks are higher than the existing Arva community, particularly the intensity planned for Blocks 8, 11 and 23. Notwithstanding, given (1) the locational context of these Blocks, including the separation distances between the proposed building locations and existing residential development, and (2) design elements intended for the Block 23 tower discussed in this Report, in our opinion, the proposed densities for the multiple-unit blocks are compatible with the existing development setting;
- Blocks 8, 11 and 23 have been positioned proximate to both the strategic intersection of Richmond Street and Medway Road, and the Village Centre designation. As discussed, it is concluded in the Crozier TIS that the proposed subdivision development can be supported from a traffic operations perspective (with certain recommended improvements to mitigate traffic-related impacts);
- Given the context of the Draft Plan layout, the multiple-unit blocks are appropriately clustered in the Draft Plan to transition (step down) building intensity and height from



the Richmond Street/Medway Road intersection to the interior of the Site (and towards adjacent residential properties); and

- The multiple-unit blocks will be subject to Municipality's Site Plan Approval process, as applicable. Additionally, as discussed in this Report, the subdivision layout has considered the urban design direction set out in the Middlesex Centre Official Plan and the Municipality's Urban Design Guidelines.

Accordingly, in our opinion, the Draft Plan satisfies the design criteria set out for multiple-unit buildings in Section 5.2.3 of this Official Plan.

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#### 4.3.4 Municipal Design Policies

Section 6.0 of this Official Plan describes the objectives, components and policies of the municipal urban design program.

Overarching design goals relating to Settlement Areas, including proposals for plans of subdivision, are set out in Policy 6.1. In our opinion, policies germane to Bridle Path are identified below.

- "a) To maintain and improve the physical design characteristics of the Municipality's settlement areas in the context of new and existing development. To stress a general high quality of settlement design throughout the Municipality.
- b) To ensure that new development is designed in keeping with the traditional character of existing settlements, in a manner that preserves the traditional "village scape", and enhances the sense of place within the Municipality and the community image of existing settlement areas.
- c) To promote efficient and cost-effective development patterns that minimize land consumption. Compact settlement form and intensification will be encouraged.
- d) To promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, parks, and other aspects of the public realm.
- e) To preserve and enhance design aspects that add to the Municipality's sense of place, including views, vistas, access to natural features, and the preservation of landscapes and landmarks.
- h) To have regard for the Municipality's Urban Design Guidelines."

Taking the following into account, in our opinion, the proposed subdivision has consideration for the aforementioned design goals:

- The proposal encompasses most of the land in the Arva settlement area west of Richmond Street and serves to redevelop underutilized lands designed for residential

purposes. In this respect, the subdivision layout promotes efficient land use and a street/lotting pattern that is designed to be compatible with the existing development context and integrates a high standard of subdivision design;

- Design elements integrated into the proposal are intended to promote an attractive mixed-use development that would contribute positively to the local streetscapes. Additionally, the commercial and residential uses intended for the Site would help enhance the vitality of the Richmond Street corridor and support the long-term viability of the community's commercial district (designated Village Centre on Schedule A-3);
- The Bridle Path internal road system and sidewalk/walkway network has been designed to promote pedestrian and vehicular safety, and appropriate connectivity to the existing street network. Further, buildings set out in the conceptual site plans prepared for Blocks 8, 11 and 23 are positioned to reinforce, and promote, a pedestrian-oriented streetscape;
- As discussed in this Report, the massing, orientation and articulation of the Block 23 conceptual tower arrangement is designed: to be compatible with surrounding land uses; to complement the local development context; and to promote compact, efficient development. Also, this conceptual design incorporates elements to further enhance, and activate, the Richmond Street streetscape, including variations in heights and materials to break up the mass of the building, balconies, canopies, outdoor amenity space and extensive glazing on the main floor;
- The subdivision layout integrates development setbacks to preserve and protect the Medway Creek corridor. The internal road network, open space and park components of the Draft Plan are also positioned to encourage views and vistas of this corridor; and
- The development has been designed with regard for the Municipality of Middlesex Centre Urban Design Guidelines, as outlined in Section 4.3.10 of this Report.

Design policies for Plans of Subdivision are set out in Section 6.2. In our opinion, the following policies of this Section are pertinent to this proposal:

- a) This Plan strongly encourages subdivision design that considers, and wherever possible continues, 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 choice for pedestrians, cyclists and automobiles.
- b) 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.

- c) Street patterns that create view corridors and vistas, particularly in circumstances where significant landmarks or features are involved, are encouraged.
- e) 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.
- g) Development shall have regard for the Municipality's Urban Design Guidelines."

With respect to subsections a) and b), the lot layout and street pattern within Arva generally reflects a modified grid pattern, which also integrates crescent and cul-de-sac configurations. The proposed Draft Plan was designed with a similar mix of street configurations, with the southern portion of the development organized primarily by a local public road (Street B) and the northern portion organized via a private street. This Bridle Path street arrangement is based principally on a modified grid alignment to promote a compact lot pattern and to optimize servicing efficiency. Cul-de-sacs are also utilized to accommodate development in those portions of the Site that are irregularly shaped and/or where street access to higher order streets is unavailable. The four local public streets planned south of Medway Road (Streets B, C, D and E) are designed with 20 m wide road allowances reflecting municipal requirements. Private roads integrated into the subdivision layout north of Medway Road are designed with a typical width of 10 m at the street entrances and a typical 6.7 m width internal to the development.

As discussed, in relation to subsection c), the subdivision layout integrates development setbacks to preserve and protect the Medway Creek corridor. The internal road network, open space and park components of the Draft Plan are also positioned to encourage views and vistas of this corridor, including the view of the corridor provided from Street B and the vista of the corridor provided via Street D and the private street.

Addressing subsection e), window streets are utilized for townhouse units fronting Medway Road to promote a street orientation for these units and to avoid reverse-lotting. Additionally, the conceptual plan included in Appendix B illustrates that the proposed apartment buildings are to be positioned towards Medway Road and Richmond Street to reinforce established building lines and help enhance the pedestrian realm along these street corridors.

Respecting subsection g), the development has been designed with regard for the Municipality of Middlesex Centre Urban Design Guidelines, as outlined in Section 4.3.10 of this Report.

Additionally, the proposed road network is to provide direct vehicular and pedestrian connectivity to Medway Road and Richmond Street, as well as linkages to the local sidewalk/walkway network (existing and planned). A walkway connection to the Croyden Drive subdivision is also planned in Bridle Path to promote neighbourhood connectivity.

In light of commentary provided above and in related sections of this Report, in our opinion this proposal aligns with the design guidance for Plans of Subdivision set out in this Official Plan.

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#### 4.3.5 Municipal Infrastructure and Servicing Policies

Section 9.3.1 of the Middlesex Centre Official Plan sets out a series of policies relating to primary municipal services (i.e., water supply, sewage disposal, stormwater management). It is noted in this Section that Arva is serviced via municipal sanitary sewer systems and water supply facilities. As part of this policy framework, subsection c) addresses servicing considerations for Draft Plan applications:

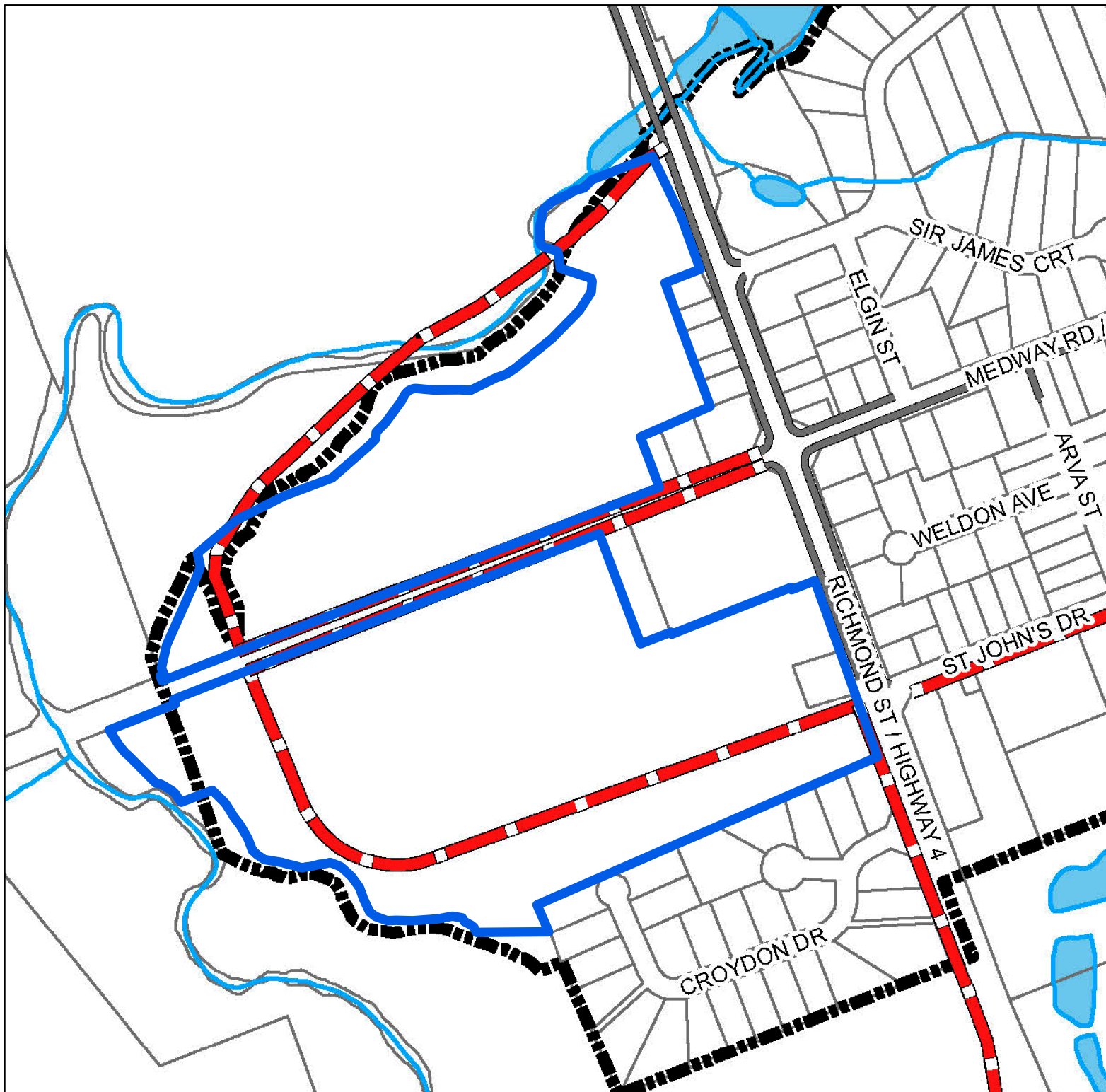
“c) It is the policy of this Plan that future development within settlement areas proceed on the basis of full municipal services, with partial services potentially being permitted on an interim basis where proper justification is provided.”

Servicing reviews prepared in support of this application collectively conclude that servicing strategies are available to accommodate the development in phases. In this respect, additional subdivision phases beyond an initial phase of low density residential units will require improvements to municipal water/wastewater servicing. Additionally, as part of its Functional Servicing Report, Stantec has prepared a SWM strategy to manage stormwater discharges from this development site and external areas.

Additionally, Section 9.4.6 of this Official Plan identifies principles relating to multi-use trails. Subsection b) states the following in relation to trail permissions and locations:

“ii) Multi-use trails shall be permitted in all land use designations. Existing and proposed multi-use trail routes identified in Schedule A-2 and Schedule ‘E’ through Schedule E-6 inclusive to this Plan are based on primary and secondary trail routes identified in the Municipality of Middlesex Centre Trails Master Plan and Secondary Plans. They are to be interpreted as conceptual and may be revised by the Municipality without amendment to the Official Plan to reflect site-specific characteristics, environmental constraints and new opportunities. ...”

**Figure 3** of this Report identifies proposed the Secondary Trail System proposed proximate to the Site. In conjunction with the Bridle Path development, it is anticipated that the Secondary Trail proposed along Medway Road will be advanced by Middlesex Centre and/or the County of Middlesex. The internal sidewalk system of the subdivision will also support further pedestrian linkages throughout the community.



**Figure 3**  
**Middlesex Centre Official Plan -**  
**Schedule E-1 Proposed Trail**  
**Routes**

### Legend

- Subject Lands
- Secondary Trail - Proposed
- Existing Trail/Sidewalk
- Settlement Boundary
- Parcels

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### 4.3.6 Natural Heritage

Schedule B (Greenlands System) of Middlesex Centre Official Plan delineates significant natural features within the Municipality (refer to **Figure 4**). A Significant Woodland is identified on this Schedule on lands within the Site, predominately in the northwest quadrant of the property. Section 3.4 of this Official Plan identifies that development and site alteration activities on lands within or adjacent to environmental features are subject to completion of a DAR acceptable to the Municipality.

As discussed in Section 4.1.4 of this Report, Stantec concludes the following in Section 9 of the DAR completed for this proposal:

“The Project is anticipated to have minimal impact to the natural habitat found within the Study Area. Most of the Medway Creek corridor will not be impacted directly by the Project. LID techniques will be developed at the detailed design stage with the goal to maintain 80% of pre-development infiltration in the table lands (development area), which is the basis (groundwater flows) for the significant features in the Study Area and, of which, is anticipated to maintain the function of those features.”

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### 4.3.7 Implementation

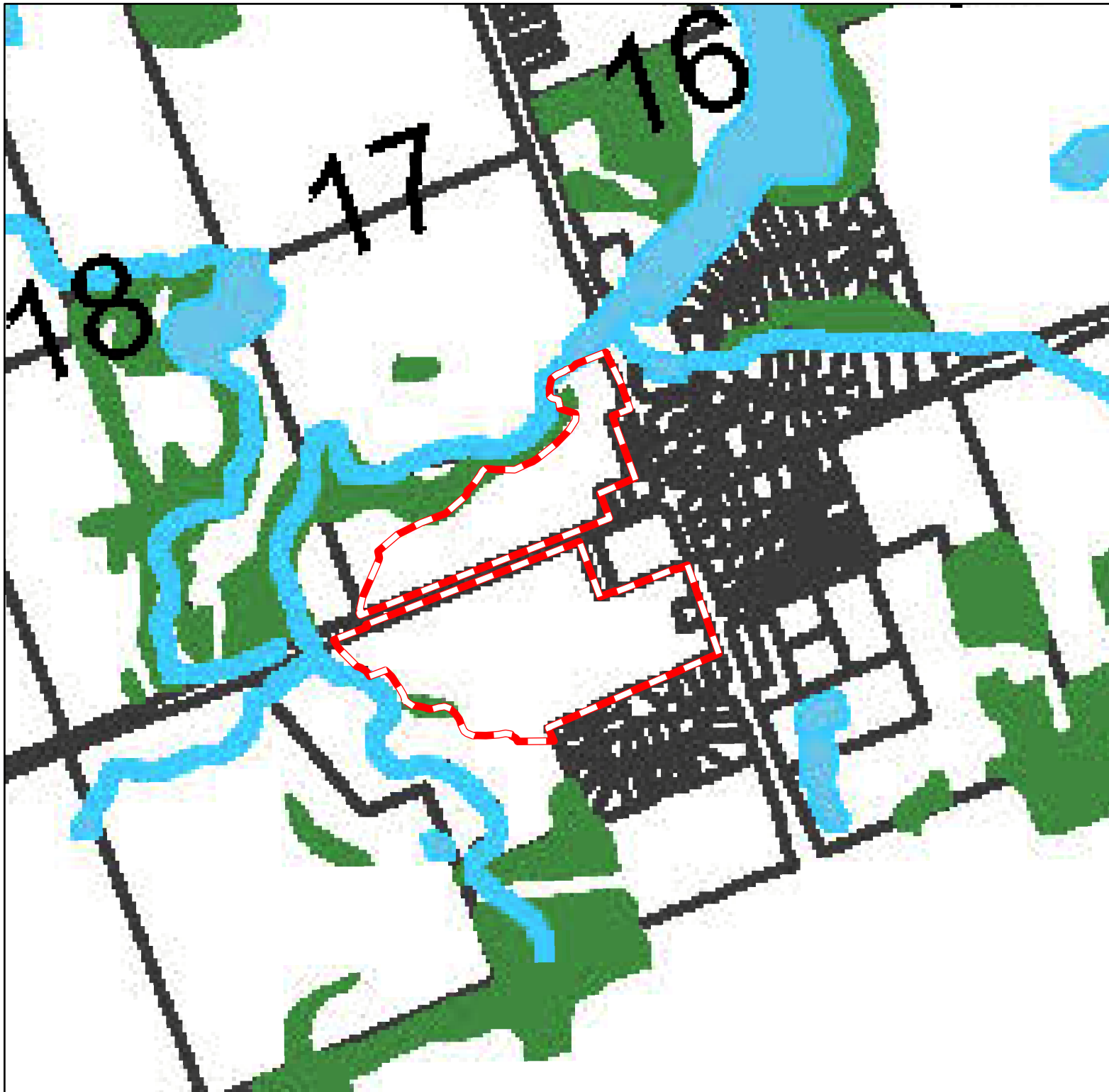
As outlined in this Report, Bridle Path has been designed to largely align with the permissions of the Residential designation of the Middlesex Centre Official Plan. However, the mixed-use, high-rise development form proposed for Block 23 is not expressly permitted in Section 5.2.2 of this Official Plan. Accordingly, an Official Plan Amendment is required to permit this component of the proposal.

Section 10.1 of this Official Plan sets out the criteria for OPA applications to be considered by the Municipality. Commentary supporting the proposed amendment respecting Block 23 is set out in this Report; however, a response to each criterion listed under Section 10.1 is provided below to demonstrate that these considerations have been satisfied.

“a) Does the proposed amendment relate, and conform to the vision for the Municipality of Middlesex Centre?”




As discussed in this Report, the proposed OPA conforms to the broad vision for the Municipality as set out in its Official Plan policies, as it: accommodates an adequate supply and diversity of housing to help meet forecasted growth requirements and market demand; contributes to the overall vitality of the community’s main street development area; and introduces a range and intensity of uses that are appropriate given the local development context.

Further, applying high-rise apartment permissions to Block 23 aligns with the Official Plan objective to promote efficient, cost effective development and land use patterns



**Figure 4**  
**Middlesex Centre Official Plan -**  
**Schedule B Greenlands System**

### Legend

-  Subject Lands
-  Significant Woodlands
-  Parcels

**Date:** February 5, 2025

**Scale:** 1:10,000

**File:** 1094BE

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to minimize land consumption, reduce servicing costs and encourage intensification. Commercial uses within Block 23 are intended to be: limited in scale; restricted to the tower podium; and complementary to the mix of service and retail commercial uses established within the Village Centre designation.

“b) Is there a demonstrated need or justification for the proposed change?”

The proposed OPA is being advanced to facilitate a residential development that broadens housing options within Arva, assists the Municipality in addressing forecasted housing requirements, responds to market demand and supports the broader growth management policies of the Middlesex Centre Official Plan. As discussed, it is also our opinion that high-rise apartment and commercial permissions within Block 23 would represent appropriate intensification that would be designed to be compatible with the surrounding development context.

“c) Is the amendment in keeping with Provincial and County policy?”

As discussed in Sections 4.1 and 4.2 of this Report, in our opinion the Draft Plan proposal conforms to the policy direction and provisions of the PPS and the County Official Plan, in part as it encourages a range and mix of compact residential forms and open space on lands designated for these purposes. The proposed Draft Plan also promotes the efficient redevelopment of designated residential lands and assists the County in achieving its intensification targets.

The high-rise form proposed for Block 23 represents an important component of the Draft Plan layout. In the context of the Bridle Path design, the residential and commercial uses proposed for this Block promote an appropriate mix of land uses within the Site and contribute to the further development of Arva as a complete community.

“d) What are the effects of the proposed change on the demand for Municipal services, infrastructure and facilities?”

The proposed Draft Plan is intended to be constructed in phases based on servicing availability and market demand. Within the boundaries of the Draft Plan, water/wastewater infrastructure, the internal road network, stormwater management facilities and parkland would be provided by the Applicant. Stantec identifies that, beyond an initial phase of development, additional municipal infrastructure in the form of a sanitary pumping station and watermain booster station would be required to service the additional phases of development. This infrastructure is to be advanced in conjunction with the future phases of this development. Additionally, the TIS concludes that the proposed subdivision development can be supported from a traffic operations perspective with certain recommended improvements.

The development plan for Block 23 was evaluated in conjunction with the technical studies completed for Bridle Path. Through these assessments, it was concluded that the proposed intensity for this Block can be accommodated within the subdivision's servicing and transportation strategy. It is also anticipated that existing public service facilities provided in the local community would accommodate the needs of residents of this mixed-use development.

In light of these considerations, the proposed OPA should not adversely impact on the local demand for municipal services, infrastructure and facilities.

- "e) Can the lands affected by the application be adequately serviced to accommodate the proposed development? Are improvements necessary to adequately service the lands in question?"

As summarized in Section 4.1 of this Report, with improvements to servicing infrastructure, the development intensity proposed for Block 23 can be adequately serviced.

- "f) What impacts will the proposed development have on surrounding land uses, traffic systems, infrastructure and servicing, settlement or Municipal character, features or structures of cultural heritage importance, and natural environment features? Can negative impacts be mitigated or eliminated?"

The high-rise apartment form and complementary commercial space proposed for Block 23 would support a compact, intensive development form to help diversify the mix of housing types available in Arva. In our opinion, with consideration for these merits, commentary provided in this Report and the conceptual development plans included in Appendix C, the development planned for Block 23 is not anticipated to have any adverse land use impacts on surrounding land uses, traffic systems, servicing and transportation infrastructure, community character, cultural heritage or natural features.

Section 10.4 of this Official Plan also sets out criteria relating to Draft Plan of Subdivision applications. Responses to criterion considered to be particularly relevant to this application are provided below and are satisfied by this application.

- "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."

As municipal streets are proposed in conjunction with this proposal, a Draft Plan of Subdivision approval is required to advance this project.

- "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 proposed Draft Plan is intended to be constructed in phases based on servicing availability and market demand. As set out in the sanitary servicing report, sufficient capacity is available to advance an initial phase of the development integrating approximately 120 low density residential units. Future phases will be brought forward as the recommendations of the servicing reports are implemented. Holding provisions may be applied to the Bridle Path zoning structure to require the availability of adequate municipal servicing prior to advancement of a development phase.

- "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."

Urban design considerations set out in Section 6.0 of the Middlesex Centre Official Plan and the Municipality's Urban Design Guidelines are addressed in this Report, including Sections 4.3.4 and 4.3.10 respectively.

- "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 mix of residential types to be accommodated in the Draft Plan would increase housing supply and further diversify housing choice in the Arva community and, more broadly, the Municipality of Middlesex Centre. It is also anticipated that the intended housing types would be compatible with, and complementary to, the local development context.

- "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."

The Draft Plan integrates a combination of public and private roads that would be operated and maintained on a year-round basis. Public streets would be designed and constructed to Municipal standards. Private roads would also be integrated into condominium arrangements as project planning advances, and would be designed and constructed to an acceptable Municipal standard.

“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 layout of the Draft Plan has consideration for the natural topography of the Site, which slopes towards the Medway Creek corridor. Setbacks are integrated into the lot layout to ensure address slope stability, to help protect existing ecological features and functions within the corridor, and to provide access to the corridor for maintenance purposes.

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

Refer to commentary provided for subsection b).

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#### 4.3.8 Conclusion

Given the foregoing discussion, in our opinion the proposal is in keeping with the overall land use policy direction set out in the Middlesex Centre Official Plan. In this regard, the proposed Draft Plan would redevelop underutilized lands within the Arva settlement boundary to: accommodate an adequate supply and diversity of housing to help meet forecasted growth requirements and market demand; contribute to the overall vitality of the community’s main street development area; and introduce a range and intensity of uses that are appropriate given the development context of this Community Settlement Area. The components of this Draft Plan are also designed to be compatible with the existing development setting and should not impact on natural features in the immediate vicinity of the subject lands.

The proposed amendment to the Middlesex Centre Official Plan would add a Special Policy Area (SPA) to Section 11.0 permitting mixed-use, high-rise development within Block 23. The SPA would also be identified on Schedule A-3 of this Official Plan.

In our opinion, the application of an SPA redesignation to Block 23 is appropriate for the Site and in keeping with the framework of applicable planning policy. This assessment is based, in part, on consideration of the following merits:

- The Block is well suited for a high-rise form given its physical size, its position near the strategic intersection of Richmond Street and Medway Road, and its proximity to retail/service commercial uses, community facilities, open space, active transportation routes and parkland. Residents and employees of this development would have convenient access to local shopping, employment and recreational activities. Further, the mix of intensive residential development and commercial space planned for Block 23 would help enhance the vitality of the Richmond Street corridor and support the long-term viability of the nearby Village Centre. Inclusion of 21525 Richmond Street

within the SPA facilitates the integration of this property into the development at a future date, adding opportunities to further enhance the Richmond Street corridor over time;

- The massing, orientation and articulation of the proposed apartment tower is intended to promote compact, efficient development that is complementary to the surrounding development context and supportive of the pedestrian environment. The conceptual high-rise arrangement prepared by Agar has been designed: to help reinforce the established building line and the pedestrian realm along the street corridor; to accentuate the streetscape; and to transition (step down) building height generally from the Richmond Street/Medway Road intersection.
- Proposed design components for the high-rise towers would promote an attractive and prominent building form that would contribute positively to the local streetscape and the larger Richmond Street corridor. Notably, the tower podium component would integrate articulated façades and prominent entrances to further enhance the pedestrian character along the Richmond Street streetscape and to provide convenient pedestrian access;
- The proposed parking arrangement is comprised of structured parking and surface parking to the rear of the proposed 'L-shaped' tower. Parking areas are largely screened from the public realm along Richmond Street, Medway Road, Street 'B' and Street 'C' by the positioning of the tower podium and adjacent street townhouse blocks;
- The proposed tower form and the associated site layout would be designed to a high standard and would include contemporary urban design elements, where practical and appropriate;
- The shadow study prepared by Agar identifies that the siting and design of the building would not generate significant shadow impacts on existing single family residences during the spring, summer and autumn seasons (when outdoor amenity daylight would be affected the most). The findings of the shadow study are included in **Appendix E** of this Report; and
- As discussed, assessments carried out for the project generally conclude that the existing servicing infrastructure and road network can accommodate the proposed development (with consideration for study recommendations and required improvements).

The following SPA policy is proposed to accommodate the planned development:

**"SPA #(\_)**

The land identified as Special Policy Area #(\_) as shown on the Arva Community Settlement Area (Schedule A-3), shall be subject to the following policy:

Notwithstanding and any other section of the Official Plan, mixed-use, high-rise development may be permitted, with retail and service commercial space limited to the lower floors of an apartment building.”

With the benefit of the proposed SPA and an implementing Zoning By-law Amendment addressing these permissions, in our opinion the proposal would conform to the Middlesex Centre Official Plan.

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#### 4.3.9 Official Plan Review (OPA 59)

##### Status

Official Plan Amendment No. 59 implements several revisions approved by Middlesex County Council on September 26, 2023 in conjunction with the recent Official Plan Review process. Subsequent to County Council Approval, OPA 59 has been appealed to the Ontario Land Tribunal by several parties and is currently not in effect. Notwithstanding, given that the Amendment has been adopted by both the Municipality of Middlesex Centre and the County of Middlesex, in our opinion, the amended policy language represents the desired planning direction for the future use and development of the Site for the 2021-2046 (25 year) planning horizon.

##### General Policy Framework

With respect to the general principles of the Official Plan, the following updated direction is set out broadly in Section 1.7 of OPA 59:

“It is the intent of this Official Plan to apply the broad concept of traditional town and country planning, while achieving the objectives of these priorities. **It should be noted that for the purposes of this Plan, the term, “traditional” is not meant to describe “business as usual”, but rather a more community-oriented planning and design approach reflective of the established form of the Municipality’s urban areas.**” [emphasis added]

The following subsections of the Official Plan referenced in this Report have been refined to reflect this refined direction:

- “d) To establish a clear separation of “town” and “country” through the establishment of defined settlement area edges, **urban densities to reduce the amount of land required to accommodate population growth**, and the prohibition of small and incremental expansions of defined hamlet boundaries. [emphasis added]
- n) To encourage **complementary subdivision and site plan design**, including the lay-out of streets, in a manner that is in keeping with the traditional or historic urban form of existing settlement areas. Street patterns that disrupt or are not in character

with existing settlement street patterns, will be discouraged. New neighbourhood development is encouraged to maintain and continue traditional settlement area patterns, and provide a high level of street and pedestrian connectivity within settlements to facilitate walkability and a highly connected village pattern. [emphasis added, formerly subsection l)]

- p) **To permit redevelopment within existing developed areas, in a manner that reflects the needs of a growing community.** [emphasis added, formerly subsection n)]

Section 1.8 respecting the hierarchy of settlement areas has also been amended, with updated policy direction emphasized below:

- “c) The majority of growth within the Municipality will be directed to Urban Settlement Areas as established in this Plan. Such areas will accommodate growth on full municipal servicing, with such growth being permitted where adequate servicing capacities are established. **More limited growth will be permitted within Community Settlement Areas, in the form of infilling and redevelopment of existing properties, subject to issues of servicing availability and other policies of this Plan.**
- e) Development within Urban Settlement Areas, and **limited development within Community Settlement Areas and Hamlets, is expected to provide an opportunity for a full range of housing opportunities at varying densities and levels of affordability, in a manner that avoids or minimizes land use compatibility issues and the Municipality’s settlement areas.** [emphasis added]

Additionally, subsection f) of the general settlement area policies provided in Section 5.1.4 of the Middlesex Centre Official Plan has been refined to address the broad objectives for new development in relation to compatibility considerations:

- “g) As development proceeds within settlement areas, every effort shall be made to **reflect** their traditional or historic character. New development shall represent efficient use of land, and shall complement the positive elements of the existing built and urban form, in keeping with the design policies of Section 6.0 of this Plan.” [emphasis added; formerly subsection f)]

### Growth Management

OPA 59 integrates several revisions to Section 5.1 of the Middlesex Centre Official Plan, pertaining to settlement area structure. Within this revised Section, Ilderton, Komoka-Kilworth and Arva are identified as the three Middlesex Centre communities currently serviced with municipal water and sanitary sewage services. Additionally, population, housing and employment projections for 2016-2046 are provided for the Municipality, individual settlement



areas and rural areas. The following summarizes relevant population and employment growth projections related to the Arva community and Middlesex Centre, as presented in this revised Section:

- The population of Arva is projected to increase from 500 (2016) to 1,000 (2046), and the population of Middlesex Centre is forecasted to increase from 17,800 (2016) to 35,600 (2046);
- Residential units in Middlesex Centre are projected to increase from 5,990 (2016) to 12,750 (2046);
- Total employment (jobs) in Middlesex Centre is forecasted to increase from 5,800 (2016) to 11,750 (2046); and
- It is expected that Arva will accommodate approximately 35% of the total housing growth to the year 2046.

Additionally, the County of Middlesex is updating the population and employment growth forecasts presented in OPA 59 to address PPS requirements. It is anticipated that as an outcome of this assessment increased housing growth will be projected for Middlesex Centre's settlement areas, including the Arva Community Settlement Area.

#### Residential Designation

Certain policy objectives for residential activities set out for settlement areas in Section 5.2 of the Middlesex Centre Official Plan have been refined in OPA 59 under Section 5.3.1, including the following policies referenced in this Report:

- “e) The Municipality shall support opportunities to increase the supply of housing through intensification, while considering issues of municipal service capacity, transportation issues, and potential environmental considerations. Specifically, **the Municipality shall require that 10 percent of development in Community Settlement Areas occur by way of intensification.** ...
- f) **Residential development including intensification should allow for a full range and mix of housing options throughout the Municipality,** in keeping with the design policies included in Section 6.0 of this Plan and having regard for the Municipality's Site Plan Manual and Urban Design Guidelines. ...
- g) **The Municipality shall encourage that 20 percent of new housing is accessible to lower and moderate income households** in accordance with the County of Middlesex's Official Plan. ...” [emphasis added]

With respect to subsection g), OPA 59 expressly removes the component of this policy in the existing Official Plan requiring 20% of all housing to be affordable pursuant to the County of Middlesex Official Plan.

Permitted uses in the Residential designation are revised in Section 5.3.2 to include low- to mid-rise apartment dwellings and small-scale neighbourhood commercial uses.

Under Section 5.3.3 of OPA 59, policies respecting multiple dwellings in the Residential designation have been revised, as presented below, with provisions respecting the compatibility of proposed densities with adjacent residential areas being removed:

- “a) Locations should be proximate to adequate open space or park areas, schools, or Village Centre areas where possible.
- c) For apartment dwellings, locations should be in close proximity to a major roadway, or roadway suitable for carrying higher than average volumes of traffic.
- d) The siting of multiple dwellings adjacent to or in close proximity to Village Centres, is encouraged.
- e) Townhouses and apartments shall be subject to the site plan approval requirements of Section 41 of the Planning Act, and Section 10.5 of this Plan and having regard for the Municipality’s Site Plan Manual and Urban Design Guidelines.
- f) The Municipality’s zoning by-law shall establish an appropriate zoning standards such as setbacks and maximum heights for apartment dwellings and other uses”.

#### Urban Design Direction

Overarching design goals stated in Section 6.1 of this Official Plan have been modified under OPA 59, primarily with the addition of these policies:

- “a) **To recognize the increased importance placed on infill and intensification within the Urban and Community Settlement Areas, to support local businesses, provide a range of housing options for every stage of life and make efficient use of existing infrastructure.**
- c) To promote sustainable architecture and development practices that help achieve the Municipality’s sustainability objectives.
- j) To address the interface between the Municipality’s agricultural and settlement areas and the need to transition between these areas.” [emphasis added]

Design policies for Plans of Subdivision set out in Section 6.2 have also been refined under OPA 59 with the inclusion of certain provisions, including subsection c) which, in our opinion, has relevance to this application:

- “c) New development shall include sidewalks, other active transportation infrastructure and traffic calming measures as deemed appropriate by the municipality.”

## Commentary

Based on our assessment of OPA 59 modifications, it is our opinion that the proposed Draft Plan satisfies the policy revisions set out in the Amendment including those referenced in this Section. It is also our opinion that additional policy direction is provided in OPA 59 supporting intensification, housing mix and complementary urban form within Community Settlement Areas, and that Policy 6.0 a) referenced above encapsulates the nature and intent of these modifications. Further, in the long-term, it is anticipated that Bridle Path's mix of residential housing forms and limited commercial development will assist the Municipality in accommodating its updated population, housing and employment forecasts, and support attainable housing objectives set out in proposed policy.

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### 4.3.10 Municipality of Middlesex Centre Urban Design Guidelines

In conjunction with project planning, the Municipality of Middlesex Centre Urban Design Guidelines (the 'Guidelines') were reviewed to identify design direction for Bridle Path. Given the location, configuration and scale of the Draft Plan proposal, in our opinion, provisions in Section 4 (Design Objectives for New Residential Development), Section 5 (Design Guidelines for Multiple Dwellings) and Section 6 (Design Guidelines for Settlement Commercial) address the core design objectives and elements for the subdivision proposal; recognizing that individual development blocks will be subject to further design review in conjunction with the Municipality's Site Plan Approval process.

Below is a summary of the principal (core) guidelines that provided design direction for the Draft Plan configuration and the conceptual block layouts. In our opinion, the proposal has consideration for, and satisfies, these core guidelines.

#### **Core Design Objectives**

##### Primary Considerations:

- Design safe, attractive, and energy-efficient neighbourhoods.
- Design attractive, comprehensively planned residential neighbourhoods that have a clear sense of organization.
- Introduce an integrated system of pedestrian walkways, bicycle paths, and open space trails that encourage physical activity and alternatives to the car for local travel.
- Preserve, enhance and create views and vistas of parks, natural heritage features and the rural landscape.
- Create an attractive and varied visual experience when viewed from major roads by minimizing rear lotting and noise walls.

### Residential (General):

- Architectural design of housing supports an eyes-on-the-street approach to the design of streetscapes.
- The individual and collective design of houses supports a sense of scale appropriate to the scale of the streetscape and its landscaping.
- The individual and collective design of houses and sitings encourages visual variety in streetscapes and development of attractive pedestrian environments.
- Promote variation in the range of compatible, traditional and innovative architectural designs and styles.

### Multiple Dwellings:

- The design, siting and massing of medium density housing shall promote a character and sense of scale that is compatible with other low rise residential housing types.
- The individual and collective design and siting of medium density building types shall encourage an attractive and safe pedestrian environment and promote an eyes-on-the-street approach to the design of streetscapes.
- The individual and collective design of buildings shall support a sense of scale that is appropriate to the scale of the streetscape and its landscaping.
- Buildings design is to encourage a sense of integration between buildings and the streetscape through the inclusion and appropriate articulation of such elements as front porches and bay windows.
- Low-rise apartment buildings are to be located to address the street with their massing, main entrances and lobbies.
- In the design of multiple unit block developments, on-site parking is not to be located between buildings and a public street with the exception of individual driveways connecting to individual dwelling units in semi-detached or townhouse units.
- Large areas of tenant surface parking shall be visually screened from the streetscape through the building orientation, parking location and landscaping.

### Settlement Commercial:

- Positively contribute to the quality, vitality and image of the settlement area, the Municipality of Middlesex Centre, its neighbourhoods and streetscapes.
- Where appropriate, promote a visual and physical character that is complementary to, and compatible with, adjacent residential neighbourhoods and main streets.
- Encourage the design of a safe and attractive pedestrian environment.

- Landscaping design is to unify and enhance all other elements of the development including building design, signage and pedestrian circulation and contribute to the general appearance and quality of the streetscape.

#### Streetscapes and Pedestrian Environments:

- The design and development of a clear hierarchy of streetscapes is fundamental to the creation of functional, safe, and visually interesting community (i.e., major road edges, gateway streets, local streets).
- For major roads, neighbourhood edges present an important opportunity to create a unique image for a neighbourhood by providing a distinctive architectural and landscape backdrop for existing and future streetscapes.
- Where possible, the backing of house lots onto major roads should be discouraged by fronting houses onto roads through the uses of window streets (parallel service roads) or rear laneways.
- For gateway streets, attention should be paid to the effective coordination of architectural and landscape design elements within these streetscapes.
- Within streetscapes for local streets, attention should be paid to the design and siting of buildings to achieve architectural compatibility in the streetscape.
- Sidewalks are to be provided on both sides of local streets, and will connect to adjacent roads to create continuous pedestrian routes through neighbourhoods linking them together.

---

#### 4.3.11 Summary

Given the foregoing, in our opinion, with approval of the requested Special Policy Area, the proposed Draft Plan of Subdivision would align with the policies and permissions set out for the Residential designation of the Middlesex Centre Official Plan, the revised policies of the Official Plan Review (OPA 59) and the design direction of the Middlesex Centre Urban Design Guidelines.

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# 5.0 Middlesex Centre Zoning By-law

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## 5.1 Existing Zoning

**Figure 5** of this Report illustrates that the Site is zoned Existing Use (EU) pursuant to Schedule A (Key Map U-1) to Middlesex Centre Comprehensive Zoning By-Law No. 2005-005 ('Zoning By-law'). This Schedule also identifies that the portion of the Site adjacent to the Medway Creek corridor is located within lands regulated by the UTRCA.

The preamble to Section 25 of the Zoning By-law states that the EU Zone is typically applied to undeveloped lands within hamlet areas. Section 25.1.1 of the Zoning By-law further prescribes that only uses existing as of the date of passing of the By-law are permitted in the EU Zone.

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## 5.2 Proposed Zoning

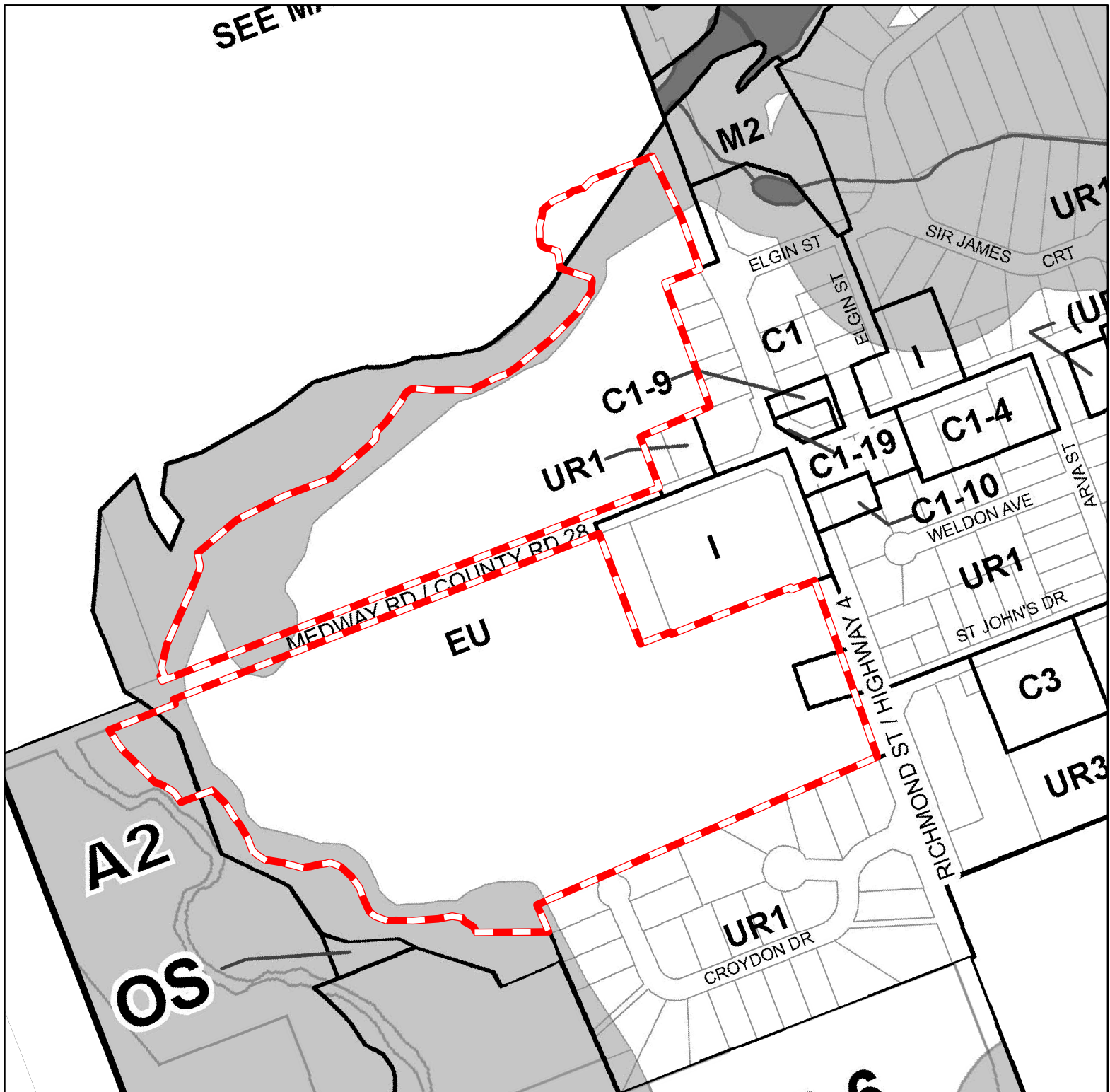
The land uses associated with the proposed Draft Plan would not comply with the current zoning regime. Accordingly, in conjunction with the required Draft Plan and OPA applications, a Zoning By-law Amendment is needed to facilitate the planned development.

A Zoning By-law evaluation was conducted to identify a zone regime that could accommodate the uses associated with the proposed Draft Plan. As an outcome of this assessment, it is anticipated that site-specific zoning under the Urban Residential (UR) Zone structure would be required to permit the range of residential types and limited commercial space intended for the Site. Additionally, the proposed parks and open space blocks (Blocks 2, 29 and 35) would be zoned Open Space (OS). The OS Zone permits parks and conservation uses, and pursuant to the OS Zone preamble in the Zoning By-law, this zone is generally applied to passive recreational uses in urban areas.

Stantec prepared a conceptual design brief for Block 35, dated October 22, 2024, that addresses the intended vision and components of the Block 35 park feature. Stantec has also prepared a conceptual park plan for this Block, dated September 17, 2024. The park design brief and concept plan are included with the Draft Plan application submission.


The following summarizes UR Zone Exemptions proposed to permit the intended uses and planned scale of this subdivision development, referencing the conceptual Draft Plan provided





**Figure 5**  
**Middlesex Centre Zoning**  
**By-law 2005-005 (Existing)**

### Legend

 Subject Lands

#### Zone Descriptions

- A2 - Restricted Agriculture
- C1 - Village Commercial
- C3 - Highway Commercial
- EU - Existing Use
- I - Institutional
- M2 - General Industrial
- OS - Open Space
- UR1 - Urban Residential First Density
- UR2 - Urban Residential Second Density

Source: Middlesex Centre Zoning By-law 2005-005

Date: February 5, 2025

Scale: 1:5,000

File: 1094BE

Drawn: CCF

Document Path: C:\Users\ChristineFandrich\Documents\ArcGIS\Projects\Arva\_1094BE\Arva\_1094BE.aprx

N



in Appendix A. It is anticipated that a holding symbol would be applied to portions of Bridle Path requiring that the availability of adequate site servicing be demonstrated as a precondition for removal of the symbol.

Proposed UR Zone Exceptions:

- **Urban Residential Second Density Exception (UR2-( )):** Blocks 1, 3, 7, 16-21, 24 and 25 are proposed to be zoned UR2-( ) to permit these lands to be developed for single detached dwellings and potentially for semi-detached or duplex dwellings. For single detached dwellings, this Zone stipulates a minimum lot area of 450 m<sup>2</sup> and a minimum lot frontage of 15.0 m. Additionally, the Zone prescribes a minimum front yard setback of 6.0 m, a typical minimum 1.5 m interior side yard setback, and a 38% maximum lot coverage regulation for all buildings.

It is anticipated that an UR2 Exception would be required under Section 9.3 of the Zoning By-law to promote a compact development pattern capable of accommodating low-rise forms on small residential lots, as set out below:

“9.3.( )

(a) DEFINED AREA

UR2-( ) as shown on Schedule A, Map U-1

(b) MINIMUM LOT AREA

single-detached dwelling	300 m <sup>2</sup> (3,229 ft <sup>2</sup> )
semi-detached dwelling unit	210 m <sup>2</sup> (2,260 ft <sup>2</sup> )
link dwelling unit	210 m (2,260 ft <sup>2</sup> )
duplex building	300 m <sup>2</sup> (3,229 ft <sup>2</sup> )

(c) MINIMUM LOT FRONTAGE

single-detached dwelling	10.0 m (32.8 ft)
semi-detached dwelling unit	7.0 m (23.0 ft)
link dwelling unit	7.0 m (23.0 ft)
duplex dwelling	10.0 m (32.8 ft)

(d) MINIMUM FRONT YARD SETBACK

single-detached dwelling, semi-detached dwelling unit, link dwelling unit, and duplex dwelling	3.0 m (9.8 ft), including porches
--	-----------------------------------

(e) MINIMUM SIDE YARD SETBACK

(i) single-detached dwelling, semi-detached dwelling unit, and	1.2 m (3.9 ft) on an interior lot
---	-----------------------------------

link dwelling unit, and duplex dwelling

- |  |  |
|--|--|
| (ii) single-detached dwelling,<br>semi-detached dwelling unit,<br>link dwelling unit, and duplex dwelling  | 3.0 m (9.8 ft) on the side<br>abutting any street  |
| (iii) single-detached dwelling,<br>semi-detached dwelling unit,<br>link dwelling unit, and duplex dwelling | 1.2 m (3.9 ft) where the rear<br>yard is adjacent to a rear yard<br>of an abutting lot, notwithstanding any<br>other clause of this By-law |

provided that no side yard shall be required between the common wall dividing individual dwelling units.

(f) MAXIMUM LOT COVERAGE

- |   |     |
|---|-----|
| (i) main building, including dwelling<br>and attached garage lots for<br>single detached dwellings  | 40% |
| (ii) main building, including dwelling<br>and attached garage lots for<br>semi-detached dwelling unit,<br>link dwelling unit, and duplex dwelling | 45% |
| (iii) all buildings, including accessory<br>buildings and structures subject<br>to Section 4.1 a)   | 48% |

- **Urban Residential Third Density Exception (UR3-(\_)):** Blocks intended for medium- and high-density residential purposes would be zoned with an UR3 Exception to permit the intended uses (i.e., Blocks 5, 8, 9-13, 22, 23 and 27). The 21525 Richmond Street property is also included within the proposed zone category to establish development permissions similar to those proposed for Block 23. Special provisions are required to accommodate the configurations of the street townhouses, cluster townhouses, apartments and complementary commercial space planned for the applicable blocks, as well as recognize existing uses of 21525 Richmond Street.

"10.3.(\_)

(a) DEFINED AREA

UR3-(\_) as shown on Schedule A, Map U-1

(b) ADDITIONAL USES PERMITTED

- (i) Uses permitted in Section 15.1.1 of this By-law within the first or second storey of an apartment dwelling adjacent to Medway Road.
- (ii) Rural residential uses legally existing on the date of passing of this By-law in accordance with the provisions of the Existing Use (EU) Zone.

(c) MINIMUM LOT AREA

- |   |  |
|---|--|
| (i) street townhouse dwelling,<br>townhouse dwelling, and<br>multiple unit dwelling | 210 m <sup>2</sup> (2,260 ft <sup>2</sup> )<br>per dwelling unit |
| (ii) apartment dwelling   | 1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )                   |

(c) MINIMUM LOT FRONTAGE

- |                                |                  |
|--------------------------------|------------------|
| street townhouse dwelling unit | 6.0 m (20.0 ft)  |
| townhouse dwelling unit        | 6.0 m (20.0 ft)  |
| multiple unit dwelling         | 12.0 m (39.4 ft) |
| apartment dwelling             | 20.0 m (65.6 ft) |

(d) MINIMUM LOT DEPTH 30.0 m (98.4 ft)

(e) MINIMUM FRONT YARD SETBACK 3.0 m (9.8 ft)

(f) MINIMUM SIDE YARD SETBACK

- |  |   |
|--|---|
| (i) street townhouse dwelling or<br>townhouse dwelling | 1.2 m (3.9 ft) on an interior lot,<br>3.0 m (9.8 ft) on the side<br>abutting any street |
| (ii) apartment dwelling or<br>multiple unit dwelling   | 3.0 m (9.8 ft)  |

provided that no side yard shall be required between the common wall dividing individual dwelling units.

(g) MINIMUM REAR YARD SETBACK 6.0 m (19.7 ft)

provided that no rear yard shall be required between the common wall dividing individual dwelling units.

(h) MAXIMUM HEIGHT

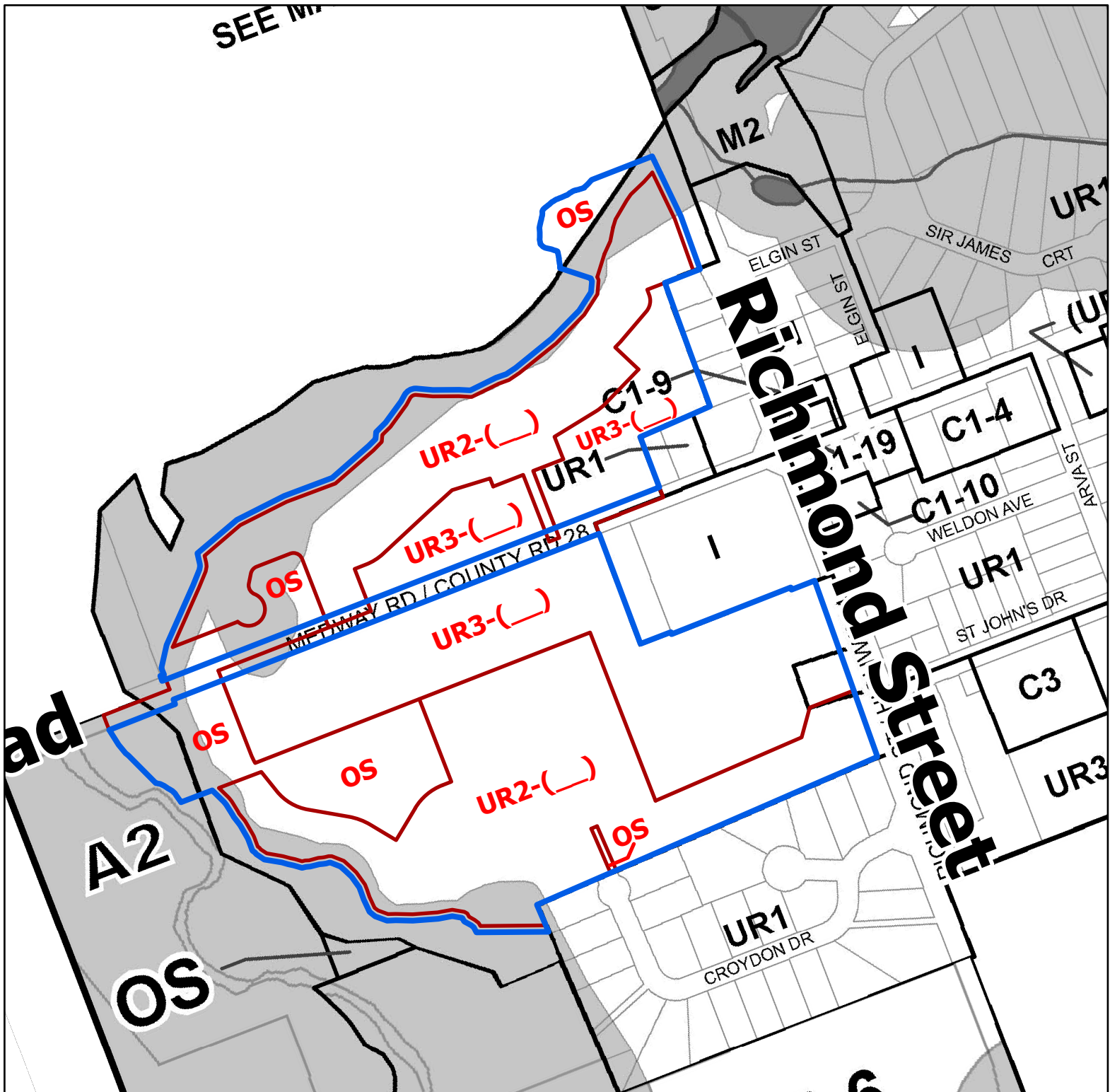
- |   |                  |
|---|------------------|
| (i) street townhouse dwelling,<br>townhouse dwelling, and<br>multiple unit dwelling | 12.0 m (39.4 ft) |
| (ii) apartment dwelling   |                  |

adjacent to Medway Road	24.0 m (78.7 ft)
adjacent to Richmond Street	60.0 m (196.8 ft)
(i) MAXIMUM DENSITY	
(i) street townhouse dwelling	35 units per hectare
(ii) townhouse dwelling and multiple unit dwelling	60 units per hectare
(iii) apartment dwelling	
adjacent to Medway Road	125 units per hectare
adjacent to Richmond Street	250 units per hectare
(j) MINIMUM OUTDOOR AMENITY AREA	
(i) street townhouse dwelling	35.0 m <sup>2</sup> (376.7 ft <sup>2</sup> ) per dwelling unit
(ii) townhouse dwelling, multiple unit dwelling, and apartment dwelling	Not applicable
(k) MAXIMUM LOT COVERAGE	
(i) street townhouse dwelling, townhouse dwelling, multiple unit dwelling, including accessory buildings	45%
(ii) townhouse dwelling with common rear wall, including accessory buildings	75%
(iii) apartment dwelling, including accessory buildings	45%

---

## 5.3 Summary

In review, it is anticipated that the noted combination of zones and special provisions would accommodate the full range of land uses integrated into the proposed Draft Plan. **Figure 6** of this Report illustrates the proposed zoning structure for the Site.



**Figure 6**  
**Middlesex Centre Zoning**  
**By-law 2005-005**  
**(Proposed)**

### Legend

  Subject Lands

#### Zone Descriptions

A2 - Restricted Agriculture  
 C1 - Village Commercial  
 C3 - Highway Commercial  
 EU - Existing Use  
 I - Institutional  
 M2 - General Industrial  
 OS - Open Space  
 PR - Parks and Recreation  
 UR1 - Urban Residential First Density  
 UR2 - Urban Residential Second Density  
 UR3 - Urban Residential Third Density  
 UR4 - Urban Residential Fourth Density

Source: Middlesex Centre Zoning By-law 2005-005

Date: February 6, 2025

Scale: 1:5,000

File: 1094BE

Drawn: CCF

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## 6.0 Summary and Conclusions

In conclusion, it is our opinion that the proposed Bridle Path North Subdivision is appropriate for the Site, complementary to the existing development context and in keeping with applicable planning policies. This assessment is based, in part, on consideration of the following merits:

- The Site is well suited for the intended mix of residential and limited commercial uses given its physical characteristics, its location within a designated urban settlement area, and its proximity to the arterial road network, a local commercial node, residential neighbourhoods and community/educational facilities;
- Implementation of the proposed Draft Plan represents an opportunity to promote a compact residential land use pattern and the efficient use of land and services;
- The mix of residential types to be accommodated in the Draft Plan would increase housing supply and further diversify housing choice in the Arva community and, more broadly, the Municipality of Middlesex Centre. It is also anticipated that the intended housing types would be compatible with, and complementary to, the local development context;
- Design elements integrated into the proposal are intended to promote an attractive mixed-use development that would contribute positively to the local streetscapes. Additionally, the commercial and residential uses intended for the Site would help enhance the vitality of the Richmond Street corridor and support the long-term viability of a designated Village Centre;
- Assessments carried out for the project generally conclude that the existing servicing infrastructure and road network can accommodate the proposed development (with consideration for study recommendations and required improvements); and
- In our opinion, the proposed Draft Plan is consistent with the Provincial Planning Statement, conforms with the County of Middlesex Official Plan and is in keeping with the policy direction of the Municipality of Middlesex Centre Official Plan; and
- The proposed site-specific Official Plan Amendment and Zoning By-law Amendment would appropriately implement the intended Draft Plan layout, the range of intended uses and the intended development intensity.

Given these identified considerations and commentary provided in this Report, it is recommended that the Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications required to implement the development be approved as proposed.

Respectfully submitted,

**MHBC**

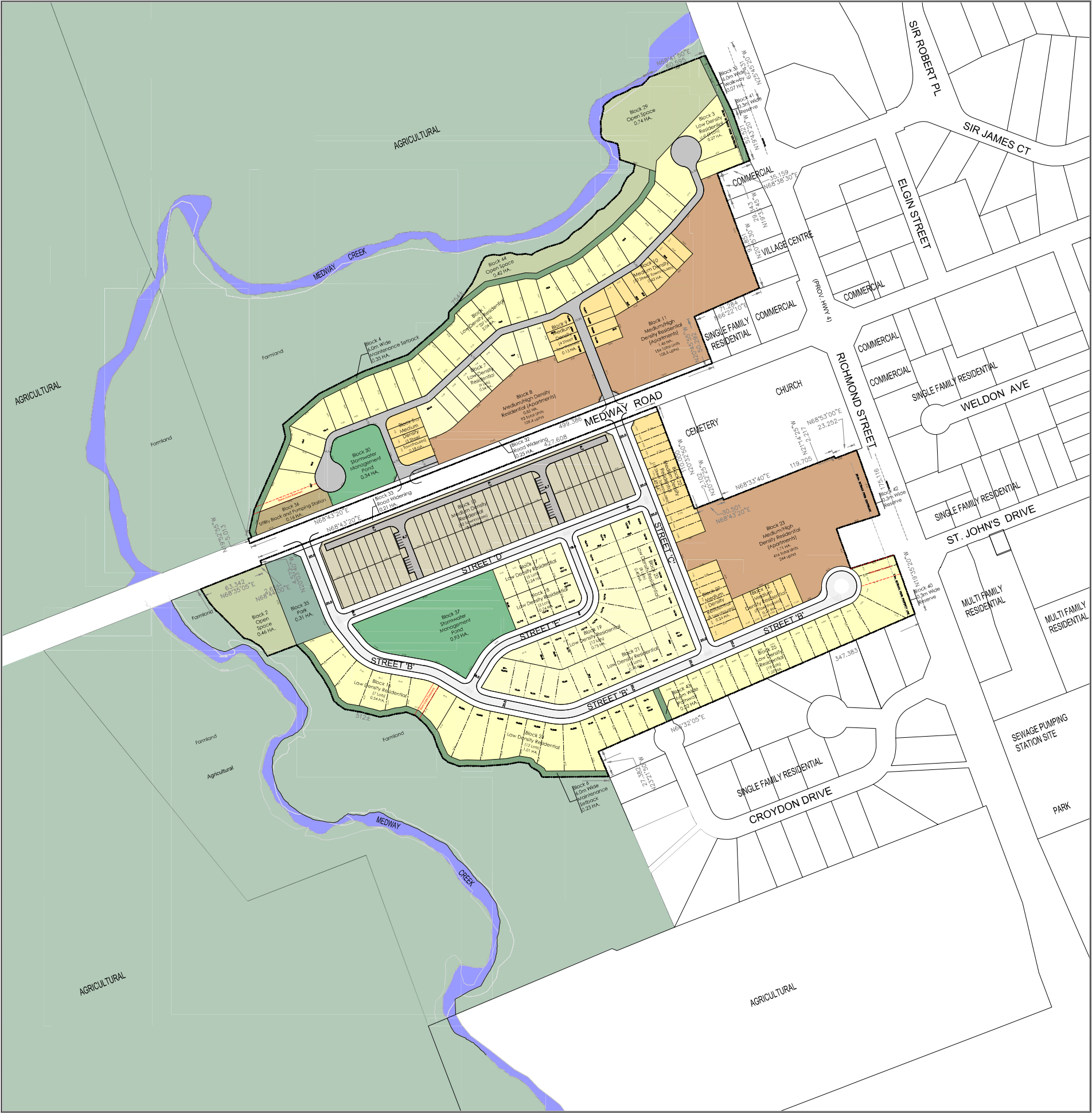
A handwritten signature in black ink, appearing to read "Scott Allen". The signature is fluid and cursive, with the first name "Scott" and last name "Allen" clearly distinguishable.

Scott Allen, MA, RPP  
Partner

# A

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## **Appendix A: Conceptual Plan of Subdivision**



APPENDIX A

PART OF LOT 17, CONCESSION 6 & 7

MUNICIPALITY OF MIDDLESEX CENTRE

COUNTY OF MIDDLESEX

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: \_\_\_\_\_

ALL SOUFAN

BRIDLE PATH NORTH ARVA INC.

DATE: \_\_\_\_\_

D. WELDON

Surveyor's Certificate

I HEREBY AUTHORIZE CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: \_\_\_\_\_

J. MILBAND, OLS, CLS, PEng

ONTARIO LAND SURVEYOR

AGM

Subject Lands

SCALE 1:50,000

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR IN OUR LETTER DATED \_\_\_\_\_, 2025

THIS DRAFT PLAN IS APPROVED UNDER SECTION 51 OF THE PLANNING ACT

\_\_\_\_ DAY OF \_\_\_\_\_, 2025

8

7

6

5

4

June 26, 2025

Issued

DS

3

June 13, 2025

Revised

PL

2

April 9, 2025

Revised

CCF & RM & PL

1

July 26, 2024

Issued

CCF

Date

Issued / Revision

By

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A, As Shown

B, As Shown

C, As Shown

D, Residential

E, As Shown

F, As Shown

G, As Shown

H, Municipal Water Supply Available

I, Soil Loam

J, As Shown

J, All Services As Required

L, As Shown

Description

Lots/Blocks

Units

Area (ha)

Low Density Residential

1, 3, 7, 16 - 21, 24, 25

120

7.839

Medium Density Residential (Street Townhouses)

5, 9, 10, 12, 22, 27

49

1.593

Medium Density Residential (Cluster Townhouses)

13

62

2.219

Medium/High Density Residential (Apartments)

8, 11, 23

663

4.020

Park

35

0.315

Walkway

31, 43

0.090

Maintenance Setback

4, 6

0.579

Storm Water Management

30, 37

1.275

Pump Station

36

0.160

Open Space

2, 29, 44

1.617

0.3m Reserves

40 - 42

0.007

Road Widening

32, 33

0.459

Roads

3, 531

Total

37

894

23.703 ha.

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

545 BINGEMANS CENTRE DRIVE, SUITE 300, ITCHENER, ON, N2B 3X7 | P: 519 574 3650 | WWW.MHBCPLAN.COM

File No.

1094 'BE'

Drawn By

L,M,P,L/C,C,F/R,M,

Date

June 26, 2025

PRELIMINARY

DRAFT PLAN OF SUBDIVISION

Plan Scale 1:2000

Q:\1094\BE ARVA\GRAPHICS\DP\MHBC PROPOSED DP\_26JUNE2025.DWG

# B

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## **Appendix B: Conceptual Design Layouts; Blocks 8, 11 and 23**



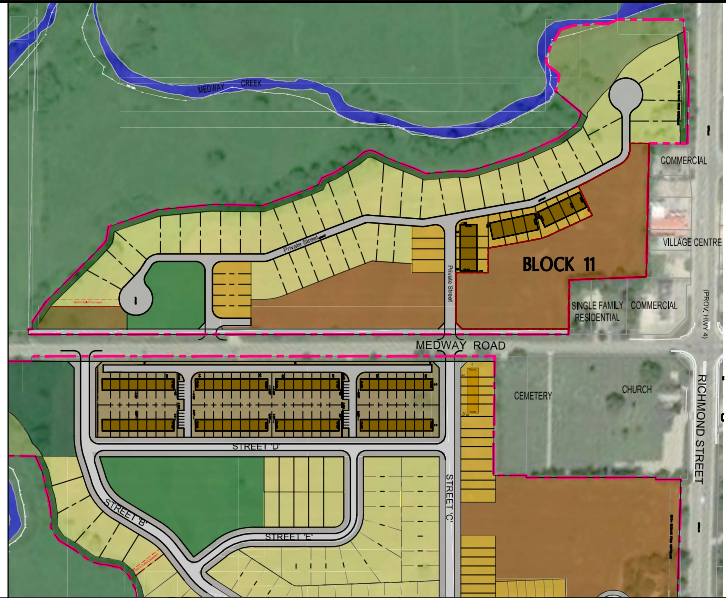




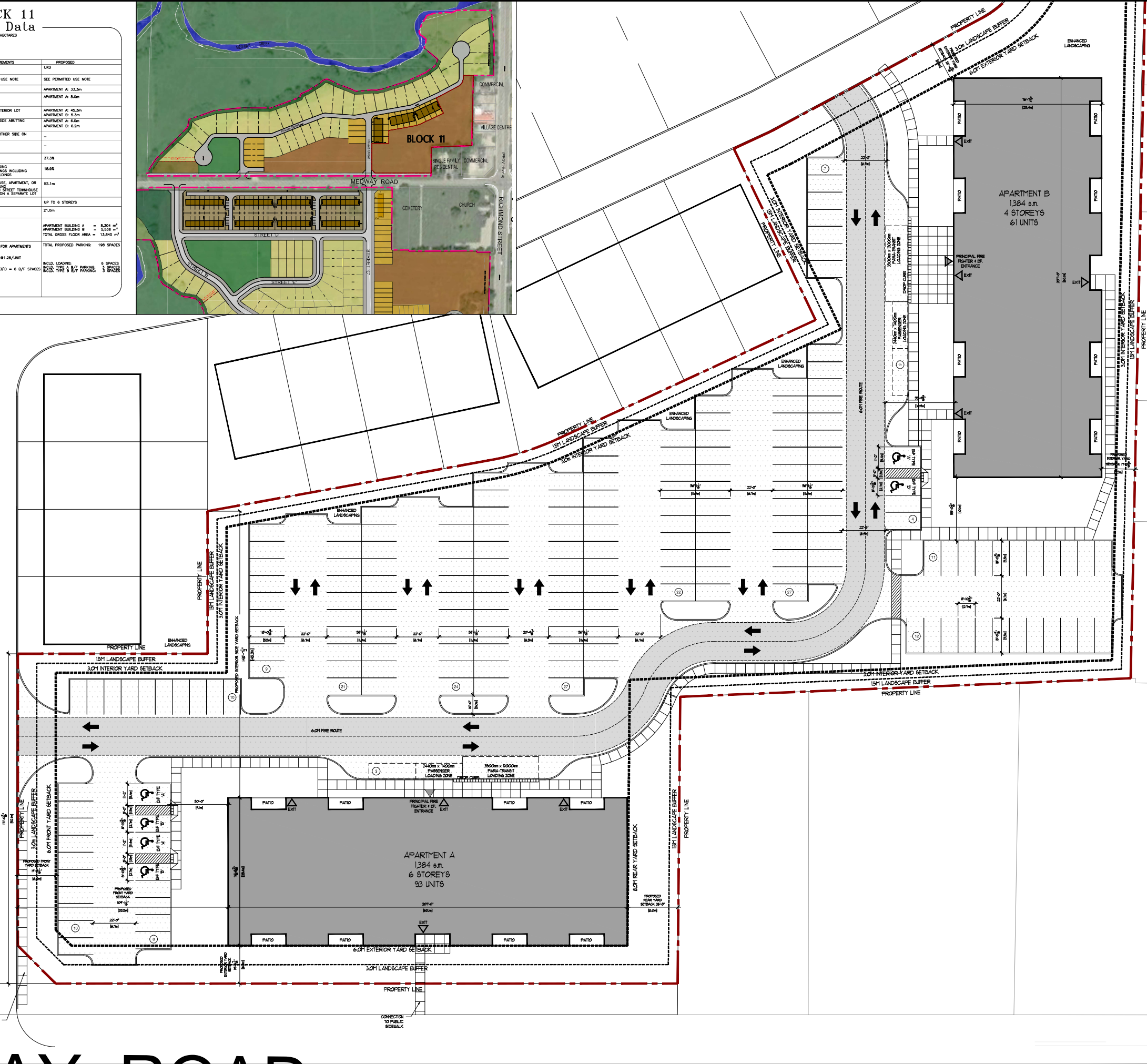


BLOCK 11  
Site Data

1. GROSS SITE AREA:		14,619 m <sup>2</sup> / 1,4619 HECTARES	
2. PROPOSED BUILDING AREA:		2,768 m <sup>2</sup>	
3. ASPHALT AREA:		6,387 m <sup>2</sup>	
ITEM	ITEM	REQUIREMENTS	PROPOSED
4.	ZONES	EU	URS
5.	PERMITTED USES	SEE PERMITTED USE NOTE	SEE PERMITTED USE NOTE
6.	FRONT YARD SETBACK	6.0m	APARTMENT A: 33.3m
7.	REAR YARD SETBACK	8.0m	APARTMENT A: 8.0m
8.	MINIMUM SIDE YARD SETBACK	3.0m ON AN INTERIOR LOT	APARTMENT A: 45.3m APARTMENT B: 5.3m
9.	MINIMUM SIDE YARD SETBACK	6.0m ON THE SIDE ABUTTING A STREET	APARTMENT A: 6.0m
10.	MINIMUM SIDE YARD SETBACK	3.0m ON THE OTHER SIDE ON A CORNER LOT	—
11.	YARD DEPTH ABUTTING PRIMARY COLLECTOR ROAD (MAX.)	N/A	—
12.	LANDSCAPED OPEN SPACE (% MIN.)	N/A	37.3%
13.	LOT COVERAGE (MAX. ON GROSS SITE)	35% MAIN BUILDING USE ALL BUILDINGS INCLUDING ACCESSORY BUILDINGS	18.9%
14.	MIN LOT FRONTAGE	30.0m TOWNHOUSE, APARTMENT, OR MULTIPLE DWELLING DWELLING UNIT ON A SEPARATE LOT	52.1m
15.	NUMBER OF STOREYS	N/A	UP TO 6 STOREYS
16.	BUILDING HEIGHT (MAX.)	20.0m	21.0m
17.	GROSS BUILDING AREA	N/A	APARTMENT BUILDING A = 8,304 m <sup>2</sup> APARTMENT BUILDING B = 5,326 m <sup>2</sup> TOTAL GROSS FLOOR AREA = 13,640 m <sup>2</sup>
18.	PARKING REQUIRED	PARKING REQ'D FOR APARTMENTS  154 APT UNITS @ 1.25/UNIT = 193 SPACES  B/F/F PARKING REQ'D = 6 B/F/F SPACES	TOTAL PROPOSED PARKING: 198 SPACES  HOLD. LOADING: 6 SPACES HOLD. TYPE A B/F/F PARKING: 3 SPACES HOLD. TYPE B B/F/F PARKING: 3 SPACES



Private Street



Project No:	1296	Site Plan	Block 11
Scale:	AS NOTED		
Dwg./Chgd. By:	AT/SA		
Date:	DEC 21 2023		
Dwg. No:	A101		

AA AGAR Architect Inc.  
philip agar architect inc.  
1111 DUNDAS STREET WEST, SUITE 100  
TORONTO, ONTARIO M6H 1B5

York  
CONSULTANTS

1. 2023-01-25 ISSUED FOR CLIENT REVIEW

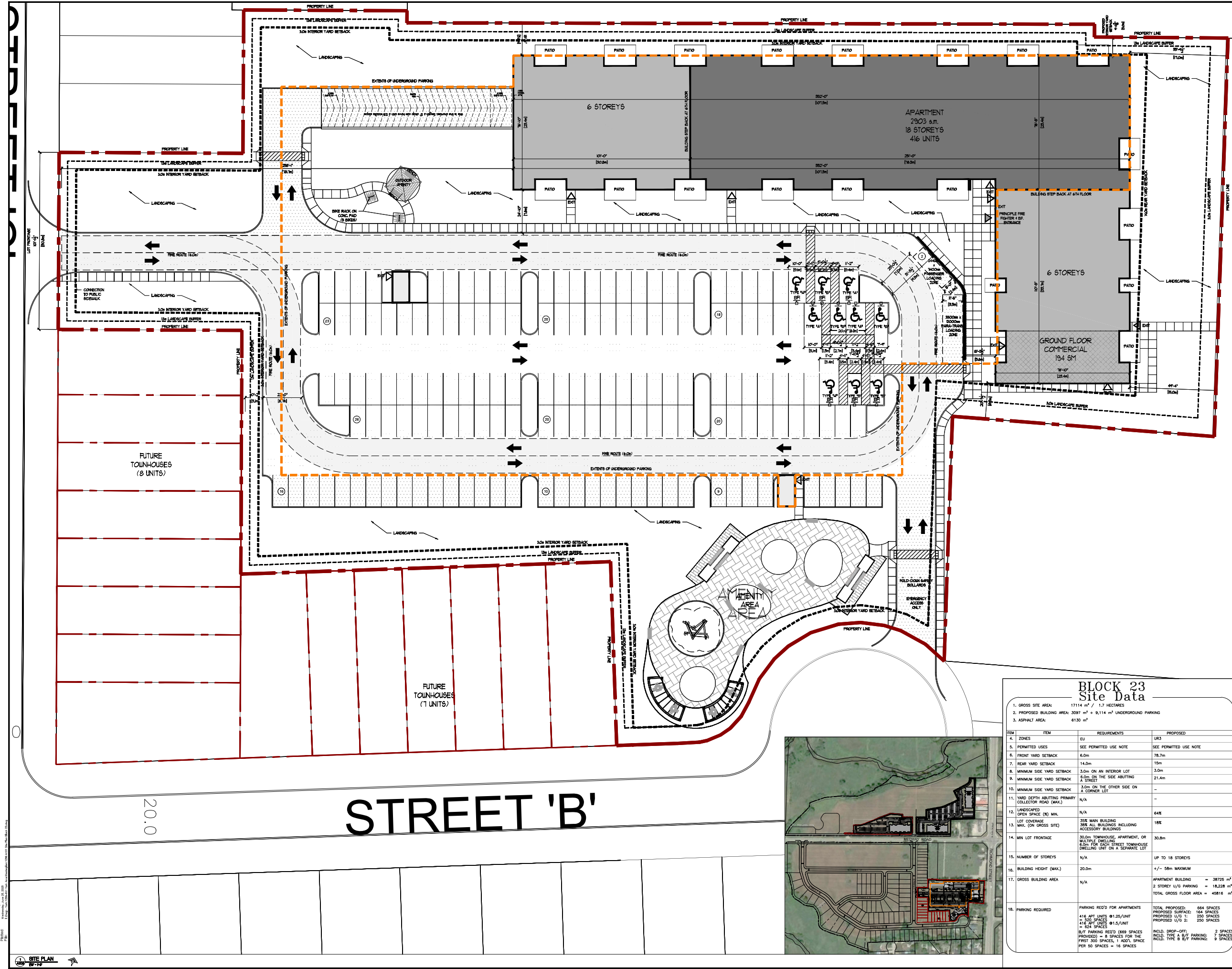
1. 2023-01-25 ISSUED FOR CLIENT REVIEW

# C

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## **Appendix C: Design Concept; Block 23**





17114 m<sup>2</sup> GROSS SITE AREA

3097 m<sup>2</sup> PROPOSED BUILDING AREA

6130 m<sup>2</sup> ASPHALT AREA

17114 m<sup>2</sup> / 1.7 HECTARES

3097 m<sup>2</sup> + 9,114 m<sup>2</sup> UNDERGROUND PARKING

6130 m<sup>2</sup>

ITEM	REQUIREMENTS	PROPOSED
4. ZONES	EU	URS
5. PERMITTED USES	SEE PERMITTED USE NOTE	SEE PERMITTED USE NOTE
6. FRONT YARD SETBACK	6.0m	78.7m
7. REAR YARD SETBACK	14.0m	15m
8. MINIMUM SIDE YARD SETBACK	3.0m ON AN INTERIOR LOT	3.0m
9. MINIMUM SIDE YARD SETBACK	6.0m ON THE SIDE ABUTTING A STREET	21.4m
10. MINIMUM SIDE YARD SETBACK	3.0m ON THE OTHER SIDE ON A CORNER LOT	-
11. YARD DEPTH ABUTTING PRIMARY COLLECTOR ROAD (MAX.)	N/A	-
12. LANDSCAPED OPEN SPACE (% MIN.)	N/A	64%
13. MAX. (ON GROSS SITE)	35% MAX BUILDING LOT COVERAGE 38% ALL BUILDINGS INCLUDING ACCESSORY BUILDINGS	18%
14. MIN LOT FRONTAGE	30.0m TOWNHOUSE, APARTMENT, OR MULTIPLE DWELLING 6.0m FOR EACH STREET TOWNHOUSE DWELLING UNIT ON A SEPARATE LOT	30.8m
15. NUMBER OF STOREYS	N/A	UP TO 18 STOREYS
16. BUILDING HEIGHT (MAX.)	20.0m	+/- 58m MAXIMUM
17. GROSS BUILDING AREA	N/A	APARTMENT BUILDING = 38725 m <sup>2</sup> 2 STOREY U/G PARKING = 18,228 m <sup>2</sup> TOTAL GROSS FLOOR AREA = 48816 m <sup>2</sup>
18. PARKING REQUIRED	PARKING REQ'D FOR APARTMENTS 416 APT UNITS @ 1.25/UNIT = 520 SPACES 416 APT UNITS @ 1.5/UNIT = 624 SPACES B/V/F PARKING REQ'D (889 SPACES PROVIDED) = 8 SPACES FOR THE FIRST 340 SPACES, 1 ADOPT. SPACE PER 50 SPACES = 16 SPACES	TOTAL PROPOSED: 664 SPACES PROPOSED SURFACE: 164 SPACES PROPOSED U/G: 1: 250 SPACES PROPOSED U/G: 2: 250 SPACES  INCLD. DROP-OFF: 2 SPACES INCLD. TYPE A B/V/F PARKING: 7 SPACES INCLD. TYPE B B/V/F PARKING: 9 SPACES

17114 m<sup>2</sup> GROSS SITE AREA

3097 m<sup>2</sup> PROPOSED BUILDING AREA

6130 m<sup>2</sup> ASPHALT AREA

17114 m<sup>2</sup> / 1.7 HECTARES

3097 m<sup>2</sup> + 9,114 m<sup>2</sup> UNDERGROUND PARKING

6130 m<sup>2</sup>

17114 m<sup>2</sup> GROSS SITE AREA

3097 m<sup>2</sup> PROPOSED BUILDING AREA

6130 m<sup>2</sup> ASPHALT AREA

17114 m<sup>2</sup> / 1.7 HECTARES

3097 m<sup>2</sup> + 9,114 m<sup>2</sup> UNDERGROUND PARKING

6130 m<sup>2</sup>

**AA AGAR**  
ARCHITECT  
Philip agar architect inc.  
1115 BAYVIEW AVE. SUITE 100  
SCARBOROUGH, ONTARIO M1B 4Y1  
TEL: 416-291-1115  
WWW.AAAGARCHITECT.COM



**SITE PLAN**  
**BLOCK 23**  
**BRIDLE PATH NORTH**  
**ARVA, ONTARIO**

1296  
AS NOTED  
SA/PA  
DEC 21 2023

**A102**









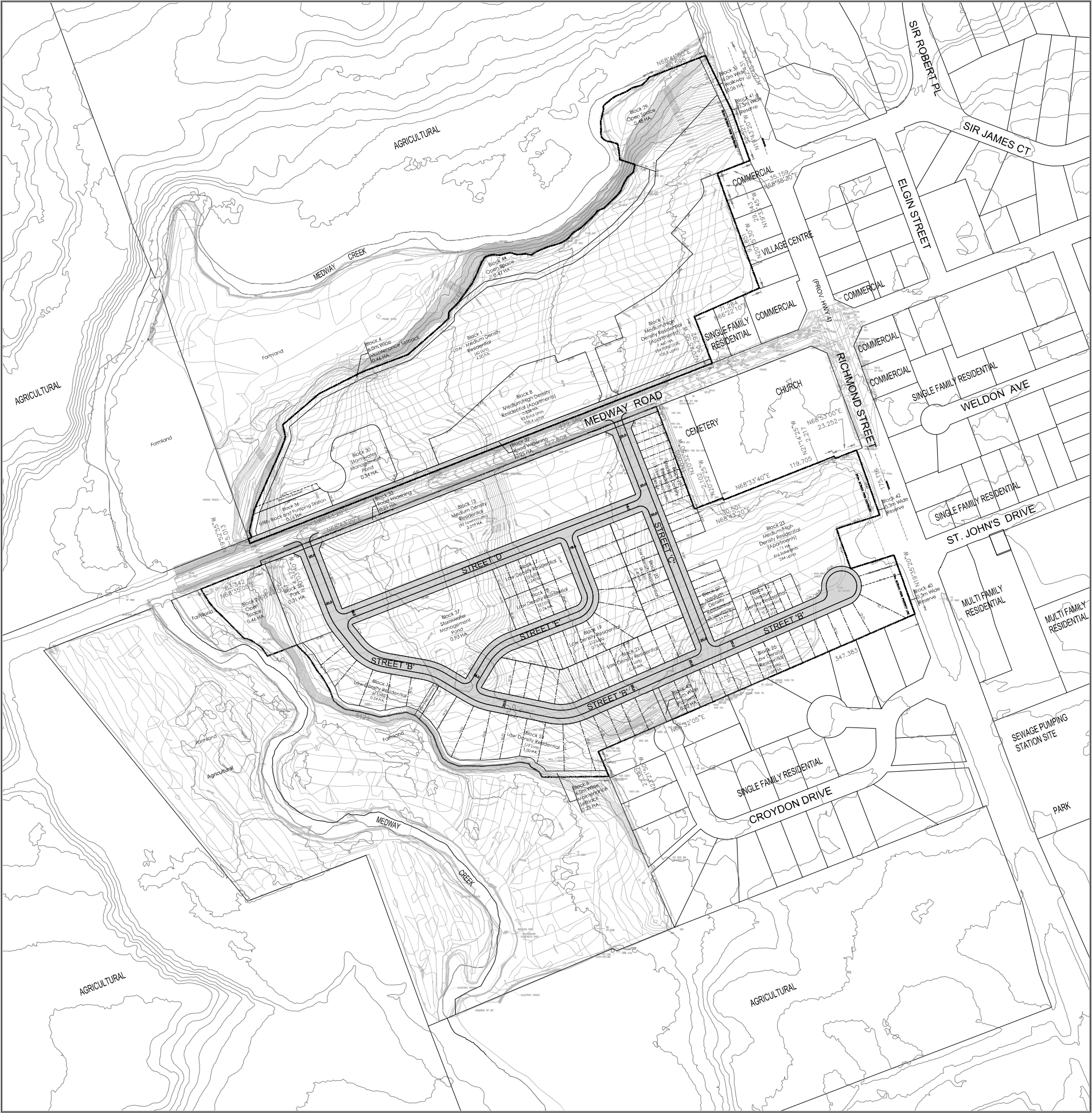




# D

## **Appendix D: Proposed Draft Plan of Subdivision**





PART OF LOT 17,  
CONCESSION 6 & 7  
MUNICIPALITY OF MIDDLESEX CENTRE  
COUNTY OF MIDDLESEX

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO  
SUBMIT THIS PLAN FOR APPROVAL.

DATE: \_\_\_\_\_ ALL SOUFAN  
BRIDLE PATH NORTH ARVA INC.  
DATE: \_\_\_\_\_ D. WELDON

**Surveyor's Certificate**  
I HEREBY AUTHORIZE CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS  
PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY  
SHOWN.  
DATE: \_\_\_\_\_ J. WILBAND, OLS, CLS, PEng  
ONTARIO LAND SURVEYOR  
AGM



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR IN OUR LETTER DATED \_\_\_\_\_, 2025  
THIS DRAFT PLAN IS APPROVED UNDER SECTION 51 OF THE PLANNING ACT  
\_\_\_\_\_, DAY OF \_\_\_\_\_, 2025



8			
7			
6			
5			
4	June 26, 2025	Issued	DS
3	June 13, 2025	Revised	PL
2	April 9, 2025	Revised	CCF & RM & PL
1	July 26, 2024	Issued	CCF
	Date	Issued / Revision	By

Additional Information Required Under Section 51(17) of the Planning Act R.S.O., 1990, c.P.13 as Amended

A, As Shown	B, As Shown	C, As Shown
D, Residential	E, As Shown	F, As Shown
G, As Shown	H, Municipal Water Supply Available	I, Soil Loam
J, As Shown	J, All Services As Required	L, As Shown

Description	Lots/Blocks	Units	Area (ha)
Low Density Residential	1, 16 - 21, 24, 25	120	9.298
Medium Density Residential (Street Townhouses)	12, 22, 27	49	0.848
Medium Density Residential (Cluster Townhouses)	13	62	2.219
Medium/High Density Residential (Apartments)	8, 11, 23	663	4.020
Park	35		0.315
Walkway	31, 43		0.090
Maintenance Setback	4, 6		0.579
Storm Water Management	30, 37		1.275
Pump Station	36		0.160
Open Space	2, 29, 44		1.617
0.3m Reserves	40 - 42		0.007
Road Widening	32, 33		0.459
Roads			2.817

Total 37 894 23.703 ha.



PLANNING  
URBAN DESIGN &  
LANDSCAPE  
ARCHITECTURE

545 BINGEMANS CENTRE DRIVE, SUITE 300, ITCHENER, ON, N2B 3X7 | P: 519 571 3650 | WWW.MHBCPLAN.COM

File No. 1094 'BE' Drawn By L,M,P,L/C,C,F,R,M, Date June 26, 2025

PRELIMINARY  
DRAFT PLAN OF SUBDIVISION

Plan Scale 1:2000

Q:\1094\BE ARVA\GRAPHICS\DP\MHBC PROPOSED DP\_26JUNE2025.DWG

# E

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## **Appendix E: Proposed Building Shadow Study; Block 23**





# Proposed Building Shadow Study

Date: July 4, 2025  
Location: Bridle Path North  
Arva, Ontario

PAAI Project #: 1296

Prepared for: York Developments  
303 Richmond Street  
Suite 201  
London, Ontario  
N6B 2H8



# Proposed Building Shadow Study

## EXECUTIVE SUMMARY

Location:	Bridle Path North Arva, Ontario
Latitude:	43 degrees 2' 54" North
Longitude:	81 degrees 17' 44" West
Time Zone:	Eastern
Standard Time:	GMT -5 hours
Daylight Time:	GMT -4 hours
Building Height (max.):	+60m (18 storey apartment building)

York Developments is currently pursuing a site plan application submission for the proposed development at Bridle Path North in Arva, Ontario. Philip Agar Architect Inc. has been engaged to carry out a Shadow Impact Study as one of the requirements to fulfill for the site plan application submission.

## PROCESS

As the Middlesex County does not have standards for Shadow Impact Studies, we have used the City of Waterloo Shadow Study Criteria as directed. A copy of the City of Waterloo Shadow Study Criteria has been included for reference. A 3D model of the area surrounding the site has been created in order to show the affects of the shadows and the calculations have been included for reference. The Shadow Impact Study will show the effect of the proposed new development on the surrounding environment during solstice and equinox, shortest and longest days of the year in the morning, noon and afternoon.

## THE DEVELOPMENT

The current working plan is to develop a 18 storey building at its highest point, both ends of the L-shaped apartment building are staggerd, with levels stepping down from 18 storeys to 6 storeys. Currently, the proposed lots are undeveloped. West and South of the development single-unit houses are proposed. Existing houses are to the East, across Richmond St. North of the site there is an existing church and cemetery. Medway Road is North of the site with Richmond Street East of the site.



## **OBSERVATIONS**

Review of the study shows that there is no significant impact on the on single family residences during all of the seasons. The siting of the new development is such that the shadow impact is compliant with City of Waterloo Shadow Study Criteria in all occasions.

For the spring, summer, autumn and winter shadows, none of the adjacent sites are covered more than 50% for more than 2 periods at a time.

The majority of the proposed development's shadows are cast in the adjacent northern property or internal to the site. See the below drawings.

The City of Waterloo Shadow Study Criteria requires the following principals:

- *As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a four hour equivalency); or,*
- *As a principle, at least 50% of any property should be in full sun for at least two interval times (a four hour equivalency).*

## **KEY PLAN**



## **K: SHADOW STUDY CRITERIA**

To evaluate the impact of intensification, the City of Waterloo may require a Shadow Study to illustrate the shadow impact the proposed development has on the site and surrounding properties with emphasis on residential uses, outdoor amenity spaces and park spaces, and to provide recommendations to reduce shadowing based on City criteria. At the discretion of the City, a Shadow Study may be required for development over 6 storeys (18m) height. The Shadow Study requirement will be identified through the pre-consultation process for the following types of applications:

- Official Plan applications
- Zone Change applications
- Site Plan applications
- Minor Variance applications

Ideal times to measure the impact of sun and shadow occur during the equinox, the beginning of spring and fall (around March 21 and September 21) and the summer solstice, the beginning of summer in the northern hemisphere. During the equinox, the sun shines directly on the equator and the length of day and night are nearly equal in all parts of the world. Another important time to consider is during the summer, a time when people generally use their amenity space or public space the most. Based on this, the City of Waterloo shall require shadow tests for the following dates and times:

Date(s)	Times
• Spring shadows, March 21 (equinox):	10am, 12 pm, 2 pm, 4 pm, 6 pm
• Summer shadows, June 21 (solstice):	10am, 12 pm, 2 pm, 4 pm, 6 pm
• Autumn shadows, September 21 (equinox):	10am, 12 pm, 2 pm, 4 pm, 6 pm
• Winter shadows, December 21 (solstice)	10 am, 12 pm, 2 pm

These times allow for measuring of hours of sunlight intervals. Additional times may be requested to respond to specific site conditions and shading concerns. The level of impact is measured by the time of shadow, or duration. To be considered compatible, a Shadow Study must demonstrate:

- As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a four hour equivalency); or,
- As a principle, at least 50% of any property should be in full sun for at least two interval times (a four hour equivalency).

These criteria are similar to other municipal shadow study requirements in the Province. The study should include a summary letter describing how the proposed development meets minimum shadow criteria. If the proposal does not meet the general Shadow Study criteria, the Shadow Study must identify other massing options that would meet the intent of shadow criteria.

The study model is to include the site (highlighted on the plan), as well as, surrounding streets, blocks, parks and all buildings located within the shadow impact boundary during the requested times. Where possible, the model should include other approved but not built buildings within the model area. The City of Waterloo will provide this information. The shadow model is to be plotted in colour to a standard metric scale.



Spring Shadows, March 21 GMT -4 (Equinox)



10 am



12 pm



2 pm



4 pm



6 pm

March 21 (GMT-4)			18 Storey Building - (60m)
Hour	Sun Altitude	Azimuth	Shadow Length (m)
10:00am	16.17	105.03	206.9
12:00pm	35.54	130.74	84.0
2:00pm	46.87	168.17	56.2
4:00pm	43.2	210.84	63.9
6:00pm	27.22	242.32	116.6

The 10am,12pm and 2pm time frames have shadows cast on the northern adjacent property. These shadows do not cover more than 50% of the adjacent church property for more than 2 intervals. Between 4pm and 6pm, the shadows are cast on Richmond Street and across to 2 residential properties. At no time during the Spring Shadow study does the proposed development impact more than 50% of any adjacent property for more than 2 intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no major impacts on adjacent properties.

See page 9-13 for enlarged shadow study illustrations.





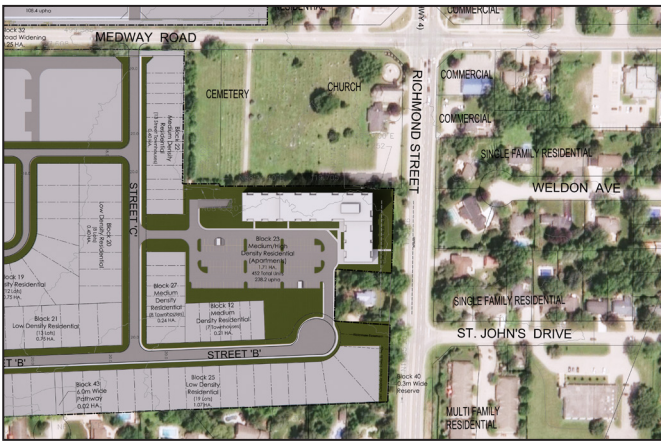
## Summer Shadows, June 21 GMT-4 (Solstice)



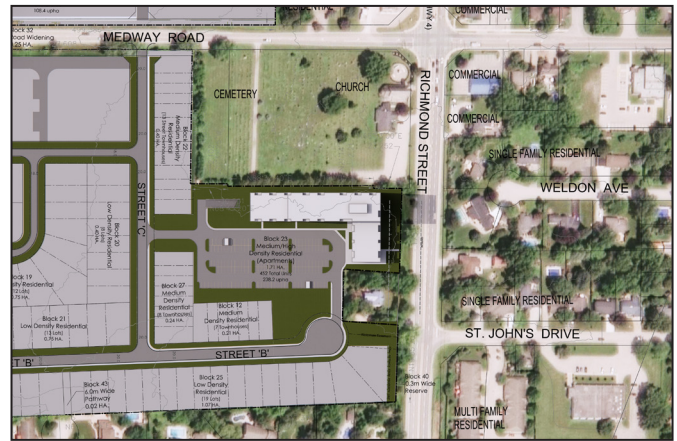
10 am



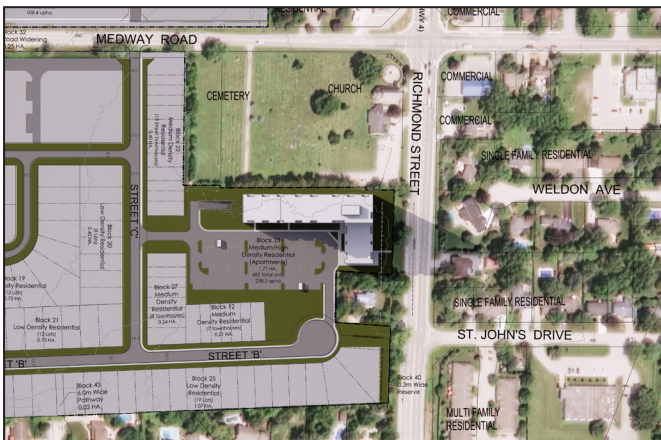
12 pm



2 pm



4 pm



6 pm

June 21 (GMT-4)			
			18 Storey Building - (60m)
Hour	Sun Altitude	Azimuth	Shadow Length (m)
10:00am	32.41	87.04	94.5
12:00pm	53.95	111.01	43.7
2:00pm	69.6	161.89	22.3
4:00pm	62.59	231.76	31.1
6:00pm	42.3	263.44	65.9

From 10am to 2pm, the summer shadows are partially onto northern adjacent property, covering less than 50%. At 4pm-6pm, the building casts shadows internally on it's own site and across onto Richmond Street. At no time during the Summer Shadow study does the proposed development impact more than 50% of any adjacent property for more than 2 intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no impacts on adjacent properties.

See page 14-18 for enlarged shadow study illustrations.





Autumn Shadows, September 21 GMT-4 (Equinox)



10 am



12 pm



2 pm



4 pm



6 pm

September 21 (GMT-4)			18 Storey Building - (60m)
Hour	Sun Altitude	Azimuth	Shadow Length (m)
10:00am	18.65	107.66	177.8
12:00pm	37.39	134.48	78.5
2:00pm	47.17	173.33	55.6
4:00pm	41.62	215.13	67.5
6:00pm	24.72	245.11	130.3

From 10am to 2pm, the autumn shadows are partially onto northern adjacent property, covering less than 50%. At 4pm-6pm, the building casts shadows internally on it's own site and across onto Richmond Street and across to the residential properties. At no time during the Autumn Shadow study does the proposed development impact more than 50% of any adjacent property for more than 2 intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no other impacts on adjacent properties.

See page 19-23 for enlarged shadow study illustrations.





Winter Shadows, December 21 GMT-5 (Solstice)



10 am



12 pm



2 pm

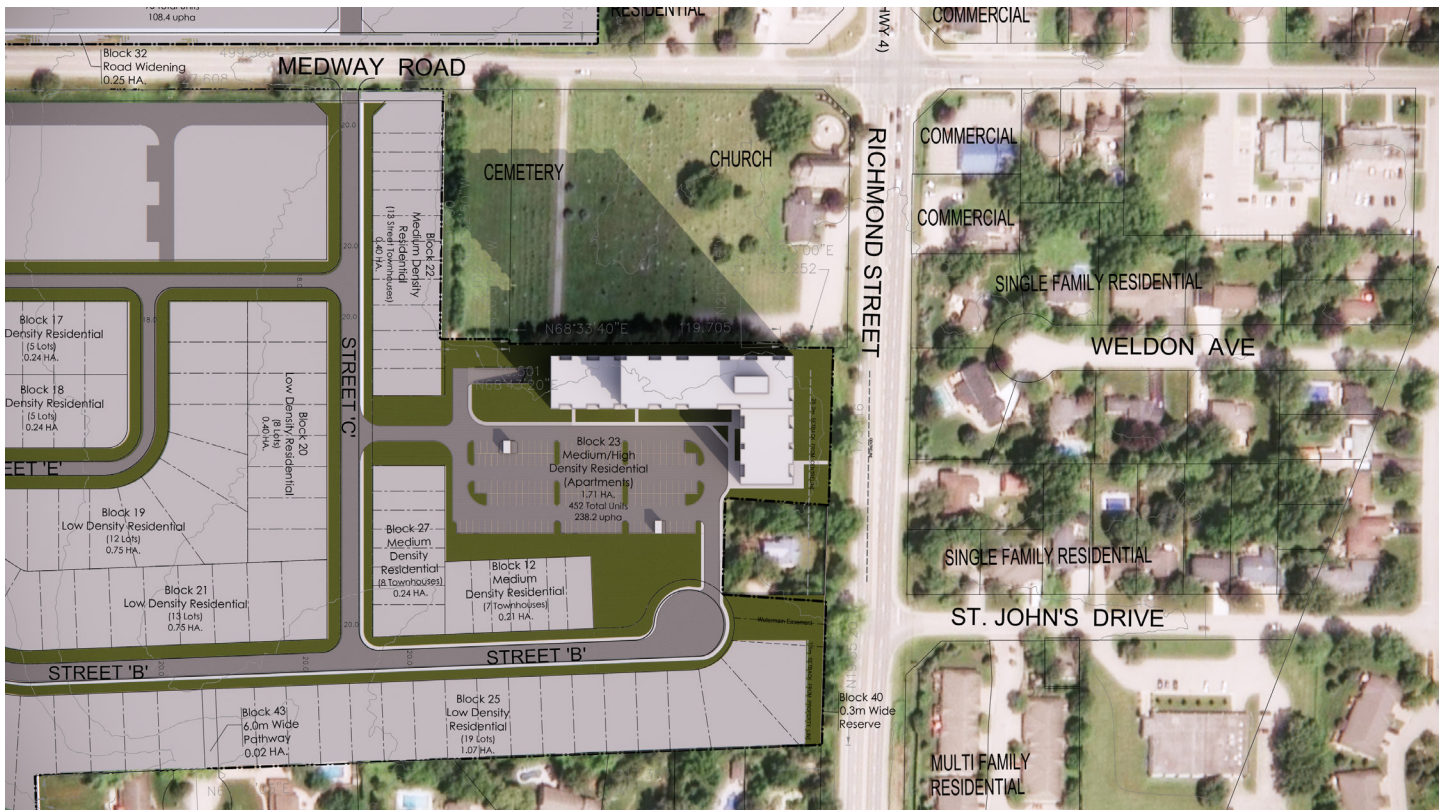
December 21 (GMT-5)			18 Storey Building - (60m)
Hour	Sun Altitude	Azimuth	Shadow Length (m)
10:00am	8.73	133.95	390.7
12:00pm	20.79	159.54	158.0
2:00pm	22.99	189.09	141.4

At 10am, 12pm the shadows cover the northern adjacent property at different angles. At 2pm the shadows are cast across the church front yard, across Richmond street towards the corner commercial buildings. At no time during the Winter Shadow study does the proposed development impact more than 50% of any adjacent property for more than 2 intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no other impacts on adjacent properties.

See page 24-26 for enlarged shadow study illustrations.

# Spring Shadows, March 21 GMT-4 (Equinox)

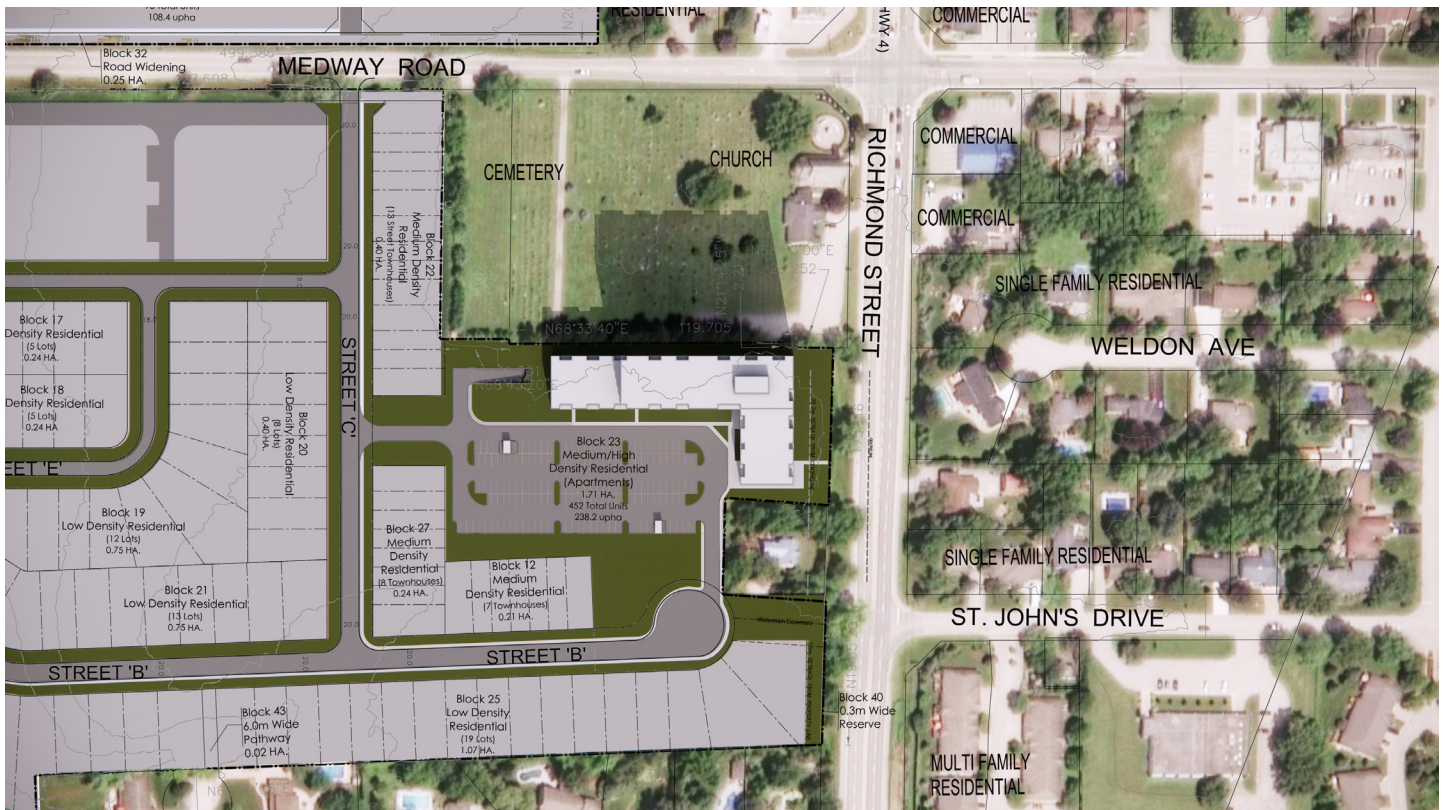
10 am





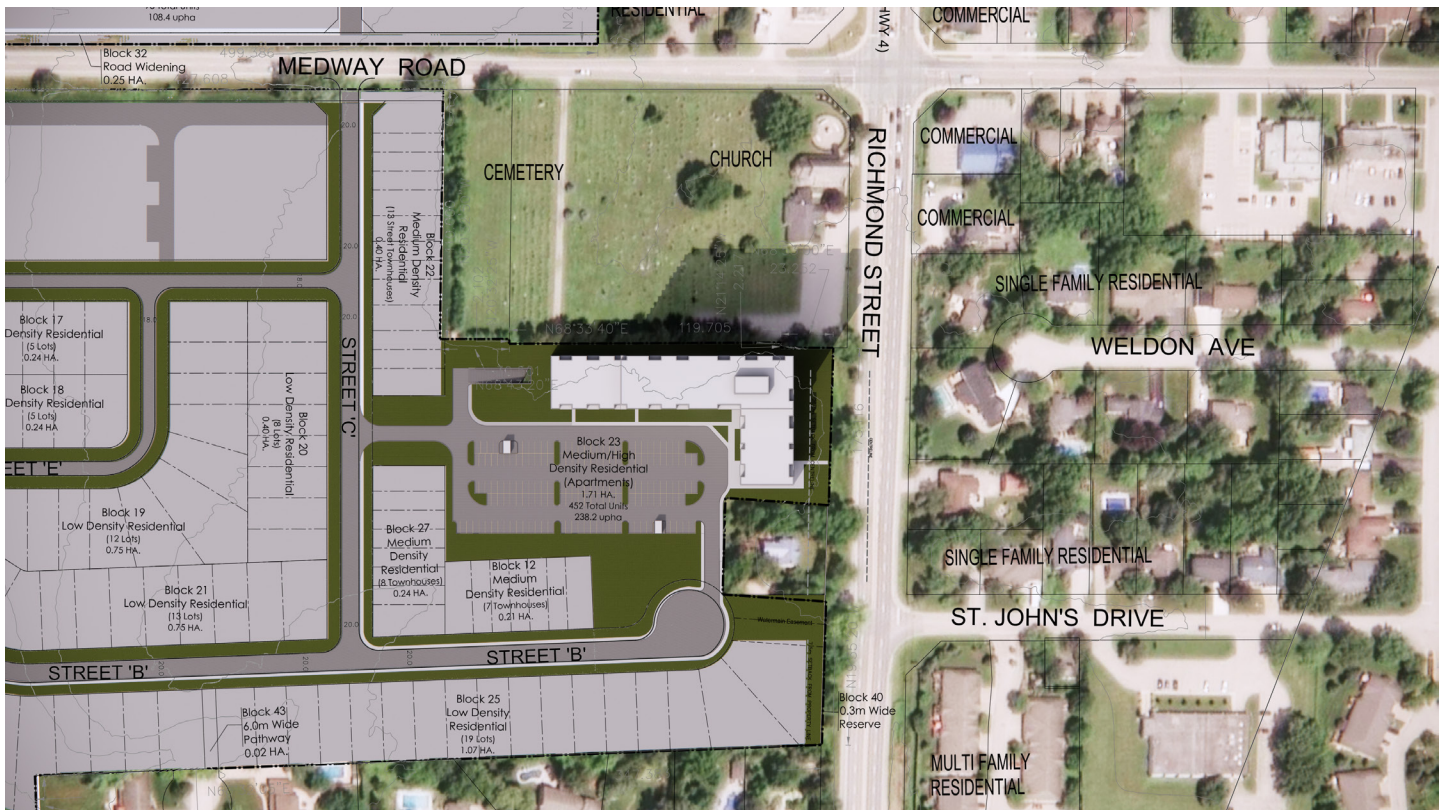
# Spring Shadows, March 21 GMT-4 (Equinox)

12 pm



# Spring Shadows, March 21 GMT-4 (Equinox)

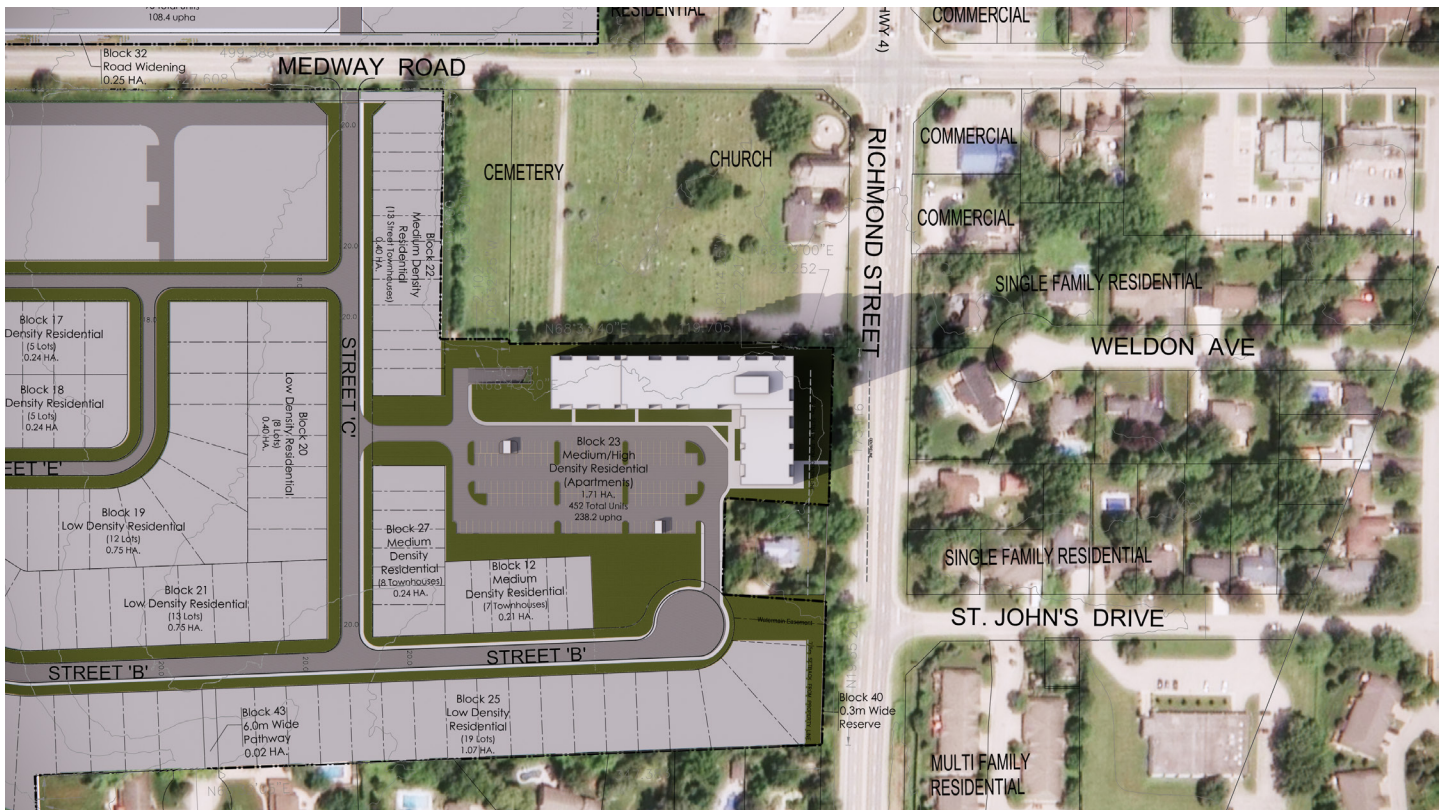
2 pm





# Spring Shadows, March 21 GMT-4 (Equinox)

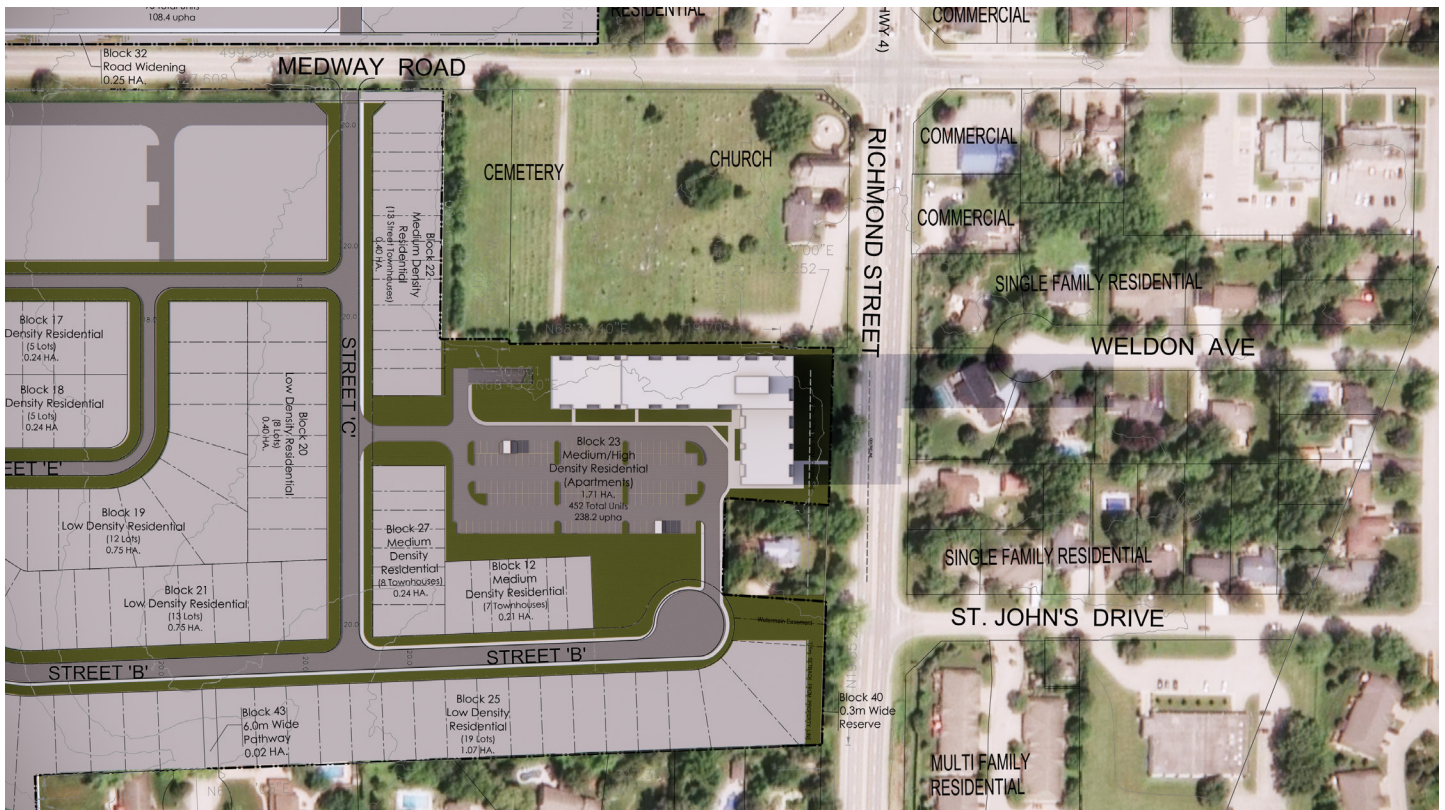
4 pm





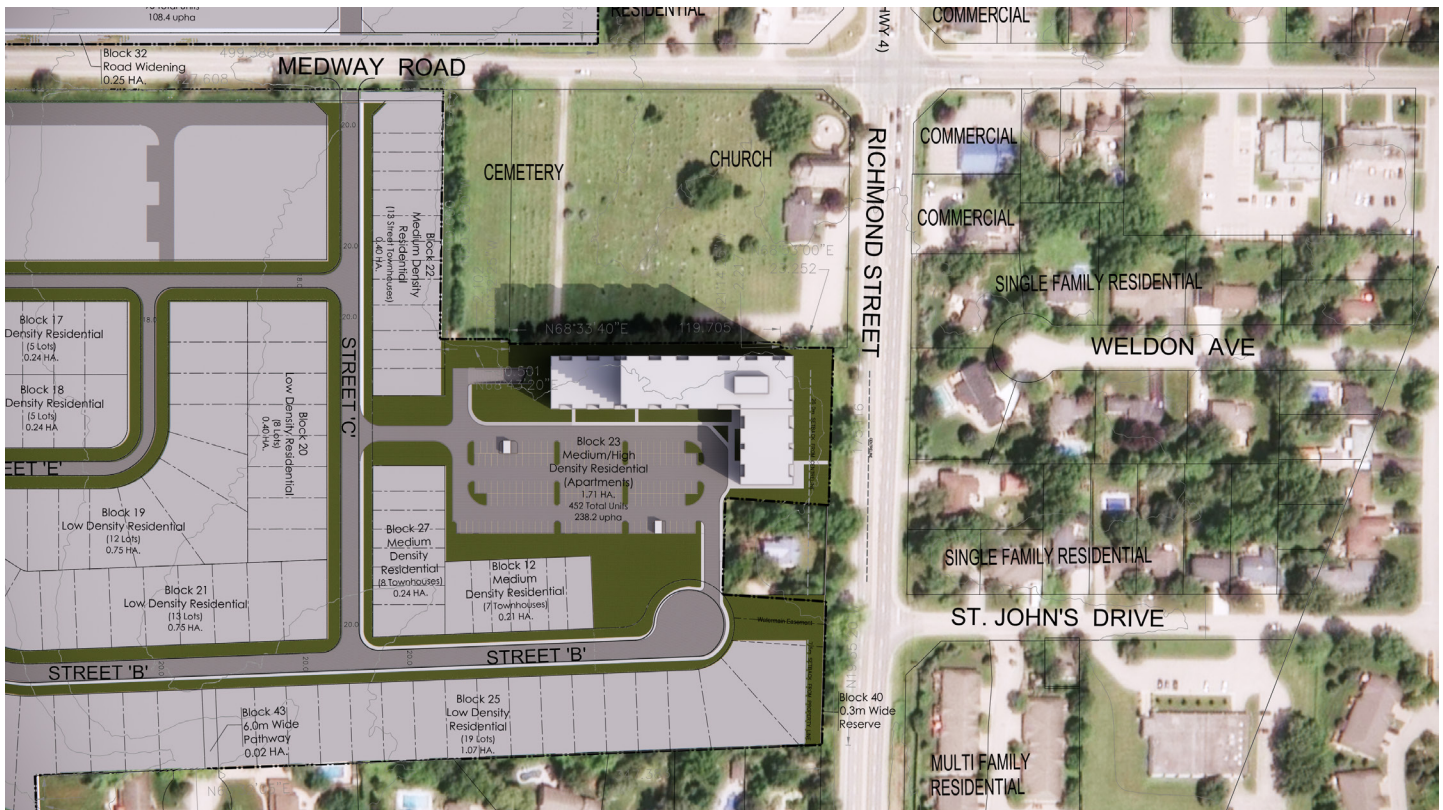
# Spring Shadows, March 21 GMT-4 (Equinox)

6 pm



# Summer Shadows, June 21 GMT-4 (Solstice)

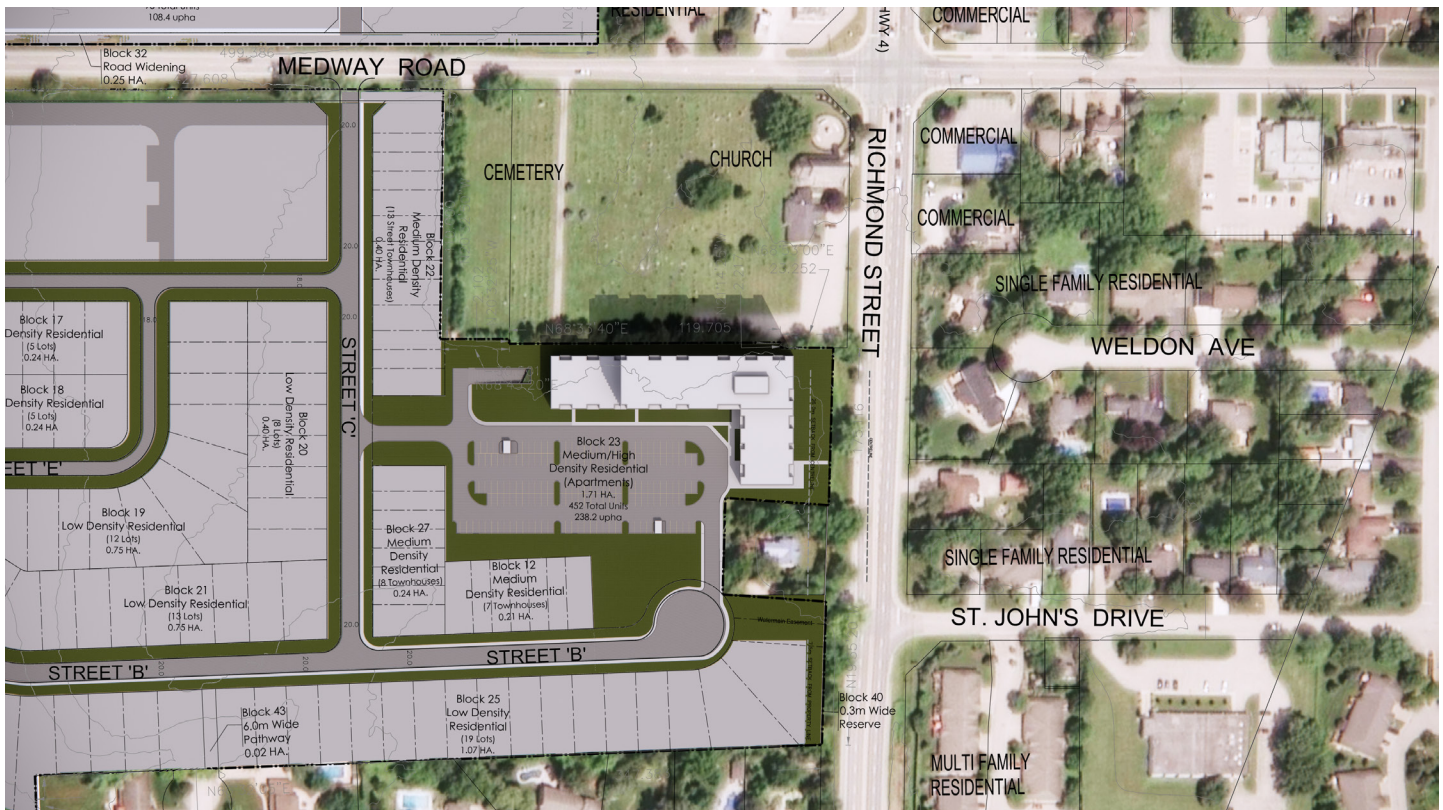
10 am





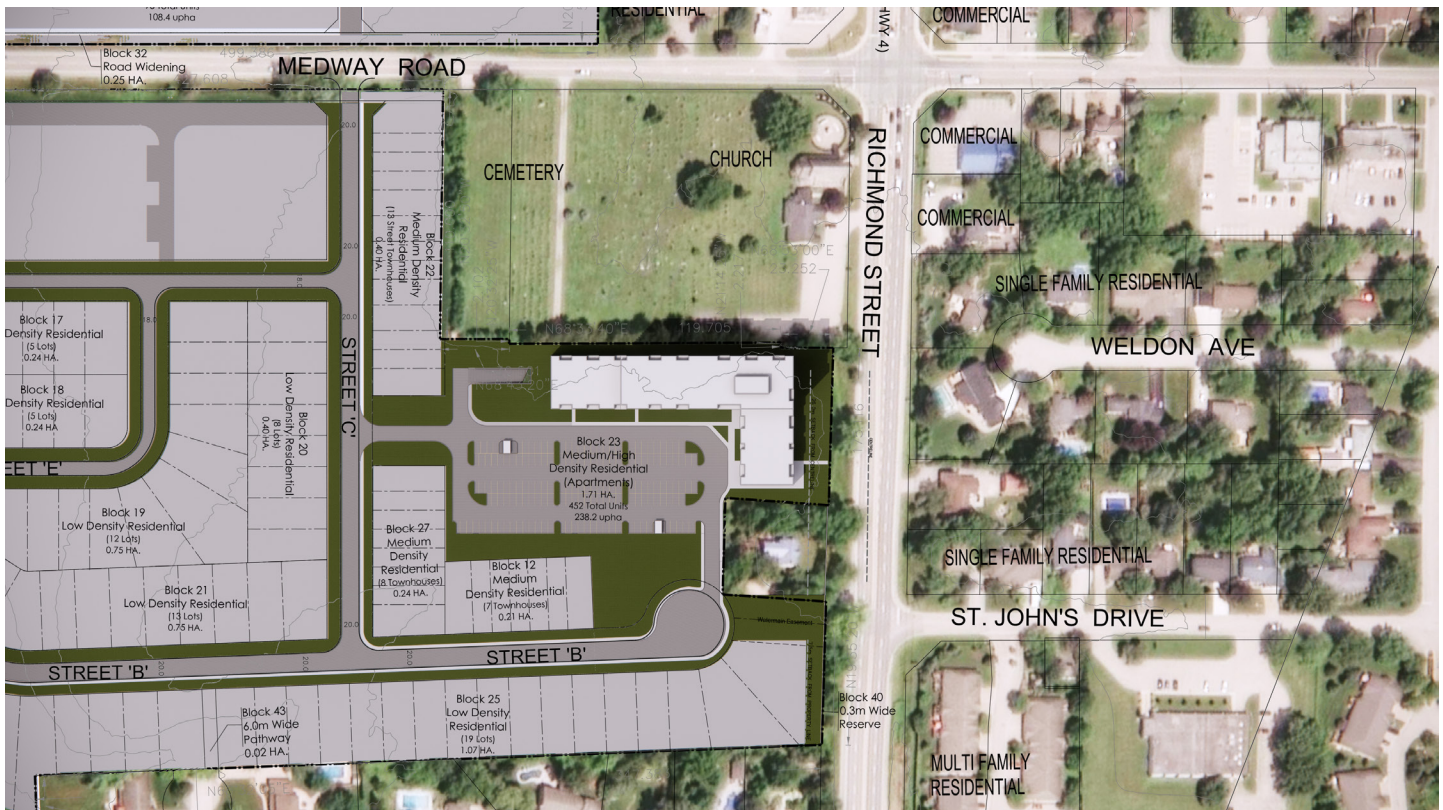
# Summer Shadows, June 21 GMT-4 (Solstice)

12 pm



# Summer Shadows, June 21 GMT-4 (Solstice)

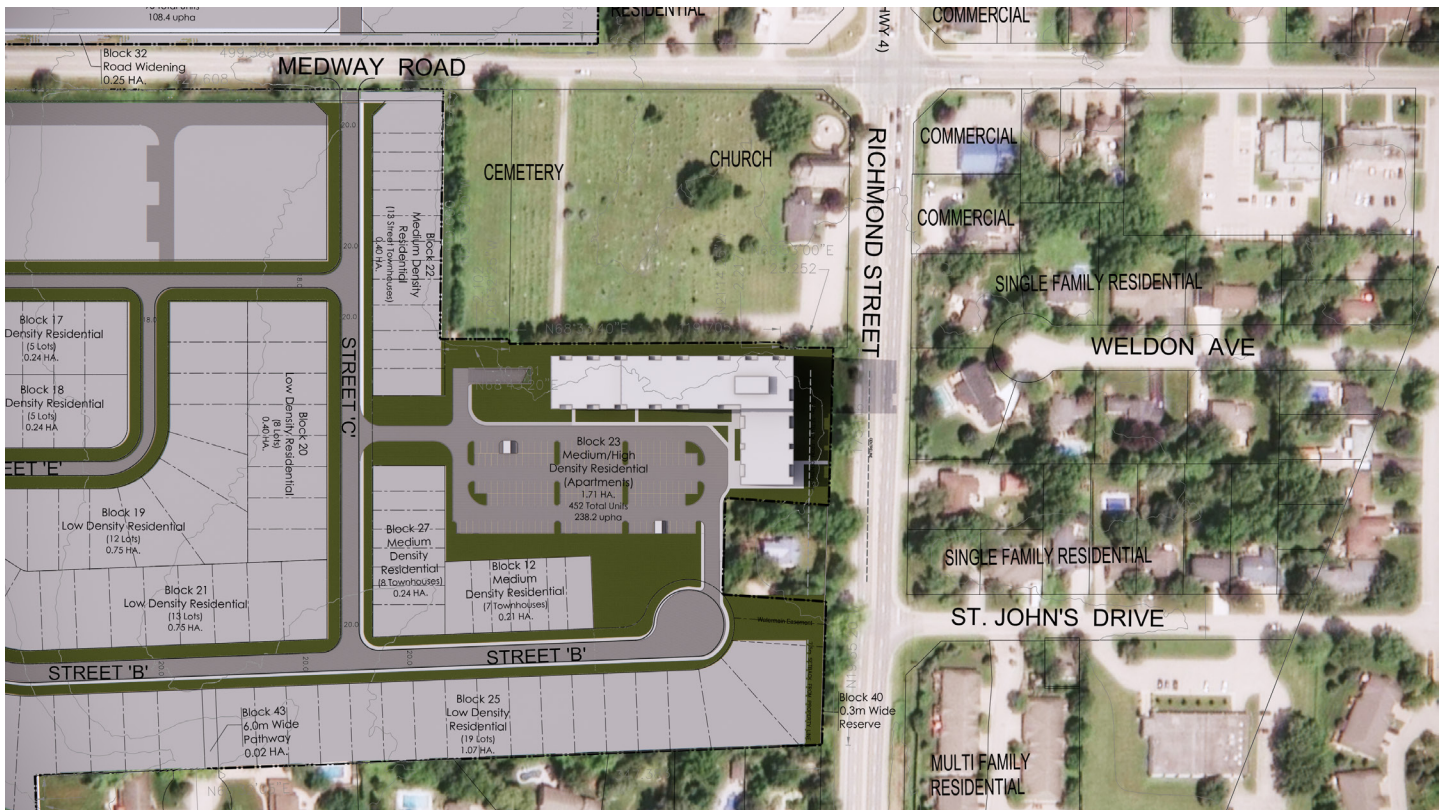
2 pm





# Summer Shadows, June 21 GMT-4 (Solstice)

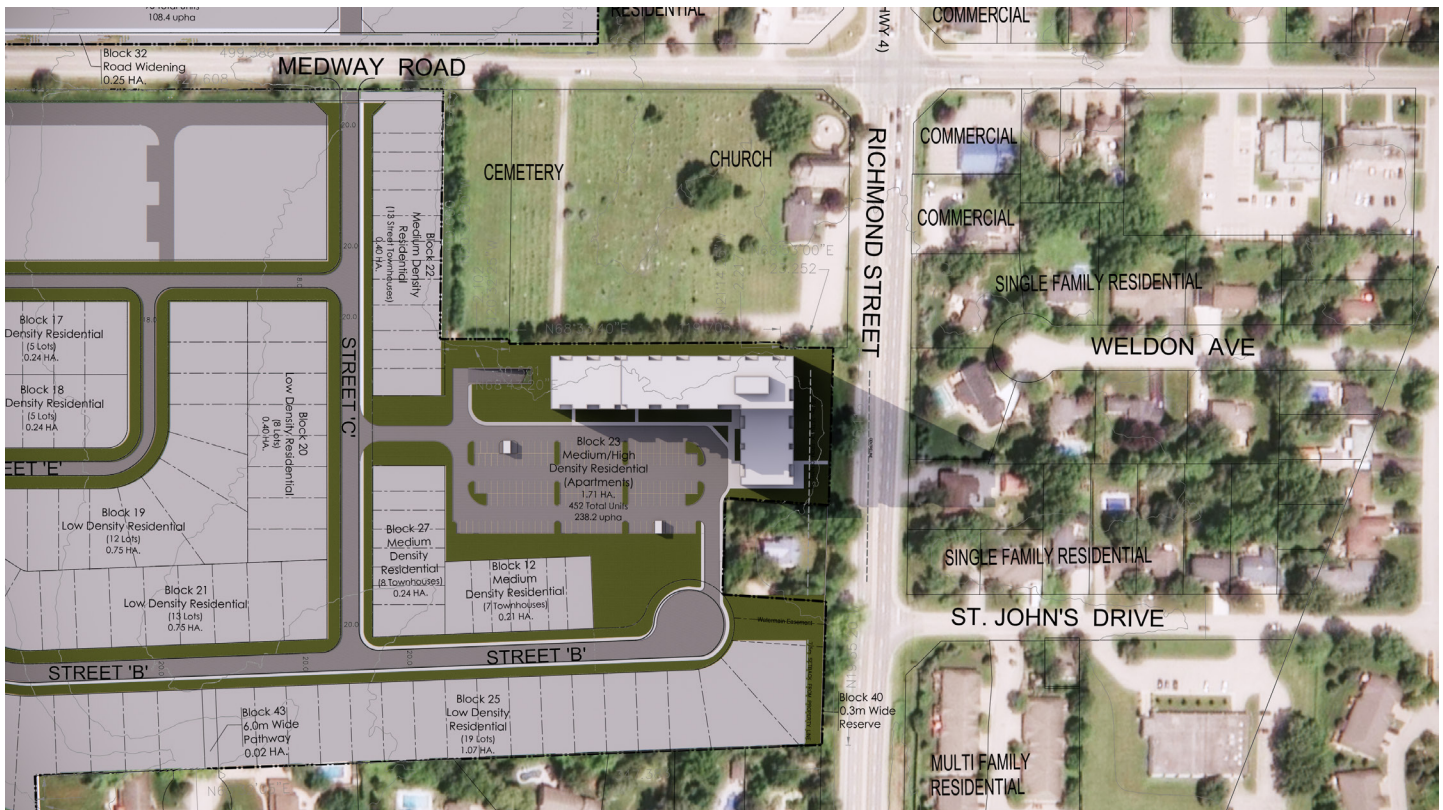
4 pm





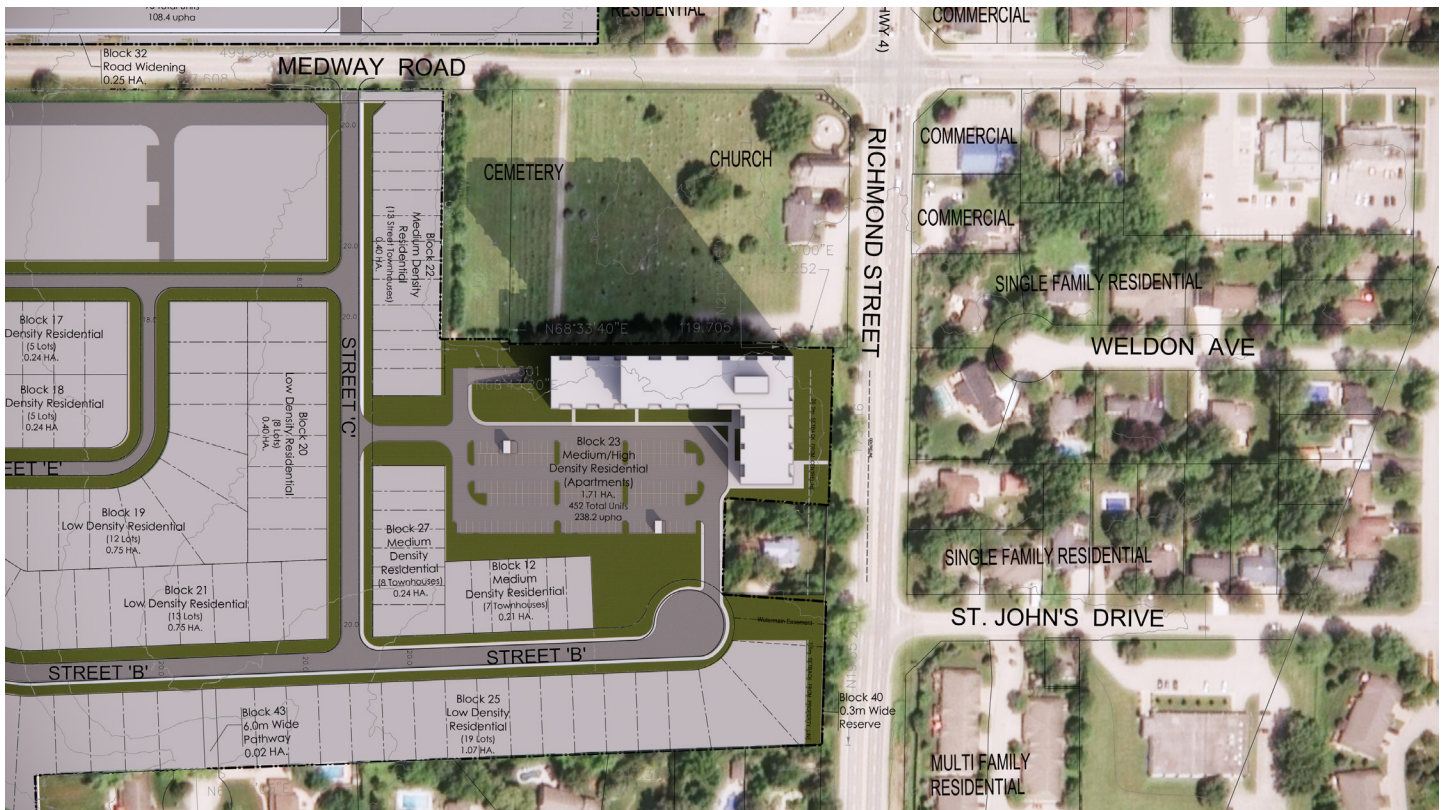
# Summer Shadows, June 21 GMT-4 (Solstice)

6 pm



# Autumn Shadows, September 21 GMT-4 (Equinox)

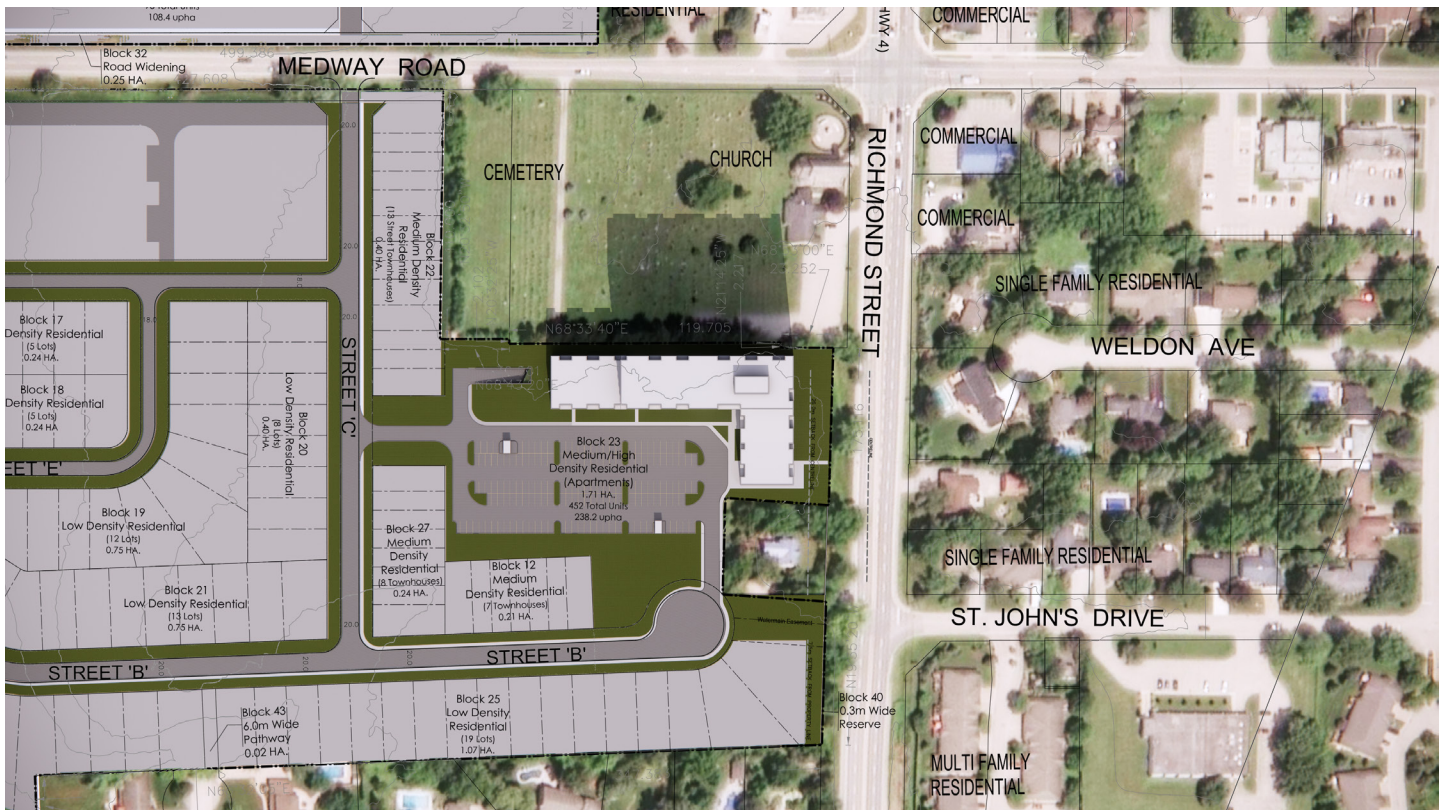
10 am





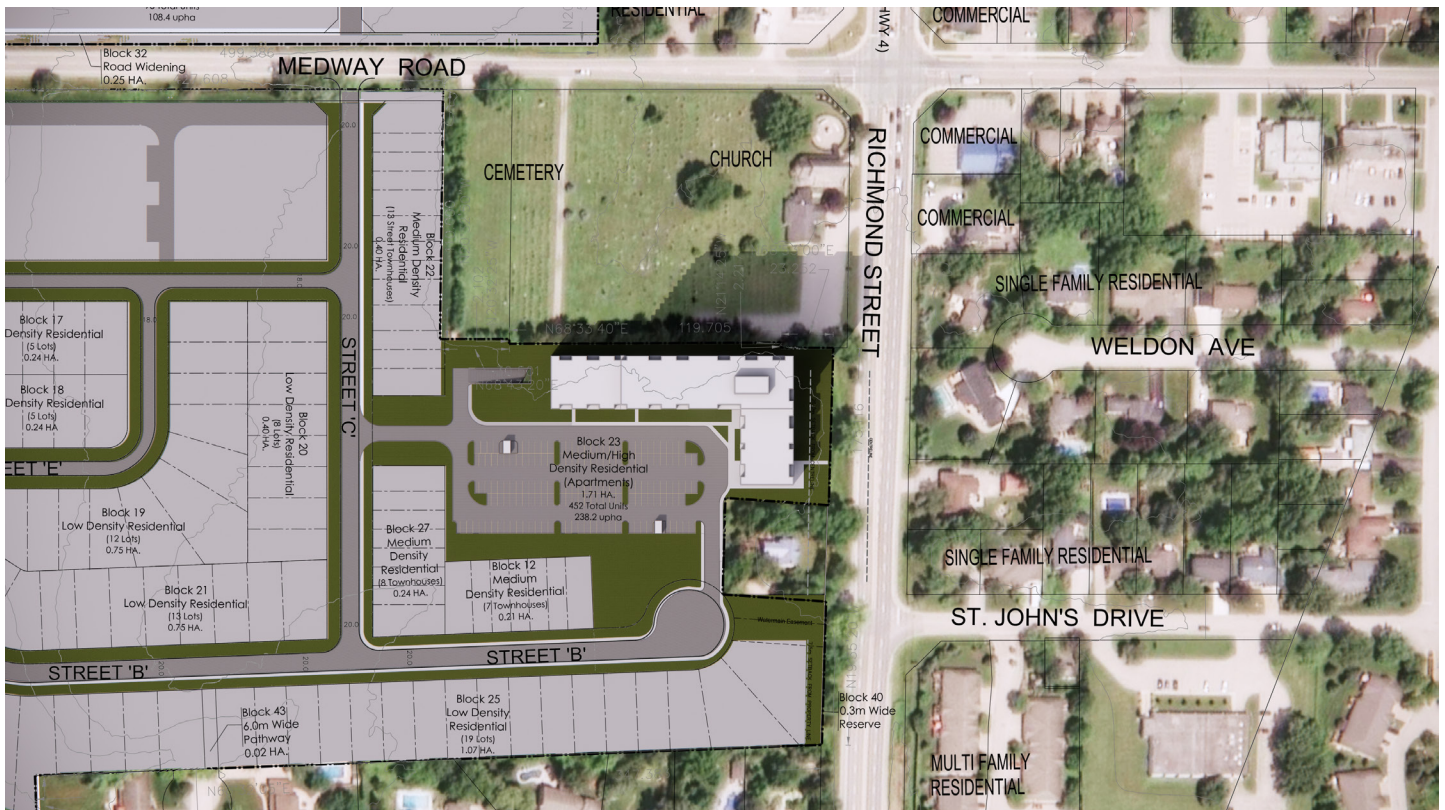
# Autumn Shadows, September 21 GMT-4 (Equinox)

12 pm



# Autumn Shadows, September 21 GMT-4 (Equinox)

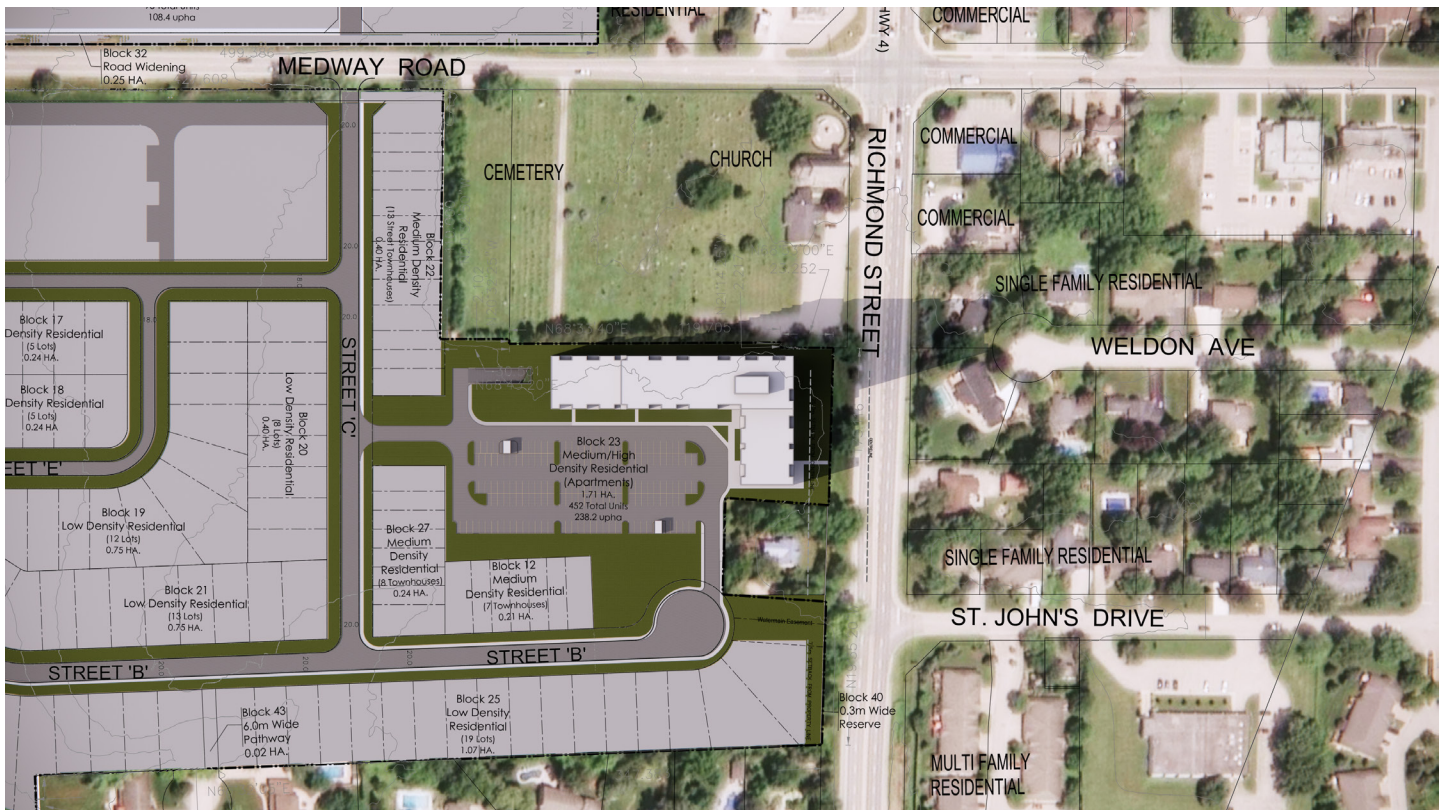
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# Autumn Shadows, September 21 GMT-4 (Equinox)

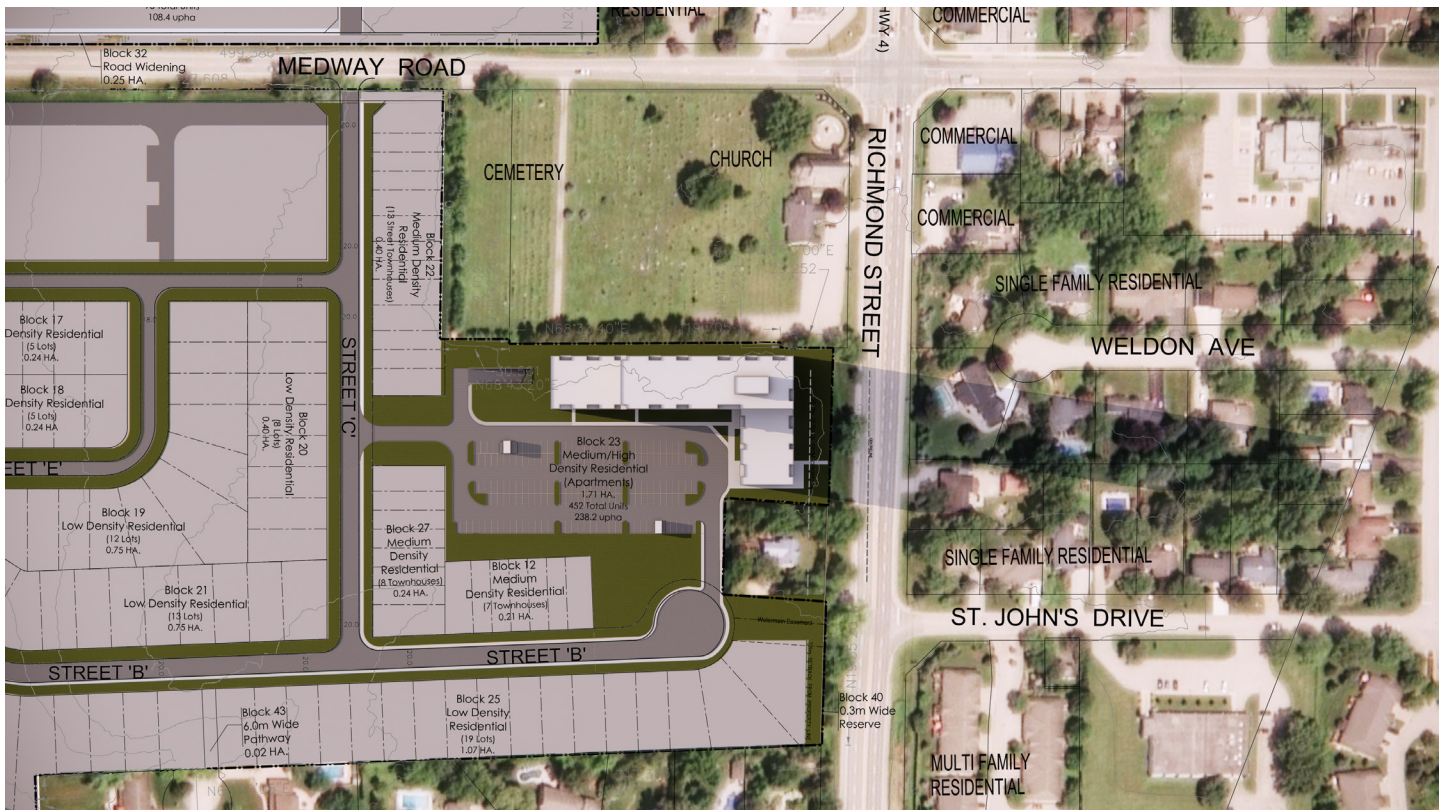
4 pm





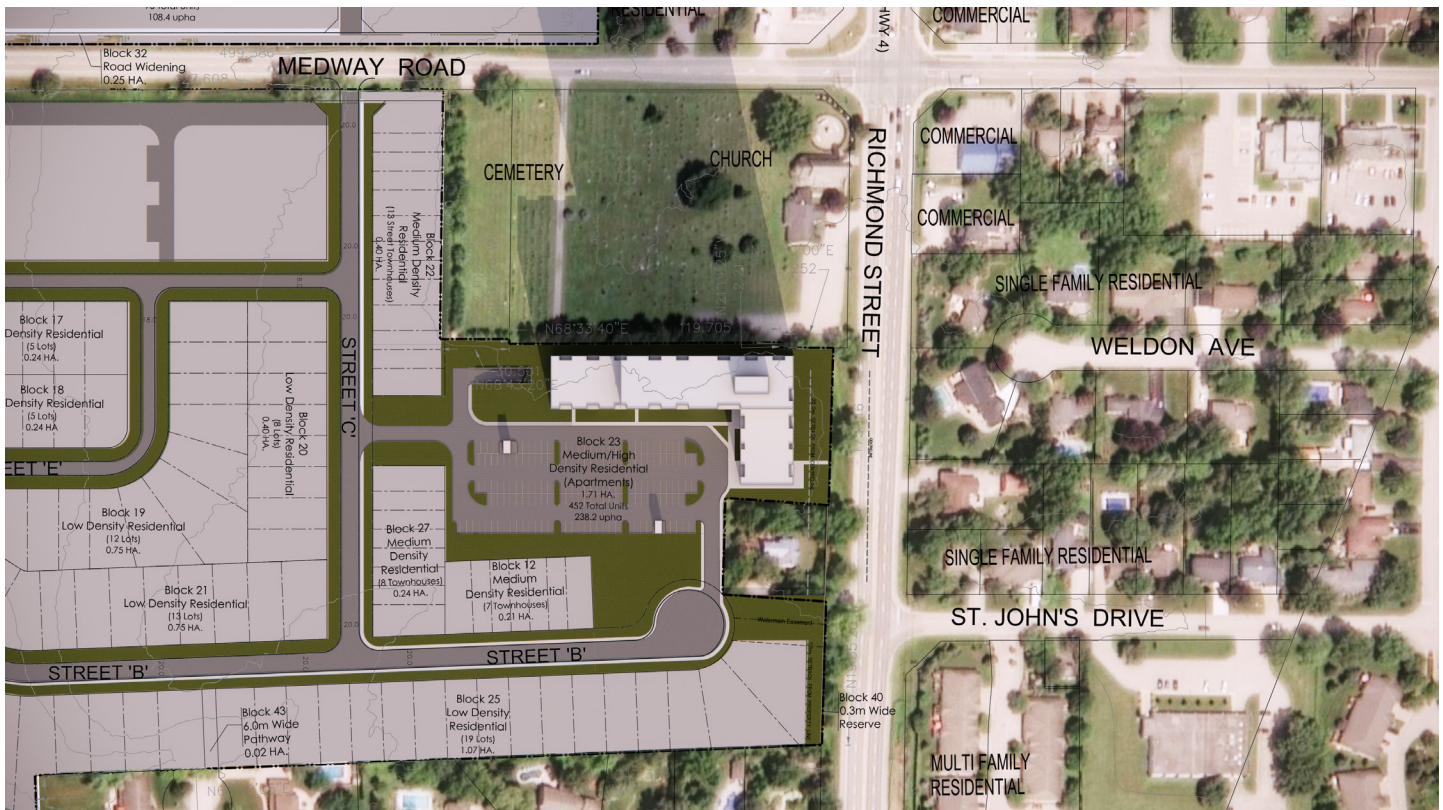
# Autumn Shadows, September 21 GMT-4 (Equinox)

6 pm



# Winter Shadows, December 21 GMT-5 (Solstice)

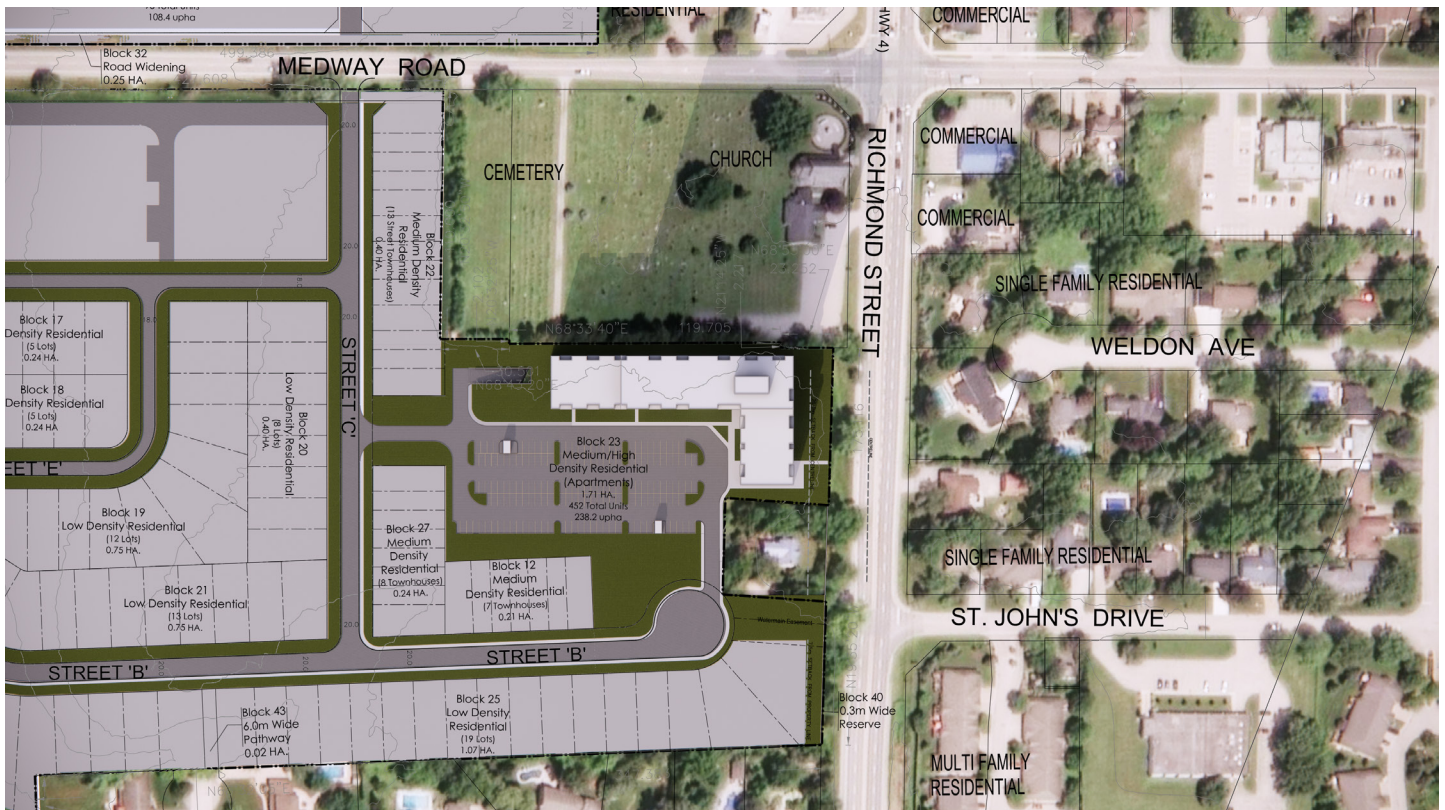
10 am





# Winter Shadows, December 21 GMT-5 (Solstice)

12 pm



# Winter Shadows, December 21 GMT-5 (Solstice)

2 pm

