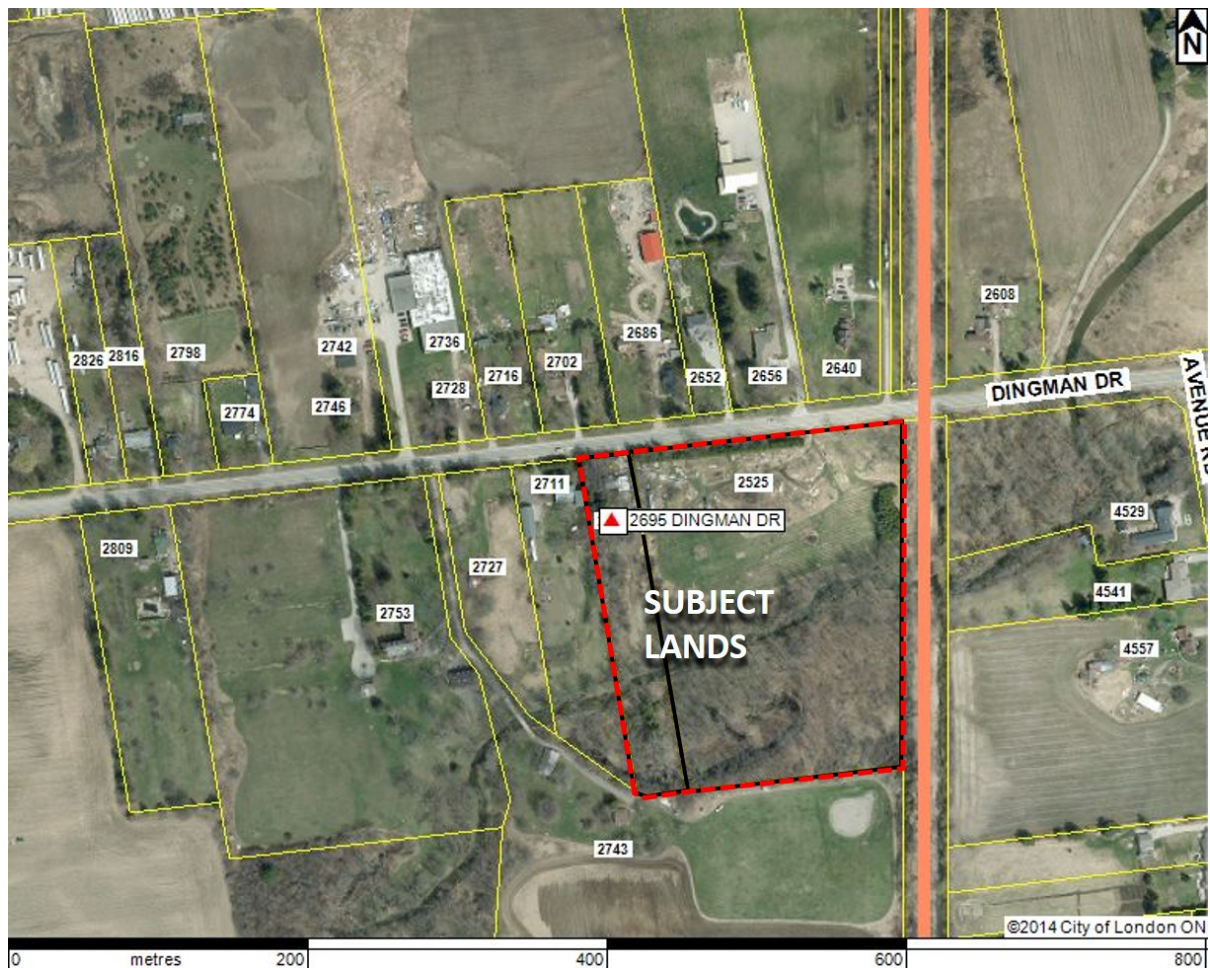


PLANNING JUSTIFICATION REPORT

On behalf of Charles Tallet & Kim and Dave Stewart

... in support of a Zoning By-law Amendment & Consent
for a residential (single detached dwelling) development
at 2525 Dingman Drive in the City of London



JUNE 2015

Kirkness
Consulting
Inc.
Urban and
Rural Planning



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BIBLIOGRAPHY

- 1) *Provincial Policy Statement* (2014)
- 2) *City of London Official Plan* (2006)
- 3) *City of London Zoning By-law* (2011)
- 4) *Environmental Impact Study – Kim and Dave Stewart, 2525 & 2695 Dingman Drive, London ON, BioLogic* (May 2015)

1.0 Introduction

The following document is a planning justification report in support of a proposal for a Zoning By-law Amendment (ZBA) and related Consent for Land Severance for lands municipally addressed as 2695 and 2525 Dingman Drive. The rezoning is primarily to facilitate the establishment of a single detached dwelling at 2525 Dingman Drive. The area of the subject lands planned to be rezoned are only those within the “Rural Settlement” land use designation and presently zoned Urban Reserve (UR6). These lands are planned to be rezoned a site-specific Residential (R1-16#) Zone. The southerly lands on the property which are currently zoned Environmental Review (ER) are planned to be rezoned Open Space (OS4). No other lands on the subject property would be affected by the proposal. The UR6 Zone is primarily intended to prevent premature development and permits existing dwellings but does not permit new dwellings. As such, a ZBA is required to facilitate any new residential development and permit the change from ER to OS4. It should be noted that no new lots are being created, but that a portion of lands from 2525 Dingman Drive would be conveyed to 2695 Dingman Drive (SEE SEVERANCE SKETCH).

Planning analysis and rationale to support the proposal for the creation of a single detached dwelling on the subject lands is provided in the subsequent sections below. The report demonstrates that the proposed residential land use would be in keeping with Provincial and Municipal land use planning policies, would respect the intent of the City of London Zoning By-law, would be suitable for the subject lands, and would be compatible with neighbouring land uses.

2.0 Proposal Overview

While the above mentioned ZBA and Consent for Land Severance applications for this proposal will be filed concurrently, the first component would be the rezoning (SEE RECORD OF CONSULTATION). It is important to note that there would be no development on the property other than in the current UR6 area. These are lands that

are outside of the floodplain area. Although the proposed dwelling would be partially within the UTRCA regulation limit, discussions with UTRCA and City staff indicated that there are no significant concerns given the substantial setback from the Dingman Creek natural feature within a very wide floodplain (SEE UTRCA CORRESPONDENCE).

The second component is the proposed Consent for Land Severance and conveyance of lands to 2695 Dingman Drive. It is the intent of the proponent to reside in this new dwelling and assist in the care of her father, Charles Tallet, who is elderly and who would like to continue residing at 2695 Dingman Drive. It should be noted that at this time Charles Tallet owns both 2695 Dingman Drive as well as 2525 Dingman Drive.

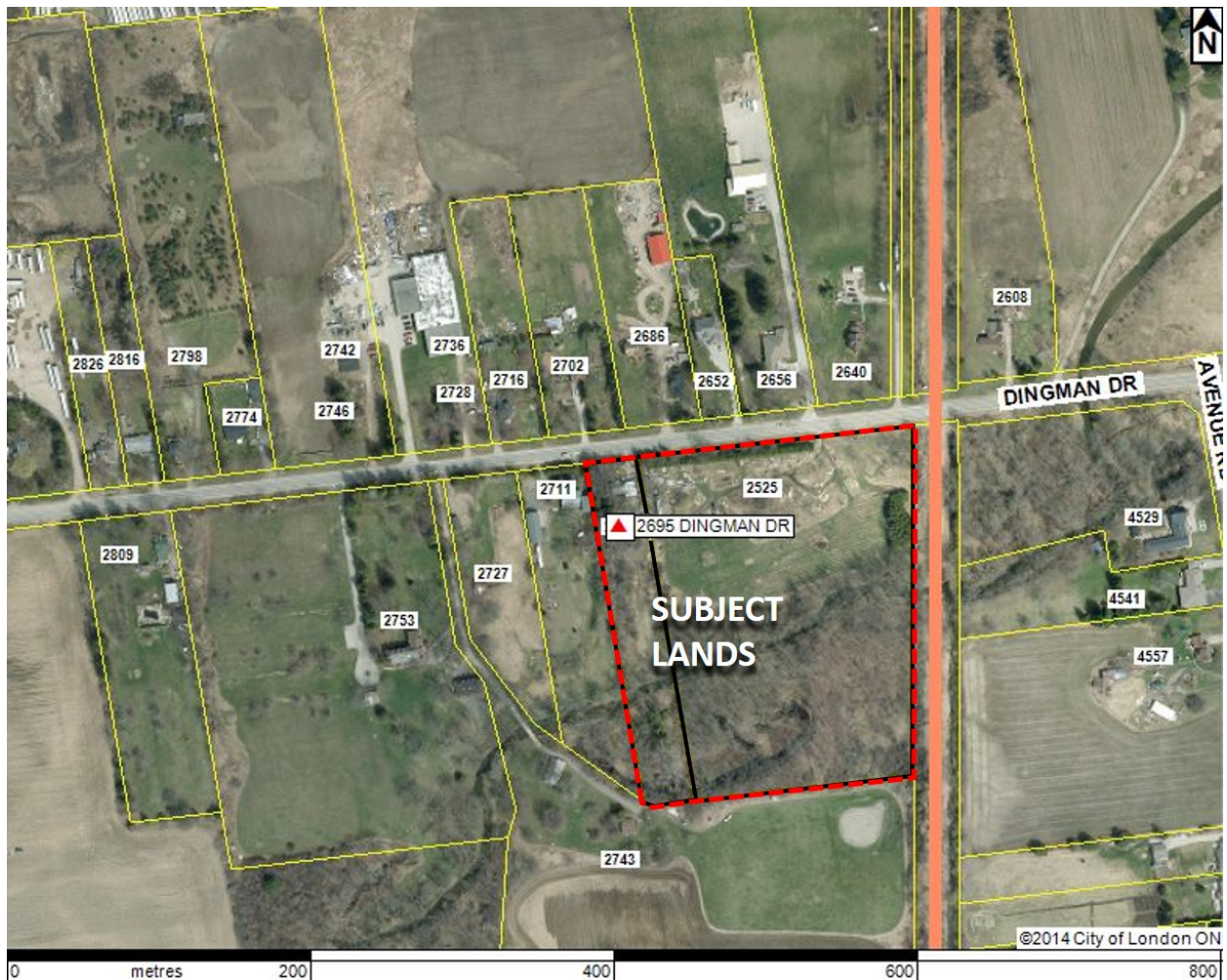


Figure 1: Location Map of Subject Lands (Source: City of London, 2014)

The 2695 Dingman Drive property would be expanded through the severance and conveyance of lands from 2525 Dingman Drive. Effectively the easterly property boundary of 2695 Dingman Drive would be shifted further east by approximately 82.0m. Consequently, the new frontage of 2525 Dingman Drive would be 100.0m. The 100.0m frontage would provide an adequate lot width to accommodate the required residential building setback from the adjacent CPR railway lands (60.0m), and provide a sufficient westerly interior side yard. Canadian National Railway (CNR) planning staff including the Senior Officer – Community Planning and Development, Raymond Beshro, in Montreal have been contacted and they verified that that no studies would be required as long as the 60.0m minimum setback was adhered to and no noise berm or wall would be required since it is only one single detached dwelling.

It is worth noting that discussions and a review of submission materials to verify the suitability and compatibility of the proposal were undertaken with a number of agencies and consultants including:

1. the upper Thames Region Conservation Authority (UTRCA);
2. the Canadian National Railway (CNR) Company;
3. City of London Planning Staff, including James Mackay (City ecologist) – who was instrumental in defining the terms of references for the requisite scoped Environmental Impact Study (EIS) prepared by BioLogic (Dave Hayman); and
4. the engineering consultant, Bos Engineering and Environmental Services Inc. (Art Bos), who reviewed the feasibility of the planned individual private sewage system.

A severance sketch of the proposal also showing the areas proposed to be rezoned is provided in the Appendix.

3.0 Subject Site and Surrounding Land Uses:

The subject lands are within the Brockley Settlement Area of the City of London. It should be noted that the Brockley Settlement Area is part of the City's Southwest Area Plan (SWAP). The subject lands are designated "Rural Settlement" under Schedule 14 of SWAP. Section 20.5.12 of SWAP which pertains to the intent of the Brockley Rural Settlement designation states that the Rural Settlement designation will provide for low intensity residential uses consistent with the existing neighbourhood of Brockley.

The frontage and area of 2525 Dingman Drive are 182.5m (598.7ft) and 3.74ha (9.25ac) respectively. The frontage and area of 2695 Dingman Drive are 30.5m (100.0ft) and 0.6ha (1.50ac) respectively. The subject lands are surrounded mainly by large rural residential lots to north and east. To the immediate west are railway lands. To the south are open space lands and agricultural lands. There are no known livestock facilities within 2.0km of the subject lands. As such, there are no concerns regarding meeting Minimum Distance Separation (MDS) requirements.

The 2525 Dingman Drive subject lands are undeveloped. There is an existing 3.65m wide access to the property from Dingman Drive. This access would be maintained and the existing laneway would be enlarged and extended to facilitate the proposed residential development. The Dingman Creek traverses the subject lands and there are vegetated natural heritage areas on the property. Any development that occurs would be outside these natural heritage lands. A review of these lands in relation to the proposed development is provided in the attached BioLogic report.

Municipal water services are able to be provided from Dingman Creek but private sanitary services would be utilized. The proposed sanitary servicing would be done in compliance with relevant Ministry of Environment (MOE) practices and likely as a condition of consent. Bos Engineering has reviewed the severance sketch showing the proposed residential development and has made an evaluation that the overall the scale

and nature of the development which is only a single detached dwelling is not anticipated to create any significant impact on the developable portion of the site or surrounding lands.

4.0 Planning Framework and Analysis

Being situated in the City of London, the proposal is subject to the City of London Official Plan and Zoning By-law, as well as the Provincial Policy Statement (PPS) 2014 which provides direction for land use planning in Ontario. Relevant policies and provisions from the aforementioned documents that create the planning policy and implementation framework for the proposed development are provided below.

4.1 Provincial Policy Statement (PPS):

The PPS generally encourages the efficient use of land and resources, the building of strong and healthy communities, directing growth and new development to settlement areas, and supporting Provincial interests in Ontario. The proposal respects Section 1.1.4.3 of the PPS which states that when directing development in rural settlement areas (in accordance with policy 1.1.3), planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.

The proposal directs residential development to a recognized rural settlement area (the Brockley Rural Settlement in the City of London's Southwest Area Plan) and helps promote its vitality as per Section 1.1.3.1 of the PPS. Further, as per Section 1.1.5.2 of the PPS, limited residential development is supported in rural areas. Likewise Section 1.1.5.4 of the PPS states that development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.

In addition, the proposal fulfills a number of growth and development goals for rural areas, as outlined in Section 1.1.4.1, including:

- building upon rural character, and leveraging rural amenities and assets;
- accommodating an appropriate range and mix of housing in rural settlement areas;
- using rural infrastructure and public service facilities efficiently; and
- conserving biodiversity and considering the ecological benefits provided by nature.

With regards to servicing, Section 1.1.5.5 of the PPS states that development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure. The proposal will utilize existing municipal water services but provide a private individual septic system. Accordingly the proposal follows this principle and adheres to the servicing hierarchy established in Section 1.6.6.1 of the PPS. Hence, **the proposal is consistent with the PPS.**

4.2 City of London Official Plan (OP):

The subject lands are designated “Rural Settlement” under SWAP and the City of London Official Plan. Section 9.1.2 of the Official Plan provides three overarching objectives for this designation which are as follows:

1. Provide opportunities for the location of **new non-farm residential uses** in the rural areas on an infill basis, thereby avoiding the loss of productive agricultural lands;
2. Allow for the infill development of small-scale commercial, industrial and institutional uses that serve the rural settlement and surrounding rural community, can be accommodated **on individual on-site services** and are compatible with existing uses; and

3. Recognize that the primary intent of the Official Plan is to direct urban development to the urban community and designated growth areas, and to discourage the creation of new rural settlement areas.

The primary permitted use of designated Rural Settlement Lands is outlined in Section 9.3.1 which states:

*“Within areas designated Rural Settlement on Schedule "A" the **primary use of land shall be single detached dwellings on lots suitably sized to allow for the proper siting and functioning of individual on-site water supply and wastewater treatment systems.** Secondary residential units may be permitted subject to the ability of existing services to accommodate the proposed use.”*

As such, it is evident that the proposal is in keeping with this the objectives and permitted uses of the Rural Settlement designation. Notwithstanding this, evidence that the proposal complies with relevant consent and rezoning of the Official Plan must be demonstrated.

General consent criteria and how they can be addressed are as follows:

- i. An uneconomic extension of any major municipal service will not be required.*

No extension of any major municipal services is required to facilitate the proposal.

- ii. That ribbon development of any type along highways or major roads will be discouraged.*

New ribbon development is not being promoted.

iii. *As a condition of a consent being granted, proof must be provided that adequate potable water is available on the site or can be made available.*

The proposed residential development is expected to connect to municipal water services available from Dingman Drive.

iv. *As a condition of a consent being granted, soils shall be suitable or made suitable to support an individual on-site wastewater treatment system subject to the approval of the authority having jurisdiction*

Bos Engineering has provided some historical engineering analysis and design that is supportive of a private individual sanitary system at this site.

v. *All parcels must have access to a public highway.*

The subject property will continue to have access to Dingman Drive which is a public road.

vi. The Minimum Distance Separation (MDS) requirements referred to in policy 9.2.10 are complied with.

MDS does not apply as there are no surrounding livestock operations.

vii. *Both the severed and retained parcels created by the consent would conform to the provisions of the Zoning By-law and are appropriate for the use proposed.*

Through the requested Zoning By-law amendments which would recognize the resultant residential lot, and protect significant environmental features, the proposal would comply with the provisions of the Zoning By-law

- viii. *The proposed consent will not detract from or result in the loss of area of any wetland woodlot or other environmental feature shown on Schedule "B".*

All significant environment features and their ecological function would be protected. The limited residential development which would occur would be outside the existing and proposed Open Space zoned lands. BioLogic has provided a review and scoped environmental impact study (EIS) in accordance with the City ecologist's requirements.

- ix. *Both the severed and retained parcels would conform to the criteria set out in policy 19.7.1 of this Plan, where applicable.*

Both the severed and retained parcels would conform to the aforementioned criteria. This criteria is parallel to the criteria for a Planning Impact Analysis (PIA) which is required for rezoning. As such, these criteria are dually addressed in the PIA section below.

Where a Zoning By-law Amendment is proposed to grant permanent zoning, a Planning Impact Analysis (PIA) is required. A PIA is a means to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses.

Planning Impact Analysis

- i. *the policies contained in the Section relating to the requested designation;*

As is noted above, the subject lands are designated Rural Settlement. The proposal is for a single dwelling residential development which is in keeping with the rural landscape, provides desirable housing, utilizes existing infrastructure where available, and would not create any foreseeable adverse impacts on

surrounding land uses or environmental features. Therefore the proposal fulfills the pertinent goals and objective of the Rural Settlement designation.

- ii. compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;*

There are no noise, odour, parking or nuisance issues associated with the proposal. Land use compatibility with adjacent rural residential lots would be maintained.

- iii. the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;*

The developable portion of the site is sufficiently large to accommodate the proposed residential use while providing appropriate setbacks from adjacent land uses, as well as an individual private sanitary system.

- iv. the supply of vacant land in the area which is already designated and/or zoned for the proposed use;*

The lands are under the ownership of the proponent's father and are suitable for residential development in accordance with the Rural Settlement land use designation.

- v. the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties;*

There would be no significant on traffic or the vehicular capacity of Dingman Drive as a result of the proposal. Dingman Drive is an arterial which has an average traffic volume of 1500 vehicles. In addition, the proposed residential dwelling and private individual septic system area as set back sufficiently from the right-of-way to accommodate the planned future road widening of Dingman Drive.

- vi. *the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;*

The proposed building would be a one storey bungalow and would be in keeping with the applicable provisions of the planned Residential R1-16# zoning. The R1-16# special provision zoning is site specific to permit a minor reduction in rear yard setback.

- vii. *the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;*

Ingress and egress to and from the site would remain as is. There are no anticipated impacts upon pedestrian or vehicular safety. Applicable site plan guidelines would be respected.

- viii. *where adjacent to sites under separate ownership, access and traffic circulation should be coordinated;*

There are no adjacent properties or land uses that would require coordination of access and traffic circulation.

- ix. *the potential impact of the proposed development on surrounding natural features and heritage resources;*

There would be no significant impact to surrounding natural heritage features. The development proposal has considered surrounding environment features and would continue their protection. (SEE SEPARATE BIOLOGIC REPORT).

- x. *constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration, and rail safety may limit development;*

There are no environmental constraints on or within close proximity to the subject lands that would limit or prevent the proposed residential development

- xi. *compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;*

The proposed development would respect all applicable site plan guidelines.

- xii. *compliance with Ministry of the Environment (MOE) noise guidelines;*

There are no noise issues associated with the proposal. The dwelling is setback more than the requisite 60.0m to prevent noise issues from the CPR rail line to the east. The front yard setback of the proposed dwelling is planned to be approximately 30.0m from Dingman Drive.

xiii. *measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;*

There are no anticipated adverse impacts given the scale and nature of the proposal and the conservation of the surrounding significant environmental features.

xiv. *impacts of the proposed change on the transportation system, including transit.*

The proposal of a new single detached dwelling is not expected to have any substantial impact on the local transportation system.

As demonstrated through the review of the consent criteria and the planning impact analysis, **the proposal is in conformity with the goals, objectives, and land use policies of the Rural Settlement designation.** The proposal provides desirable housing, and supports the efficient use of land and resources.

4.3 City of London Zoning By-law:

The subject lands have multiple zoning. The developable portion of the site is currently UR6, which is intended to prevent premature development (SEE SEVERANCE SKETCH). These lands are planned to be rezoned to facilitate the proposed residential development. The lands directly below the developable portion of the site are zoned Open Space (OS4). There is no change planned for these lands, as such the OS4 will remain. The most southerly portion of lands on the subject site are present zoned ER. The purpose of ER zone as per Section 37.1 of the Zoning By-law is as follows:

“This Zone applies to areas designated Environmental Review on Schedule "A" of the Official Plan which are intended to remain in a natural condition until their significance is

determined through the completion of more detailed environmental studies. In order to protect the potentially significant features and functions of Environmental Review areas, permitted activity is limited to a range of uses associated with passive recreation, conservation and sustainable forest management...”

Correspondingly, permitted uses of the ER Zone are:

- Conservation lands;
- Conservation works;
- Passive recreational uses;
- Managed woodlots; and
- Agricultural uses

The rezoning of the ER lands to OS4 like the existing OS4 lands directly above them would ensure the long-term ecological protection of these lands. The purpose of the OS4 Zone as per Section 36.1 of the Zoning By-law is as follows:

“The OS4 and OS5 Zone variations are the most restrictive open space zone variations and are applied to lands which have physical and/or environmental constraints to development. A very limited range of structures is permitted subject to site specific studies. The OS4 Zone variation is intended to be applied to hazard lands; specifically the floodway, steep slopes and lands that may be subject to erosion as well as landfills and contaminated sites. Development within the OS4 Zone is regulated pursuant to the Conservation Authorities Act...”

With regards to the Residential R1-16 Zone. Section 5.1 of the Zoning By-law states:

“The R1-14, R1-15 and R1-16 Zone variations is intended to apply to large lots with single detached dwellings. The R1-14, R1-15 and R1-16 Zone variations are generally applied to

existing residential lots on individual services in rural areas, typically on lands designated Low Density Residential and Rural Settlement in the Official Plan.”

The standard R1-16 zoning provisions are as follows:

Permitted uses – single detached dwelling (only primary permitted use)

Lot area – 4000.0m² (minimum)

Lot Frontage – 50.0m (minimum)

Front and Exterior Side Yard – 8.0m (minimum)

***Rear Yard Depth – 10.5m or 25% of the lot depth whichever is greater**

*It should be noted that this is the only provision not met by the proposal. While the rear yard depth to the property line is well over 25% of the lot depth and measures approximately 186.7m, the rear yard depth based on the zoning boundary for the proposed dwelling is expected to be 8.5m. This was not considered problematic by UTRCA and City staff given the dwelling would be outside the flood plain area and there is adequate separation distance from significant environmental features. The closest distance between the Dingman Creek watercourse natural feature and the proposed dwelling is 83.7m. As such, the 8.5m based on the technical measurement to the southerly OS4 zoning boundary respects the intent of the Zoning By-law and maintains land use compatibility with neighbouring land uses.

Interior side yard depth – 1.8m (minimum)

Landscaped Open Space – 65% (minimum)

Lot Coverage – 20% (maximum)

Height – 12.0m (maximum)

Parking Area Coverage – 15.0% (maximum)

Number of single detached dwellings – 1 (maximum)

Floor Area – N/A (maximum)

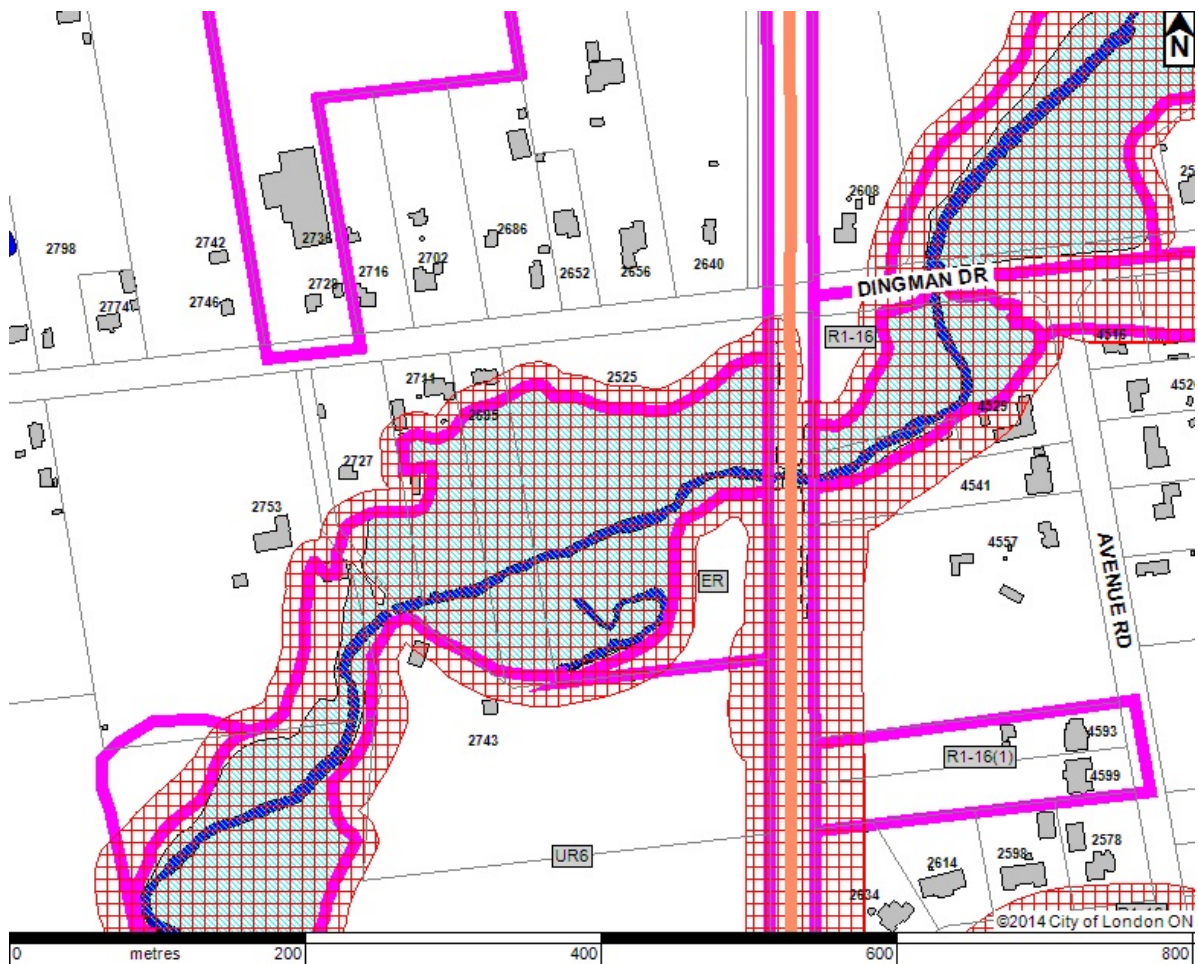


Figure 2: Zoning Map of Subject Lands (Source: City of London, 2014)

Hence the proposal respects the City of London Zoning By-law and the requested rezoning of the UR6 and ER lands to site specific R1-16# and OS4 are logical to facilitate suitable residential development while protecting surrounding environmental features.

5.0 Conclusion

Based on the above planning analysis, the proposal for the consent for land severance and rezoning to facilitate residential development at 2525 Dingman Drive use has been demonstrated to be able to address all major and other issues identified by the City (as per the Record of Consultation) and more specifically from a land use planning perspective:

1. to be logical for the subject lands at the given location;
2. to be consistent with the PPS;
3. to be in conformity City of London Official Plan;
4. to be suitable for the R1-16 and OS4 Zones in the City of London Zoning By-law;
5. to be compatible with surrounding rural and residential land uses;
6. to be capable of having appropriate water and sanitary services
7. to support the efficient use of land and resources; and
8. to contribute to desirable housing in the City of London.

Further, the related scoped environmental impact study (EIS) found that there are no direct impacts expected from the proposed expansion of 2695 Dingman Drive or from the construction of a single family residence at 2525 Dingman Drive. In addition, as per discussions with the City ecologist who helped define the scope of the EIS, no further environmental studies are anticipated to be needed. Nonetheless, all pertinent recommendations from the said EIS related to sediment and erosion control measures as well as post-construction mitigation measures would be undertaken. Hence, for the aforementioned reasons, the proposal represents sound land use planning that is suitable for the City of London, which will help support the vitality of a recognized rural settlement area. The proposal would not create any land use compatibility issues and contributes to the long-term protection of surrounding environmental features. In turn, it is requested that the respective Consent and Zoning By-law Amendment be supported in principle by City planning staff and Council.

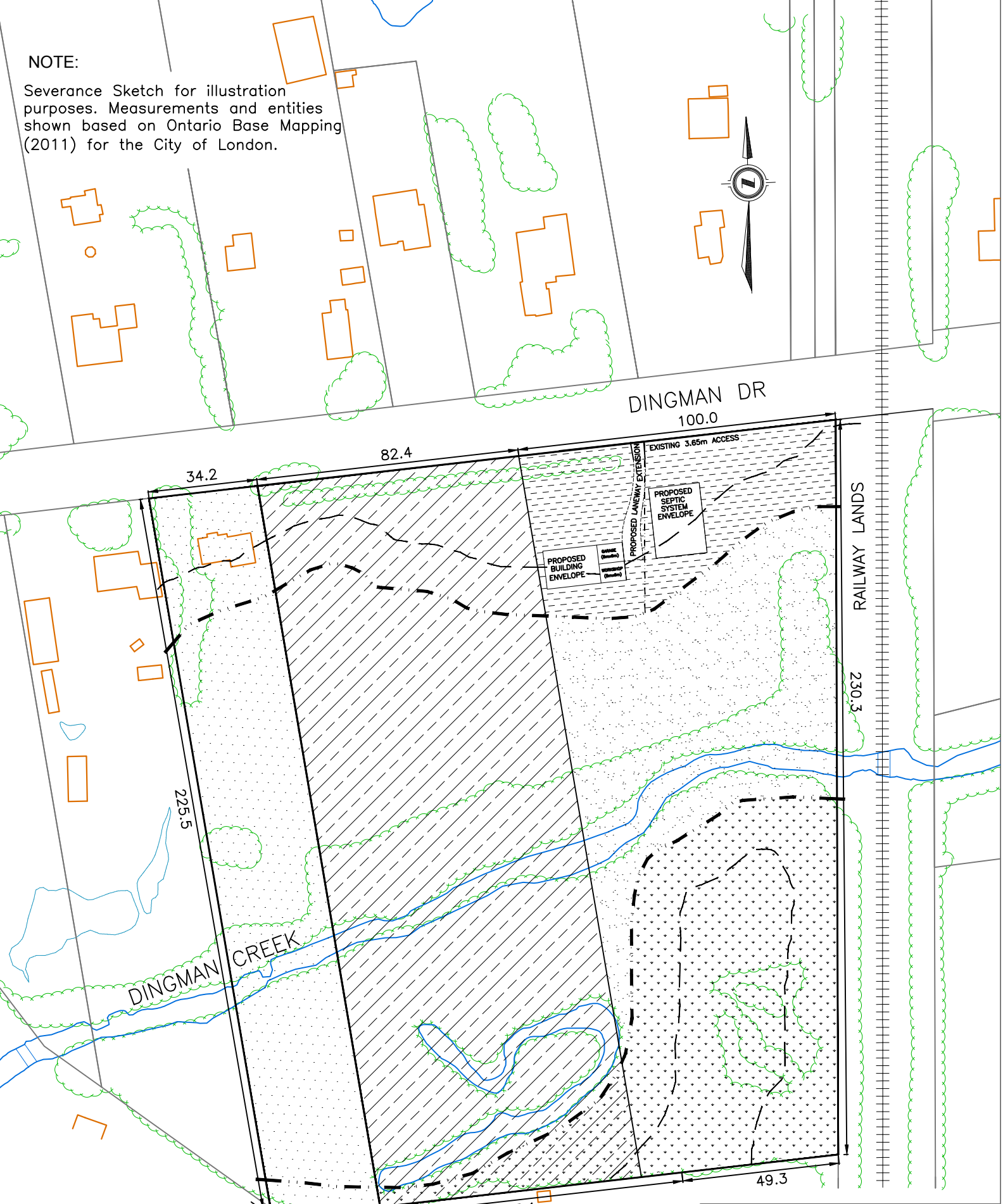
APPENDIX

A. Severance Sketch

B. Record of Pre-Consultation

C. Upper Thames Resource Conservation Authority (UTRCA)
Correspondence

NOTE:
Severance Sketch for illustration purposes. Measurements and entities shown based on Ontario Base Mapping (2011) for the City of London.



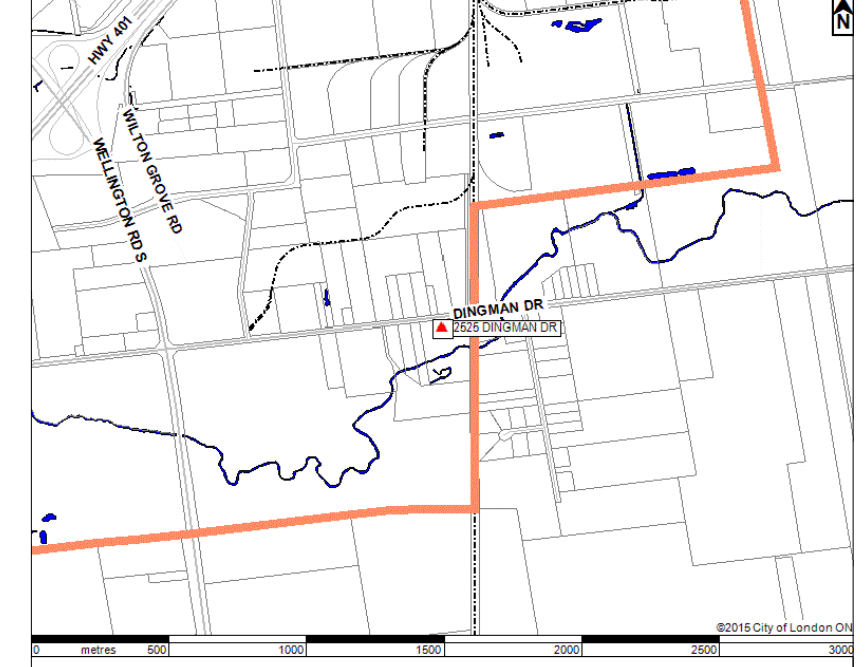
SEVERANCE SKETCH: 2525 DINGMAN DR.

SCALE - 1:1500 DATE: MAY 2015

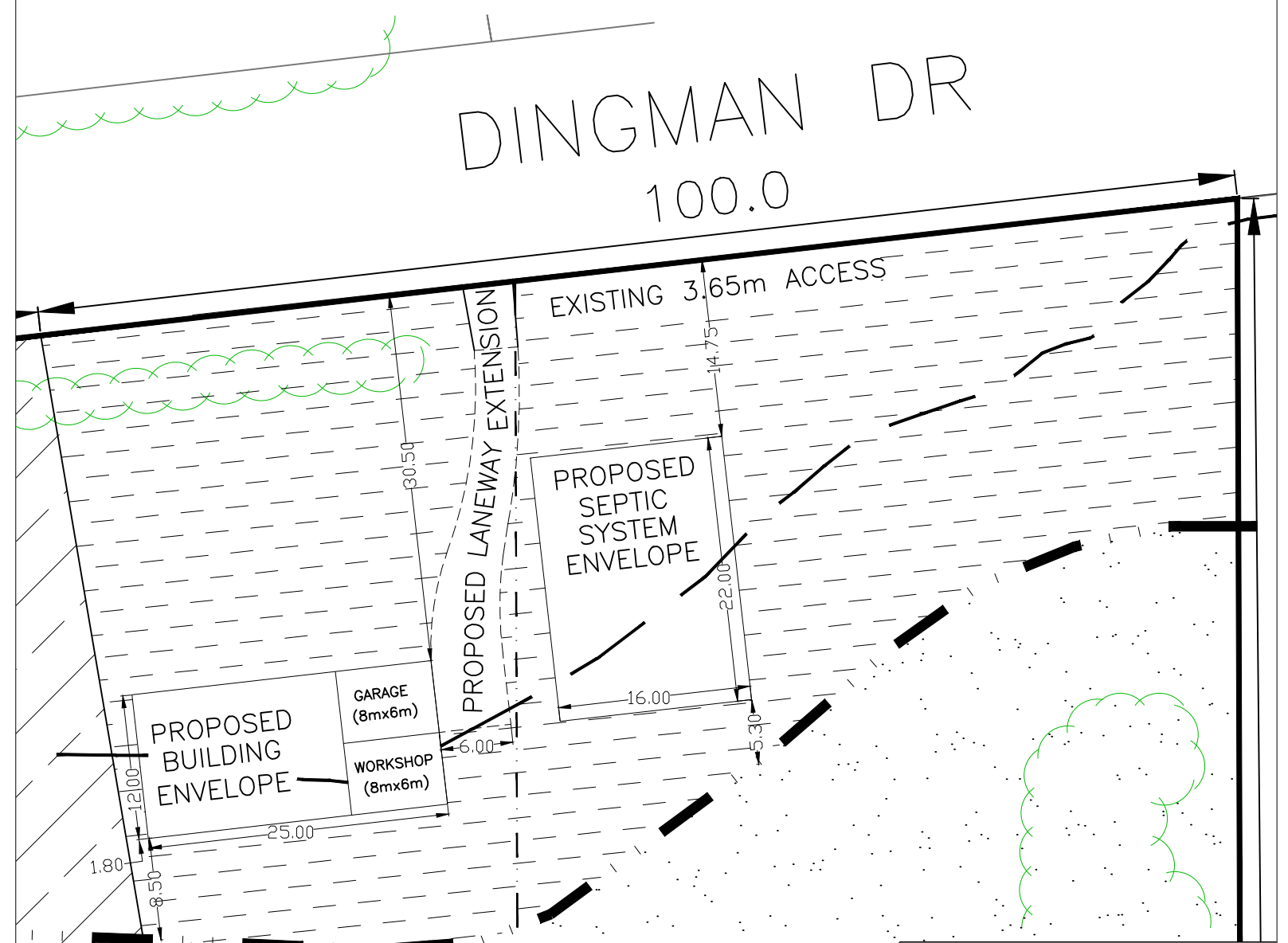


LEGEND - 2525 DINGMAN DRIVE

- UR6 LANDS TO BE REZONED R1-16# (SEVERED LANDS DEVELOPABLE AREA)
- OS4 LANDS - NO CHANGE PROPOSED
- ER LANDS TO BE REZONED OS4
- LANDS TO BE CONVEYED TO 2695 DINGMAN DR.
- 2695 DINGMAN DRIVE LANDS
- 60 METRE SETBACK FROM RAILWAY LANDS
- CONSERVATION AUTHORITY REGULATION LIMIT
- EXISTING ZONING BOUNDARIES



KEY MAP: 2525 DINGMAN DR. (CITY OF LONDON, MIDDLESEX COUNTY)



SEVERANCE SKETCH: 2525 DINGMAN DR.

SCALE - 1:500 DATE: MAY 2015



London
CANADA

RECORD OF PRE-APPLICATION CONSULTATION

The following form is to be completed and signed off at/following the Pre-application Consultation Meeting (PACM).

Date: January 27, 2015
TO: Kim and Dave Stewart
FROM: Eric Lalande, Planner II, City of London
RE: 2525 and 2695 Dingman Drive

ATTENDEES:

City staff reviewed your Proposal Summary dated (January 14, 2015) at an Internal Review Meeting on (January 22, 2015). The following form summarizes a preliminary list of issues to be considered during the processing of your application. We have also identified the initial material submissions (Studies, Reports, Background or Information) that must be submitted along with the completed application form, required fees and this Record of Pre-Application Consultation Form before your application will be accepted as complete for opening and processing.

Major issues identified

- Zoning By-law Amendment Application
- Consent Application
- Timing of Applications – recommends application for Zoning By-law Amendment first (to provide better information for Building envelope. Severance lines may shift as a result of EIS recommended setbacks and road widening.

Studies, Reports, Background or Information to be completed and submitted with the application form

- Planning Justification Report
- Environmental Impact Study (scoped – subsequent meeting to establish scoped parameters)
- Zoning Data Sheet
- Electronic copies of all supporting background information

Other Issues

- Watermain available to provide connection (optional)
- Road Widening will be required.
- Boulevard Tree By-law – Trees along Dingman Drive protected.

PRE-APPLICATION CONSULTATION HAS OCCURRED

YES NO

PLANNER:

From: Christine Creighton [mailto:creightonc@thamesriver.on.ca]
Sent: May-07-15 11:18 AM
To: Kirkness, Laverne
Cc: Snowsell, Mark
Subject: RE: FW: 2525 Dingman Drive - consent and rezoning - Kim and Dave Stewart

Hi Laverne.

I have reviewed the proposal with Mark and he is confident that we will be in a position to issue the necessary Section 28 approvals for the proposed development.

Yours truly,
Christine



Christine Creighton
Land Use Planner
1424 Clarke Road London, Ontario, N5V 5B9
519.451.2800 Ext. 293 | Fax: 519.451.1188
creightonc@thamesriver.on.ca | www.thamesriver.on.ca

>>> Laverne Kirkness <lavernekirkness@sympatico.ca> 5/5/2015 1:46 PM >>>
C: Any word on this one yet. ???

From: Christine Creighton [mailto:creightonc@thamesriver.on.ca]
Sent: May-04-15 7:29 AM
To: Kirkness, Laverne
Cc: Snowsell, Mark
Subject: RE: FW: 2525 Dingman Drive - consent and rezoning - Kim and Dave Stewart

Hi Laverne.

I will review the concept with Mark and get back to you.

Yours truly,
Christine

UPPER THAMES RIVER

CONSERVATION AUTHORITY

Christine Creighton

Land Use Planner

1424 Clarke Road London, Ontario, N5V 5B9

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>>> Laverne Kirkness <lavernekirkness@sympatico.ca> 5/1/2015 11:43 AM >>>

Christine: Could you please review the attached site plan concept/ severance sketch and determine if the UTRCA would have any difficulty in issuing a permit to build a residence in the buffer area of the Dingman Creek regulated area. You will note that the proposed residence is placed as far back as possible to be away from Dingman Drive. The City is requiring an 8 m road widening as well which pushes the residence back. THX.

Laverne Kirkness

From: Christine Creighton [<mailto:creightonc@thamesriver.on.ca>]

Sent: April-20-15 3:02 PM

To: Kirkness, Laverne

Subject: RE: FW: 2525 Dingman Drive - consent and rezoning

Does this work?

UPPER THAMES RIVER

CONSERVATION AUTHORITY

Christine Creighton

Land Use Planner

1424 Clarke Road London, Ontario, N5V 5B9

519.451.2800 Ext. 293 | Fax: 519.451.1188

creightonc@thamesriver.on.ca | www.thamesriver.on.ca

>>> Laverne Kirkness <lavernekirkness@sympatico.ca> 4/20/2015 2:54 PM >>>

Could I come in today and get new mapping from you?

LK

From: Christine Creighton [<mailto:creightonc@thamesriver.on.ca>]

Sent: April-20-15 11:24 AM

To: KIRKNESS, LAVERNE

Subject: RE: FW: 2525 Dingman Drive - consent and rezoning

Hello Laverne.

The map/plan on page 6 is dated 1998 and the flood lines on page 8 are dated 1980. Our Regulation Mapping was updated in 2006 and it appears that there are some changes to the flood line location on the property.

Yours truly,
Christine



Christine Creighton
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519.451.2800 Ext. 293 | Fax: 519.451.1188
creightonc@thamesriver.on.ca | www.thamesriver.on.ca

>>> LAVERNE KIRKNESS <lavernekirkness@sympatico.ca> 4/17/2015 4:05 PM >>>

Christine: You will find attached PROPOSAL SUMMARY and on page 4 shows the severance we are proposing. The severance line would be about 90 m setback westerly from the railway. Could please refer to page 6 of the attached report which is a Plan prepared by Art Bos several years ago that proposed two residences (but never happened) . We are only proposing one residence now on the easterly side. Could you advise if this base plan used by Bos, and I believe is a UTRCA base, is still current.?? THX. LK



Laverne Kirkness, BES.RPP.MCIP.
Kirkness Consulting Inc.
Urban and Rural Planning
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From: Jeff Brick [<mailto:brickj@thamesriver.on.ca>]
Sent: October-24-14 10:09 AM
To: LAVERNE KIRKNESS
Cc: Christine Creighton; Mark Snowsell; laverne@kirknessconsultinginc.ca
Subject: RE: FW: 2525 Dingman Drive - possible consent

Hi Laverne,

This proposal that is essentially a lot line adjustment does not lead to the creation of an additional lot that is regulated and therefore we can support it. The two parcels that currently exist have regulated land on them and both parcels would have regulated land following this severance. We would ask that you provide a concept plan showing the proposed layout for the residential use of the "new" parcel. I am assuming that the proposal is for residential.