

Planning Justification Report

D. Charabin Holdings

Eva Street

Thames Centre, ON



August 15, 2023



TABLE OF CONTENTS

	Page No.
1.0 INTRODUCTION AND SUMMARY	2
2.0 SUBJECT LANDS	3
3.0 SURROUNDING LAND USE CONTEXT	7
4.0 PROPOSED DEVELOPMENT	10
5.0 PROPOSED APPLICATIONS	13
5.1 Draft Plan of Condominium	13
5.2 Official Plan Amendment	13
5.3 Zoning By-law Amendment	13
6.0 POLICY ANALYSIS	15
6.1 Planning Act, RSO 1990	15
6.2 Provincial Policy Statement, 2020	17
6.3 County of Middlesex Official Plan	20
6.4 Municipality of Thames Centre Official Plan	24
6.5 Municipality of Thames Centre Zoning By-law	34
7.0 ADDITIONAL CONSIDERATIONS	39
7.1 Preliminary Servicing Report	39
7.2 Transportation Impact Brief	39
7.3 Hydrogeological Assessment	Error! Bookmark not defined.
8.0 CONCLUSIONS	40

1.0 INTRODUCTION AND SUMMARY

Zelinka Priamo Ltd., on behalf of D. Charabin Holdings, is pleased to submit this report in support of an application to the County of Middlesex for a Draft Plan of Condominium, and applications to the Municipality of Thames Centre to amend its Official Plan and Zoning By-law. The applications are intended to permit the development of the lands legally described as PLAN 274 LOTS 16-21 & PT 22 S IDA LOTS 16-18 PTS 19-22 N EVA & S. IDA SEXTON ST CLOSED RP33R 10584 PARTS 1-3 located at the westerly termini of Ida Street and Eva Street in Dorchester (the “subject lands”). The proposed development consists of eleven (11) 3-storey street townhouse buildings and two (2) 3-storey back-to-back stacked townhouse buildings for a total of 105 residential dwelling units. The stacked townhouse units are included as two separate condominium units.

The purpose of this Planning Justification Report is to evaluate the proposed Draft Plan of Condominium, Official Plan Amendment, and Zoning By-law Amendment applications within the context of existing land use policies and regulations, including the Provincial Policy Statement (2020), the County of Middlesex Official Plan, the Municipality of Thames Centre Official Plan, and the Municipality of Thames Centre Zoning By-law.

This report concludes that the proposed Draft Plan of Condominium, Official Plan Amendment, and Zoning By-law Amendment applications are appropriate and desirable for the following reasons:

- The proposed development is generally consistent with the policies of the 2020 Provincial Policy Statement and the County of Middlesex Official Plan;
- The proposed development generally maintains the purpose and intent of the Municipality of Thames Centre Official Plan;
- The proposed development will make efficient use of underutilized lands within an established settlement area;
- The proposed development adds to the range of housing types to help meet the short and long-term housing needs;
- Identified natural heritage features will be protected;
- The proposed development is a compact, cost-effective form of development that will make efficient use of available infrastructure and municipal services within an existing settlement area boundary to minimize land consumption and servicing costs; and,
- The proposed development provides an appropriate built form and density for the subject lands.

2.0 SUBJECT LANDS

The subject lands are located at the westerly termini of Ida Street and Eva Street (Figure 1). The irregularly-shaped lands have an area of approximately 3.7ha (9.1ac). Unopened municipal rights-of-way are adjacent to the subject lands to the north and south, in the form of unopened extensions of Ida Street and Eva Street. The subject lands have frontages of approximately 253.6m along the unopened right-of-way to the north; and, approximately 185.2m along the unopened right-of-way to the south. The subject lands abut lands zoned for future development to the north and west; low-density residential uses and environmental protection areas to the east; and, low-density residential uses and lands zoned for future development to the south.

The subject lands are currently vacant. The lands have a sloped topography with varying vegetation. A significant woodland is located towards the westerly portion of the subject lands.

Ida Street and Eva Street both terminate in a cul-de-sac adjacent to the subject lands. As such, there is currently no vehicular access to the subject lands. Public pedestrian sidewalks are located on the south side on the Eva Street right-of-way only and do not provide a formal pedestrian connection to the subject lands. It was observed during a site visit in December, 2022 that walking paths begin at the termination of each cul-de-sac and travel throughout the subject lands. It was also observed that the subject lands are being used as a dumping area for landscape waste and other vegetation (garden plants, pumpkins, etc.).

The subject lands are designated “*Settlement Area*” in the County of Middlesex Official Plan; are designated “*Residential*” in the Municipality of Thames Centre Official Plan; and, are zoned “*Residential First Density (R1-5)*” and “*Open Space (OS)*” in the Municipality of Thames Centre Zoning By-law.



Subject Lands

IDA ST

EVA ST

Project No.: CCI/THC/21-01

Date: JANUARY 19, 2023

Scale: NTS



Zelinka Priamo Ltd.
LAND USE PLANNERS

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FIGURE 1 - LOCATION

image retrieved from Google Earth

EVA ST OPA/ZBA

D. CHARABIN HOLDINGS
WEST OF IDA ST & EVA ST
PT. LOT 10, CONCESSION 4
GEO. TOWNSHIP OF DORCHESTER
MUNICIPALITY OF THAMES CENTRE
COUNTY OF MIDDLESEX

Image 1 – Subject lands, looking east from Eva Street



Image 2 – Subject lands, looking east from Ida Street



Image 3 – Subject lands (various leaves, brush, pumpkins, etc. dumped on the lands)



Image 4 – Subject lands



3.0 SURROUNDING LAND USE CONTEXT

The existing streetscape of local streets proximate to the subject lands generally consists of 1- to 2-storey single detached dwelling on large lots. Sidewalks are typically not present, or are located on one side of the street only. Many of the lots along both Ida Street and Eva Street are long with lot depths up to approximately 80.0m, and provide lot frontages of between 18m and 20m. Houses are generally spaced close together and set back from the right-of-way. Vehicular access is typically via driveways located in the front yard, and vehicular parking is provided by either an attached garage or surface parking. The exterior finishes of the dwellings are typically brick/masonry with vinyl siding and a mix of window styles and treatments.

The subject lands are generally surrounded by residential and future development uses. The land uses within a 400m and 800m radii of the subject lands, representing an approximate 5-minute and 10-minute walking distance respectively, are shown in Figure 2.

The existing land uses within a 400m, 5-minute walk radius of the subject lands are as follows:

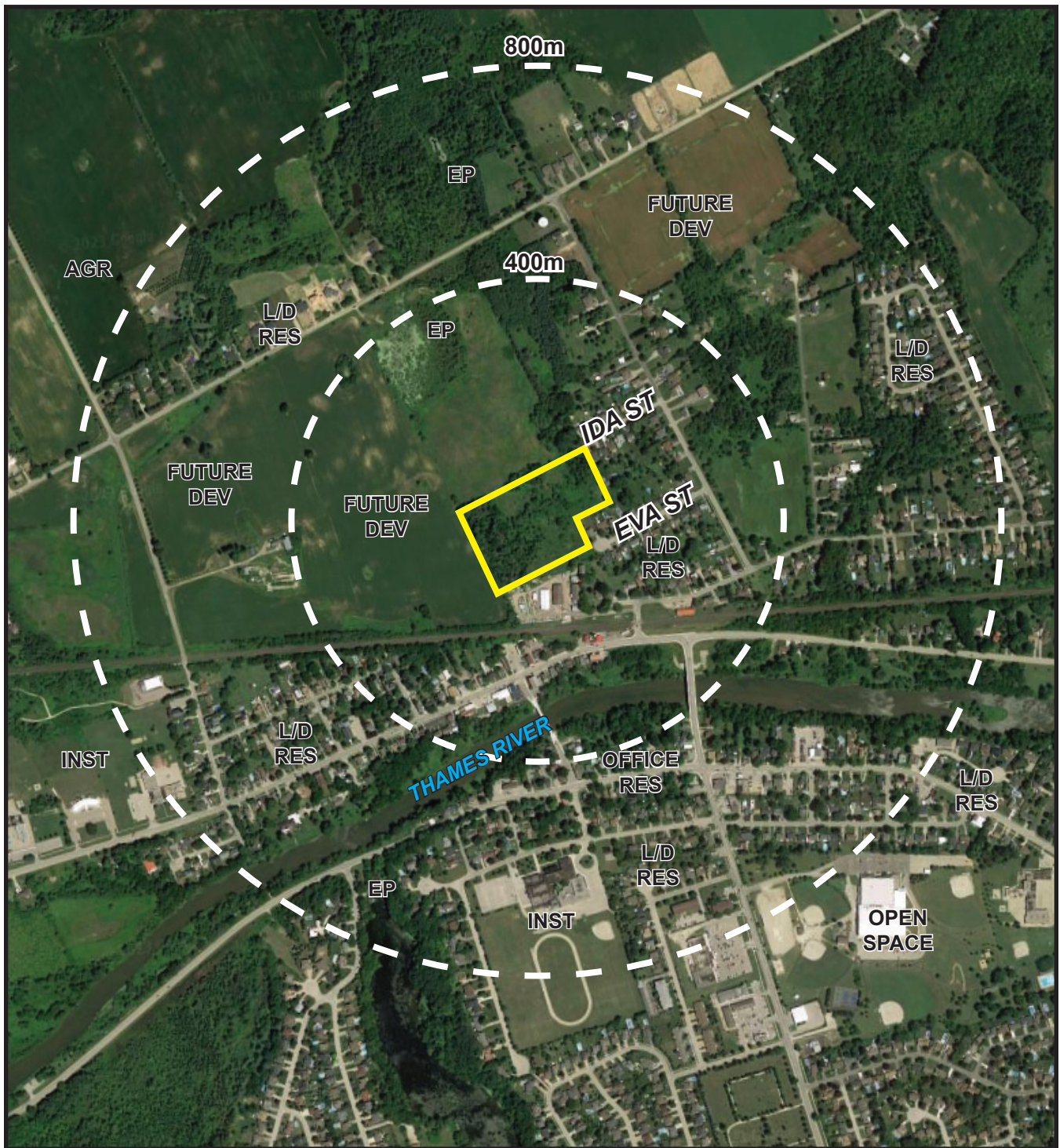
North: Lands zoned for future development, as well as a small area of environmental protection lands.

East: Low-density residential in the form of single detached dwellings.

South: Lands zoned for future development; a variety of low-rise commercial establishments and their associated parking lots; the CN Railway tracks; the Thames River, located approximately 230.0m south of the subject lands; and, office residential uses on the opposite side of the Thames River.

West: Vacant lands zoned for future development.

Lands within an 800m, 10-minute walk radius are similar to those within 400m of the subject lands. They include a variety of residential uses and those compatible to residential, such as commercial, institutional, and general commercial. Some agricultural uses and environmental protection uses are located to the north of the subject lands.



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FIGURE 2 - SURROUNDING CONTEXT

image retrieved from Google Earth

EVA ST OPA/ZBA

D. CHARABIN HOLDINGS
 WEST OF IDA ST & EVA ST
 PT. LOT 10, CONCESSION 4
 GEO. TOWNSHIP OF DORCHESTER
 MUNICIPALITY OF THAMES CENTRE
 COUNTY OF MIDDLESEX

Image 5 – Ida Street



Image 6 – Eva Street



4.0 PROPOSED DEVELOPMENT

The subject lands are proposed to be redeveloped for a 63-unit Plan of Condominium, accessed by extensions of Ida Street and Eva Street (Figure 3). The proposed Plan of Condominium consists of the following elements:

- Unit 1-61: 3-storey street townhouse buildings consisting of 4-6 residential dwelling units each;
- Units 62-63: 3-storey back-to-back stacked townhouse building consisting of 20-24 residential dwelling units each;
- Amenity areas (0.07ha);
- Stormwater management block (0.12ha);
- Compensation planting area block (0.15ha);
- Parkland block (0.9ha); and,
- New private roads.

The proposed condominium will consist of 61 street townhouse dwelling units and 44 stacked townhouse dwelling units, for a total of 105 residential dwelling units and a residential density of approximately 30 UPH (units per hectare).

The existing woodland is proposed as the parkland area. The boundary of the significant woodland drip line, as shown, was reviewed and confirmed by the Upper Thames Conservation Authority. This block of land is to be conveyed to the municipality.

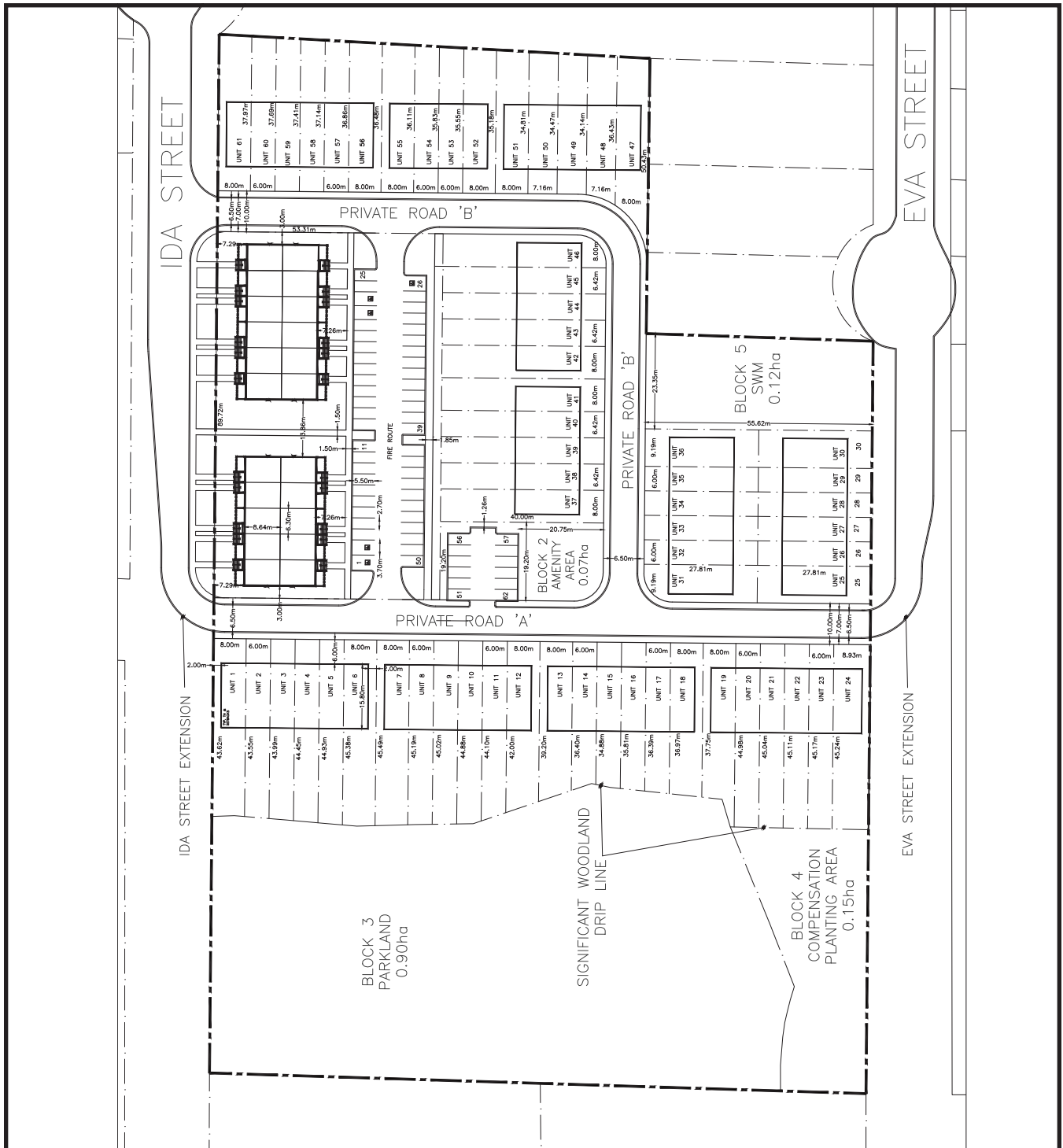
The proposed development is to make use of full municipal services when they become available.

The proposed development will be accessed by the extensions of Ida Street and Eva Street. The north-south private road will connect to the street extensions. The proposed street extensions will be subject to detailed design through a future site plan process, and will be designed according to municipal standards as a condition of Draft Plan approval.

The proposed development, as shown in Figure 3, features a design that considers the existing height, scale, and arrangement of the surrounding community.

The proposed development provides a site design that is respectful to the surrounding low-density residential area, by primarily interfacing with existing low-density residential uses through rear and side yards along the easterly lot line(s). Blocks 5 and 6, as shown in Figure 3, provide generous rear yard depths that interact with the side yards of the existing single detached dwellings. The minimum rear yard depth of the proposed townhouses along the easterly lot line is 7.52m (25ft) which provides a significant buffer. Block 6 offers an exterior side yard depth of 2.14m, however, the abutting lots have a generous depth that provides an approximate 27.2m (90ft) separation between the existing and proposed dwellings. Privacy fencing is also proposed to minimize the impact of the proposed development on the adjacent neighbourhood. The north, west, and south property lines do not abut existing residential development.

Although somewhat taller, the proposed height of 3-stories is generally in-keeping with the low-rise character of the existing 2-storey neighbourhood. Common outdoor amenity areas and a substantial park area are included in the proposed development. Off-street surface parking is proposed via driveways and a central parking area.



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FIGURE 3 - CONCEPT PLAN
 prepared by Zelinka Priamo Ltd.

EVA ST OPA/ZBA
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 WEST OF IDA ST & EVA ST
 PT. LOT 10, CONCESSION 4
 GEO. TOWNSHIP OF DORCHESTER
 MUNICIPALITY OF THAMES CENTRE
 COUNTY OF MIDDLESEX

5.0 PROPOSED APPLICATIONS

5.1 Draft Plan of Condominium

A Draft Plan of Condominium application has been submitted to the County of Middlesex to facilitate the development of a 63-unit residential condominium.

The proposed condominium will consist of 105 residential dwelling units in the form of street townhouses and stacked townhouses, two new private roads, a stormwater management block, a compensation planting area block, and a parkland block.

5.2 Official Plan Amendment

As the subject lands do not meet the location criteria for medium-density residential development as outlined in Section 4.3.3.1.c) in the Municipality of Thames Centre Official Plan, an Official Plan Amendment is required.

The subject lands are zoned “*Residential*” in the Municipality of Thames Centre Official Plan. The proposed Official Plan Amendment application seeks to implement a site-specific policy to the “*Residential*” land use designation to permit the proposed development on the subject lands, notwithstanding the location criteria as identified in the Official Plan. The proposed text of the requested amendment is as follows:

- Notwithstanding the location criteria identified in this Plan, medium-density residential uses in the form of townhouses shall be permitted on the lands legally described as PLAN 274 LOTS 16-21 & PT 22 S IDA LOTS 16-18 PTS 19-22 N EVA & S. IDA SEXTON ST CLOSED RP33R 10584 PARTS 1-3 located at the westerly termini of Ida Street and Eva Street in Dorchester.

5.3 Zoning By-law Amendment

The subject lands are zoned “*Residential First Density (R1-5)*” and “*Open Space (OS)*” in the Municipality of Thames Centre Zoning By-law. The proposed Zoning By-law Amendment application seeks to split-zone the subject lands as detailed below.

- A site-specific, special regulation “*Residential Third Density (R3-())*” zone, with special provisions relating to street townhouse dwellings as follows:
 - Minimum lot area of 166.0m²;
 - Minimum front yard depth of 6.0m;
 - Minimum interior side yard depth of 2.0m;
 - Minimum exterior side yard depth of 2.0m;
 - Minimum rear yard depth of 6.0m; and,
 - Maximum lot coverage of 57%.

- A site-specific, special regulation “Residential Third Density (R3-□)” zone with special provisions relating to stacked townhouse dwellings as follows:
 - Minimum front yard depth of 7.0m; and,
 - Minimum interior side yard depth of 3.0m.
- An “Open Space (OS)” zone relating to the Parkland, Compensation Planting Area, and Stormwater Management blocks.

At this time, no other special regulations have been identified as necessary; however, additional special regulations may be identified through the planning review process.

It is anticipated that an *h* holding provision will be applied to the lands to ensure the orderly development of lands and the adequate provision of municipal services. As municipal services are not yet available, a holding provision may be placed on the lands until an adequate servicing solution, including the provision of municipal services or otherwise, is approved by the Municipality and is included within a Condominium Agreement that is registered on title.

6.0 POLICY ANALYSIS

6.1 Planning Act, RSO 1990

In considering a Draft Plan of Subdivision, the Planning Act states that regard shall be had for the items in **Section 51 (24)** which addresses the health, safety, convenience, and welfare of the present and future inhabitants of the municipality. The proposed Draft Plan of Condominium, Official Plan Amendment, and Zoning By-law Amendment address the items as follows:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;

- The proposed development is consistent with the policies of the Provincial Policy Statement, as discussed in Section 6.2 of the report, and therefore is consistent with matters of provincial interest.

(b) whether the proposed subdivision is premature or in the public interest;

- The County of Middlesex and the Municipality of Thames Centre are experiencing residential growth and demand for increased density and a variety of dwelling types. The proposed development adds to the supply of medium-density residential dwellings and is not considered pre-mature. The Municipality of Thames Centre intends for these lands to be developed for residential uses through the policies of the Municipality of Thames Centre Official Plan. The proposed development is in the public interest considering the existing demand for this type of housing, combined with a significant housing shortage being experienced across the province.

Of note, servicing for the subject lands is anticipated to be facilitated, in part, by the development of other vacant lands to the northwest, north of Catherine Street. As the servicing solution for the area has already largely been determined, the execution of those larger lands will make servicing for all lands north of the Thames River, including the subject lands, economically viable.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

- The proposed Draft Plan of Condominium is consistent with the County of Middlesex Official Plan and the Municipality of Thames Centre Official Plan, as discussed in Section 6.3 and Section 6.4, respectively, of this report. The proposed condominium provides a lot and street layout consistent with contemporary urban design. No land use conflicts with adjacent residential uses are anticipated as, generally, townhouse dwellings are compatible with abutting single detached dwellings. Further, the interfaces being shared by the medium-density and low-density dwellings, being rear yards to side yards, is a common interface that will have no tangible impacts on the existing neighbourhood.

(d) the suitability of the land for the purposes for which it is to be subdivided;

- The subject lands are an appropriate location for the proposed development as they are of sufficient size to provide adequate setbacks, landscaped space, parking, and roads. The subject lands are designated and zoned for residential development, meaning the Municipality has already considered these lands for residential development.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

- The Transportation Impact Study (TIS) prepared by RC Spencer Associates Inc. concludes that the development of the subject lands will not adversely impact area traffic operations.
- The proposed extensions of Eva Street and Ida Street will be designed in accordance with municipal design standards. Detailed roadway design will occur as a condition of final condominium approval.

(f) the dimensions and shapes of the proposed lots;

- The proposed lot layout is generally consistent with contemporary lot shapes, layouts, and yard depths and is appropriate for the development of the lands.

(g) the restriction or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

- There are no existing or proposed restrictions on the subject lands which would prevent or discourage redevelopment, as the existing natural heritage features are appropriately accounted for and mitigated.

(h) conservation of natural resources and flood control;

- There is a natural heritage feature in the form of a woodland on the westerly portion of the subject lands. Through discussions with the Municipality and UTRCA, the woodland has been appropriately protected.
- A stormwater management block is proposed within the Plan of Condominium.

(i) the adequacy of utilities and municipal services;

- Municipal sanitary sewers are not available to the subject lands at this time. However, given that a large area to the northwest of the lands is planned to be developed on municipal services, it is anticipated that services will be available in the near future.

(j) the adequacy of school sites;

- The Thames Valley District School Board (TVDSB) will be circulated to provide comments on the proposed development. At this time, it is not anticipated that the proposed development will put an undue strain on existing schools.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

- In addition to the extensions of Ida Street and Eva Street, it is anticipated that the following lands will be conveyed to the Municipality of Thames Centre:

- SWM Block (0.12ha);
- Parkland Block (0.9ha); and,
- Compensation Planting Block (0.15ha).

(l) the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy;

- Energy saving construction materials will be utilized where possible throughout the construction process.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of the Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4);

- As per the Municipality of Thames Centre Site Plan Control By-law, the proposed development is subject to site plan control. As such, the finer details of the development, including detailed road and building design, and the provision of municipal services, will be subject to a separate review process through a future Site Plan Approval application.

Given the above, the proposed Draft Plan of Condominium, Official Plan Amendment, and Zoning By-law Amendment demonstrate regard for the health, safety, convenience, and welfare of the present and future inhabitants of the municipality as set forth in the Planning Act.

6.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), issued under the authority of the Planning Act, “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and protection of natural resources. All planning applications, including Draft Plan Condominium, Official Plan Amendment, and Zoning By-law Amendment applications, are required to be consistent with these policies.

The policy analysis below describes how the proposed application is consistent with the stated policies within the PPS.

Provincial Policy Statement (2020) Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p><u>Section 1.1.1 Managing and Directing Land Use [...]</u></p> <p>Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, 	<p>The proposed condominium is an efficient and appropriate form of development for the subject lands as it facilitates the future development of street and stacked townhouse dwellings, broadening the availability of medium-density residential development in the community of Dorchester, satisfying long-term needs for a variety of housing types.</p> <p>The proposed development is a cost-effective form that is anticipated to utilize future municipal</p>

<p>multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.</p>	<p>services. Thus, the consumption of land and servicing costs are minimized.</p>
<p><u>Section 1.1.3.1 Settlement Areas</u> Settlement areas shall be the focus of growth and development.</p>	<p>The subject lands are located within a settlement area, as identified in the two applicable Official Plans.</p>
<p><u>Section 1.1.3.2 Settlement Areas</u> Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.</p>	<p>The proposed Draft Plan of Condominium application adds to the density and mix of land uses in the community of Dorchester, which will utilize municipal services as they become available. It is noted that services are planned for this area, but a specific timeline for implementation is not yet available.</p> <p>The subject lands are located within an existing settlement area that is the planned location for development, avoiding unjustified expansion of developable lands outside of the settlement area boundary.</p> <p>The proposed development makes efficient use of underutilized land, resources, infrastructure, and transportation networks by increasing the residential density on the subject lands.</p>
<p><u>1.1.3.3 Settlement Areas</u> Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The Municipality of Thames Centre has identified the subject lands as appropriate for development by virtue of the existing land use policy and zoning which permits residential uses.</p> <p>The subject lands are considered an appropriate location for the proposed development as they are proximate to amenities and are sufficiently sized to accommodate the proposed number of dwelling units, amenity space, and parking while maintaining the integrity of the identified natural heritage feature.</p>
<p><u>Section 1.4.3 Housing</u> Planning authorities shall provide for an appropriate range and mix of housing types and</p>	<p>It is beneficial for the County and the Municipality to add to the range of market-based, medium-density residential uses to meet long-term housing demands and to accommodate future growth in the</p>

<p>densities to meet projected requirements of current and future residents of the regional market area by:</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.</p>	<p>Municipality of Thames Centre. The proposed development is consistent with the policy intent to encourage appropriate intensification as it generally minimizes the cost of housing by increasing supply and efficiently uses land.</p> <p>The subject lands abut the existing built-up area in Dorchester and, are within the urban settlement boundary. The subject lands have been historically planned for residential uses through the land use designation. As such, when full municipal services do become available, the subject lands are an appropriate location to execute medium-density residential development.</p>
<p>Section 1.6.6.2 Sewage, Water and Stormwater Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services</p>	<p>While municipal services are not currently available to the subject lands, the proposed development will utilize existing municipal services as they become available.</p>
<p>Section 2.1.1 Natural Heritage Natural features and areas shall be protected for the long term.</p>	<p>There is an existing significant woodland located on the westerly portion of the subject lands. Through discussions with the Municipality of Thames Centre and UTRCA, an appropriate boundary and buffer area for the natural heritage feature was identified, plus an additional area for new plantings abutting to the south of the feature. Thus, no undue impacts are anticipated on natural heritage features.</p>
<p>Section 3.1.1 Natural Hazards Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:</p> <p>a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are</p>	<p>There are no natural hazards identified on or adjacent to the subject lands.</p>

<p>impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;</p> <p>b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and</p> <p>c) hazardous sites.</p>	
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Given the above, the proposed applications are generally consistent with the policies of the 2020 Provincial Policy Statement.

6.3 County of Middlesex Official Plan

The County of Middlesex Official Plan is a comprehensive planning document that outlines the long-term vision for the County. The plan directs and guides the County in land use policy and physical planning; establishes an upper-tier policy framework to provide guidance to local municipalities; and, sets a framework for coordination and cooperation amongst local municipalities and the County on planning and development issues that transcend municipal boundaries.

It is noted that the County of Middlesex recently undertook an extensive review of the Official Plan to incorporate new Provincial legislation and policies. On July 19th, 2022 County Council adopted Amendment No. 3 to the County of Middlesex Official Plan. Amendment No. 3 must be approved by the Ministry of Municipal Affairs and Housing and that review is ongoing. The policies referenced in this report reflect the currently in force and effect Official Plan. However, upon review of Amendment No. 3, the policies referenced in this report will remain generally unchanged.

The subject lands are designated “*Settlement Area*” according the ‘Schedule A – Land Use’ in the County of Middlesex Official Plan (Figure 4). The plan includes several policies specific to the “*Settlement Area*” land use designation.

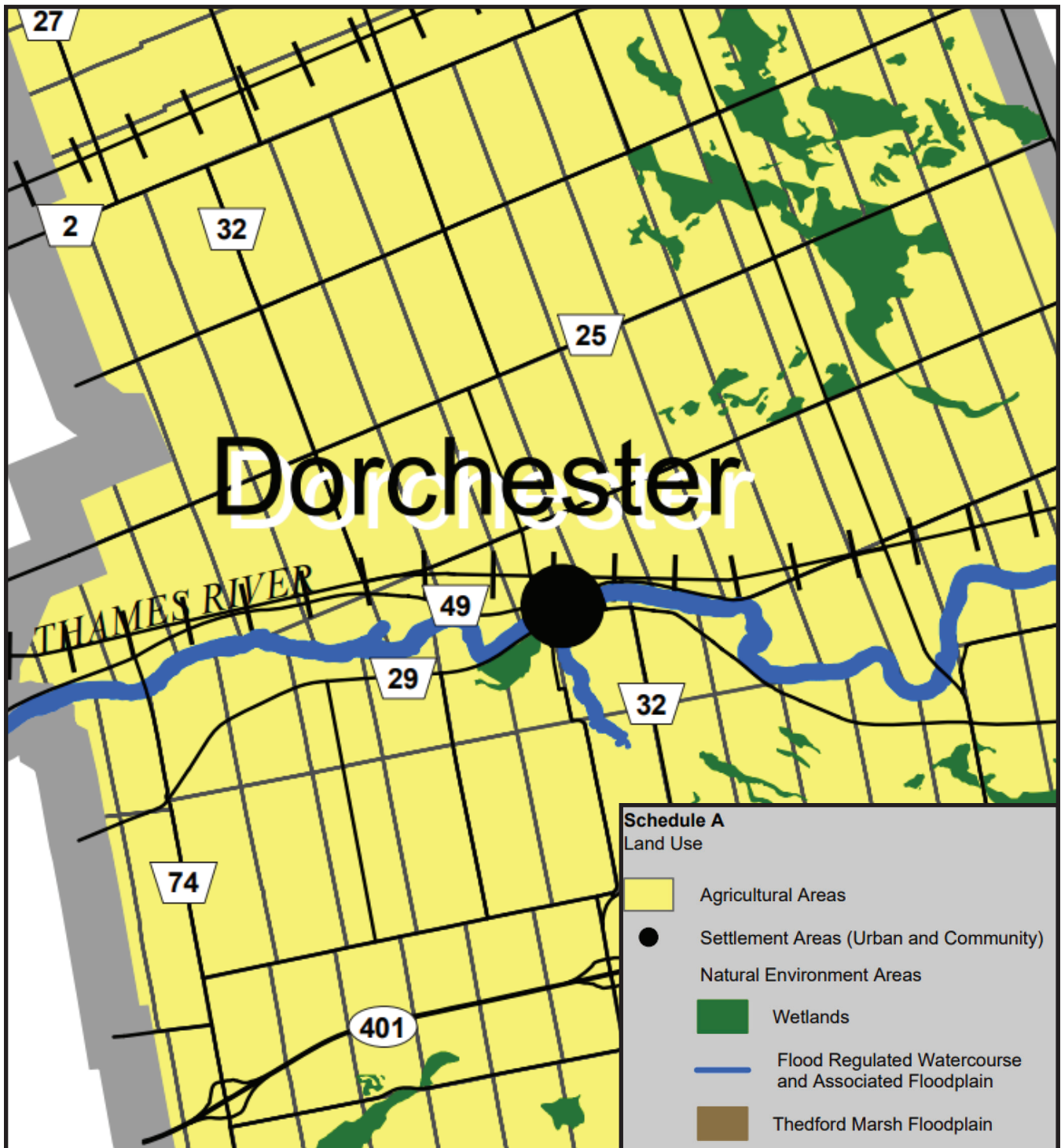
The following table contains a policy analysis detailing how the proposed development conforms with the plan:

County of Middlesex Official Plan Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p><u>Section 2.3.8.1 Urban Areas</u></p> <p>Urban Areas either provide or demonstrate a strong potential to provide full municipal services. Urban Areas have the highest concentration and intensity of land uses in the County. Urban Areas are the focus for future growth and are expected to accommodate a significant portion of the projected growth over the planning period.</p>	<p>The subject lands are within the urban settlement boundary of the community of Dorchester, and abut the built-area boundary. Thus, the lands are an appropriate location for the proposed medium-density condominium.</p> <p>Full municipal services exist in Dorchester on the southerly side of the Thames River. An application has been made to the Municipality of Thames Centre to develop the vacant lands to the northwest</p>

<p>New development, other than infilling, shall be fully serviced by municipal or communal water and sewage disposal systems.</p>	<p>of the subject lands, north of Catherine Street, which is anticipated to include the extension of municipal services and a pumping station(s). As such, it is expected that full municipal services will be available to serve the subject lands in the near future, subject to appropriate cost-sharing agreements.</p>
<p><u>Section 2.4.5 Sanitary Sewers and Water</u> The County encourages new development to proceed on the basis of full municipal services. Where partial municipal services are considered, the supporting studies shall address all servicing concerns.</p>	<p>The development will proceed on full municipal services when they become available. Partial services are not contemplated.</p>
<p><u>Section 3.2.2 Development Policies</u> New development in Settlement Areas is encouraged to proceed by Plan of Subdivision.</p>	<p>The proposed applications seek to permit residential development through a Draft Plan of Condominium, a form of subdivision, which is the County's preferred approach.</p>
<p><u>Section 3.2.4.1 Permitted Uses in Urban Areas</u> The local official plans shall provide detailed land use policies for the uses permitted in Urban Areas. These uses shall include: a) A variety of housing types.</p>	<p>The proposed Draft Plan of Condominium and associated Official Plan and Zoning By-law Amendments seek to permit the future construction of street townhouse and stacked townhouse dwellings, which add to the range of medium-density residential uses within the community of Dorchester. Although the proposed form of housing is new to the area, it is appropriate within the context of the subject lands as adequate setbacks, landscaped open space, and parking is provided.</p>
<p><u>Section 4.5.1 Development Applications: Plan of Subdivision</u> County Council shall approve only those plans of subdivision or condominium which comply with the provisions of this Plan and the applicable local official plan. Under conditions of approval attached to plans of subdivision or condominium pursuant to the Planning Act: a) County Council shall require that the applicant(s) enter into appropriate agreements with the County or local municipality which may be registered against the title of the subject lands and which shall include such matters as services, financial requirements, County road facilities, dedication of land for public uses, exclusive of parks and other</p>	<p>The land owner may enter into appropriate agreements, registered on title, as necessary and agreed upon between the land owner, the Municipality, the County, and any applicable third-party agency.</p>

<p>requirements to implement the provisions of this Plan; and</p> <p>b) the Council of the local municipality may require that the applicant(s) enter into appropriate agreements which shall be registered against the title of the subject lands, and may include such matters as, but not limited to, financial requirements, local roads, drainage, grading and landscaping, sidewalks and dedication of land for public uses and other requirements to implement the provision of this Plan and the local official plan.</p>	
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Given the above, the proposed development, and associated applications, generally conforms to the policies of the County of Middlesex Official Plan and is appropriate for the subject lands.



Project No.: CCI/THC/21-01

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Scale: NTS



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**FIGURE 4 - COUNTY OF MIDDLESEX OFFICIAL PLAN
SCHEDULE 'A' - LAND USE**

EVA ST OPA/ZBA

D. CHARABIN HOLDINGS
WEST OF IDA ST & EVA ST
PT. LOT 10, CONCESSION 4
GEO. TOWNSHIP OF DORCHESTER
MUNICIPALITY OF THAMES CENTRE
COUNTY OF MIDDLESEX

6.4 Municipality of Thames Centre Official Plan

The Municipality of Thames Centre Official Plan sets out, in more specific detail than the County of Middlesex Official Plan, the land use planning policies and framework for the future pattern of development for the Municipality.

The subject lands are within the “*Dorchester Urban Settlement Area*” and are designated “*Residential*” according to ‘Schedule B-1 – Land Use Plan – Dorchester Settlement Area’ in the Municipality of Thames Centre Official Plan (Figure 5). According to **Section 4.3.3.1** of the Official Plan, permitted uses of lands designated “*Residential*” on Schedule ‘B-1’ of the plan include medium density residential uses, including townhouses with a maximum height of three-storeys, subject to certain location criteria.

As detailed throughout this report, the proposed density is contemplated through the Official Plan policies. **Section 4.3.3.3** of the Plan states that the density and height of new residential development shall generally be limited to a maximum of three-storeys and 35 units per hectare. The proposed development provides a maximum height of three-storeys and a density of 30 units per hectare. It is important to recognize that the proposed form of housing, height, and density are specifically contemplated within the Official Plan.

An Official Plan Amendment is required because the proposed development does not conform to the specific location criteria outlined in **Section 4.3.3.1**, being that medium-density development must meet at least two of the following characteristics: frontage on an arterial road; abutting a major public park; abutting a commercial area; and, the overall development application involves a land area of at least 2 hectares. The subject lands have an area of approximately 3.7ha but do not have frontage along an arterial road, nor do the lands abut a public park or commercial area. However, significant public parkland is provided as part of the proposed development, which would bring the proposed development into conformity with the medium-density location criteria once developed.

The table below contains a policy analysis of the proposed development subject to the policies of the Municipality of Thames Centre Official Plan.

Municipality of Thames Centre Official Plan Policy Analysis Table	
Policy	Response
<p><u>Section 2.1 General Development Policies</u> In order to effectively accommodate the current and future residents of the Municipality, Council will endeavour to ensure that:</p> <ol style="list-style-type: none"> 1. the various School Boards make both adequate and appropriate provision for the accommodation of existing and future schooled children; 2. sufficient community facilities, such as parks and recreational facilities, are provided; 	<p>The subject lands are proximate to existing public service facilities, such as schools and community recreational facilities which are anticipated to accommodate the proposed development. External agencies, such as school boards, will be circulated to provide comments on the proposed development.</p> <p>A <i>Transportation Impact Brief</i> was prepared by RC Spencer Associates Inc. and concluded that even with the addition of site generated traffic, Clara Street will continue to operate very well. It is the</p>

<ol style="list-style-type: none"> 3. any increases in traffic can be accommodated by the road network without causing unacceptable congestion, accident hazard, or nuisance to adjacent residential areas; 4. residential amenities are maintained; 5. development has regard for the natural environment and the community has been assured that any adverse effects are minimized or avoided; 6. adequate municipal services such as sewage disposal, water supply, storm drainage, police and fire protection, and garbage disposal can be made available where appropriate and without undue additional cost. 	<p>engineers' professional opinion that the proposed development will not adversely impact area traffic operations.</p> <p>An existing woodland is identified on the westerly portion of the subject lands. An appropriate boundary, buffer area, and enhancement area was established, with participation from the Municipality and UTRCA. Further, these lands will ultimately be conveyed to UTRCA and as such, the natural environment has been taken into consideration and adverse impacts are appropriately accounted for and mitigated.</p> <p>The <i>Functional Servicing Report</i> prepared by MTE Consultants Inc. notes that the proposed sanitary, storm and water servicing as well as the proposed Stormwater Management meet the Municipality and MECP requirements.</p>
<p><u>Section 2.2 Site Suitability</u></p> <p>Prior to the approval of any development or amendment to this Plan or the Zoning Bylaw, it shall be established to the satisfaction of Council and all other bodies having jurisdiction that:</p> <ol style="list-style-type: none"> 1. soil and drainage conditions are suitable to permit the proper siting of buildings; 2. the services and utilities, whether they are municipal or private, can adequately accommodate the proposed development. Full municipal or communal sanitary and water services will be the preferred method of servicing development; 3. the road system is adequate to accommodate projected increases in traffic; 4. the land fronts on a public road (unless specifically noted as an approved private road) which is of a reasonable standard of construction and maintenance; 5. lot frontage and area is suitable for the proposed use and conforms to the standards required by the implementing Zoning By-law; and, 6. adequate measures will be taken to alleviate or prevent any adverse effects that the proposed use may possibly have upon any proposed or existing adjacent 	<p>A <i>Hydrogeological Assessment</i>, <i>Functional Servicing Report</i>, and <i>Transportation Impact Brief</i> have been prepared in support of the application which provide further details as well as recommended mitigation measures, if applicable. Details and conclusions of each report are summarized in Section 7.0 of this report.</p> <p>The lands will have adequate frontage along public roads via the extensions of Ida Street and Eva Street and the new proposed private roads. The subject lands are an appropriate location for the proposed development as they are of a sufficient size and area to accommodate the proposed townhouses, roads, parking, amenity space, parkland, and planting areas.</p> <p>There are no significant adverse impacts anticipated from the proposed development on adjacent uses; thus, notable mitigation measures should not be required. New residents may choose to implement landscaping to assist in visual screening.</p>

<p>use or on the natural heritage features and functions.</p>	
<p>Section 2.3.1 Location of Development In order to minimize the cost of services provided by all public agencies, no new development in the Municipality will be permitted in any location where it would contribute to a demand for public services that are not economically feasible to provide, improve, or maintain. Instead, development will be permitted only in locations where demands on public services will be minimized, or where it can most effectively utilize existing services, or where new services can be economically provided and maintained either by the Municipality or by the developer. [...]</p>	<p>Several blocks of land on the north side of the river are now proposed for development, all of which must proceed on full municipal services. While detailed servicing plans are not yet available, it is anticipated that, as part of the development of other lands, services will be made available to the subject lands. Extension of services by private contribution is expected.</p>
<p>Section 2.4.2 Public Piped Systems Where possible, urban development or redevelopment in the Municipality shall be based on public piped water and sanitary sewer systems. In certain cases, this will entail extensions and/or improvements to the existing public piped systems in order to service areas of new urban development.</p> <p>Where the servicing of new urban development requires extensions and/or improvements to the existing public piped systems, such servicing will generally be financed, constructed, and maintained by the developer before being turned over to the Municipality.</p> <p>When the capacity of the water and sewage facilities have been fully allocated and prior to the facilities reaching their capacity, the Municipality shall demonstrate a commitment to the expansion of the facilities in accordance with the municipal servicing strategy/plan, before additional approvals are given to further development proposals. Limitations in the capacity and operating performance of the water and sewage facilities will be recognized as a constraint to the approval and timing of new development proposals. Alternative servicing proposals will be considered based on sound engineering and environmental assessments and the approval of the Municipality. [...]</p>	<p>Extension of services, pending funding and timing, would be financed, constructed, and maintained by the landowner. All extensions of services would be constructed according to municipal standards, the details of which would be reviewed and confirmed by the Municipality prior to development.</p> <p>Services within the new public road will be assumed by the Municipality.</p> <p>It is our understanding that while there is wastewater treatment capacity remaining for the community of Dorchester, piping to the treatment facility, including conveyance over the river, is not currently available. This proposal adds to the supply of draft-approved, developable land for medium-density residential uses that Council may use in their justification to approve the expansion of an existing wastewater treatment facility, or the construction of a new facility north of the Thames River.</p>

<p><u>Section 2.26 Plans of Subdivision & Condominium</u></p> <p>With the exception of land severances granted by the consent-granting authority, all land divisions in the Municipality shall take place by registered plan of subdivision. It is a policy of this Plan that all new development within Settlement Areas, with the exception of infilling or redevelopment, shall occur through plan of subdivision. [...]</p> <p>Under conditions of approval attached to plans of subdivision or condominium, County and/or Municipal Council may require that the applicant(s) enter into appropriate agreements which may be registered against the title of the subject lands. Such agreements may include matters such as, but not limited to, services, financial requirements, County and local roads and road facilities, dedication of land for public uses, drainage, grading and landscaping, sidewalks, and other requirements to implement the provisions of the County Plan and this Plan.</p>	<p>The proposed applications seek to permit residential development lots through a Plan of Condominium.</p> <p>The costs associated with necessary service extensions, roads, and amenities will be assumed by the landowner.</p>
<p><u>Section 2.28.3 Housing Supply Policies</u></p> <ol style="list-style-type: none"> 1. In approving development proposals, the type, tenure and size of housing needs for low, medium and high income groups and age, household and lifestyle needs of Municipality residents shall be considered. 3. The Municipality's housing actions shall be consistent with the Provincial Policy Statement and in conformity with the County of Middlesex Official Plan. More specifically, the Municipality will endeavor to meet the 20% target of the County Official Plan that all housing being developed be affordable and the 15% target of the County Official Plan that all housing be by intensification and redevelopment. As a consequence of the nature of services in the Hamlet Settlement Areas, the most appropriate location to meet these targets will be in the Urban Settlement Areas in locations where full municipal services are available. 12. The Municipality shall support opportunities to increase the supply of housing through intensification and redevelopment in appropriate locations, 	<p>Housing for all income groups is needed in the area surrounding the subject lands. The proposed Plan of Condominium appropriately contributes to the supply, responding to local housing demand, and provides a greater range of housing choice for the local housing market. Currently there is very limited opportunity for medium-density housing in Dorchester.</p> <p>The proposed development seeks to establish condominium lots in an area generally dominated by freehold lots, increasing the range of housing tenure in the immediate area and responding to various lifestyle needs of community residents.</p> <p>The Plan of Condominium seeks to provide street and stacked townhouse dwellings, which are an inherently smaller form of housing than what is typically provided in the surrounding area, which will provide a variety of affordability in the area. However, as the housing is to be market-based, affordable housing as defined in the PPS is not being provided.</p> <p>The proposed development, on lands not previously used for development, will assist in</p>

<p>taking into account availability and adequacy of municipal water and municipal sanitary services, the potential for adverse traffic impacts, environmental considerations and land use compatibility.</p>	<p>achieving the intensification target delineated by the County by increasing the residential housing supply in the area.</p> <p>The subject lands abut the existing built-up boundary, making them an appropriate location for the future extension of full municipal services.</p>
<p><u>Section 4.1.2 Settlement Area Goals</u></p> <p>The following goals shall apply to all Settlement Areas in the Municipality and all land use specific designations in this Section:</p> <ol style="list-style-type: none"> 1. To maintain an appropriate balance and diversity between areas to be used for residential, commercial, industrial, institutional, and recreational activities. 3. To establish a land use pattern that ensures that services and utilities are efficiently utilized. 7. To ensure that Dorchester and Thorndale are strengthened as the primary focal points of community life and commerce. 8. To ensure that new development and redevelopment are compatible with existing or planned neighbouring land uses. 9. To encourage infilling and redevelopment in Urban Settlement Areas that is compatible with the character and scale of existing development. 10. To preserve the historic character of Settlement Areas by requiring new development to complement the positive elements of the existing built form. 11. To minimize the negative affects of development on natural heritage features and sites of historical, geological or archaeological significance. 	<p>The Municipality, through previous Official Plan reviews and designations of all lands in Thames Centre, has confirmed that the balance and diversity of land uses is appropriate for the community of Dorchester. The distribution of lands designated for residential uses continues to be appropriate, including the subject lands. The subject lands have been long-planned for residential uses through the Official Plan.</p> <p>The proposed development provides a reasonable increase to the residential housing supply in the immediate area and the population of the community of Dorchester.</p> <p>Medium-density residential development, such as residential townhouses, including both street and stacked townhouses, is generally considered to be a compatible form of development within a low-density residential context.</p> <p>The proposed development interfaces with existing low-density residential uses along the easterly property line through the rear and side yards, which is a common interface between low- and medium-density developments. Generous separation distances and privacy fencing are proposed to minimize the impacts of the proposed development. While the 3-storey townhouses will be visible to the existing neighbourhood, the buildings will be designed to a high architectural standard. As such, the proposed development will have no significant impacts on the surrounding neighbourhood.</p>
<p><u>Section 4.1.3.4 Vacant Residentially Designated Areas</u></p> <p>[...] The planning of new residential areas shall make provisions for a range of housing types, sizes, price and tenure arrangements in order to provide accommodation for households of differing socio-economic characteristics. Due to the lack of</p>	<p>The proposed development is a condominium development, which offers an alternative tenure arrangement for the existing and future residents of Dorchester. As stated in Policy 4.1.3.4, there is a lack of multiple-dwelling development of condominium tenure, and developments of this type will be encouraged. The proposed</p>

<p>multiple dwelling development of either rented or condominium tenure, added emphasis and encouragement will be given to developments of this type.</p> <p>New plans of subdivision within the residential designations shall be designed so that continuous secondary, interior access roads will result between adjacent subdivisions. Cul-de sac and similar 'dead-end' configurations will only be permitted where no viable through-street connection exists. For larger blocks of lands adjacent to arterial roads, direct access to the arterial road may be limited.</p> <p>Undeveloped lands that are within the residential designations may be placed in a holding zone in the implementing Zoning By-law. The holding symbol will be removed when appropriate sanitary sewage, water and any other necessary arrangements are made to the satisfaction of the Municipality and the Ministry of Environment and a plan of subdivision is approved, where required. Existing uses shall be permitted in the interim.</p>	<p>development aims to provide a range of affordability for households of varying socio-economic status and help address the shortage of such housing in the area.</p> <p>The proposed development includes the extension of two municipal roads, being Ida Street and Eva Street, which will facilitate connections from the proposed private roads to municipal roads. A private north-south through-street is provided, connecting Ida Street and Eva Street. No dead-end or cul-de-sac road configurations are proposed.</p> <p>It is understood that a holding provision may be applied to the subject lands until such time that municipal services become available.</p>
<p><u>Section 4.3.3.1 "Residential" Policies</u></p> <p>Permitted uses shall be in accordance with the policies outlined in this Section and shall include:</p> <p>c) medium density residential uses, including townhouses, horizontal multiples, and low-rise apartments with a maximum height of three storeys, in accordance with the following policies:</p> <p>i. at least two of the location criteria listed below shall be present before such a site would be considered to have acceptable location characteristics:</p> <p>a. Frontage on an arterial road as indicated on Schedule "C" of this Plan.</p> <p>b. Abutting major public parks as indicated on Schedule "B" of this Plan</p> <p>c. Abutting a commercial area as indicated on Schedule "B" of this Plan</p> <p>d. The overall development application involves a land area of at least 2 hectares.</p> <p>ii. The following additional items will be considered when reviewing the</p>	<p>The proposed development consists of 3-storey street and stacked townhouses, but does not satisfy the location criteria specified in the Official Plan. The subject lands do not have frontage on an arterial road, nor do the lands abut a major public park or commercial area. The subject lands meet criteria 'd.', being that they have an area of approximately 3.7ha. The subject lands meet only one of the location criteria, and as such, an Official Plan Amendment is required. Notably, the proposed development provides a large public park which could satisfy criteria 'b.' once the subject lands are developed, bringing the proposed development into conformity with the medium-density development location criteria.</p> <p>Considering the current housing market and the trend towards higher-density forms of development, it is logical to reconsider the location criteria for medium-density development. The traditional standards are no longer consistent with contemporary design, which takes into account the scarcity of land and the higher volumes of traffic on roads. The <i>Transportation Impact Brief</i>, prepared</p>

<p>appropriateness of applications to amend the comprehensive Zoning By-law to allow medium density residential uses in an area designated “Residential”:</p> <ol style="list-style-type: none"> a. general compatibility with existing uses in close proximity to the proposed development; the proposal will be analyzed to determine if it will alter the character of existing development, using existing land uses within a 120 metre radius of the subject property as a guide to the nature of existing development characteristics; b. the capacity of Municipal, County and Provincial roads affected and their ability to handle the expected increases in traffic; c. the adequacy of services to serve the proposed development; d. the adequacy of off-street parking facilities to serve the proposed development; e. the provision of landscaping, buffering and building setbacks adequate to protect the privacy of surrounding residential properties; and f. consistency with the Provincial Policy Statement. <p>If the proposed site can satisfy the criteria listed above and can provide adequate buffering and transition for adjacent lower density residential uses, no Official Plan amendment would be required.</p> <p>If the proposed development does not satisfy the location criteria, or if it will increase the scale or density of existing development, an Official Plan amendment will be required. A comprehensive study would be required to determine if the Official Plan policies in this regard are no longer appropriate. A public hearing will also be required.</p> <ol style="list-style-type: none"> iii. The design considerations for medium density residential development should include provisions for the following: 	<p>as part of this application, concludes that the proposed development will not adversely affect area traffic operations. Consequently, frontage along an arterial road may no longer be a suitable criterion for determining an appropriate location for the proposed development. Additionally, as previously stated in this report, the subject lands are located within a reasonable walking distance to a variety of commercial establishments. Therefore, it is unnecessary for a medium-density development to be adjacent to a commercial area if it is within a reasonable proximity.</p> <p>The proposed development adheres to the policies in Section 4.3.3.1.c) ii. by providing a development that:</p> <ul style="list-style-type: none"> • Complements the existing land uses by proposing residential development in a predominantly residential area; • Does not negatively affect the flow of traffic in the area, as evidenced by the Transportation Impact Brief; • Is expected to have full access to municipal services in the near future; • Features an adequate number of off-street parking spaces, with an approximate ratio of 2 spaces per residential unit; • Offers sufficient landscaping and setbacks to preserve or improve privacy; and, • Is in compliance with the guidelines outlined in the Provincial Policy Statement, 2020, as previously outlined in this report. <p>The proposed development aligns with the policies outlined in Section 4.3.3.1.c) iii. by offering a housing solution that:</p> <ul style="list-style-type: none"> • Features a design that considers the existing height, scale, and arrangement of the surrounding community. The proposed development provides a site design that is respectful to the neighboring low-density residential areas, by primarily interfacing rear yards with generous separation (9.0m-11.0m) between the medium and low-density uses. Although somewhat taller, the proposed height of 3-stories is generally in keeping with the low-rise
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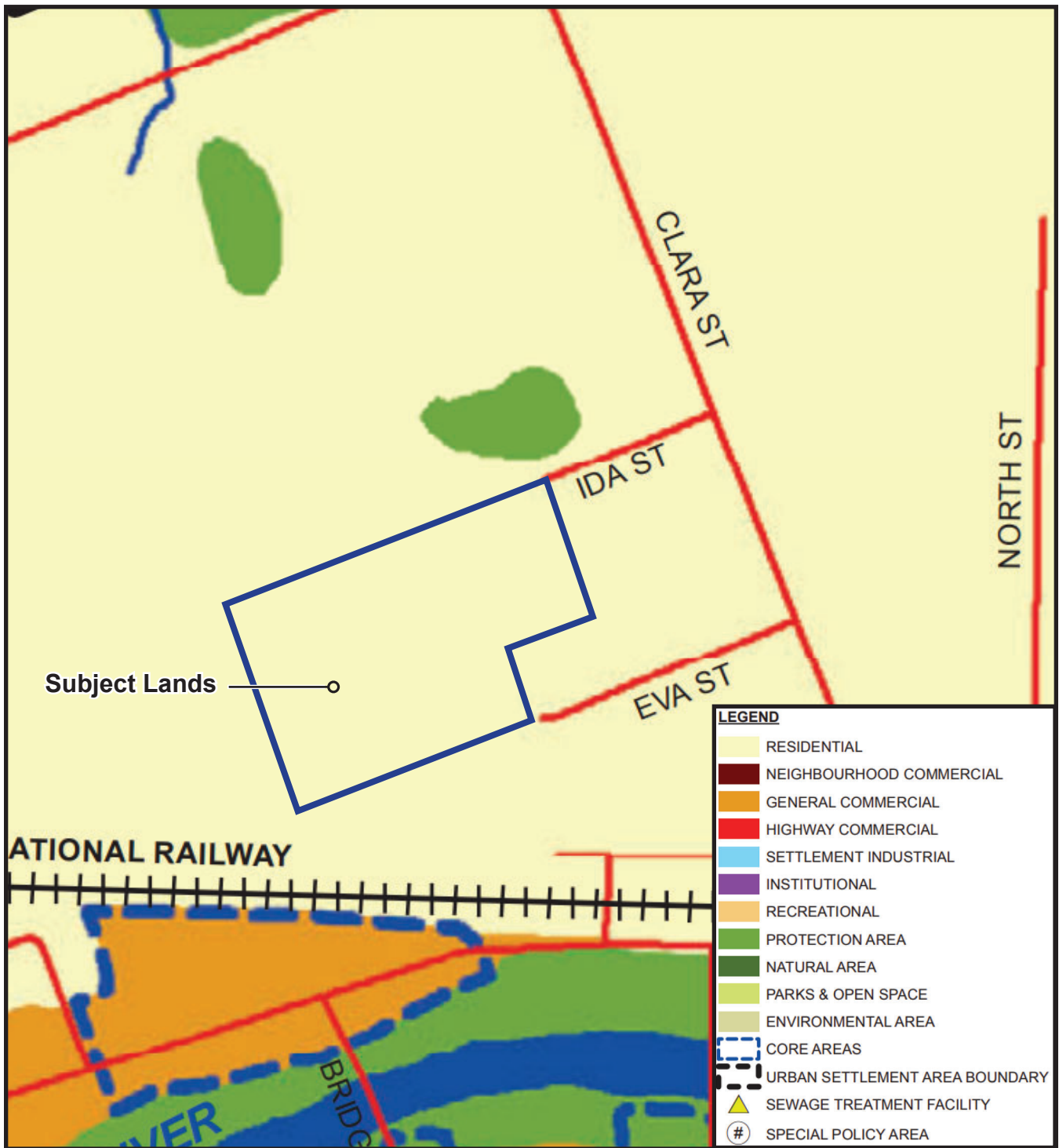
<p>a. The height, bulk, and arrangement of buildings and structures will achieve harmonious design and integrate with the surrounding area.</p> <p>b. Appropriate open space, including landscaping and buffering, will be provided to maximize the privacy of residents and minimize the impact on adjacent lower density uses.</p> <p>c. Parking areas that are of sufficient size to satisfy the need of the particular development and that are well designed and properly related to buildings and landscaped areas shall be required on the site of each residential development.</p> <p>d. Service areas may be required on the site of each development (e.g., garbage storage, snow storage areas).</p>	<p>character of the existing 2-story neighborhood;</p> <ul style="list-style-type: none"> • Integrates a common outdoor amenity area and a substantial park area into the proposed development; • Provides off-street surface parking with a ratio of __ spaces per residential unit. The street townhouses will feature individual driveways for parking, while a central parking area is provided for residents of the stacked townhouses and visitors of the development; and, • Incorporates appropriate storage areas into the design.
<p><u>Section 4.3.3.2 “Residential” Policies</u> A suitable mix of various types of residential units of appropriate densities and levels of affordability are encouraged to develop during the planning period.</p>	<p>This proposed development takes this policy into consideration by providing a development that broadens the mix of residential dwelling types with varying densities and affordability levels within the community and ensures that housing options are provided for individuals and families with different needs and income levels.</p>
<p><u>Section 4.3.3.3 “Residential” Policies</u> To ensure compatibility with the existing scale and density of development, while allowing for greater diversity in housing stock, the density and height of new residential development shall generally be limited to a maximum of three-storeys and 35 units per hectare.</p>	<p>The density and height of the proposed development is already contemplated within the Official Plan. The proposed development provides a maximum height of 3-storeys and a residential density of 30 units per hectare.</p>
<p><u>Section 4.3.3.5 “Residential” Policies</u> All new development on lands designated ‘Residential’, other than limited infilling and small scale redevelopment shall be fully serviced by the municipal water supply system and the municipal sanitary sewage system.</p>	<p>As noted throughout this report, the proposed development will not be constructed until municipal services are available.</p>
<p><u>Section 4.3.3.6 “Residential” Policies</u> Where there is substantial vacant “Residential” land, new development shall proceed in a logical, phased manner.</p>	<p>The subject lands abut the existing built-up, residential area. Thus, the subject lands are a logical location for development.</p>
<p><u>Section 4.3.3.9 “Residential” Policies</u> Only those lands already developed for residential purposes, as well as potential infilling opportunities, shall be zoned residential in the</p>	<p>The subject lands are designated “Residential” and are partially zoned for residential uses, meaning the Municipality has already considered these lands appropriate for residential development. The</p>

<p>Zoning By-law. Large blocks of land designated “Residential” that are not currently developed for such purposes may be placed in an agricultural zone, which will not permit livestock operations or mushroom farms, or in an appropriate holding zone in the implementing Zoning By-law until such time as the appropriate conditions exist to permit development.</p>	<p>proposed development intends to fulfill the planned function of the “Residential” land use designation by providing housing options to the community of Dorchester.</p>
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The proposed development represents an appropriate and compatible form of residential development at an appropriate location and is generally in conformity with the policies and intent of the Municipality of Thames Centre Official Plan. The proposed development is consistent with the planned function of the “Residential” land use designation and responds to the “Settlement Area” goals of providing a range and mix of housing unit types, sizes, and tenures.

The subject lands have been historically planned for residential uses but have not yet been developed due to the lack of municipal services. Since it is anticipated that municipal services will become available to the subject lands in the near future, it is logical to consider development on the lands.

Notwithstanding the location criteria, the proposed development is in conformity with the Official Plan as it provides for a range of housing types, sizes, price, and tenure. The housing form, height, and density of the proposed development are contemplated within the plan, and the existing road network can support the proposed development without any significant impact on the existing traffic operations. A large public park is included as part of this development which benefits the existing neighbourhood. Any compatibility issues will be appropriately accounted for and mitigated through landscaping and screening. Given the above, the requested Official Plan Amendment is appropriate.



Project No.: CCI/THC/21-01
 Date: JANUARY 19, 2023
 Scale: NTS

FIGURE 5 - THAMES CENTRE OFFICIAL PLAN
 SCHEDULE 'B-1 - LAND USE PLAN - DORCHESTER

EVA ST OPA/ZBA
 D. CHARABIN HOLDINGS
 WEST OF IDA ST & EVA ST
 PT. LOT 10, CONCESSION 4
 GEO. TOWNSHIP OF DORCHESTER
 MUNICIPALITY OF THAMES CENTRE
 COUNTY OF MIDDLESEX

 **Zelinka Priamo Ltd.**
 LAND USE PLANNERS
 318 Wellington Road, London, ON, N6C 4P4
 TEL (519) 474-7137 Email: zp@zpplan.com

6.5 Municipality of Thames Centre Zoning By-law

The subject lands are zoned “Residential First Density (R1-5)” in the Municipality of Thames Centre Zoning By-law (Figure 6). The R1 zone provides for and regulates low-density residential development, specifically in form of single detached dwellings and residential home occupations. The R1-5 special provision provides specific regulations relating to a previous development application. The “Residential Third Density (R3)” zone, as proposed, provides for and regulates medium-density residential development, including apartment dwellings; fourplex dwellings; residential home occupations; stacked townhouse dwellings; street townhouse dwellings; townhouse dwellings; and, triplex dwellings.

Table 1 and Table 2 provide a breakdown of the regulations for the R1 zone and the requested, site-specific R3-(_) zone(s). Site-specific development standards are to be confirmed and refined subject to a review of the application by Staff through the approvals process. The proposed zoning schedule is detailed in Figure 7.

Table 1 – Zoning

SITE DATA:				
ZONE:	RESIDENTIAL THIRD DENSITY (R3-(_))			
PROPOSED USE:	STREET TOWNHOUSE DWELLINGS			
	EXISTING	PROPOSED	PROPOSED	PROPOSED
	R1	R3	R3-(_)	R3-(_) <i>as shown on Concept Plan</i>
LOT AREA (min.)	700m ²	250m ² per unit	165m²*	166m²
LOT FRONTAGE (min.)	15.0m	6.0m per unit	6.0m	6.0m
FRONT YARD DEPTH (min.)	7.5m	10.0m	6.0m*	6.0m
EXT. SIDE YARD DEPTH (min.)	7.5m	10.0m	2.0m*	2.0m
INT. SIDE YARD WIDTH (min.)	2.0m	3.0m per unit	2.0m*	2.0m
REAR YARD DEPTH (min.)	8.0m	10.0m	6.0m*	6.0m
BUILDING HEIGHT (max.)	10.0m	10.5m	10.5m	<10.5m
LOT COVERAGE (max.)	35.0%	35.0%	57.0%*	57.0%
LANDSCAPED OPEN SPACE (min.)	30.0%	30.0%	30.0%	43.0%

*Denotes requested special provision.

Table 2 – Zoning

SITE DATA:				
ZONE:	RESIDENTIAL THIRD DENSITY (R3-())			
PROPOSED USE:	STACKED TOWNHOUSE DWELLINGS			
	EXISTING	PROPOSED	PROPOSED	PROPOSED
	R1	R3	R3-()	R3-() <i>as shown on Concept Plan</i>
LOT AREA (min.)	700m ²	250m ² per unit	250m ²	4,963m ²
LOT FRONTAGE (min.)	15.0m	30.0m per unit	30.0m	89.7m
FRONT YARD DEPTH (min.)	7.5m	10.0m	7.0m*	7.29m
EXT. SIDE YARD DEPTH (min.)	7.5m	10.0m	10.0m	N/A
INT. SIDE YARD WIDTH (min.)	2.0m	10.0m per unit	3.0m*	3.0m
REAR YARD DEPTH (min.)	8.0m	10.0m	10.0m	30.5m
BUILDING HEIGHT (max.)	10.0m	10.5m	10.5m	<10.5m
LOT COVERAGE (max.)	35.0%	35.0%	35.0%	24.0%
LANDSCAPED OPEN SPACE (min.)	30.0%	30.0%	30.0%	65.0%

*Denotes requested special provision.

Lot Area

The requested special regulation to permit reduced lot area facilitates a development that is sufficient and compact, minimizing the consumption of land and servicing costs.

Front Yard Depth

The proposed front yard depth of 6.0m will be sufficient to accommodate a vehicle in the driveway, outside of the right-of-way.

Interior & Exterior Side Yard Depth

The proposed exterior and interior side yard depth of 2.0m is generally considered to be standard in contemporary subdivision design for three-storey single detached dwellings. It is noted that all interior side yards are adjacent to other lots within this development, and a reduced interior side yard is not requested in relation to any existing dwellings.

Rear Yard Depth

The proposed rear yard depth of 6.0m is a modest reduction of the existing standard that, in conjunction with the reduced interior side yard setback, will facilitate an efficient building envelope. Any perceived privacy issues will be mitigated through landscaping and fencing.

Lot Coverage

Similar to the above, the proposed reduction of lot coverage is reflective of contemporary subdivision design that facilitates an efficient use of land and services.

The *Open Space (OS)* zone is proposed for the Parkland, Compensation Planting Area, and Stormwater Management blocks. This is considered to be appropriate as *open space* refers to a part of a lot left in its natural or undisturbed state and which is unoccupied by buildings or structures. The *Open Space* zone regulates conservation and open space uses.



Subject Lands

FIGURE 6 - THAMES CENTRE ZONING BY-LAW
retrieved from Middlesex County Public Map

Project No.: CCI/THC/21-01

Date: JANUARY 19, 2023

Scale: NTS



318 Wellington Road, London, ON, N6C 4P4
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EVA ST OPA/ZBA

D. CHARABIN HOLDINGS
 WEST OF IDA ST & EVA ST
 PT. LOT 10, CONCESSION 4
 GEO. TOWNSHIP OF DORCHESTER
 MUNICIPALITY OF THAMES CENTRE
 COUNTY OF MIDDLESEX



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Zelinka Priamo Ltd.
LAND USE PLANNERS

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FIGURE 7 - ZONING SCHEDULE
prepared by Zelinka Priamo Ltd.

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7.0 ADDITIONAL CONSIDERATIONS

7.1 Functional Servicing Report

MTE Consultants Inc. was retained by D. Charabin Holdings to provide a preliminary Functional Servicing Report in support of the proposed residential development. The report concludes that:

- The proposed sanitary, storm and water servicing as well as the proposed Stormwater Management meet the Municipality and MECP requirements; and,
- It is recommended that the site grading, proposed SWM facility, storm servicing, sanitary servicing, water servicing and associated detailed reports will be completed during the future detailed design stage of the process.

7.2 Transportation Impact Brief

RC Spencer Associates Inc. was retained by D. Charabin Holdings to examine the proposed development's effect on area traffic operations, particularly on Clara Street. The report concludes that:

- Even with the addition of site generated traffic, Clara Street will continue to operate very well and that no geometric improvements are warranted within the study area;
- The proposed site accesses (extensions of Ida Street and Eva Street) are safe for egress and no undue hazard to traffic operations is expected at these locations; and,
- It is the engineers' opinion that the proposed development will not adversely impact area traffic operations.

8.0 CONCLUSIONS

The proposed Draft Plan of Condominium proposes 63 total units to facilitate the future construction of 105 residential street townhouse and stacked townhouse dwelling units. The subject lands are appropriately located for the proposed development, being adjacent to the existing built boundary. The subject lands are proximate to public services and amenities as well as recreation opportunities and open space areas. The proposal to redevelop the subject lands to appropriately provide efficient and cost-effective residential development provides a built-form and residential intensity that is compatible with abutting uses and achieves the goal of residential intensification.

The Municipality of Thames Centre specifically contemplates residential development on the subject lands for the expressed purpose of providing desirable housing. The proposed development will contribute to a range of housing choices in the area, increasing housing supply to provide housing at a lower cost, and will contribute to a solution for the demand of residential housing.

The proposed development is also aligned with the County of Middlesex Official Plan in terms of providing development at appropriate locations utilizing full municipal services. As noted throughout this report, the subject lands are anticipated to make use of full municipal services in the near future.

Based on the above, and as detailed throughout the Planning Justification Report, the proposed Draft Plan of Condominium, Official Plan Amendment, and Zoning By-law Amendment are consistent with the intent and policies as set forth in Provincial and Municipal planning documents and, as such, the proposed applications are appropriate for the subject lands and represent good land use planning principles.