



## Staff Report

**Report No.** PDS-025-26

**To:** Mayor and Members of Council

**From:** E. Besch, Planner

**Meeting Date:** May 25, 2026

**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** Council for the Municipality of Thames Centre **RECOMMENDS** the issuance of draft plan approval to the County of Middlesex in regard to Application for Plan of Subdivision (File No. 39T-TC2501) and subject to the conditions attached to Report No. PDS-025-26;

**AND THAT** Application for Official Plan Amendment O3-25 requested by Doug. Tarry Ltd. for 83 Christie Drive and 2648 Harris Road **BE ADOPTED** and forwarded to the County for consideration and approval;

**AND THAT** the implementing by-law **BE CONSIDERED**, as included in the by-law portion of the agenda;

**AND THAT** Application for Zoning By-law Amendment (File No. Z20-25) be **BROUGHT BACK** to Thames Centre Council for consideration of approval upon the granting of draft plan of subdivision (File No. 39T-TC2501) and the approval of the Official Plan Amendment (File No. O3-35) both by the County of Middlesex.

### Purpose

The purpose of this report is to provide an evaluation of the subject applications to facilitate the development of a residential plan of subdivision. This report includes a summary of the public and agency consultation process, along with recommendations for Council's consideration.

It is important to note that the County of Middlesex is the delegated approval authority for plans of subdivision and official plan amendments. Before the County is in a position to render a decision on these matters, the proposal must be subject to a statutory public

meeting to engage the public and prescribed agencies. The foregoing requirements were met considering the proposal was presented at a public meeting on October 20, 2025, as well as at the February 26, 2026 special meeting of Council. To assist in the processing of this proposal, the County of Middlesex is requesting the Municipality's position on this matter through a resolution of Council in regard to the application for draft plan approval.

## 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.

According to the Thames Centre Official Plan, the subject lands are designated Residential, Protection Area with a small portion of Environmental Area and are within the Future Development (FD) and Environmental Protection (EP) Zones pursuant to the Thames Centre Comprehensive Zoning By-law.

## Proposal

Doug. Tarry Ltd. is proposing a 198-block residential subdivision, consisting of 170 single-detached and semi-detached freehold lots; 4 townhouse blocks containing a total of 21 units; and one high-density residential block, primarily located on the lands south of Christie. The Draft Plan also includes park space, pedestrian connections, a stormwater management pond and a trail / open stormwater channel. The current Draft Plan of Subdivision application will also create pedestrian pathways, open space blocks, and future development blocks on the northerly portion of the subject lands.

The proposed plan of subdivision as shown on the attached plan to facilitate the residential development of the lands is outlined below:

- Lots 1 to 144 and 149 to 174 for single detached dwellings and semi-detached dwellings;
- Blocks 145 to 148 for townhouse dwellings;
- Block 175 for high density residential;
- Block 176, 177 for future road allowances;
- Block 178-181 for walkway/servicing blocks
- Block 182, 183 for open channel drains/trail corridors;
- Block 184, 185 and 195 for a park/trail corridor;
- Block 186-188 for open space;
- Block 189 for a park;
- Block 190 for stormwater management;
- Block 191, 192 for institutional;
- Block 193, 194 for future development;
- Block 196-199 for 0.3 metres reserves; and
- Public roads.

Eight studies/reports have been provided in support of the subject proposal, namely: planning justification; traffic impact; hydrogeological; environmental impact; functional servicing; geotechnical; stormwater management report; and archaeological.

Under the *Planning Act*, parkland dedication is required at a rate of 5% of the total draft plan of subdivision area. With a total of 44.28 hectares, the amount of parkland required is 2.2 hectares (5.44 ac). Alternatively, the Municipality can accept cash-in-lieu of parkland dedication to fund the purchase of additional parkland or cover parks-related capital costs. As part of this application, the developer is proposing to convey a 1.47 hectare (3.63 acres) park block located on the south side of Christie Drive, as well as 1.02 hectares (2.52 acres) of fully landscaped multi-use trail for a total of 2.49 hectares, or 5.6% of the total area of the subject lands.

A key factor to this development is the extension of Christie Drive through the municipally owned right-of-way west to Harris Road. This is considered the main transportation access point for the proposed Acorn Valley Subdivision. The existing Christie Drive roadway to the east becomes Mill Road and then continues south to Donnybrook Road and Dorchester Road and eventually Highway 401. The existing portion of Christie Drive to the east has road connections to the north to Hamilton Road (County Road No. 29) through the Tiner Estates Subdivision. Both Christie Drive and Harris Road are local roadways as identified in the Thames Centre Official Plan.

Paradigm Transportation Solutions Limited has completed a Traffic Impact Assessment (TIA) on behalf of the applicant, which has been updated following the public consultation meetings. The TIA concluded that the proposed development does not

propose any adverse effects on the existing roadways and that all internal road networks can adequately handle estimated traffic volumes.

The Harry Small Trail is currently situated within the unopened portion of Christie Drive. To accommodate the westward extension of the road to Harris Road, the trail will be realigned to the north along the rear of the residential dwellings along Christie Drive. The long-term proposal is that this area will have dual functionality as a stormwater management channel, as well as a walking trail. Lands surrounding the trail and the channel will be naturalized with native trees, shrubs, and grasses. The relocated trail is intended to function as a multi-use pathway supporting walking, running, and cycling.

The realigned Harry Small Trail will form part of an integrated open space network, connecting parkland and the stormwater management pond through a comprehensive trail system that includes a primary north–south multi-use route.

The Acorn Valley Subdivision is proposed to be developed in three phases, as illustrated in the Phasing Figure appended to this report. Phase 1 includes the westward extension of Christie Drive, along with the installation of a watermain to be stubbed at Harris Road for future extension. This phase also includes the construction of Street ‘B’ to the south, complete with watermain infrastructure.

Phases 2 and 3 will connect to the proposed mainline along Christie Drive, with additional local extensions and looping to the south as development progresses. Watermain stubs will be provided at Street ‘B’ and Street ‘D’ to accommodate future development to the north (identified as the future development block). The high-density block will also be serviced with appropriately sized watermain stubs to support future connections.

Development of the subdivision will require the installation of a sanitary trunk sewer extending from Sanitary Pump Station No. 3, located south of Mill Pond, north of the Boardwalk Subdivision, and east of the existing Boardwalk stormwater management pond and Mill Road. To facilitate the extension, the applicant is proposing two alternative alignments for the trunk sewer from SPS No. 3 to the subject site.

- Alignment 1
  - Extend sanitary trunk sewer north on Mill Road and then west on Christie Drive to the subject site
  - Total length of sanitary trunk sewer from SPS No. 3 to the subject site is approximately 1.1 km
- Alignment 2
  - Extend sanitary trunk sewer north on Mill Road for a short distance and then west through the proposed Boardwalk Development and northwest across the existing ravine directly into the Acorn Valley Subdivision lands
  - Total length of sanitary trunk sewer from SPS No. 3 to the subject site is approximately 0.9 km

Both Alignment 1 and Alignment 2 are considered feasible for servicing the Acorn Valley Subdivision. Alignment 1 would locate all proposed sanitary infrastructure within the municipal rights-of-way of Mill Road and Christie Drive. However, it would require full road reconstruction to facilitate installation and may result in increased dewatering impacts to nearby residents relying on private wells.

Alignment 2 reduces the need for full road reconstruction, thereby lowering associated costs, minimizing disruption to existing traffic, and mitigating potential impacts to private wells. However, this alignment would require the installation of the trunk sewer across the Boardwalk Development lands and includes a crossing of the existing ravine.

Both alignment options are capable of adequately servicing the full Acorn Valley Subdivision, as well as accommodating potential future connections to lands to the south. The preferred sanitary trunk sewer alignment will be confirmed through detailed engineering design.

During the site investigation phase, areas of archaeological significance were identified within the subject lands. Through consultation with local Indigenous communities, the Municipality of Thames Centre, the County of Middlesex, and the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), it was determined that all significant artifacts should be kept in their current location without disturbance, to remain naturalized.

The developer has worked in collaboration with these stakeholders to ensure that the required open space areas are appropriately protected and maintained. These preserved areas are located in the northeast portion of the site and in the southeast, adjacent to the stormwater management pond block, and identified as the Institutional Blocks 191 and 192 on the draft plan of subdivision.

The in-force Official Plan for Thames Centre permits only low- and medium-density residential development, with a maximum building height of three storeys for apartment dwellings and a density limit of 35 units per hectare.

As part of a draft plan of subdivision, the applicant has proposed a high-density residential block (Block 175), which requires an Official Plan Amendment (OPA). The original OPA application sought to permit apartment buildings up to six storeys in height, along with limited ground-floor commercial and office uses, and an increased density of up to 100 units per hectare.

Through the public consultation process outlined below, the applicant has worked with their consultants to address residents' concerns, including traffic impacts associated with the proposed high-density development. In response to what was heard at the two public meetings, the application has been revised to reduce the maximum building height from six to four storeys and the proposed density from 100 to 95 units per hectare. At this revised density, the applicant would be permitted to construct up to 373 residential units across the block.

The lands are currently zoned Future Development (FD). The zoning does not permit anything on the site other than existing structures and existing uses.

To allow the development of the subdivision, a Zoning By-law Amendment has been submitted to rezone the subject lands 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;
- the 'Institutional (I) Zone' limited to Blocks 191 and 192.

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

**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, Townhouse)   |
|---------------------------------------|--|--|--|
| Lot Area (min.)                       | 350m <sup>2</sup>                      | 250m <sup>2</sup> (270m <sup>2</sup> for front facing units)   | 185m <sup>2</sup>  |
| Lot Frontage (min.)                   | 10.5m                                  | 8.5m   | 5.5m (interior lot)<br>7.5m (end lot)  |
| Front/Exterior Side Yard Depth (min.) | 4.5m to a dwelling<br>6.0m to a garage | 4.5m to a dwelling<br>6.0m to a garage   | 4.5m to a dwelling<br>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% (60% for front facing units)   | 65% (interior lot)<br>50% (end lot)  |
| Building Height (max.)                | 11.0m                                  | 11.0m  | 15.0m  |
| Landscaped Open Space (min.)          | 30%                                    | 30%  | 15% (interior lot)<br>30% (end lot)  |



| <b>Provision</b>                         | <b>Proposed (Single-Detached)</b>   | <b>Proposed (Semi-Detached)</b>   | <b>Proposed (Street Townhouse, Townhouse)</b>   |
|--|---|---|---|
| Parking Spaces Required                  | 2 per unit  | 2 per unit  | 2 per unit  |
| Maximum Driveway Area                    | No more than 60% of a front yard or exterior side yard  | No more than 50% of a front yard or exterior side yard  | No more than 75% of a front yard or exterior side yard  |
| Driveway Width<br>Minimum<br>Maximum     | 2.75m<br>Lesser of 7.0m or 60% of the street line along the street used to gain access to the driveway                            | 2.75m<br>Lesser of 6.0m or 50% (80% for front facing units) of the street line along the street used to gain access to the driveway | 2.75m<br>Lesser of 5.0m or 75% of the street line along the street used to gain access to the driveway          |
| Sight Visibility Triangles – Corner Lots | 6.0m  | 6.0m (Setback from front facing units to daylight triangle 1.2m)  | 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**

## Agency Consultation

In the circulation of the notice of public meeting to prescribed agencies, 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 Superintendent**

No comments or concerns.

## **Thames Centre Planning Department**

All comments have been addressed.

## **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 has **no objections** to the proposed applications for Draft Plan of Subdivision (39TTC2501) and Zoning By-law Amendment (Z20-25) and is of the opinion that our remaining comments can be addressed through the recommended conditions of approval.

- a. That prior to final approval, the Owner/Applicant shall prepare a detailed trail plan to the satisfaction of the UTRCA.
- b. That prior to final approval, the Owner/Applicant shall prepare a wetland compensation and monitoring plan to the satisfaction of the UTRCA, and further, shall agree to carry out any necessary works in accordance with the approved plans.
- c. That the Owner/Applicant obtain a Section 28 permit prior to any site alteration or grading works associated with the Christie Drive extension within the regulated area.
- d. That prior to final approval, the Owner/Applicant shall submit design details for any proposed pedestrian and vehicle crossings of the Open Channel Drain for review

and approval of the UTRCA, and further, shall agree to carry out any necessary works in accordance with the approved plans.

- e. That prior to final approval, the Owner/Applicant shall submit final Geotechnical Assessment for review and approval of the UTRCA and further shall agree to carry out any necessary works in accordance with the approved plans and reports.
- f. That prior to final approval, the Owner/Applicant shall submit a final stormwater management plan, grading plan and an erosion and sediment control plan for review and approval of the UTRCA and further shall agree to carry out any necessary works in accordance with the approved plans and reports.

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

The Municipality retained a peer reviewer to evaluate the revised materials and agency comments. While some matters remain outstanding, the peer reviewer has indicated that the remaining issues can be addressed through draft plan conditions and detailed design at subsequent stages of the approval process. The peer review documents have been attached to this report.

## **Public Consultation**

### **Statutory Public Meeting: October 20, 2025**

A statutory public meeting was held on October 20, 2025, at which members of the public were provided the opportunity to speak directly to Council regarding 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.

Planning staff recommended that report No. PDS-052-25, in regard to applications for Draft Plan of Subdivision (39T-TC2501), Official Plan Amendment (O3-25) and Zoning By-law Amendment (Z20-25) as submitted by Doug. Tarry Limited, applicant, be received; and that staff provide a subsequent report evaluating the subject applications with a recommendation for Council's consideration at a future meeting.

Following the meeting, the applicant reviewed and responded to comments received from the public, municipal departments, and external agencies. This process included revisions to supporting reports and technical studies, as well as the submission of a comprehensive comment-response matrix summarizing how each concern was addressed.

### **Public Meeting #2: February 26, 2026**

A subsequent public meeting was held on February 26, 2026, at which time members of the public were provided an opportunity to review the revised documents and ask additional questions of the developer and present outstanding concerns to Council. The oral comments from the meeting are summarised below:

- A resident requested that the Traffic Impact Assessment be updated to reflect more accurate trip generation data, particularly with respect to the Tiner Subdivision.
- It was suggested that Council consider separating traffic flows between the Acorn Valley development and the Tiner Subdivision.
- Parking conditions along Christie Drive were identified as a concern, particularly in relation to driveway spacing and on-street parking pressures.
- Concerns were raised about increased traffic volumes at the Mill Road and Hamilton Road intersection, particularly given the absence of traffic signals.
- Concern was expressed regarding the proposed road connection to Harris Road through a wetland area. Impacts identified included tree removal, relocation of hydro infrastructure, and potential disruption to wildlife habitat. It was suggested that the connection be relocated further south, closer to the existing tower.
- A concern was raised regarding potential vibration impacts on existing building foundations during road construction.
- Concern was expressed that the proposal emphasizes higher-density development. It was suggested that a greater proportion of low-density housing be incorporated to better reflect the existing character of Dorchester. This concern was noted as being inconsistent with findings from the 2022 Watsons & Associates report.
- It was noted that the Provincial Planning Statement permits municipalities to determine an appropriate mix of densities based on local context.
- Concern was expressed regarding the application of generalized 'R2' zoning across a large portion of the development area, including the potential for flexibility in unit types that could significantly affect population density.
- A question was raised regarding whether there is sufficient market demand to support the proposed scale of residential growth.
- Concerns were raised regarding the proposed alignment of sewer infrastructure. Specifically, Alignment 1 was identified as potentially impacting nearby wells and water-dependent infrastructure due to anticipated dewatering requirements. It was suggested that only Alignment 2 be considered.
- Concern was expressed that a significant increase in population could place additional strain on existing community amenities, including schools and childcare services.
- A resident questioned the purpose and effectiveness of the Official Plan if amendments can be made.
- A concern was raised regarding the request to increase the permitted driveway width.
- It was suggested that the proposed removal of the trail be carefully reconsidered.

At the time of writing this report, all received correspondence from area residents has been provided to Council and attached to this report. Included in the correspondence are two petitions of opposition from residents.

## 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 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. Thames Centre’s natural heritage “green-space” system is framed within three groups of land use designations that correspond to the differing ecological and landscape sensitivities of its component features and areas. The designations provide an indication of the degree of regard that needs to be given to an area or feature as required by Provincial policies and by the County of Middlesex Official Plan.

Group A features include provincially significant wetlands (PSW), habitats for endangered and threatened species, and fish habitat. Development or site alteration is generally prohibited within identified boundaries of these features. The Natural Area designation provided policy direction and guidance for Group A features and areas.

Group B features include regionally significant wetlands, significant woodlands and woodland patches identified by the Middlesex Natural Heritage Systems Study (2014), significant valley lands, significant wildlife habitat, and regionally significant ESAs/ANSIs. Development and site alteration may be permitted if it can be demonstrated, through environmental studies conducted by qualified individuals, that no negative impacts on the features or their associated ecological functions will result. The Protection Area designation provides policy direction and guidance for Group B features and areas.

Group C features include stream-bank corridors and flood plains along creeks and tributaries, natural hazard lands, including flood plains and flood prone areas, areas within the 100-year erosion limit, and areas susceptible to erosion. Development and site alteration may be permitted where compliance can be demonstrated with the objectives for natural heritage policies and natural hazard policies (if applicable). The Environmental Area designation provides policy direction and guidance for Group C features and areas.

Specific goals and objectives for the “green-space” system includes:

- (1) To identify, protect, sustain and enhance, where possible and appropriate, the natural and environmental features and functions within the Municipality’s green-space system.
- (5) To prevent incompatible development within all environmental features of the Municipality, and to limit and control the impact of permitted compatible development on features and functions.

- (12) 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.

Section 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 3.2.6 – “Environmental Area” Designation states that this designation applies to and contains Group C “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 and flood and erosion control structures subject to an Environmental Impact Study.
- (2) Buildings, structures and facilities accessory to existing uses and small-scale commercial uses accessory to agriculture operations may be permitted provided they are not located in the flood plain or 100 Year Erosion Limit areas. Where natural hazards exist within or adjacent to lands designated "Environmental 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 4.1.2 –Settlement Areas states that the following goals shall apply to all Settlement Areas in the Municipality and all land use specific designations in this Section:

- (1) To maintain an appropriate balance and diversity between areas to be used for residential, commercial, industrial, institutional, and recreational activities.
- (2) To designate major land use areas to ensure the proper functioning of each use and a desirable spatial distribution based on sound planning principles and analysis.
- (3) To establish a land use pattern that ensures that services and utilities are efficiently utilized.
- (5) To encourage new development on municipal water and sewage disposal systems.
- (8) To ensure that new development and redevelopment are compatible with existing or planned neighbouring land uses.
- (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 effects of development on natural heritage features and sites of historical, geological or archaeological significance.

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 4.3.2 – Goals of the Residential Designation:

- (1) To provide for the housing needs of existing and future residents mainly within the Urban Settlement Areas of Dorchester and Thorndale.
- (3) To allow for residential development within areas specifically designated for such purposes, as opposed to being indiscriminately scattered throughout the Municipality.
- (4) To encourage the development of a greater variety of housing types, sizes and tenures. 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.
- (6) To ensure that future residential development and redevelopment does not have a detrimental effect on the ability of the Municipality to provide the necessary services and facilities to accommodate such growth.
- (7) To support increased residential densities in Settlement Areas, adequate land supply and residential intensification, while considering issues of municipal service capacity, transportation, and potential environmental considerations.
- (9) To maintain and improve the existing housing stock, primarily through local by-laws.
- (10) To ensure at least a three-year supply of draft approved and/or registered lots and blocks on new plans of subdivision and/or registered lots and to maintain an appropriate database of municipal residential consumption rates to ensure that this supply is provided.

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.

Section 4.3.3(3) – “Residential” Policies states that 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.

Section 4.3.3(4) – “Residential” Policies states that 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.

## Analysis

### Draft Plan of Subdivision

According to the *Planning Act*, decisions made by planning authorities including municipal councils shall be consistent with the Provincial Planning Statement (PPS).

The PPS states that settlement areas shall be the focus of growth and development. Dorchester is a designated Urban Settlement Area according to both the County and Municipal Official Plans. The PPS also states that municipal water and municipal sanitary sewage services are the preferred form of servicing for settlement areas. The subject property is located in Dorchester where full municipal services are proposed to accommodate this development.

To sustain healthy, liveable and safe communities, efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term are encouraged according to the PPS. The proposed subdivision reflects an efficient development and land use pattern as it would yield 9.2 units per hectare for the low and medium density areas, and 95 units per hectare for the high-density block. Although developed during a different planning regime on individual private on-site sewage disposal systems, the adjacent Tiner Subdivision by comparison was developed at a density of 5.7 units per hectare which does not demonstrate an efficient use of land or infrastructure based on today's standards.

The PPS also states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public

service facilities. This proposed subdivision is situated in a designated growth area and adjacent to the existing built-up area with road connectivity to existing residential uses and future connection to an arterial road (County Road 79). It also offers a mix of housing types in an area earmarked for residential development.

The County of Middlesex Official Plan also encourages a range of housing types, housing densities and housing options to meet the needs of their share of current and future County residents. This proposed development reflects the foregoing given that it accommodates single detached dwellings, semi-detached dwellings, townhouse dwellings and apartment dwellings within the proposed plan of subdivision.

According to the County of Middlesex Official Plan and the Thames Centre Official Plan and echoing the PPS, policy direction is provided at establishing a land use pattern that ensures services and utilities are efficiently utilized. As noted previously, the proposed subdivision meets this policy direction. The proposal also supports the County and Municipal objective of maintaining an adequate supply of draft approved and registered residential lots and blocks to meet projected growth needs. In this regard, the draft plan would contribute to the Municipality's long-term housing supply in a designated settlement area and assist in implementing the broader policy direction to increase housing choice and availability.

Under the Thames Centre Official Plan, one of the themes repeated throughout the document calls for development to accommodate a mix of housing types to cater to all stages of life. More specifically, the Plan encourages a broad range of housing types which are suitable for 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. This proposed development follows that policy direction by offering housing options in the form singles, semis, townhouse and apartment dwellings as well as both freehold and rental housing tenure. More housing choices, to which this development demonstrates, means fostering a more sustainable community and encouraging existing residents to stay in the area.

There were concerns raised by existing residents about the incompatibility of this subdivision compared to the existing Tiner subdivision. Aligned with this concern, one of the goals of the Thames Centre Official Plan is to ensure that new development is compatible with existing land uses. Compatibility means that planned and existing land uses are able to exist with no unacceptable adverse impacts. The interface of the proposed subdivision and the existing Tiner Subdivision demonstrate compatibility by locating low density residential uses in the form of single detached dwellings in immediate proximity to the existing low density and pushing higher density development west, creating an incremental increase in density. The proposed medium density residential uses will predominantly be located within the interior of the proposed low density, as well as located further west along the Christie Drive extension away from the existing subdivision.

To improve the interface with existing development, the Municipality has required roundabouts at the intersections of Christie Drive with Streets B and D. These measures

are intended to reduce vehicle speeds, improve traffic flow, and enhance safety for pedestrians and nearby driveways along Christie Drive. As noted earlier, the peer-reviewed Traffic Impact Assessment concluded that the proposed development can be accommodated without adverse impacts on the surrounding road network and that the internal street system is capable of handling projected traffic volumes. Notwithstanding this conclusion, residents have continued to express concerns about pedestrian safety within the existing Tiner subdivision, particularly beyond questions of overall road capacity. In response, Doug Tarry Ltd. has indicated no objection to a draft plan condition requiring a Roadway Safety Impact Study (SIS) for future phases, if warranted. Given the limited number of dwellings proposed in Phase 1, staff are satisfied that such a study is not required at this time but have included it in the list of draft plan conditions.

A suggestion was received during the public consultation process that vehicular access into the Tiner subdivision from Christie Drive should be removed to prevent Acorn Valley traffic from entering the existing subdivision. Staff have reviewed this proposal and determined that it would not be appropriate from a traffic management standpoint. The proposed street pattern reflects the policy objective of providing an interconnected road network with appropriate access while discouraging undesirable through traffic on local streets. Staff are satisfied that the proposed layout, together with the required traffic calming measures and future monitoring, provides an appropriate balance between neighbourhood compatibility and functional access.

Public concerns have also been raised regarding alignment of the sanitary services for the proposed subdivision. As noted above, both alignment options are capable of adequately servicing the full Acorn Valley Subdivision and the corridor that is chosen will be an implementation item of draft plan approval and the subdivision agreement. From a servicing perspective, the proposal is aligned with the policy direction of the PPS, County Official Plan, and Thames Centre Official Plan, all of which identify municipal water and sanitary services as the preferred form of servicing within settlement areas and encourage the efficient extension of existing infrastructure. While the final sanitary trunk sewer alignment remains to be confirmed through detailed design, both options represent logical means of extending municipal services to support planned residential growth.

The proposed phased development pattern is also appropriate in the context of the Official Plan, which recognizes that larger plans of subdivision may require staged implementation. Staff are satisfied that the proposed phasing provides a reasonable framework to align the timing of infrastructure, road works, and environmental mitigation with the pace of development.

As part of the draft plan, the developer is proposing to realign the existing Harry Small Trail, which is currently located within the unopened portion of Christie Drive. The trail would be relocated behind the proposed dwelling units fronting Christie Drive and is intended to function as an approximately 10-metre-wide, fully landscaped multi-use pathway. It would also connect to the park and stormwater management pond through a broader, integrated trail system. Staff have recommended several conditions related to the pathway, including the preparation of a trail plan to be reviewed and approved by

both the Municipality and the Upper Thames River Conservation Authority. The proposed trail realignment and broader open space system also advance the policy objective of creating a more complete community by improving opportunities for active transportation, recreation, and connectivity. In staff's opinion, the proposed pathway and park linkages are consistent with PPS policies respecting public spaces, trails and open space, as well as the Municipality's policies encouraging the development and connection of walking and cycling routes as part of the development approval process.

Concerns have been raised by the public and Council regarding the protection of adjacent natural heritage features, including species at risk, and the proposed extension of Christie Drive in proximity to a regionally significant wetland. In this regard, the proposal has been evaluated against the applicable natural heritage and hazard policies of the Provincial Planning Statement, 2024, the Middlesex County Official Plan, and the Thames Centre Official Plan. These policies generally require that development and site alteration be directed away from significant natural features where appropriate, that development on adjacent lands demonstrate no negative impacts on the feature or its ecological functions, and that development within or near identified natural heritage features be supported by an Environmental Impact Study prepared by qualified professionals.

The applicant has submitted a scoped Environmental Impact Study, which has been reviewed by the Municipality's peer engineering consultant and the Upper Thames River Conservation Authority. The EIS includes 31 recommendations intended to avoid, minimize, and mitigate potential impacts on natural heritage features and functions, and these measures are proposed to be secured through draft plan conditions and subsequent detailed design. In addition, the Conservation Authority has recommended further conditions respecting trail design, wetland compensation and monitoring, geotechnical review, stormwater management, erosion and sediment control, and permits for works within regulated areas. Staff are satisfied that, subject to these conditions and ongoing monitoring through the subdivision approval and implementation process, the proposal can proceed in a manner that is consistent with the applicable natural heritage policies and that provides an appropriate framework to protect environmental features over the long term.

All public comments received have been considered and planning staff are satisfied that they have been generally addressed or can be appropriately addressed as conditions of draft plan approval.

Finally, staff are satisfied that the remaining technical matters can be appropriately addressed through draft plan conditions and the future subdivision agreement. This approach is consistent with the Thames Centre Official Plan, which contemplates the use of conditions and registered agreements to secure matters such as servicing, drainage, grading, landscaping, sidewalks, pedestrian connections, and other works necessary to implement the Plan.

Recommended draft plan conditions are attached for Council's consideration.

## **Official Plan Amendment**

To support the development of Block 175 for high-density residential uses, an Amendment to the Thames Centre Official Plan is required. In considering an Amendment as noted under Section 7. 20 of the Official Plan, Council shall have regard to the following items (in priority):

### The Provincial Planning Statement, 2024;

As previously indicated, consistency with the PPS has been demonstrated in regard to accommodating a mix of housing types.

### The desirability and appropriateness of changing the Official Plan to accommodate the proposed use in light of the basic objectives and intent of the Official Plan;

The basic objectives and intent of the Official Plan in regard to the proposed use is to provide a policy framework which encourages growth and prosperity in the Municipality and promotes the Municipality as a desirable place to live. The Plan also encourages the need to provide a variety of housing types in a variety of designated locations to accommodate a broad demographic including housing for all stages of life.

### The goals and policies of this Plan;

The Plan encourages the development of a greater variety of housing types, sizes and tenures. In particular, housing types that promote continuum of lifestyle and allow residents to remain within the community throughout the course of their lives are encouraged.

### Conformity with County policy;

As previously indicated, conformity with the County Official Plan has been demonstrated.

### The need for the proposed use, including justification for the amount of land proposed for a change in designation based on existing undeveloped lands available for development;

The Province of Ontario is experiencing a housing shortage with impacts being felt both regionally and locally, due to a limited supply of housing combined with a significant surge in housing demand. Simply put, the demand for housing has significantly outpaced supply resulting in escalating housing prices. The proposed medium and high-density residential uses will provide a more affordable housing opportunity for the community compared to single detached dwellings which is largely the predominant housing type in the Municipality.

Whether the subject lands are within 120 metres of lands designated "Natural Area" and the results of an Environmental Impact Study (EIS) as outlined in Section 3. 2. 3. 1 of this Plan;

Although no part of the property is designated "Natural Area", the subject lands are adjacent to areas designated "Protection Area" and "Environmental Area". As such, the undertaking of an EIS was required to support the development, and all recommendations from the study and Conservation Authority were included in the list of draft plan conditions.

The effect on the economy and financial position of the Municipality;

The proposed development will provide employment opportunities for the area in the small-scale commercial uses proposed within the high-density block, as well as provide an opportunity for additional tax assessment. Due to the density and form of development, it will demonstrate an efficient use of infrastructure.

The compatibility of the proposed use with existing uses or potential uses in adjoining areas and the effect of such use on the surrounding area including the natural environment;

The proposed high-density residential block is generally compatible with existing and planned development in the surrounding area. It is located on the south side of the Christie Drive extension and positioned away from the existing low-density dwellings within the Tiner subdivision, thereby reducing potential land use conflicts and providing an appropriate transition in built form. The proposed subdivision also places lower-density housing closer to the existing neighbourhood and locates higher-density forms more internally and toward the western portion of the site, which helps maintain compatibility with the established character of adjacent residential areas. With respect to the natural environment, the proposal has been supported by an Environmental Impact Study and reviewed by the Upper Thames River Conservation Authority. Subject to the recommended draft plan conditions and implementation of the mitigation measures identified through the review process, staff are satisfied that the development can proceed without unacceptable adverse impacts on adjacent natural heritage features or their ecological functions.

The location of the site with respect to the transportation system, the adequacy of the potable water supply, sewage disposal facilities, solid waste disposal, and other municipal services as required, including the ability to provide logical extensions to existing services;

The subject lands are appropriately located within the Dorchester Settlement Area and are situated such that they can be efficiently integrated with the existing transportation and municipal servicing network. The proposed extension of Christie Drive will provide the primary access to the subdivision and establish a logical road connection between the existing built-up area and future development lands. The supporting Traffic Impact Assessment, as reviewed through the application process, concludes that the

surrounding road network and internal street system can accommodate the projected traffic associated with the development.

From a servicing perspective, the proposal is to be developed on full municipal water and sanitary services, consistent with the preferred servicing hierarchy of the Provincial Planning Statement, the Middlesex County Official Plan, and the Thames Centre Official Plan. The proposed watermain and sanitary sewer infrastructure are designed to connect to and extend existing municipal systems in a logical and efficient manner, including the ability to support future phases and potential development lands beyond the subject site.

Stormwater management is also proposed through municipal infrastructure and will be subject to detailed design and agency review to ensure downstream impacts are appropriately addressed. Solid waste disposal and other typical municipal services can be provided in the same manner as for other urban residential development within Dorchester. Accordingly, staff are satisfied that the site is appropriately located with respect to the transportation system and that adequate municipal services can be provided, including logical extensions to existing infrastructure.

The physical suitability of the land for the proposed use;

Block 175 is relatively flat from a topographical standpoint and used historically for agricultural purposes for the cultivation of field crops. Further, the archaeological assessments did not identify the Block as an area of significance; therefore, staff are of the opinion the site is physically suitable for high-density development.

The effect on the provision of affordable housing in the Municipality; and

High density residential uses are currently limited in this part of the Municipality. The community will benefit from the introduction of this housing type being a more affordable housing option compared to current housing options limited to single detached dwellings.

Whether the subject lands contain natural features or natural hazard lands that should be subject to an Environmental Impact Study as outlined in Section 3. 2. 3. 1 of this Plan.

The Block intended to support high-density residential uses does not contain natural heritage features or natural hazards. However, Block 175 is located within 120 metres of a natural heritage feature. As such, the undertaking of an EIS was required in support of the development, and implementation of the recommendations is included as a draft plan approval condition.

Based on the foregoing, the subject proposal is consistent with the Provincial Planning Statement, conforms to the Middlesex County Official Plan and Thames Centre Official Plan.

## **Zoning By-law Amendment**

The Thames Centre Official Plan requires that prior to the approval of a zoning by-law amendment, it shall be established to the satisfaction of Council that:

Soil and drainage conditions are suitable to permit the proper siting of buildings;

A geotechnical investigation, stormwater management plan and lot grading plans are required for this development. This is also capable of being addressed at the building permit issuance stage.

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;

Full municipal services can adequately accommodate the proposed development as indicated in the Functional Servicing Report prepared by CJDLC Consulting Engineers.

The road system is adequate to accommodate projected increases in traffic;

The road system is adequate to accommodate projected increases in traffic considering the subdivision will have two access points via Harris Road and Mill Road, in addition to the conclusions of the Traffic Impact Assessment, which identified that all study area intersections are forecast to operate with acceptable levels of service and queue lengths.

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.

The development of this subdivision will require new public roads, including the extension of an existing local road, which will tie into the existing public road network. These roads are to be constructed to municipal urban design standards.

Lot frontage and area is suitable for the proposed use and conforms to the standards required by the implementing Zoning By-law;

The lots and blocks proposed would comply with the minimum lot frontage and lot area requirements of the requested zoning by-law amendment. Staff note that the developer has demonstrated through sample lot plans that the areas and frontages can accommodate the proposed housing types.

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.

Unacceptable adverse effects on surrounding uses are not anticipated considering surrounding uses are generally residential. Given the proximity of existing natural heritage features, an EIS was required and all recommendations are included as conditions of draft plan approval.

The Thames Centre Official Plan indicates that the following criteria also needs to be considered when reviewing rezoning applications to permit medium density residential uses in areas designated as Residential, namely:

General compatibility with existing uses in close proximity to the proposed development:

The proposed medium density residential uses are compatible with existing uses in close proximity to the area namely single detached dwellings located within the Tiner Subdivision. Regarding concerns from existing residents about medium density housing opportunities, the proposed draft plan provides a gentle increase in density, with low density uses located in proximity to the existing development, and the medium density uses interspersed within the new subdivision and further to the west along Christie Drive.

The capacity of Municipal, County and Provincial roads affected and their ability to handle the expected increases in traffic:

The capacity of the Municipal and County road network to accommodate the proposed development has been evaluated through the Traffic Impact Assessment submitted in support of the application and peer reviewed on behalf of the Municipality. The study concludes that the surrounding road network, including Christie Drive, Harris Road, and Mill Road, has sufficient capacity to accommodate the anticipated traffic generated by the proposed medium density residential uses. All study area intersections are forecast to operate within acceptable levels of service under future traffic conditions, with no significant operational deficiencies identified.

In addition, the proposed subdivision design incorporates multiple access points and an interconnected internal street network, which will assist in distributing traffic and reducing pressure on any single access location. Traffic calming measures, including the introduction of roundabouts along Christie Drive, will further support safe and efficient traffic movement. Accordingly, staff are satisfied that the existing and planned road network can adequately support the proposed development.

The adequacy of services to serve the proposed development:

The subject lands are located within a fully serviced settlement area where municipal water and sanitary services are available and are proposed to be extended to service the development. The Functional Servicing Report prepared in support of the application demonstrates that sufficient capacity exists within the municipal water and wastewater systems, and that the proposed infrastructure can be logically and efficiently connected to existing services.

Stormwater management will be addressed through the implementation of a stormwater management system designed in accordance with municipal and agency standards, ensuring that post-development flows are controlled and that there are no adverse downstream impacts. All servicing matters will be finalized through detailed design and secured through draft plan conditions and the subdivision agreement. Based on the foregoing, staff are satisfied that adequate municipal services are available to support the proposed development.

Adequacy of off-street parking facilities to serve the proposed development:

Adequate off-street parking will be provided to serve the proposed medium density residential uses in accordance with the requirements of the implementing Zoning By-law. The proposed development concept demonstrates that sufficient space is available within each lot to accommodate required parking, including private driveways, garages, and where applicable, visitor parking areas for apartment dwellings. Detailed parking layouts will be confirmed through the site plan approval process for the high-density block, ensuring compliance with zoning standards and appropriate design for functionality and safety. As such, staff are satisfied that adequate off-street parking facilities can be provided to meet the needs of residents and visitors.

The provision of landscaping, buffering and building setbacks adequate to protect the privacy of surrounding residential properties:

The subdivision design provides for an appropriate transition in density, with low-density residential uses located adjacent to the existing Tiner Subdivision and medium density uses generally directed inward or toward the western portion of the site.

In addition, required yard setbacks, fencing, and landscaping treatments will be secured through the implementing Zoning By-law and further refined through detailed design and, where applicable, site plan approval. The inclusion of landscaped open space areas, the multi-use trail corridor, and the spatial separation created by the road network also contribute to mitigating potential overlook and privacy concerns. Staff are satisfied that these measures collectively provide an appropriate interface with existing development.

Consistency with the Provincial Policy Statement (PPS):

Based on the analysis previously provided in the report, consistency with the PPS has been demonstrated in regard to this form of housing.

Based on the foregoing, staff are satisfied that the request for Zoning By-law Amendment is consistent with the Provincial Planning Statement, conforms to the County and local Official Plans, and represents sound land use planning. The implementing zoning by-law amendment will be further considered by Council at a future meeting.

## Strategic Plan Link

**Pillar:** *Smart Planning*

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

## Attachments

Location Map  
Recommended Draft Plan Conditions

Second Submission Peer Review Comments  
UTRCA Second Submission Comments  
Draft Official Plan Amendment for Consideration

## References

[Draft Plan of Subdivision](#)  
[Phasing Plan](#)  
[Paradigm Response to Second Submission Comments](#)  
[Developer Response to Second Submission Comments](#)  
[Revised Official Plan Amendment](#)

Prepared by: E. Besch, Planner

Reviewed by: L. Nooren, Senior Planner

Reviewed by: J. Brick, Interim Director of Planning and Development Services

Approved by: J. Bellchamber-Glazier, Chief Administrative Officer