



## Staff Report

**Report No.** PDS-052-25

**To:** Mayor and Members of Council

**From:** E. Besch, Planner

**Meeting Date:** October 20, 2025

**Subject:** Official Plan Amendment Application (O3-25), Zoning By-law Amendment Application (Z20-25) & Proposed Draft Plan of Subdivision (39T-TC2501); Doug. Tarry Limited c/o Tracy Tucker; 83 Christie Drive and 2648 Harris Road, Dorchester

### Recommendation:

**THAT** Report No. PDS-052-25 with respect to Applications for Official Plan Amendment O3-25, Zoning By-law Amendment Z20-25 and Proposed Draft Plan of Subdivision 39T-TC2501 as requested by Doug. Tarry Limited for 83 Christie Drive and 2648 Harris Road **BE RECEIVED** for information.

**AND THAT** Planning staff **BE DIRECTED** to provide a subsequent report evaluating said applications, taking into account all public and agency comments received, with a recommendation for Council's consideration at a future meeting.

### Purpose:

The purpose and effect of the subject Official Plan Amendment application is to re-designate a portion of the subject lands from the 'Residential' designation of the Official Plan to a site-specific 'Residential – Special Policy Area #' to permit high-density residential uses, including apartment dwellings, up to a maximum height of 6-storeys on Block 175 of the proposed Draft Plan of Subdivision.

The purpose and effect of the subject Zoning By-Law Amendment application is to rezone the subject lands from the 'Future Development (FD) Zone' to the following categories:

- a site-specific 'Residential Second Density (R2-#) Zone' for the proposed 170 single-detached and semidetached freehold lots and 4 townhouse blocks
- a site-specific 'Residential Third Density (R3-#) Zone' limited to the high-density block;

- the 'Open Space (OS) Zone' limited to Blocks 186, 187, 190 and 191 to accommodate parkland, open space areas and the stormwater management facility;
- the 'Environmental Protection (EP) Zone' limited to Blocks 186 and 187 and is proposed to include a holding provision.

The purpose of this report is to provide Council with background information regarding the subject proposal and to facilitate community engagement through the public meeting. Following the public meeting, staff will consider all public and agency comments and provide an evaluation report including a recommendation for Council's consideration at a future meeting.

## Background:

Combined, the subject lands are approximately 44.28 ha (109.4 ac) in area and located on the north and south side of the unopened road allowance of Christie Drive within the Dorchester Settlement Area.

The land north of Christie Drive comprises an area of approximately 18.94 ha (46.8 ac) and has a frontage of approximately 622 m (2,040 ft) on the unopened Christie Drive road allowance, which is currently utilized as a public pedestrian trail maintained by the Municipality. The land is currently used for agricultural purposes and is vacant of buildings or structures. The northern property line abuts a 'significant woodland' as identified within the Middlesex Natural Heritage Systems Study (2014), as well as a 'Provincially Significant Wetland (PSW)' as defined by the Ministry of Natural Resources (2019). Residential uses bound the property to the west with frontages along Harris Road, and to the east within the Tiner subdivision.

The land south of Christie Drive comprises an area of approximately 25.34 ha (62.6 ac) and has a frontage of approximately 683 m (2,240.8 ft) along the unopened Christie Drive road allowance. The subject lands are part of a larger property owned by the proponent; however, only the area identified on the Draft Plan of Subdivision are proposed for development at this time. The subject lands contain an existing single detached dwelling and three barns near the eastern property boundary and the remainder of the site is in agricultural production. The subject lands are relatively flat, with the grade dropping down towards the wooded area to the southeast. Trees exist along the perimeter of the subject lands, and within a cluster south of the residence and barns. Agricultural uses surround the site to the south, with a large 'significant woodland' to the west. Several residential properties are located directly east along Christie Drive.

A pre-application consultation meeting with Municipal staff was held on June 23, 2021. The Municipality received the Official Plan Amendment and Zoning By-law Amendment applications on July 4, 2025, and they were deemed complete on July 14, 2025. The County received the Plan of Subdivision application on July 15, 2025, and it was deemed complete on July 31, 2025.

The purpose of the proposed (attached) plan of subdivision is to facilitate the development of the subject lands for the following purposes:

- 170 single-detached and semi-detached freehold lots (Lots 1-144, 149-174)
- Four (4) townhouse blocks containing a total of 21 units (Blocks 145-148)
- One (1) high density residential block (Block 175)
- Four (4) blocks for parkland (Blocks 184, 185, 188, 194)
- Four (4) blocks for open space purposes (Blocks 186, 187, 190, 191)
- One (1) block for stormwater management (Block 189)
- Two (2) blocks for Future Development (Blocks 192, 193)

The subdivision plan south of Christie Drive proposes new public rights-of-way:

- Street 'A' is proposed as a standalone cul-de-sac with direct access off Christie Drive
- Street 'B' connects Street 'C' to Christie Drive
- Street 'C' provides an internal road that does not connect directly to Christie Drive but provides a future road connection into the southern part of the proponent's land
- Street 'D' provides a direct north-south connection between Christie Drive and future development to the south
- Christie Drive is proposed to extend to Harris Road for direct access to Hamilton Road.
- Roundabouts will be located on Christie Drive at the intersections of Street 'D' and Street 'B'
- Streets 'B' and 'D' are proposed to extend a small portion into the future development area of the northern subject lands to act as future access points

The draft plan also includes a 1.47 ha (3.63 ac) parkland block located south of Christie Drive with walkway connections to Streets 'B' and 'C', a stormwater management pond and a trail / open stormwater channel that will maintain the pedestrian walking trail connection to Harris Road.

The applicant has proposed lots fronting onto Christie Drive on the subject lands to the north. This site is also proposed to contain a walking trail that could connect to existing residential. The remainder of the site is not proposed for development at this time and will remain within the 'Future Development (FD) Zone'.

Archaeological assessments have identified items of cultural significance to local Indigenous communities at multiple locations within the subject lands. These areas are designated as 'Open Space' blocks on the draft plan of subdivision, and no development is proposed within them.

The purpose and effect of the Official Plan Amendment application is to create a Special Policy Area to permit high-density residential uses, including apartment dwellings, up to a maximum height of 6-storeys on Block 175 of the proposed Draft Plan of Subdivision.

Additionally, limited commercial and office uses are proposed to be permitted on the ground floor of the apartment building.

The purpose and effect of the Zoning By-law Amendment application is to rezone the subject lands from the 'Future Development (FD) Zone' to the following categories:

- a site-specific 'Residential Second Density (R2-#) Zone' for the proposed 174-freehold single detached, semi-detached and townhouse lots;
- a site-specific 'Residential Third Density (R3-#) Zone' limited to the high-density block;
- the 'Open Space (OS) Zone' limited to Blocks 186, 187, 190 and 191 to accommodate parkland, open space areas and the stormwater management facility;
- the 'Environmental Protection (EP) Zone' limited to Blocks 186 and 187 and is proposed to include a holding provision.

Details of the proposed 'Residential Second Density (R2-#) Zone' and the 'Residential Third Density (R3-#) Zone' are provided below.

In support of the applications, the Applicant submitted the following reports:

- [Planning Justification Report](#) (Link)
- [Functional Servicing Report](#) (Link)
- [Scoped Environmental Impact Study](#) (Link)
- [Hydrogeological Study](#) (Link)
- [Stormwater Management Report](#) (Link)
- [Transportation Impact Study](#) (Link)
- [Geotechnical Engineering Report](#) (Link)
- Proposed Zoning Map (Attached to this report)
- [Proposed Concept](#) (Link and attached to this report)
- Archaeological Assessments

## Policy & Regulations:

The Middlesex County Official Plan identifies Dorchester as a settlement area and defers to municipal official plans to delineate the boundaries of the settlement area. The land is designated 'Residential' (Schedule B-1 of the Official Plan). The entirety of the subject land is zoned 'Future Development (FD) Zone' within the Thames Centre Zoning By-law.

As such, the policies and provisions below are applicable to the lands.

## **Provincial Planning Statement, 2024:**

The *Planning Act* states that all decisions made by planning authorities/municipalities “shall be consistent with the policy statements issued” under subsection 3. The Provincial Planning Statement, 2024 (PPS) document is comprised of several policy statements and those that are applicable to the proposed development are noted below:

Generally, the PPS seeks to support the provincial direction to increase in supply and mix of housing options to address the full range of housing affordability needs. Further, the PPS supports a strong and competitive economy that is investment-ready.

Section 2.1 – Planning for People and Homes establishes policies permit municipalities to plan for and provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. Planning authorities should support the achievement of complete communities by accommodating a range of housing options, transportation options, employment, recreation, institutional uses and other uses to meet long-term needs. A complete community is also achieved by improving accessibility for people of all ages and abilities, and by improving social equity for all people and groups.

Section 2.2 – Housing further builds on the policies of Section 2.1 by directing municipalities to permit and facilitate all housing options and all types of residential intensification that efficiently uses land, resources, infrastructure, and public services.

Section 2.3 – Settlement Areas directs growth and development to settlement areas where new development varies in densities and land uses, and there are opportunities for intensification and redevelopment.

Section 2.8 – Employment directs municipalities to provide for an appropriate mix and range of employment, institutional and broader mixed uses to meet long term needs. This can be achieved through providing opportunities for a diversified economic base, suitable sites for employment, and encouraging intensification of employment uses and compact mixed-use development.

Sections 3.2 – Transportation Systems and Section 3.3 – Transportation and Infrastructure Corridors requests municipalities to provide transportation systems that are safe, energy efficient, and facilitate the movement of people and goods. Municipalities shall plan for and protect corridors and rights-of-way for infrastructure and transportation.

Section 3.3 – Transportation and Infrastructure Corridors establishes policies for the protection and integration of infrastructure corridors to support long-term communities and economic development. Planning authorities shall plan for and protect corridors and rights-of-way required for transportation, transit, electricity generation, and transmission infrastructure to accommodate both current and future needs. These corridors play a vital role in ensuring the efficient movement of people and goods and the reliable delivery of essential services.

Section 3.6 – Sewage, Water and Stormwater requires municipalities to plan for sewage and water services to accommodate forecasted growth that efficiently uses and optimizes existing sewage and water services. Servicing and land use considerations must be integrated at all stages of the planning process. Consideration shall be made for opportunities to allocate and re-allocate unused municipal system capacity of water and sewage services to support efficient use of the services to meet current and projected needs for increased housing supply.

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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Planning for stormwater management shall be integrated with planning for sewage and water services to ensure that systems are optimized, retrofitted as appropriate, feasible, and financially viable over their full life cycle. Planning should also consider minimization, prevention or reduction of increases in stormwater volumes and contaminant loads, and consider green infrastructure to minimize erosion and changes in water balance. Municipalities must also mitigate risks to human health, safety, property and the environment.

Section 3.9 – Public Spaces, Recreation, Parks, Trails and Open Space identify that healthy, active and inclusive communities should be promoted by planning for and providing a full range of publicly-accessible built and natural settings for recreation, including parklands, public spaces, open space areas, trails and linkages. This can include the planning of public streets and spaces that foster social interaction and facilitate active transportation.

Section 4.1 – Natural Heritage state that natural features shall be protected for the long term to support diversity and connectivity of natural features in the area and the long-term ecological function and biodiversity of natural heritage systems. Development and site-alteration shall not be permitted in significant wetlands and shall not be permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Additionally, development and site alteration shall not be permitted on adjacent lands to natural heritage features and area unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts.

Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

Section 4.2 – Water directs municipalities to protect, improve or restore the quality and quantity of water by minimizing potential negative impacts, implementing necessary restriction on development and site alteration that protect municipal drinking water supplies and vulnerable areas, and protect and improve vulnerable surface and ground water and their hydrologic functions.



Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

Municipalities are encouraged to undertake watershed planning in collaboration with the local conservation authority to inform planning for sewage and water services and stormwater management, including low impact development, and the protection, improvement or restoration of the quality and quantity of water.

Section 4.6 – Cultural Heritage and Archaeology direct municipalities to not permit development and site-alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

Municipalities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

Municipalities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources.

Section 5.1 – General Policies for Natural and Human-Made Hazards and Section 5.2 – Natural Hazards directs development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and not create new or aggravate existing hazards.

Development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.

Development and site alteration shall not be permitted in areas that would be rendered inaccessible to people and vehicles during times of flooding hazards and/or erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. Additionally, development and site alteration shall not be permitted in a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

Section 6.2 – Coordination directs municipalities to seek a coordinated approach when dealing with planning matters with all levels of government, agencies, boards and Service Managers. This also includes the direction to municipalities to undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

### **Middlesex County Official Plan:**

The County of Middlesex Official Plan (County Plan) identifies the subject property as within the Dorchester 'Community Settlement Area'.

2.3.2 – Growth Management Hierarchy identifies that Community Areas shall demonstrate the potential to accommodate future growth through population projections, must currently serve a community function and must demonstrate the potential to provide a level of service necessary to support future growth through a master servicing component of a Settlement Capability Study and/or completion of an Environmental Assessment (EA) pursuant to the Environmental Assessment Act.

It is the goal of this Plan that future development within settlement areas proceed on the basis of full municipal services.

Section 2.3.4 d) – Economic Development encourages local municipalities to promote a high standard of urban design by prioritizing principles such as pedestrianization, compact form, mixed-use, high quality functional public space that include natural and built features, accessibility and universal design, to create healthy vibrant communities which attract investment.

Section 2.3.7 – Housing Policy establishes policies to support a diverse mix of housing types, sizes, and tenures in Middlesex County to meet the needs of current and future residents. Local municipal official plans may expand on these policies to reflect community-specific needs.

Local municipalities are encouraged to maintain a housing inventory by type and tenure to support County objectives. Municipal official plans shall include policies that: establish criteria for intensification and redevelopment; permit conversions of large single detached dwellings into multiple units; support the rehabilitation or redevelopment of older residential areas; and allow for individual lot intensification where servicing, health, and safety standards are met.

Plans should also promote compact, energy-efficient development supported by green infrastructure and renewable energy. Development within hazard lands, as defined by conservation authorities, shall not be permitted. Municipalities are further encouraged to support pedestrian-focused, mixed-use development with strong connectivity and access to green space.

Section 2.3.7.1 – Adequate Supply of Land and Lots states the goal of the County is to have at least a 3-year supply of draft approved and registered plans of subdivision lots, and that the supply be maintained based on the consumption rates of the local municipality.

Section 2.3.7.2 – Number, Range and Mix of Housing Units identifies the population growth throughout the County. The mix of unit types and tenures shall be established by local municipalities, and local official plan policies should encourage a range of housing types, housing densities and housing options to meet the needs of current and future residents. The County encourages innovative housing and subdivision design, and servicing standards as a means of reducing housing costs.



Section 2.3.8 – Settlement Areas states that Urban Areas and Community Areas shall be the focus for future growth including residential, commercial and industrial development. These areas are characterized by a range of land uses and have full services or where warranted, partial services, as described in Section 2.3.2.

Community Areas are intended to serve the surrounding Agricultural Areas as well as provide an alternative to city or Urban Area living. Community Areas serve a community function but provide a more limited range of land uses and activities than in Urban Areas. The concentration and intensity of development is intended to be lower than in Urban Areas.

New development in Community Areas is intended to take place on municipal or communal services; however, in areas where new development is proposed and municipal or communal services are not currently available or will not be available in the immediate future, development may proceed on other than full municipal services, on an interim basis, where provided for in a master servicing strategy component of a Settlement Capability Study or Environmental Assessment pursuant to the Environmental Assessment Act. Such development should not preclude the efficient use of land should full services become available in the future and all servicing studies shall consider all servicing options.

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

Section 2.3.10 – Natural Heritage Features reflects the Middlesex Natural Heritage Systems Study which identified significant natural heritage features and attributes such as wetlands, river systems, and fish and wildlife habitats. Development and site alteration shall not be permitted within Provincially Significant Wetlands, Fish Habitat except in accordance with provincial and federal requirements, and habitat of endangered species and threatened species except in accordance with provincial and federal requirements.

Development and site alteration shall not be permitted in the following features unless it has been demonstrated that there will be no negative impacts on the features or their ecological functions: significant woodlands, significant wildlife habitat, significant vegetation groups and vegetation patches, significant valleylands, and significant areas of natural and scientific interest.

Development may be permitted on adjacent lands within 120 m to the natural heritage system if it does not result in the 4 criteria outlined in this section.

In Settlement Areas, protection of Natural Heritage System features and ecological functions shall include a vegetation protection zone.

Where new development is proposed on a site part of which is identified as a Natural Heritage Feature in the Official Plan, then such feature shall not necessarily be acceptable as part of the dedication for park purposes required under the Planning Act.

Section 2.3.11 – Natural Hazards Policies states that it is a policy of the Official Plan to direct development and site alteration to areas outside of natural hazards to reduce potential risks to public health or safety or property damaged. Uses may be permitted in natural hazards provided that the specified land use designation or site is not considered hazardous to life or property due to conditions such as unstable ground or soil, erosion, or possible flooding and subject to the approval of the local conservation authority.

Section 2.4.2.2 – Transportation System - General Policies requires that the layout of all new residential developments, including block development, shall provide a minimum of two access points to the existing road network. Exceptions to this policy shall be considered if the proposed street pattern is approved by the local Municipality, emergency service provider(s) and the County Engineer, where applicable.

This section of the Official Plan also outlines the hierarchy of the road network within the County. Following Provincial and County roads, Municipal roads may be classified as arterial, collector or local roads to handle different volumes, types and nature of traffic. Private roads are wholly located on private property for the benefit of providing access to a single user or multiple users. Such roads remain subject to the design, construction and maintenance standards, policies and regulations of the local municipality.

Section 2.4.5 – Sanitary Sewers and Water recognizes that the County does not fund or maintain sewer or water systems. However, the County promotes efficient and environmentally responsible development which is supportable on the basis of appropriate types and levels of water supply and sewage disposal. The County encourages new development to proceed on the basis of full municipal services.

The County encourages development on municipal water and sanitary sewer systems. Where local municipalities do not provide or demonstrate a strong potential to provide full municipal water and sewage treatment facilities, development other than infilling will require a Settlement Capability Study as outlined in Section 2.3.6. Additionally, the County encourages the improvement of existing systems and the installation of new systems in Settlement Areas where technically and financially feasible.

Site specific development proposals must be accompanied by an evaluation of servicing options that address the County's preferred servicing hierarchy: i) extension from existing municipal system; ii) extension from existing communal system; iii) new municipal or communal system; iv) individual septic systems and private wells.

Section 2.4.7 – Water Resource and Source Protection encourage Thames Centre to follow the Thames, Sydenham and Region Source Protection Plan. As part of the implementation of the Source Protection Plan, local municipalities should encourage stormwater management practices including low impact development that minimize stormwater volumes and contaminant loads and implement restrictions on development and site alteration to protect all municipal drinking water supplies and groundwater features.

Section 3.2.5 – Detailed Land Use Policies - Settlement Areas (Community Areas) provides additional development policies for lands within Settlement Areas.

Permitted uses include: a variety of housing types; Commercial uses primarily serving the day-to-day needs of the residents of the community; dry industrial uses; community facilities; recreation and open space, including active and passive recreation activities; other specific land use designations necessary to reflect the unique needs and character of the Community Area; and Natural Heritage System features and ecological functions.

### **Thames Centre Official Plan:**

The subject lands are designated 'Residential' on Schedule 'B1' of the Thames Centre Official Plan. Portions of the subject lands also contain the 'Natural Hazard Overlay'.

Section 2.1 – Development Policies identifies general policies that Council will endeavor to maintain while approving development. These include ensuring that there are sufficient community facilities, such as parks and recreational facilities, and that any increases in traffic can be accommodated by the road network without causing unacceptable congestion, accident hazard, or nuisance to adjacent residential areas. Further, development should have regard for the natural environment and the community has been assured that any adverse effects are minimized or avoided.

Section 2.2. – Site Suitability states that prior to the approval of any development or amendments to the Official Plan or Zoning By-law, it shall be established to the satisfaction of Council and all other bodies having jurisdiction that:

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 use or on the natural heritage features and functions.

Section 2.4 – Water Supply and Sewage Disposal states that all site-specific development proposals within Settlement Areas shall be accompanied by an evaluation of servicing options. The preferred servicing hierarchy for development within the Municipality is an extension from existing municipal systems.

Section 2.5 – Stormwater Management Policy states that prior to development being allowed to proceed, and if required by either the Upper Thames River or Kettle Creek Conservation Authority, the developer shall undertake an appropriate engineering study to determine the effect of increased run-off due to development of the site, and to identify stormwater management measures as necessary to control any increases in flows in

downstream watercourses, up to and including the 250-year or Hurricane Hazel Storm Event (depending on the requirements of the Conservation Authority).

Consideration shall also be given to the recommendations of Conservation Authorities Watershed and Subwatershed Studies. These studies will provide guidance when dealing with any new development within these two watersheds.

Section 2.7 – Public Parkland Standards provides standards that shall be used as guidelines for the establishment of community parkland. Community parkland shall be established, in accordance with the policies of this Plan, on the basis of 3 hectares per 1,000 population. Such parklands are intended to serve the residents of the Municipality.

Whenever development or redevelopment of lands is proposed for residential purposes, the Municipality shall, as a condition of approval, require that up to five percent (5%) of such lands for development at 14 units per gross hectare or less, or one hectare (1 ha) for every 300 dwelling units for development at densities greater than 14 units per gross hectare, be conveyed to the Municipality for park purposes. All lands to be so conveyed shall require approval by the Municipality and under no circumstances will Municipal Council be obligated to accept parkland which is being offered by an applicant for a proposed plan of subdivision. Lands having environmental constraints may not be acceptable to the Municipality.

The Municipality may require the developer to convey cash-in-lieu of parklands. The cash value of such lands shall be determined by an appraisal authorized by the Municipality.

Section 2.26 – Plans of Subdivision and Condominium states that when considering applications for plans of subdivision, the Municipality and/or County will ensure that the area to be subdivided can be provided with necessary services, roads and amenities and that the proposed development would not adversely affect the economy of the Municipality. All lots within a proposed plan of subdivision must have frontage on a public road that is of adequate construction and that is, or will be, opened and maintained year-round. For large plans of subdivision, consideration shall also be given to appropriate phasing. Other relevant factors may also be considered.

It shall be the policy of this Plan that approval be granted only to those plans of subdivision which can comply with the policies of this Plan and which, to the satisfaction of Council, can be supplied with adequate public utilities and services such as schools, fire protection, water supply, sanitary sewers (including treatment capacity), and storm drainage facilities as required by this Plan, and which by reason of such approval, would not adversely affect the economy of the Municipality. As a condition to the approval of a plan of subdivision or condominium, lands for pedestrian pathways and bicycle paths may be required to be dedicated to the Municipality.

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.

2.28 – Housing Policies states that the Municipality shall attempt to achieve a broad range of housing types which are suitable for the different age groups, lifestyles, and household structures of existing and future residents. In particular, housing types that promote continuum of lifestyle and allow residents to remain within the community throughout the course of their lives shall be encouraged.

Section 3.2 – Natural Heritage Features and Natural Hazard Areas states that the goal for the Natural Heritage “Green-Space” System is to achieve an overall improvement in the extent, ecological condition and diversity of the green-space system’s components during the life of this Plan. Achieving this goal will contribute quality of life and environmental improvements, help protect groundwater areas and enhance the appearance of the Municipality’s landscape.

Specific goals and objectives include: the protection of Group A features (provincially significant wetlands and significant habitats of threatened or endangered species) through prohibiting development in such areas; the protection of fish habitat, a Group A feature, by ensuring that proposed new development, site alteration or new land uses will not cause harmful alteration, disruption or destruction of fish habitat and will not cause deposition of any deleterious substances in fish habitat; to promote and encourage the retention of existing woodlots, regionally significant wetlands and ESAs/ANSIs, natural corridors and ecological linkages within the Municipality; and, to reduce the risk to life and the risk of property damage and social disruption from flooding and other natural hazard processes and to ensure new development does not add to or create conditions that might lead to increased natural hazards.

Section 3.2.3.1 – Environmental Impact Studies (EIS) identifies that both the County and local Official Plans require that qualified individuals must evaluate new land use proposals and/or new development, site alteration or lot creation wherever such proposals are near or within the general locations of any Group A, B, or C “green system” feature. Evaluation of these new proposals, through an Environmental Impact Study (EIS), must, at a minimum, provide conclusions for two key areas of investigation:

- (1) The location of the proposal with respect to the Group A, B, or C “green system” natural heritage feature or areas. This usually requires undertaking a life science, earth science and a hydro-geological (as appropriate) inventory of the feature or area to provide an accurate identification and boundary for the feature or area and the processes that are occurring; and,
- (2) To evaluate for possible or probable impacts, both positive and negative, that may result from the development proposal. If negative impacts might be expected, details as to how those impacts can be mitigated must be provided in the EIS.

The minimum standards for an EIS are set out in Table 1 in the Official Plan.



At the Municipality's discretion and in consultation with appropriate agencies, a scoped Environmental Impact Study may be deemed adequate to satisfy the policies of the Plan.

A scoped EIS may be considered only when it is felt that the potential environmental impacts of a proposed development or site alteration are minimal. A scoped EIS may include such information deemed appropriate by the Municipality to adequately evaluate the impacts upon the natural features and does not preclude the requirement of a full EIS if issues requiring further study are identified.

3.2.5 – "Protection Area" Designation states that this designation applies to and contains Group B "green system" features and areas. The following policies apply:

- (1) Permitted uses shall be in accordance with the policies outlined in this Section and shall be limited to agricultural operations, maple syrup production, forestry following good forestry management practices, non-intensive recreation uses such as nature viewing and trails activities (but not including motorized vehicle trail or the use of motorized vehicles), wildlife and fisheries management, archaeological activities, essential transportation and utility facilities subject to an Environmental Impact Study, buildings, structures and facilities accessory to existing uses, and small-scale commercial uses accessory to agriculture operations.
- (2) Where natural hazards exist within or adjacent to lands designated "Protection Area", the policies in Section 3.2.7 shall also apply.

Section 3.2.7 – Natural Hazard Areas provides that the following policies apply to all lands containing, or adjacent to lands containing, natural hazards:

- (1) All development or site alteration within natural hazard areas is subject to review by the appropriate conservation authority. Development and site alteration shall not be approved without notification from the appropriate conservation authority that the proposed development and site alteration can be permitted under conservation authority regulations (per the *Conservation Authorities Act*) and the regulatory requirements are being addressed by the design of the proposed development or site alteration.
- (2) An amendment to this Official Plan is not required to modify the boundary of a designation that is solely associated with a natural hazard area if the modification is caused by the revision of a flood or fill line, as long as the changes are deemed suitable to Council after consultation with the appropriate conservation authority.
- (3) Except for the Urban Settlement Areas of Dorchester and Thorndale, the Municipality has adopted a single zone approach for flood plain management. Under this approach, the entire area within a Regulatory Flood Plain is considered to be the floodway.
- (4) Within the Urban Settlement Areas of Dorchester and Thorndale, the Municipality has adopted a two-zone approach for flood plain management to allow for some new development within the flood fringe areas of the flood plain. In these areas, the flood way is defined as the land below the 100-year flood elevation. The flood fringe is the



land that is between the limits of the Regulatory Flood Plain and the 100-year flood elevation (i.e., above and outside of the floodway). The floodway and flood fringe lines may be more precisely delineated in the Municipality's Zoning By-law.

- (a) Development and site alteration is not permitted within the floodway.
  - (b) The Municipality or the proponent may, subject to the approval of the Upper Thames River Conservation Authority, more precisely determine the flood fringe area by completing a detailed flood depth and velocity assessment.
- (5) Proponents of development or site alteration on lands adjacent to regulatory flood plains, near 100-year erosion limits, or near watercourses (where the extent of the hazard has not been mapped) must demonstrate through site planning that vehicles and people will be able to safely enter or leave the development during times of emergency (such as a flood or storm event). The proponent's site planning must include consultation with the appropriate conservation authority before the Municipality will consider approving such development proposals.

Section 4.1.3 (4) – Vacant Residentially Designated Areas states that in vacant areas designated for residential purposes, a suitable mix of housing types should be provided while ensuring that the overall density restrictions are not exceeded and that conflicts do not occur between housing types. Internal road networks should be designed to ensure good access to the major road network while discouraging through traffic.

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 multiple dwelling development of either rented or condominium tenure, added emphasis and encouragement will be given to developments of this type.

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.

Section 4.3 – Residential Designations identifies that the "Residential" designation will be the focus of residential growth in the Municipality within the Urban Settlement Areas. This designation permits and encourages a wide variety of densities and housing types, although it is recognized that the predominant use of land is, and will continue to be, single detached dwellings. Land uses compatible to dwellings and deemed necessary by Council to serve the needs of local residents will also be permitted within the "Residential" designation, including churches, neighbourhood parks, etc.

Section 4.3.3(1)(a) – "Residential" Policies states that permitted uses shall include low density residential, including single detached dwellings, semi-detached dwellings, duplexes, triplexes, and home occupation uses in accordance with Section 4.1.3(9) of this Plan; mobile homes and mobile home parks shall not be permitted; residential uses may be placed in separate zoning categories in the implementing Zoning By-law.

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:

- 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:
  - Frontage on an arterial road as indicated on Schedule “C” of this Plan.
  - Abutting major public parks as indicated on Schedule “B” of this Plan.
  - Abutting a commercial area as indicated on Schedule “B” of this Plan.
  - The overall development application involves a land area of at least 2 hectares.
- ii. The following additional items will be considered when reviewing the appropriateness of applications to amend the comprehensive Zoning By-law to allow medium density residential uses in an area designated “Residential”:
  - 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;
  - the capacity of Municipal, County and Provincial roads affected and their ability to handle the expected increases in traffic;
  - the adequacy of services to serve the proposed development;
  - the adequacy of off-street parking facilities to serve the proposed development;
  - the provision of landscaping, buffering and building setbacks adequate to protect the privacy of surrounding residential properties; and
  - consistency with the Provincial Policy Statement.

Innovative forms of housing and creative housing design will be encouraged where it is demonstrated that individual units will be attractive, individual privacy will be enhanced, natural amenities will be retained, landscaped open space will be increased, and the amenity and character of neighbouring residential areas will be protected.

Section 4.4.1 – Commercial Designations states that commercial activity will generally be directed toward the Urban Settlement Areas, although limited commercial opportunities exist in Hamlets for small-scale and “local” activities, in agricultural areas for particular farm-related uses, and in existing pockets of commercial strip development along major roads. The location of residential uses above compatible commercial uses shall be encouraged.

Section 5.6 – Local Roads provides that existing and proposed local roads are under the authority of the Municipality of Thames Centre. Local roads have two traffic lanes and a right-of-way width of 20 metres, which are designed primarily to provide access to abutting properties. They should be designed so as to discourage the movement of through traffic and function as distributors of traffic to the collector roads.

Section 5.11 – Walking Trails and Cycling Paths states walking and cycling are recognized as active transportation modes that serve not only as popular recreational activities but also a means of purposeful transportation that is affordable and accessible for most of the population. The development, connection, and enhancement of trails and pathways for walking and cycling shall be encouraged as part of the development approval process, ongoing capital works, and community-sponsored initiatives. Design criteria and proposed routes may be established from time to time within a trails and cycling master plan.

#### **Thames Centre Zoning By-law:**

The subject lands are zoned ‘Future Development (FD) Zone’ within Thames Centre’s Comprehensive Zoning By-law.

The application proposes to rezone the subject lands a site-specific ‘Residential Second Density (R2-#) Zone’ for the proposed 174-freehold single detached, semi-detached and townhouse lots; a site-specific ‘Residential Third Density (R3-#) Zone’ limited to the high-density block; the ‘Open Space (OS) Zone’ limited to Blocks 186, 187, 190 and 191; and the ‘Environmental Protection (EP) Zone’ limited to Blocks 186 and 187 and is proposed to include a holding provision.

The proposed zoning map is included as Attachment 10, and specific details of the requested residential zones are in the following tables:

#### **Zoning Application Summary**

**Site-specific Residential Second Density (R2-#) Zone** for the proposed single-detached, semi-detached and townhouse lots subject to the following special provisions in conjunction with the parent R2 Zone:

Provision	Proposed (Single-Detached)	Proposed (Semi-Detached)	Proposed (Street Townhouse)
Lot Area (min.)	350m <sup>2</sup>	250m <sup>2</sup>	185m <sup>2</sup>
Lot Frontage (min.)	10.5m	8.5m	5.5m (interior lot) 7.5m (end lot)
Front/Exterior Side Yard Depth (min.)	4.5m to a dwelling 6.0m to a garage	4.5m to a dwelling 6.0m to a garage	4.5m to a dwelling 6.0m to a garage
Interior Side Yard Depth (min.)	1.2m	1.2m, provided no side yard shall be required between the common wall dividing individual dwelling units	2.0m, provided no side yard shall be required between the common wall dividing individual dwelling units
Rear Yard Depth (min.)	8.0m	8.0m	8.0m
Lot Coverage (max.)	50%	50%	65% (interior lot) 50% (end lot)
Building Height (max.)	11.0m	11.0m	15.0m
Landscaped Open Space (min.)	30%	30%	15% (interior lot) 30% (end lot)
Maximum Driveway Width	Lesser of 7.0m or 60% of the street line along the street used to gain access to the driveway; but not greater than 7.0m	Lesser of 6.0m or 50% of the street line along the street used to gain access to the driveway; but not greater than 6.0m	Lesser of 5.0m or 75% of the street line along the street used to gain access to the driveway; but not greater than 5.0m
Sight Visibility Triangles – Corner Lots	6.0m	6.0m	6.0m
Yard Encroachments and Obstructions	1.5m (Encroachment), but not closer than 0.4m to the lot line Encroachment of 2.5m (Front / Exterior Side Yard), 4.0m (Rear Yard)	1.5m (Encroachment), but not closer than 0.4m to the lot line Encroachment of 2.5m (Front / Exterior Side Yard), 4.0m (Rear Yard)	1.5m (Encroachment), but not closer than 0.4m to the lot line Encroachment of 2.5m (Front / Exterior Side Yard)

**\*All standard provisions are minimum unless noted otherwise**

<b>Site-specific Residential Third Density (R3-#) Zone</b> limited to Block 175 subject to the following standards* in addition to the regulations associated with the parent R3 Zone:	
<b>Provision</b>	<b>Proposed (Apartment)</b>
Lot Area (min.)	3.5ha
Lot Frontage (min.)	30.0m
Front Yard Depth (min.)	7.5m
Exterior Side Yard Depth (min.)	6.0m
Interior Side Yard Depth (min.)	4.5m
Rear Yard Depth (min.)	9.0m
Lot Coverage (max.)	50%
Building Height (max.)	6-storeys
Landscaped Open Space (min.)	30%
<b>General Provisions</b>	
Dwelling Unit Area (min.)	40m <sup>2</sup> for a bachelor unit

**\*All standard provisions are minimum requirements unless noted otherwise**

## Circulation Comments:

Notice of the application has been circulated to agencies, as well as property owners in accordance with the *Planning Act* and Ontario Regulation 544/06.

## Public Comments:

At the time of writing this report staff received correspondence from area residents which have been provided to Council. A summary of comments received during the writing of this report are noted below. Please note that all comments received up to October 20<sup>th</sup> at Noon is attached to this report and will be considered during the fulsome analysis of the proposal.

Residents emphasized the need for improved infrastructure—sidewalks, trails, roads, and bike lanes—that meet accessibility standards and provide safe, continuous connections throughout Dorchester. Existing subdivisions such as Tiner, Wheeler, Foxhollow, and Boardwalk were cited as examples where sidewalks and trails are insufficient or disconnected. In particular, sidewalks along Foxhollow are reportedly too narrow for wheelchair access and difficult to navigate during winter months.

Concerns were expressed that the proposed apartment building is physically disconnected from Dorchester's commercial areas, with limited or unsafe pedestrian access to nearby services and amenities.

Several residents commented that the proposed apartment building is too tall and includes too many units, suggesting that single detached dwellings would be more compatible with the surrounding neighbourhood.

Commenters noted concern about the presence of cultural artifacts within the area and questioned whether development should proceed in locations where such items were identified.

Residents of the Tiner neighbourhood, as well as those along Harris Road, expressed concerns that the proposed development could impact existing private wells and aquifers.

Residents of Tiner noted potential increases in traffic through their neighbourhood as vehicles access the new development from Christie Drive. The lack of sidewalks in this area was identified as a particular safety concern, especially for individuals who are blind or hearing impaired. Increased traffic was also linked to anticipated wear and maintenance demands on local roads.

Residents suggested exploring alternative access routes to the proposed development to avoid directing traffic through the Tiner subdivision. Suggested options included:

- A gated emergency access between Christie Drive and the Acorn Valley development;
- A new road connection from Mill Road; or
- Delayed access until Phase 1 completion, pending further infrastructure readiness studies.

Additional analysis was requested to assess potential strain on existing infrastructure, particularly along Wheeler Avenue. Residents recommended undertaking a Pavement Condition Index (PCI) study and a Water Main Condition Assessment.

The proposed trail adjacent to an open swale was viewed as an interim solution only. Residents emphasized that trails in Dorchester are heavily used and should be designed to a higher standard to ensure long-term usability and safety.

Concerns were raised about the proposed storm drains connecting to the Shaw Drain and the potential downstream impacts.

Commenters indicated that developments such as The Boardwalk, Foxhollow, and Valleyview have set a precedent for what is considered appropriate and compatible within Dorchester, and they expect new development to align with this established character.

### **Agency Comments:**

At the time of writing the subject report the following comments were received:

#### Canada Post

##### Service type and location

- Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
- If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.



**Municipal requirements**

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

**Developer timeline and installation**

- Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMBs.

**Thames Valley District School Board**

No comments.

**Thames Centre Chief Building Official**

No comments at this stage.

**Thames Centre Fire Chief**

No comments.

**Thames Centre Director of Community Services & Facilities**

Confirm that the amount of parkland being offered is large enough, collectively, to meet our requirements.

Please provide, in writing, what you will be providing in regard to parkland, specifically that you will grade and seed this land, along with clarification on whether you will be providing anything else for the parkland (amenities, etc.).

Please provide, in writing, what the finished surface will be for all trails.

**Thames Centre Drainage Superintendant**

No Comments.

**Thames Centre Planning Department**

1. Please consider incorporating specific provisions within the R2-X zone for lots abutting roundabouts, to ensure appropriate lot design and functionality.
2. The inclusion of the I-5 zone is requested for archaeological sites.
3. The municipality will not accept trail land as part of the required parkland dedication. Cash-in-lieu of parkland will be required in these instances.
4. Planning staff are supportive of applying a Holding (H) provision to Block 175, to ensure that site plan control is in place for the mixed-use component, including the commercial ground floor and associated elements.

5. Please confirm with Public Works the proposed island shape/design to ensure compatibility with snow removal vehicle operations.
6. Kindly identify the locations of the proposed 10.5m frontages within the R2-X zone.
7. Please ensure that parking requirements for the R2-X zone are addressed and clearly demonstrated in the submission.
8. Planning is supportive of Option 1 for the roundabouts, which includes a 4.5m side yard setback for lots adjacent to roundabouts. Please confirm this is the preferred approach.
9. Please confirm that the proposed building height of 11m complies with the Thames Centre zoning definition of building height—i.e., measured as the average from peak to eaves.
10. Planning staff request a single-lot overlay plan illustrating yard encroachments, to better visualize the front and exterior side yard setbacks for lots within the R2 zone.
11. Please provide additional details regarding driveway widths proposed for the street townhouse units in the R2 zone.

#### Hydro One

No comments or concerns.

#### Enbridge

It is Enbridge Gas Inc.'s request that prior to registration of the plan, the Owner shall make satisfactory arrangements with Enbridge Gas Inc. (Enbridge Gas) to provide the necessary easements and/or agreements required by Enbridge Gas for the provision of local gas service for this project. Once registered, the owner shall provide these easements to Enbridge Gas at no cost, in a form agreeable and satisfactory to Enbridge Gas.

#### Sun-Canadian Pipeline

Sun-Canadian Pipeline does not operate any facilities near 83 Christie Drive (File # 39T-TC-2501 Z20-25). Sun-Canadian has no objections to this application.

#### Middlesex County Engineer

The County of Middlesex will require a traffic impact study to determine the impacts at the intersection of Harris Road and Hamilton Road by the traffic generated by the proposed subdivision.

#### Upper Thames River Conservation Authority

The UTRCA is not satisfied with the submitted technical reports. Revisions to the reports could affect the development limit and the extent of the Environmental Protection (EP) zone. Therefore, the UTRCA recommends deferring any decision making until these concerns are addressed.

#### Plan review comments

To be addressed prior to consideration of draft plan conditions

1. The UTRCA's policies do not support the fragmentation of hazard lands. The development limit for all lots and blocks, including blocks required for servicing should be outside of the erosion hazard limit, inclusive of the erosion access allowance. At this time the UTRCA is not satisfied with the Geotechnical Assessment. Please address our technical review comment G1 included in Appendix C and provide a revised Geotechnical Assessment.
2. The Environmental Impact Study (EIS) has not adequately reviewed the impacts of the proposed development within and adjacent to the wetlands, specifically with respect to the Christie Drive extension and the proposed trail network. Please address our technical review comments E1 to E4 included in Appendix C and provide a revised EIS.
3. The Stormwater Management Report proposes controls to the 100-year storm and conveyance to the 250-year storm. The UTRCA strongly encourages controls to the 250- year storm. While controls to the 100-year storm is not preferred and does not reflect UTRCA's standard practice, it may be accepted in this case due to the local topography and drainage conditions. As part of this consideration, confirmation is required to ensure that the minor increase will not exacerbate flooding or erosion issues. Please address our technical review comment S1 included in Appendix C as part of the next submission. We encourage the Applicant to scope the analysis with UTRCA staff.

Comments to be addressed through detailed design

1. Dry access should be provided to the Future Development Blocks (Block 192 and 193) across the conveyance channel during a regulatory (250-year) storm. At a minimum safe access must be demonstrated. The UTRCA will review access to the Future Development Blocks as part of the engineering submission as a condition of draft plan approval.
2. Various portions of the conceptual trails are identified within the regulated area and/or hazard lands. The detailed design of the trails and any required Technical Studies will be reviewed by the UTRCA through the engineering submission and/or through the Section 28 permit process.
  - a) Erosion hazard - where possible trails are to be located at the outer extent of the erosion access allowance. In specific circumstances where the trail is proposed within the erosion hazard a Geotechnical Assessment will be required to the satisfaction of the UTRCA.
  - b) Flood hazard - all watercourse/drain crossings for trails are to be design to convey the 250 year storm. If grading is required within the existing floodplain it must be demonstrated that the grading will not result in any downstream or upstream flooding and erosion impacts.
  - c) Section 28 permit(s) will be required for trail and grading works in the regulated area.

Advisory comments

1. Our review of the Christie Drive extension will be scoped to the UTRCA's jurisdiction in keeping with Ontario Regulation 41/24 with respect to the wetland. Technical review of the Hydrogeological Assessment and Geotechnical Assessment related to the impacts of the road construction on the soils and groundwater will not be reviewed by our office.
2. A Feature-based Water Balance Assessment may be required if future development proposes works within 30 m of a regulated wetland. UTRCA strongly recommends that the entire 30 m buffer be included within the proposed Open Space blocks to ensure that future development will not require a Feature-based Water Balance Assessment.
3. A holding provision is proposed on a couple blocks to ensure an archaeological investigation is completed should any development be contemplated within the blocks in the future. These blocks are proposed to be zoned 'Environmental Protection (EP)'. Development is not permitted within the EP Zone.
4. Our preferred Sanitary Alignment is Alignment 1, identified on Drawing F8 of the Functional Servicing Report. The Alternative Sanitary Alignment 2 would require crossing the Rath Harris Drain valley, and the associated floodplain and erosion hazards, as well as a regulated wetland.
5. Section 28 permit(s) will be required for any work within the Regulated Area. Works include but are not limited to general site grading, the Christie Drive extension, pedestrian trails, watercourse/drain crossings, and the installation of servicing and stormwater infrastructure.
6. The proposed trail connection and watermain extension from Mill Court to the subject lands are proposed to be partially located within a property owned by the UTRCA. The UTRCA landowner comments will be provided under a separate cover.

#### Thames Centre's Engineering Consultant (Stantec)

##### Stormwater Comments

1. Hydrogeological report speaks of the possible need for a pond liner but makes no recommendations. It is our opinion that the pond be lined and given that the pond bottom is below the high-ground water elevation, consideration be given for the possibility of that liner to float. Please have the liner designed by a qualified person. This can be done as part of detail design.
2. The model schematics in the SWM Report are not labelled for component parts, please label the schematics appropriately.
3. Model outputs in the SWM Report seem to be cutoff in certain sections, with rows and columns of data missing. Please check and confirm that all data was submitted.
4. While we are in agreement that the overages to the Tamarack Swamp are minor in nature, efforts should be made during detail design to intercept and infiltrate the minor flows of the rear lots so that the peak flows are more in line in the minor events. Otherwise, the Scoped EIS should speak to the minor increases and expected impacts.

## Functional Servicing Report Comments

1. Additional watermain connections should be considered for full build-out. Currently supply and looping are both proposed at the eastern limit of phase 1, only providing a single source of water for development west of the proposed looping connection from Mill Court. Consider timing for future looping from Harris Street. The size of the first phase will be limited due to the single existing connection point.
2. We suspect the Thames Centre Engineering Standard sanitary per capita flow should read 230L/Cap/day, not 350L/Cap/day, per other references in the standard. Confirm with Municipality and revise the report as applicable.

### Thames Centre Director of Public Works

1. Stantec provided a comment: *"We suspect the Thames Centre Engineering Standard sanitary per capita flow should read 230L/Cap/day, not 350L/Cap/day, per other references in the standard. Confirm with Municipality and revise the report as applicable."*  
Answer: Correct, our Engineering Standards should read 230L/Cap/Day
2. Watermain Looping requirement is as per Engineering Standards section 7.7.1 with the following can be altered to 80 Units as per City of London Standards: "For a townhouse, condominium or similar complex having more than fifty (50) eighty (80) units with individual water services and meters
3. Roundabouts shall be included at Street 'D' and Street 'B'

### Thames Centre Fire Chief

Comments received by the Fire Chief have been appended to this report.

### Public Comments Received

At the time of the posting of the Council agenda, 91 written comments have been received from the public expressing concerns regarding these applications, as appended to this report.

57 of these written submissions contained the same template letter, as appended separately to this report with a list of those who submitted the letter.

## Financial Implications:

None.

## Strategic Plan Link:

**Pillar:** *Smart Planning*

**Goal:** *Make smart planning decisions to grow the community, while maintaining a "hometown feel"*

## Attachments:

Location Map

Proposed Draft Plan of Subdivision

Proposed Zoning Map

Thames Centre Fire Department – Comments

Public Comments – List of Names who submitted Template Letter

Public Comments – Compiled

Prepared by: E. Besch, Planner

Reviewed by: L. Nooren, Senior Planner

Reviewed by: A. Storrey, Director of Planning & Development Services

Reviewed by: J. Nethercott, Director of Legislative Services/Clerk