



January 13, 2026

Ms. Amanda Storrey
Director of Planning and Development Services
Municipality of Thames Centre
4305 Hamilton Road
Dorchester, Ontario N0L 1G3

**RESPONSE TO NEIGHBOURHOOD AND PUBLIC COMMENTS
DRAFT PLAN OF SUBDIVISION 39T-TC2501, OFFICIAL PLAN AMENDMENT O3-25 AND ZONING BY-LAW AMENDMENT Z20-25
83 CHRISTIE DRIVE**

Dear Ms. Storrey:

We have reviewed the comments provided by the residents on our applications for Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendments for the lands known as 83 Christie Drive.

Given the number of comments received we have grouped the comments into several generalized categories. The following will provide a summary of the comments for each category along with a response addressing the overall theme.

1. Amenities & Social Services

- a) The proposed development will add to the existing capacity concerns at the schools and daycares, as well as further the existing doctor shortage.
- b) There will be strain on the municipal services such as garbage & recycling and emergency services.
- c) Can the Fire Department service a 6-storey building with the current equipment.

Response: While the above noted concerns are valid, these are outside of the control of the developer. It should be noted that it will be several years before the subdivision reaches full build out. During this time, it would be anticipated that the municipality, county, and school board would work together to ensure appropriate social services are in place to meet the needs of a growing community.

With respect to the concerns about the ability of the Fire department to service the building, it is our understanding that the Fire Department regularly reviews their equipment needs and should the need for a ladder truck arise they would look into getting one.

2. Construction

- a) Reduction of the ability to enjoy outdoor areas of property during construction.

Response: We understand the concerns related to the use of your lands. We do our best to ensure that working hours are kept to those permitted through the Municipality's Noise By-law, and further construction noise is generally limited to business hours Monday to Friday, 7am to 6pm. We take care to reduce dust when ever possible while working. We ensure right-of-ways are paved soon after utility installation, and sweep the streets regularly to further reduce dust and dirt build up in the subdivisions.

- b) How will the extension of Christie Drive through the site impact the Hydro easement and the Harry Small Trail.

Response: The Christie Drive extension will follow the existing municipal right-of-way, which includes the hydro corridor. We are working with Hydro One on a temporary relocation plan during construction, as well as a plan to ultimately bury the lines during the hydro servicing for the first phase of the subdivision.

It is proposed that the Harry Small Trail will be relocated out of the right-of-way to the north and included in the naturalized SWM block. We understand the importance of this connection to existing residents, as such, we intend to build this first, so the trail will be re-established and available for usage by existing residents.

- c) How will Construction traffic be managed to ensure they are not cutting through the existing subdivisions?

Response: As part of our contracts to the infrastructure servicing contractors, we will provide a detailed plan relating to construction routes which are to be followed. We will have representatives on-site to monitor this, and ensure the plan is followed. It should be noted that we cannot physically block access to the existing Tiner subdivision from Christie Drive and Mill Road, as this could impact emergency services ability to respond in a timely manner.

3. Dewatering during Construction

- a) What are the impacts of construction dewatering on the existing wells and how can we ensure that our well water quality and quantity are not negatively impacted? What happens if the wells run dry or are contaminated?

Response: Dewatering is only anticipated to be required during the installation of the sanitary sewers for the site. Discussions are currently being furthered with the Municipality, the UTRCA, and the Boardwalk Development to propose that the sanitary sewer be installed across the Rath-Harris Drain, rather than within the

existing Mill Road/Christie Drive right-of-way. This alignment will ensure the sanitary sewer is installed as far away as possible to reduce the impact on existing private wells during construction as a result of dewatering. The Hydrogeological Consultant (Englobe) will be retained to review the Contractor's dewatering plan and confirm it is in compliance with current regulations. The Contractor will be required to have a contingency plan in place to ensure water supply is maintained to residences in the unlikely event that private wells run dry.

- b) Will wells be monitored during construction?

Response: All residences located within the radius of influence of the dewatering actions (currently estimated at 175m (575 ft) from the point of dewatering – to be refined during detailed engineering design) will be notified of dewatering anticipated start and end dates, as well as contact information for any issues during dewatering. If a resident notices issues with their private water supply, they should immediately notify the provided contact. It will be the Contractor and Developer's responsibility to ensure adequate water supply during construction dewatering. Potential impacts to existing private wells is anticipated to be significantly reduced if the Rath-Harris Drain can be crossed instead of installing the sanitary sewer within the Mill Road/Christie Drive roadway.

4. Environmental

- a) The development proposes reductions to the required 30m buffer from wetlands and 10m from the drip line

Response: The development does not encroach into the 30m wet land buffer or 10m drip line. That said we understand that the lot line for the high-density block appears to fall within the dripline, and a small area of the wetland buffer, we have included a 10m buffer within the block to ensure development remains outside of the buffer.

In the north portion of the site an open space block is proposed where the wetland buffer, dripline, and stable top of slope are within the development lands. There is no proposed development outside of the trail network within this block.

- b) Development calls for removal of all existing trees and established green spaces.

Response: The proposed development will remove only the trees necessary to facilitate development. This includes the trees and shrubs along the Christie Drive right-of-way.

- c) Christie Drive Extension is being built in/around protected conservation lands.

Response: The proposed extension is on the existing right-of-way. We understand the concern around the location of the extension in proximity to the wetland and natural area

5. Existing Infrastructure

- a) Inadequate water supply, sidewalks and streetlights in the existing subdivision.

Response: We understand that there is a concern related to the existing infrastructure on the surrounding streets. The urbanization of the existing subdivision falls within the Municipality's responsibility. However, we can work with the Municipality and encourage them to ensure the existing streets will be safe with the new development, including encouraging installation of sidewalks and lighting where appropriate.

In terms of water supply, the existing water supply, with extension into the subdivision there is adequate water supply available for the initial phases of the development. The eventual extension of the watermain from the Boardwalk Development to the subdivision along Christie Drive/Mill Road will become the main feed for the development to ensure adequate water supply without impacting existing water infrastructure. Watermain connections to existing streets will be stubbed to allow for future interconnection, to provide redundant supply points to the existing Tiner Estates neighborhood, should the Municipality wish to pursue those extensions/interconnections in the future. Additionally, the Municipality is in the process of acquiring additional wells, which will ensure availability for future phases of development.

- b) Underground services in the existing subdivision will fail sooner with the increase in traffic from the proposed subdivision.

Response: The existing infrastructure renewal and replacement falls within the jurisdiction of the Municipality. We understand that there have been recent failures in the existing infrastructure but should not be impacted by the proposed subdivision. The existing storm and sanitary sewers will not be utilized by the proposed subdivision. The initial phase of the subdivision will temporarily connect to the existing watermain until such time that the new, larger watermain is extended from the Boardwalk Development along Christie Drive/Mill Road.

6. High Density Block

- a) High Density Block exceeds the current height maximum by 2 storeys and is inconsistent with the character of Dorchester.

Response: We understand the concerns over the height of the proposed building; however, we have proposed the building to be located on an area of the site which would have minimal impact on the existing residents.

It is also important to note that building design and orientation also play into the character. The proposed buildings will be subject to a future Site Plan which will assist in ensuring that the building fits in with the overall character of the development.

- b) There is no transition to the high-density block

Response: The east end of the subdivision includes single detached dwellings. Density increases with semi-detached and street townhouse dwellings towards the western side of the development adjacent to the proposed apartment buildings. As such there is a transition to the high-density block from the existing development. Further, there is an environmental block to the west, providing a buffer from the block to the existing dwellings along Harris Road.

- c) Confirmation on if the block will be developed with more than one building

Response: It is proposed that this development will include multiple smaller buildings, rather than one large building. Detailed design of the development block will be done through a future site plan process.

7. Proposed Zoning

- a) There is a substantial reduction in lot area and frontage being requested
- b) The lot sizes are small and make the development too dense
- c) Reductions in lot area and frontage of this magnitude will set a precedence for future development
- d) Scale of the development demands planning that protects the existing residents not one that sacrifices them for cost or convenience.

Response: The proposed lot frontages and areas are consistent with modern development standards, particularly those which are on municipal services (water, sanitary, and storm). The proposed development will be serviced by municipal infrastructure, as such the proposed frontages and areas are appropriate for the development. We have asked for all modification to fit the smallest lots in the development, but this does not mean all lots will have the minimum proposed frontage and area, but rather we are building flexibility in the zoning, to allow us to adapt to the ever changing housing market.

8. Development Phasing

- a) Confirm that Christie Drive will be constructed in Phase 1

Response: Christie Drive extension will be completed in the first Phase.

9. Community Growth

- a) The proposed development will increase the population by approximately 3,200 people in the first three phases, and further when the future blocks are developed. The scale of the development results in too many people.
- b) Growth in the community is happening to fast. With the existing developments (Boardwalk and Sifton) and the proposed Doug Tarry development, growth of the community is not slow and steady but rather rapidly increasing.

Response: We understand that when looking at the development it can be overwhelming. However, it is anticipated that the first 3 phases will take 3-5 years for build out of the singles, semi's and townhouses. The high-density block is included in the first phase, to ensure servicing can be installed for the block at the time of road construction. This does not mean that we will be building this block immediately. This block will likely start to be built in the 3-5-year time frame.

Further, when looking at the average household size in Ontario being 2.6 people per unit, we would anticipate a population of approximately 1,450 - 2,100 at full build out of the first three phases of development.

10. Servicing Alignment

- a) Concerns over the impacts to existing dwellings near Christie Drive in relation to Servicing Alignment 1, being along Mill Road and Christie Drive. Residents have noted they prefer Alignment 2.

Response: We are reviewing the servicing alignment options with the Municipality to propose that Alignment 2 be the preferred solution. Ultimately, the Municipality will determine the preferred routing option for the servicing, with input from our engineering team.

11. Structural Concerns

- a) Several residents expressed concerns with foundation cracking and other damage to homes as a result of construction vibration.
- b) Several residents expressed concerns with foundation cracking and building settlement as a result of dewatering practices related to site servicing.

Response: Prior to construction commencing, all residents within the area of influence will be offered a home inspection, interior and exterior. This not only helps protect the homeowner's but also the Developer in the unlikely event that there is damage because of construction activities, ensuring that all existing conditions are identified in advance of construction.

12. Traffic & Safety

- a) Traffic has continually increased in the subdivision, as well as on street parking by non-residents.

Response: As noted in the Traffic Impact Study, there will be an increase in traffic on the existing local roads, however, it is anticipated that the increase will not result in the intersections not operating at an acceptable level. With respect to non-residents parking on the streets, these are public streets which are available to everyone, including non-residents. Should there be concerns with parking the neighbourhood could petition the municipality to ban street parking.

- b) There are no sidewalks or streetlights in the existing neighbourhood. The increase of traffic will create safety concerns for pedestrians in the existing subdivision.

Response: The urbanization of the existing subdivision falls within the Municipality's responsibility. However, we can work with the Municipality and encourage them to ensure the existing streets will be safe with the new development, including encouraging the reconstruction of existing street to urbanize them and include sidewalks and lighting where appropriate.

- c) There is no visitor parking or on-street parking shown on the plans. There is a concern that this will mean visitors and residents will park within the existing neighbourhood.

Response: The proposed development will include on-street parking, where appropriate. Details of this will be included within the detailed design drawings as part of the subdivision agreement. Further, all freehold houses will have an attached garage and at minimum of one driveway parking space.

- d) The driveways proposed are not long or wide enough and will result in overflow parking on the street.

Response: The proposed driveways will comply with the applicable Zoning By-law. We have asked for increased driveway widths on all unit types from what is permitted in the current Zoning By-law, to address concerns we have heard in other development related to driveways. Further, street parking will be permitted in some areas of the proposed development, details of which will be provided at detailed design.

- e) There is a concern that too much traffic will go through the existing subdivision via Tiner and Wheeler. Several residents suggested there should be a second exit towards Harris Road at the South end of the subdivision.

Response: We understand the concerns, and a second access to Harris Road south of the development will be considered at the time these lands are developed. However, at this time there is no plan to construct this road in advance of the future development.

13. Undeveloped (Future Development) Blocks

- a) Will the Future Development blocks remain as agricultural until they are developed.

Response: We will work with the farmer to determine how these lands will be used in the interim. However, the intention would be to continue to have these lands or a portion thereof farmed until they are developed.

14. Trail Network

- a) The proposed trail connection from the subdivision through Mill Court will result in increased traffic, increased garbage and a loss of privacy to the homes backing on to the ravine.

Response: At this time this is being shown to demonstrate how the development can be connected into the existing residential lands. The construction of this would require additional studies to be completed as well as support from the Upper Thames River Conservation Authority, and they are the landowner. This is a separate process from the subdivision.

- b) The development proposes the removal of the Harry Small Trail and replacing it with a paved trail lined with grass.
- c) Alternate trail surfacing materials should be considered instead of asphalt.

Response: The Harry Small trail currently is located within the opened municipal right-of-way for Christie Drive. As such in order to extend Christie Drive the trail will need to be relocated. The intention is to relocate the trail to the north, within the Stormwater Channel. The proposed asphalt surfacing is consistent with the engineering requirements of the Municipality. Additionally, the asphalt trail will ensure that the trail is accessible to everyone.

The intention is to naturalize the trail corridor, with trees, grasses, and wildflowers.