

APPENDIX 3

CONSULTATION SUMMARY

OFFICIAL PLAN REVIEW – 2021/2022**INDEX OF WRITTEN SUBMISSIONS RECEIVED FROM THE PUBLIC**

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| DORCHESTER | | |
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| | Feb 2, 2022 | Email from Stewart Findlater on behalf of Fred Ward and David Ward |
| | May 11, 2022 | |
| | May 24, 2022 | |
| B | Apr 4, 2022 | Location Map – Northeast corner of Elgin Road and Hamilton Road |
| | Sept 29, 2021 | Letter from Chris Rijnen |
| C | July 4, 2022 | Location Map- 2985 & 2969 Dorchester Road, Part of Lot 18, Concession B, SRT |
| | May 10, 2022 | Email from Anthony Gubbels on behalf of Ryan Simonis |
| THORNDALE | | |
| D | Apr 4, 2022 | Location Map – 21875 Nissouri Road |
| | Sept 7, 2021 | Letter from Pat and Jane Elliott |
| E | Apr 4, 2022 | Location Map – Part of Lot 17, Concession 3 (geographic Township of West Nissouri), Municipality of Thames Centre |
| | Mar, 2017 | Letter from MHBC on behalf of Sile Ltd. |
| | Feb 25, 2018 | Letter from Phil Ruggeri on behalf of Sile Ltd with Planning Justification Report by Findlater & Associates Inc and Servicing Brief by AGM |
| | May 26, 2022 | Presentation by Phil Ruggeri |
| | Oct 4, 2021 | |
| | June 26, 2022 | Email from Anne-Marie Nicli |
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| F | July 4, 2022 | Location Map – 21789 Heritage Road |
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| I | Apr 4, 2022 | Location Map – 3073 Westchester Bourne |
| | Oct 20, 2021 | Letter from Monteith Brown Planning Consultants (c/o Jay McGuffin) on behalf of Baribeau Construction (London) (c/o Jack Baribeau) |
| | May 30, 2022 | |
| J | Apr 4, 2022 | Location Map – 2545 Westchester Bourne |
| | Jan 29, 2022 | Emails from John Fekete on behalf of S & S Fekete Farms Ltd |
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| K | Apr 4, 2022 | Location Map – 3124 Westchester Bourne |
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| L | Jan 7, 2022 Jan 4, 2022 May 12, 2022 | Emails from Patti Kemp |
| M | Mar 3, 2022 | Email from Jim Rule |
| N | Nov 8, 2021 | Letter from Concerned Residents of Thames Centre and forwarded by Gary McMillan |
| O | May 3, 2022 | Email from Evan Turunen on behalf of Hydro One Networks Inc. |
| P | May 28, 2022 | Letter from Katrina & Joel Wohlgemut |
| Q | May 12, 2022 May 24, 2022 | Letter from Auburn Developments Email & Letter from Auburn Developments |
| R | undated | Letter from Andrew Payne on behalf of Masonry Works Council of Ontario |
| S | May 31, 2022 | Letter from Sifton Properties Limited |
| OTHER | | |
| T | undated | Letter from Stewart Findlater re Part of Lot 2 Concession 1, SRT (geographic Municipality of North Dorchester) designated Part 2 on RP 33R13658, Municipality of Thames Centre |
| V | June 21, 2022 | Comments from Don De Jong, Tridon Construction Ltd. |

OFFICIAL PLAN REVIEW – 2021/2022

SUMMARY OF WRITTEN SUBMISSIONS RECEIVED FROM THE PUBLIC

| TAB | DATE | ITEM / SUMMARY OF COMMENTS | RESPONSE / RATIONALE |
|-------------------|--------------|--|--|
| DORCHESTER | | | |
| A | Apr 4, 2022 | Location Map – 2156 Slo-Pitch Road | NO CHANGE RECOMMENDED TO OFFICIAL PLAN |
| | Feb 2, 2022 | Email from Stewart Findlater on behalf of Fred Ward and David Ward <ul style="list-style-type: none"> Requesting an expansion to the Dorchester Settlement Area to include a property, being the Slo-Pitch City lands, to allow the conversion of these lands from a recreational use to a private residential community containing approximately 175 housing units and primarily geared towards seniors. To be connected to full municipal services, this form of development would allow for more affordable and attainable forms of housing in response to the housing supply shortage witnessed in the region. Although the property has a total lot area of 22 hectares (54.5 ac), the amount of developable land would be limited to approximately 8.3 hectares (20.5 ac) given natural heritage and natural hazard constraints. | <ul style="list-style-type: none"> Lands are currently designated Recreational and Protection Area under the Thames Centre Official Plan. Although Urban Settlement Areas are focus areas for growth and development opportunities including the designated Urban Settlement Area of Dorchester, there is no justification to include additional lands for residential purposes considering the existing supply of vacant residential land is sufficient to satisfy future growth needs for the next 25-years. Notwithstanding the foregoing, the development of these lands would require an approved Environmental Impact Study (EIS) considering surrounding natural heritage and natural hazard features. These lands are being considered for inclusion to the Dorchester Urban Settlement Area through the municipally-initiated Application for Official Plan Amendment (O3-22) which also considers the retraction of other lands located north of the Thames River. |
| | May 11, 2022 | Email from Stewart Findlater on behalf of Fred and Dave Ward <ul style="list-style-type: none"> Confirmation that clients consent to their request being made public so staff can fully evaluate proposal EIS has been completed as well as preliminary engineering design work Have engaged with the UTRCA and Director of Environmental Services prior to completing EIS | |

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| | <p>May 19, 2022</p> <p>May 24, 2022</p> | <ul style="list-style-type: none"> • Would like Council to consider including property within the Dorchester Settlement Area as part of the Official Plan Five Year Review • Would like to provide attainable housing in Thames Centre <p>Email from Natural Resource Solutions Inc. re EIS for Slo Pitch Road</p> <ul style="list-style-type: none"> • EIS for this site will be prepared once proposed draft plan for development is completed <p>Email from Stewart Findlater on behalf of Fred and Dave Ward</p> <ul style="list-style-type: none"> • Advised that servicing options report will not be finalized at this time since it would be premature • Suggested zoning for this area to be similar to Strathroy-Caradoc Zoning Section 8 "Lifestyle Community (R4) Zone" | |
| B | Apr 4, 2022 | Location Map – Northeast corner of Elgin Road and Hamilton Road | <p>NO CHANGE RECOMMENDED TO OFFICIAL PLAN</p> <ul style="list-style-type: none"> • Lands are currently designated Agricultural under the Thames Centre Official Plan • Although Urban Settlement Areas are focus areas for growth and development opportunities including the designated Urban Settlement Area of Dorchester, the development of commercial lands has been virtually non-existent in Thames Centre since the last Official Plan review with the exception of limited intensification/infill opportunities in Dorchester and Nilestown. • There is no justification to include additional lands for commercial purposes considering the existing supply of vacant commercial land is sufficient to satisfy future growth needs for the next 25-years. |
| | Sept 29, 2021 | <p>Letter from Chris Rijnen</p> <ul style="list-style-type: none"> • Requesting an expansion to the Dorchester Settlement Area to include a property having an area of 1.4 hectares (3.39 ac) • Would complement the existing commercial node with existing commercial uses located at the northwest and southwest corners of Elgin Road and Hamilton Road. | |
| C | July 4, 2022 | Location Map- 2985 & 2969 Dorchester Road | <p>NO CHANGE RECOMMENDED TO OFFICIAL PLAN</p> <ul style="list-style-type: none"> • Lands are generally designated Agricultural under the Thames Centre Official Plan. • Although Urban Settlement Areas are focus areas for growth and development opportunities including the designated Urban Settlement Area of Dorchester, there is no justification to include additional lands for residential purposes considering the existing |
| | May 10, 2022 | <p>Email from Anthony Gubbels on behalf of Ryan Simonis re Part of Lot 18, Concession B SRT</p> <ul style="list-style-type: none"> • Requesting the inclusion of lands (32 hectares/ 80 acres) within the Dorchester Settlement Area Boundary | |

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| | | | <p>supply of vacant residential land is sufficient to satisfy future growth needs for the next 25-years.</p> <ul style="list-style-type: none"> These lands are being considered for inclusion to the Dorchester Urban Settlement Area through the municipally-initiated Application for Official Plan Amendment (O3-22) which also considers the retraction of other lands located north of the Thames River. |
| THORNDALE | | | |
| D | Apr 4, 2022 | Location Map – 21875 Nissouri Road | <p>NO CHANGE RECOMMENDED TO OFFICIAL PLAN</p> <ul style="list-style-type: none"> Lands are currently designated Agricultural and Protection Area under the Thames Centre Official Plan. The Official Plan Land Use Schedule also indicates that this property contains an abandoned landfill site. Although Urban Settlement Areas are focus areas for growth and development opportunities including the designated Urban Settlement Area of Thorndale, there is no justification to include additional lands for residential purposes considering the existing supply of vacant residential land is sufficient to satisfy future growth needs for the next 25-years. |
| | Sept 7, 2021 | <p>Letter from Pat and Jane Elliott</p> <ul style="list-style-type: none"> Requesting an expansion to the Thorndale Settlement Area to include the former “Watson Farm” located on the north side of Thorndale Road and on the west side of Nissouri Road to allow future residential development. Although the property has a total lot area of 35.4 hectares (87.5 ac), the amount of developable land would be limited to approximately 30 hectares (74 ac) given natural heritage constraints. The southern portion of the property, having an area of 14 hectares (35 ac) is subject to official plan and zoning by-law amendments to allow the establishment of an aggregate extraction operation. | |
| E | Apr 4, 2022 | Location Map – Part of Lot 17, Concession 3 (geographic Township of West Nissouri), Municipality of Thames Centre | <p>NO CHANGE RECOMMENDED TO OFFICIAL PLAN</p> <ul style="list-style-type: none"> Lands are currently designated Agricultural and Protection Area under the Thames Centre Official Plan. Although Urban Settlement Areas are focus areas for growth and development opportunities including the designated Urban Settlement Area of Thorndale, there is no justification to include additional lands for residential purposes considering the existing supply of vacant residential land is sufficient to satisfy future growth needs for the next 25-years. |
| | Mar 23, 2017 | <p>Letter from MHBC on behalf of Sile Ltd.</p> <ul style="list-style-type: none"> Requesting an expansion to the Thorndale Settlement Area | |
| | Feb 25, 2018 | <p>Letter from Phil Ruggeri on behalf of Sile Ltd with Planning Justification Report by Findlater & Associates Inc and Servicing Brief by AGM</p> <ul style="list-style-type: none"> Requesting an expansion to the Thorndale Settlement Area to include the farm located on the east side of Nissouri Road and immediately north of | |

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| | <p>the Trails at Wye Creek Subdivision to allow future residential development.</p> <ul style="list-style-type: none"> Although the property has a total lot area of 40 hectares (99 ac), the amount of developable land would be limited to approximately 32.7 hectares (81 ac) given natural heritage constraints. <p>Presentation from Phil Ruggeri on behalf of Sile Ltd.</p> <ul style="list-style-type: none"> Provides request for development, supporting documentation, benefits to Thames Centre as heard at Oct 4 2021 Special Meeting of Council <p>Email from Phil Ruggeri on behalf of Sile Ltd</p> <ul style="list-style-type: none"> Acknowledged that Provincial and County policies need to be considered as part of the OP Review, although frustrated that there is difficulty aligning Provincial Policies with local needs Does not agree with including the un-serviced lands on the north side of the Thames River in Dorchester and including “proposed plans” and “proposed conceptual plans” in the 25 year housing supply calculation. Stated that the “proposed and conceptual plans” actually represent 71% of the total 3339 housing units indicated in the Housing discussion paper Suggests the numbers be removed from the calculation which would leave a shortfall of 709 units Would be satisfied with a reduced portion of the lands being brought into the Thorndale Settlement Area Sent presentation from Oct 4 2021 meeting <p>Email from Anne-Marie Nicli in support of Sile Ltd. proposal</p> <ul style="list-style-type: none"> Stated support for Sile Ltd.’s proposal to include develop lands in Thorndale Concerned about housing challenges and wants to ensure all potential residents have access to housing | |
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| | June 27, 2022 | Email from Scott Brown in support of Sile Ltd. proposal <ul style="list-style-type: none"> Stated the development brings needed affordable homes for seniors as well as entry level home purchasers | |
| F | July 4, 2022 | Location Map- 21789 Heritage Road, Part of Lot 15, Concession 4 (geographic Township of West Nissouri) | |
| | June 2, 2022 | Letter from Joan & Walter Strubgen, Tim Strubgen <ul style="list-style-type: none"> Requesting 21789 Heritage Road (Part of lot 15, Concession 4, (geographic Township of West Nissouri) be included in the Thorndale Settlement Area Boundary, having an area of 11.5 hectares (28.44 ac) | |
| DONNYBROOK INDUSTRIAL AREA VICINITY | | | |
| G | Apr 4, 2022 | Location Map – 2702 Bradley Avenue | RECOMMENDED CHANGE TO THE OFFICIAL PLAN <ul style="list-style-type: none"> Lands are designated Agricultural under the Thames Centre Official Plan. As outlined in the Report entitled <u>Highway 401 Corridor Land Use Strategy</u> (2006) for Thames Centre, these lands are located at a major interchange with Highway 401 and are collectively identified as having a high priority/potential for future industrial development. Although the Municipality has sufficient vacant employment lands to satisfy its future growth needs for the next 25 years, the PPS does allow for planning authorities to plan for employment areas beyond this planning horizon. It would be appropriate that these lands collectively be subject to a new “Special Policy Area” which categorizes them as being future employment lands and candidates for inclusion into an employment land use designation subject to a comprehensive review, while maintaining the current Agricultural designation. Existing land uses would be permitted including farming albeit limited to the cultivation of field crops. This would prevent the erection of livestock buildings and structures which could constrain the ability of the lands to be developed for future employment purposes. The new policy would also prohibit surplus farm dwelling severances to avoid preserving residential uses being incompatible with employment areas. |
| | Dec 8, 2021 Dec 6, 2021 | Emails from Jenny Beattie (Crinklaw) re 2703 Bradley Avenue <ul style="list-style-type: none"> Requesting their farm, having an area of 17.2 hectares (42.5 ac) be considered for future industrial purposes considering industrial development opportunities are occurring just west in the City of London. The property is located on the south side of Bradley Avenue and backing onto Highway 401. Requesting that their lands be rezoned to Rural Industrial (M2). | |
| H | Apr 4, 2022 | Location Map – South Part of Lot 24, Concession B SRT (geographic Township of North Dorchester), Municipality of Thames Centre | |
| | Feb 11, 2022 | Email from Scott Anderson re South Part of Lot 24, Concession B SRT (geographic Township of North Dorchester), Municipality of Thames Centre <ul style="list-style-type: none"> Requesting an expansion to the Rural Industrial designation to include the subject lands, being a 20 hectares (49.2 ac) vacant farm, located on the north | |

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| | May 5, 2022 | <p>side of Donnybrook Drive and on the east side of Westchester Bourne (County Road 74).</p> <p>Letter from Scott Anderson re South Part of Lot 24, Concession B SRT (geographic Township of North Dorchester), Municipality of Thames Centre</p> <ul style="list-style-type: none"> Additional submission requesting expansion to the Rural Industrial designation | <ul style="list-style-type: none"> To ensure future employment lands are contiguous, the New "Special Policy Area" should also apply to lands located on the north and south sides of Bradley Avenue between the City of London boundary and Westchester Bourne as well as lands located on the north side of Donnybrook Drive extending to the west side of Ferrar Road. |
| I | Apr 4, 2022 | Location Map – 3073 Westchester Bourne | |
| | Oct 20, 2021 | <p>Letter from Monteith Brown Planning Consultants (c/o Jay McGuffin) on behalf of Baribeau Construction (London) (c/o Jack Baribeau)</p> <ul style="list-style-type: none"> Requesting an expansion to the Rural Industrial designation to include the subject lands, being an 8.7 hectares (21.4 ac) farm, located on the west side of Westchester Bourne (County Road 74) and backing onto the Highway 401 interchange. | |
| | May 30, 2022 | <p>Letter from Monteith Brown Planning Consultants (c/o Jay McGuffin) on behalf of Baribeau Construction (London) (c/o Jack Baribeau)</p> <ul style="list-style-type: none"> Additional submission requesting the lands be designated as Rural Industrial | |
| J | Apr 4, 2022 | Location Map – 2545 Westchester Bourne | |
| | Jan 29, 2022 Oct 30, 2021 Sept 24, 2021 | <p>Emails from John Fekete on behalf of S & S Fekete Farms Ltd</p> <ul style="list-style-type: none"> Requesting an expansion to the Rural Industrial designation to include the subject lands, being an 43.7 hectares (108 ac) farm, located on the west side of Westchester Bourne (County Road 74) and on the north side of Bradley Avenue. | |
| K | Apr 4, 2022 | Location Map – 3124 Westchester Bourne | <p>RECOMMENDED CHANGE TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> Lands are designated Agricultural under the Thames Centre Official Plan. The Ontario Ministry of Transportation (MTO) has the authority to regulate access in proximity to 400-series highway interchanges. A |
| | Sept 13, 2021 May 2, 2022 | <p>Emails from Rob Jackson</p> <ul style="list-style-type: none"> The subject lands are located on the east side of Westchester Bourne (County Road 74) just north of | |

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| | | <p>the Highway 401 interchange, having an area of approximately 18 hectares (44.2 ac).</p> <ul style="list-style-type: none"> • Requesting that these lands revert to the Highway Commercial / Rural Industrial which were previously in place under the Thames Centre Official Plan prior to the approval of Official Plan Amendment No. 12 (OPA 12), which implemented the last Official Plan review. These lands were down designated to Agricultural through the County of Middlesex's approval of OPA 12 as modified. • According to the property owner, no notification was provided by the County in the down designation of the subject lands. | <p>recent pre-consultation meeting was held with various agencies including the MTO and municipal officials for the development of lands known municipally as 3004 Westchester Bourne located immediately north of the subject property. At that meeting, MTO requires that the development of those northerly lands requires the inclusion of a future road connection to the south to access the subject lands considering MTO will not allow any direct access onto Westchester Bourne (County Road 74) due to proximity to the Highway 401 interchange.</p> <ul style="list-style-type: none"> • Due to the lack of direct access, the development of the subject lands is better suited for industrial or employment purposes consistent with the lands to the north. • Similar to the previous requests seeking inclusion in the Donnybrook Industrial Area, the subject lands are also outlined in the Report entitled <u>Highway 401 Corridor Land Use Strategy</u> (2006) for Thames Centre and identified as having a high priority/potential for future industrial development. For the same reasons as outlined for the previous requests, these lands should also be included as part of the new "Special Policy Area". |
| MUNICIPAL-WIDE | | | |
| L | <p>Jan 7, 2022</p> <p>May 12, 2022</p> | <p>Emails from Patti Kemp</p> <ul style="list-style-type: none"> • Provided recommendation for topics for climate change discussion paper and for policies to be included within the OP including protecting significant natural heritage areas, intensification in urban areas, complete streets, green infrastructure • Provided detailed recommendations for the draft official plan policies including additions to Section 1.6 Purpose of the Plan, Section 1.10.6 Summation of Issues and Strategies, Section 2 Development Policies, Section 3 Agricultural & Natural Environment Policies, Section 4 Settlement Area and Land Use Policies, Section 6 Strategic Policies • Use more directive language requiring new developments to be sustainable with their building design rather the use of enabling language. | <p>RECOMMENDED CHANGE TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> • The Municipality recognizes that sustainable building design practices and LEED certification may not be viable for all development projects within Thames Centre. • It would however be appropriate for the Official Plan to state that the Municipality may establish a Community Improvement Plan (CIP) which may include incentives for new or existing development and preferred design criteria such as encouraging the use of sustainable building design practices, meeting LEED certification and/or net zero standards. As such, policy direction in this regard is recommended. |

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| M | Mar 3, 2022 | Email from Jim Rule <ul style="list-style-type: none"> Identified 3 challenges that Thames Centre should address in relation to climate change that include: decline of fertile farmland and the resulting rise of food insecurity, decline of green spaces and biodiversity, decline in water quality | RECOMMENDED CHANGE TO THE OFFICIAL PLAN <ul style="list-style-type: none"> Preserving and protecting agricultural land, the natural environment (natural heritage system), and source water protection policies are included within the policies of the Official Plan. A systems-based approach for natural heritage has been part of the draft proposed changes. |
| N | Nov 8, 2021 | Letter from Concerned Residents of Thames Centre and forwarded by Gary McMillan <ul style="list-style-type: none"> Requesting more detailed comprehensive planning policies and regulations to control and shape development. Implement policies and regulations which go beyond minimum standards related to the PPS. Detailed phasing policies are warranted to control the rate of development to ensure sufficient capacity is met not only for hard services (ie. Infrastructure) but also soft services (ie. Local schools, recreational facilities) thereby not allowing one or two large developments control servicing capacity and the local housing market. Change in policies warranted for new developments to reduce energy consumption, promote connectivity and walkability. More detailed policies to ensure a range of housing affordability. Policy direction warranted for apartment buildings beyond a height of 3 storeys and subject to criteria. Enhance notification requirements for planning applications beyond 120 metres. Official plan review should provide an opportunity for broader community consultation beyond a statutory open house and statutory public meeting. | RECOMMENDED CHANGE TO THE OFFICIAL PLAN <ul style="list-style-type: none"> The proposed changes to the Official Plan include density targets for housing to encourage a range of housing options within Settlement Areas and consistent with the PPS. NO CHANGE RECOMMENDED TO THE OFFICIAL PLAN <ul style="list-style-type: none"> The Planning Act sets out the prescribed individuals who are notified and required circulation distance for planning applications. The Municipality posts all planning public meeting notices on the Thames Centre website. |
| O | May 3, 2022 | Email from Evan Turunen on behalf of Hydro One Networks Inc. | <ul style="list-style-type: none"> To date, no formal comments have been received. |

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| | | <ul style="list-style-type: none"> Advised that Hydro One will be submitting comments for the Official Plan Review | |
| P | May 28, 2022 | <p>Letter from Katrina & Joel Wohlgemut</p> <ul style="list-style-type: none"> Suggestions for improving Cycling in Thames Centre including seeking funding to assist with improving cycling linkages with neighbouring municipalities, encouraging school population to cycle (potentially including policies that limit the use of existing paved shoulders on Hamilton Road and Catherine Street for vehicular parking) Suggestions for continuing paved shoulder south of 401 and also reviewing the designated bike route between Dorchester and Thorndale (a section of Heritage Road that is gravel and would benefit from consideration on what to do with this section of the road since gravel road is not ideal for road bikes) | <p>RECOMMENDED CHANGE TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> The Official Plan includes revised policy for Section 5.11 Walking Trails and Cycling Paths and states that design criteria, proposed routes, and improvements to existing routes may be identified and/or established with a trails and cycling masterplan. |
| Q | May 12, 2022 May 24, 2022 | <p>Letter from Auburn Developments</p> <ul style="list-style-type: none"> Requesting that the OP does not designate lands using the Natural Heritage & Hazard mapping as it does not represent hazard lands and instead coordinates with the UTRCA regulation lining and would impact existing dwellings and potential developable lands Seeking additional justification for the increase in natural heritage and hazard mapping <p>Email from Auburn Developments including letter from Stantec</p> <ul style="list-style-type: none"> Provided letter from Stantec which was sent to UTRCA regarding the UTRCA's modeling and its impacts. Advised there are significant errors in the model Continuing to seek analysis and peer review required by the UTRCA prior to implementation | <p>RECOMMENDED CHANGE TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> It has been determined that an overlay of natural hazards as opposed to a land use designation would be more appropriate to include on land use plan schedules for the Municipality as a whole and Dorchester and Thorndale. |


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| | | <ul style="list-style-type: none"> Letter from Stantec (dated May 18, 2022) to Auburn Developments (Stephen Stapleton) advises that until a peer review is completed, the legitimacy of the new floodplain is in question since there errors were identified | |
| R | undated | <p>Letter from Andrew Payne on behalf of Masonry Works Council of Ontario</p> <ul style="list-style-type: none"> Recommendations for policies related to design guidelines and built form-focused policy guidelines (including the use of brick, stone and architectural blocks a primary materials and other materials such as stucco and siding used as accents) within the Official Plan | <p>RECOMMENDED CHANGE TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> It would be appropriate for the Official Plan to state that the Municipality may explore the preparation of urban design guidelines to assist in promoting quality built form as part of the site plan approval process. |
| S | May 31, 2022 | <p>Letter from Sifton Properties Limited</p> <ul style="list-style-type: none"> Provided support for various proposed policies Provided recommendations for draft policies within the plan including changes to Section 1.1.11.2 (1) Residential Growth to ensure the year 2046 is referenced, to add a policy which permits adjustments to the settlement area boundaries outside of a municipal comprehensive review, , revising/ updating the housing discussion paper, consideration for the expansion of the Thorndale Settlement Area Boundary as indicated in the letter | <p>NO CHANGE RECOMMENDED TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> It will be necessary for the Official Plan to remain consistent and reference the year 2046 as the end of the planning period for the Official Plan Although Urban Settlement Areas are focus areas for growth and development opportunities including the designated Urban Settlement Area of Thorndale, there is no justification to include additional lands for residential purposes considering the existing supply of vacant residential land is sufficient to satisfy future growth needs for the next 25-years. The adjustment to settlement area boundaries outside of a municipal comprehensive review is currently being considered through Official Plan Amendment Application O3-22, can only occur if there is no net increase in lands being added to a settlement area. |
| OTHER | | | |
| T | undated | <p>Letter from Stewart Findlater re Part of Lot 2 Concession 1, SRT (geographic Municipality of North Dorchester) designated Part 2 on RP 33R13658, Municipality of Thames Centre</p> <ul style="list-style-type: none"> Requesting an expansion to the Rural Industrial designation on behalf of Farhi Farming Corporation | <p>NO CHANGE RECOMMENDED TO THE OFFICIAL PLAN</p> <ul style="list-style-type: none"> Lands are designated Agricultural under the Thames Centre Official Plan and adjacent to the Putnam industrial area. As outlined in the Report entitled <u>Highway 401 Corridor Land Use Strategy</u> (2006) for Thames Centre, these lands are located in close proximity to the Putnam Road interchange with Highway 401 and are |

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| | | <p>to include the subject lands being a 37.3 hectare (92.17 ac) parcel, located on the south side of Breen Road, east of Putnam Road (County Road 30) and backing onto Highway 401.</p> | <p>identified within the report as a secondary area of interest for future industrial development.</p> <ul style="list-style-type: none"> • The Municipality has sufficient vacant employment lands to satisfy its future growth needs for the next 25 years and although the PPS does allow for planning authorities to plan for employment areas beyond this planning horizon the lands are identified as a secondary area of interest • With the primary area of interest being focused on the Bradley Avenue and Donnybrook Drive area and consistent with the Corridor Land Use Strategy, it would not be appropriate for these lands to be identified and protected for future employment purposes as part of the new "Special Policy Area". |
| U | June 21, 2022 | <p>Email from Don De Jong on behalf of Tridon Construction Ltd. re Lakeside Dr Part of Lot 10 Concession 1</p> <ul style="list-style-type: none"> • Tridon Construction Ltd. Is the property owner at Lakeside drive 65.96 acres+/- • Over the many years of owning this property we have not had an ease with the ability to create a recreational vision as the Zoning would allow due to constraints with municipal agreements being required. We request that either there is an ability to enter servicing agreements with the Municipality/County or recognize that there needs to be additional zoning detailed for this land. • We request a meeting to discuss our request of agreement or additional change during this OP update. | <ul style="list-style-type: none"> • Staff has reached out to the developer to elaborate on the request however a response has yet to be received. This matter can be considered outside the OP review process. |



Description: Ward - 2156 Slo-Pitch Road
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

From: [REDACTED]
To: [Marc Bancroft](#)
Subject: Fw: Request for Slo Pitch City Lands to be Included in Dorchester Settlement Area Boundary
Date: Wednesday, February 2, 2022 11:45:09 AM
Attachments: [Slo Pitch City Concept.pdf](#)

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Mr. Marc Bancroft, Director of Planning and Development Services
Municipality of Thames Centre
4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

Mr. Bancroft,

Please consider this as our formal request on behalf of Fred Ward and David Ward to have their "Slo Pitch City" property located at 2156 Slo Pitch Road brought into the Village of Dorchester Settlement Area boundary as part of your ongoing Municipal Comprehensive Review. We have met with you and other senior staff at Thames Centre over the past year or so on this request and we appreciate the time you have given to us.

Having been employed as Director of Community Services and Development from 2001 through to 2014 and then as Chief Administrative Officer from 2015 through to 2019, I am acutely aware of the needs of Thames Centre in terms of affordable and attainable housing.

The Official Plan deals with **Housing Policies** in Section 2.28. Amongst other policies, It states the following:

2.28.1

The Municipality is concerned about the availability, **affordability** and appropriateness of the existing and future housing stock of the Municipality.

2.28.2

With regard to housing supply, the Municipality shall attempt to achieve the following goals:

*(1) To encourage 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.***

*(2) To encourage an adequate supply of affordable housing as supported by the **Provincial Policy Statement.***

(3) To encourage the rehabilitation and maintenance of the existing housing stock.

2.28.3

(1) In approving development proposals, the type, tenure and size of housing needs for low, medium and high income groups and age, household and lifestyle needs of Municipality residents shall be considered.

As you are aware from our previous meeting and discussions, this proposal is for a modular home resort which clearly will satisfy and conform with the above noted goals and policies in the Thames Centre Official Plan. As you suggested during our previous meeting, the Ward's have retained professional engineering (Development Engineering) and biologists (Natural Resource Solutions Inc.) to assist with this exciting proposal. Natural Resource Solutions Inc. has undertaken an Environmental Impact Study and has nearly completed that work. It has determined the preliminary area of the 22 hectare parcel that could be developed.

Development Engineering has recently completed a draft layout for the property which I have attached for your records. We have also had preliminary discussion with your Director of Public works who has indicated verbally that there is no issue with water supply for this development and that sanitary services and capacity were also available at the time of our discussion in late 2020. How those services get connected need to be determined by engineering should this project be approved.

As evidenced by all of the work already undertaken by the Ward's, we are hopeful that Thames Centre staff and Council see the merit in including these lands in the Settlement Area Boundary at this time. This development meets a huge housing need for the Municipality and will provide attainable housing for people to remain in Thames Centre, which at this time, is a problem.

We

look forward to a positive review and inclusion of these lands as part of your Municipal Comprehensive Review. We would be pleased to meet with you at any time should you have any questions regarding this proposal.

Stewart Findlater, MCIP, RPP
Findlater & Associates Inc.





From: [REDACTED]
To: [Marc Bancroft](#)
Subject: Slo Pitch City (WARD) Lands
Date: Tuesday, May 24, 2022 12:44:16 PM

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Marc,

While Development Engineering has done some work on servicing options, until final layout is complete, they are not in a position to send you anything. When I sent in the Ward's preferred layout a while back to see if it was acceptable to you, you indicated it was premature for you to comment as you did not anticipate the need for any additional lands at that time. As a result, the client did not want to spend money on engineering for a plan that may not be approved in that form.

With regards to the most appropriate zoning, should the lands become developable, I would suggest you look at Strathroy-Caradoc Zoning By-law Section 8 "Lifestyle Community (R4) Zone" for applicable regulations. A similar Official Plan designation could also be developed in this regard.

Thank you for your consideration of this matter.

Stewart Findlater, MCIP, RPP
Findlater & Associates Inc.

From: [REDACTED]
To: [Marc Bancroft](#)
Subject: Open House This Evening
Date: Wednesday, May 11, 2022 2:50:02 PM

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Mr. Bancroft,

I would like to confirm our conversation from Friday May 6, 2022 wherein I confirmed with you that my clients Fred and Dave Ward, owners of Slo-Pitch City just south of the Village of Dorchester are now fine with their request being made public in order for you to be able to fully evaluate the proposal. The Ward's have spent considerable time and funds to date including an completing an Environmental Impact Study as you suggested would be required, as well as preliminary engineering design work. I previously provided you with a copy of the preferred layout of the park for your review. We did engage with the UTRCA prior to completing our report in terms of the environmental study and with your Director of Environmental Services in terms of servicing options.

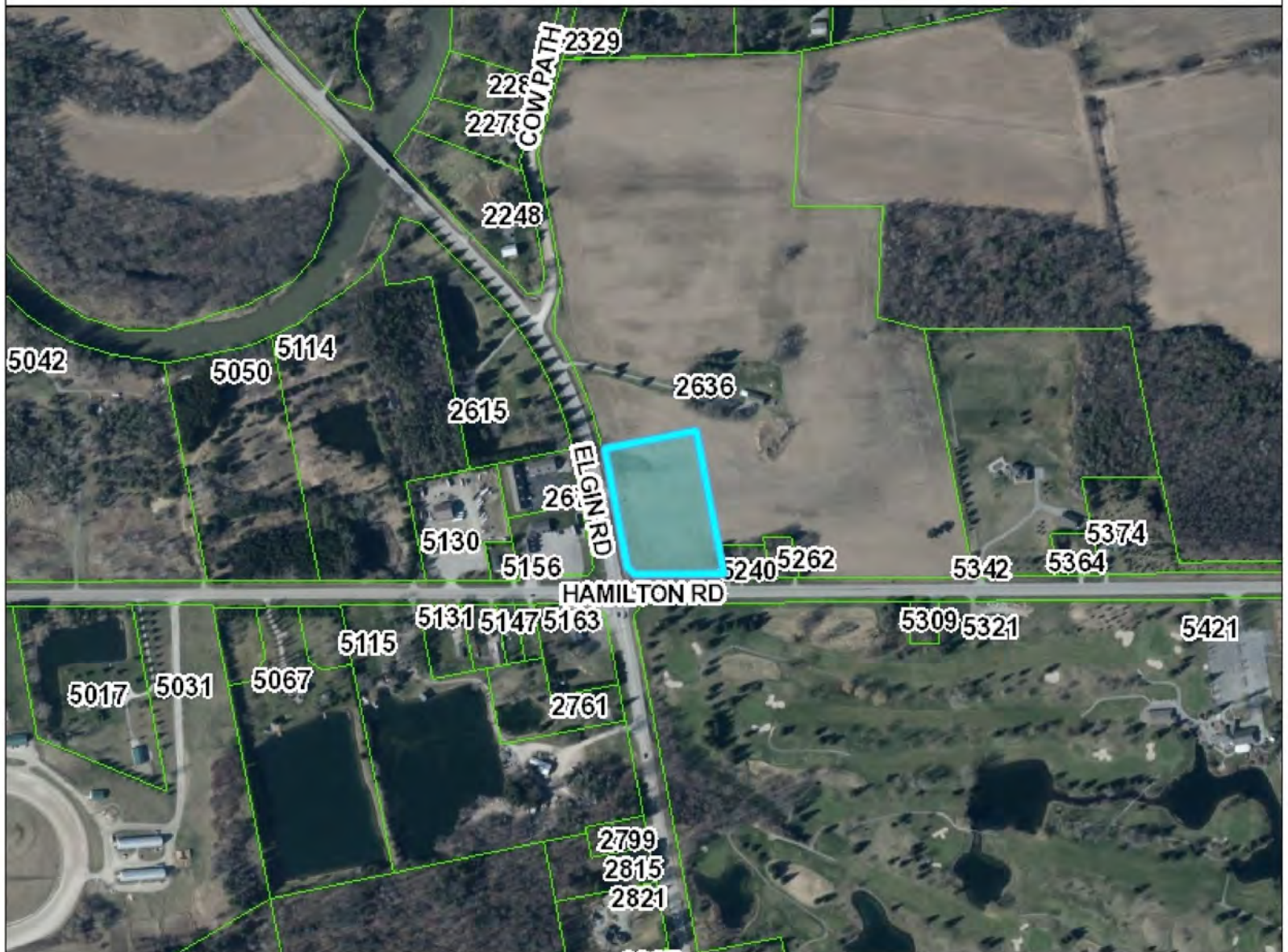
Our preferred approach is for Council to consider including these lands within the Dorchester Settlement Area **as part of the Official Plan five year review**, however that is best accomplished. At our meeting on May 6, the County Director of Planning concurred with this approach.

I have registered for tonight's Open House and look forward to hearing the presentation. I will not likely have anything further to add at the meeting tonight, however, we may have additional documents submitted prior to the formal Public Meeting.

Should you have any questions or require any clarification on our request, please feel free to contact me at your convenience. And further to our telephone discussion on May 9, 2022, we would be pleased to show you around the property at any time to give you a good understanding of the specifics of the project the Ward's are proposing to help provide attainable housing in Thames Centre.


Stewart Findlater, MCIP, RPP
Findlater & Associates Inc.





Description: Rijnen - NE corner Elgin @ Hamilton
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 9,028

Legend

 Assessment Parcels

September 29, 2021

Mr. Marc Bancroft, Director of Planning & Development Services
Municipality of Thames Centre
4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

Dear Mr. Bancroft:

Re: Official Plan Update as it Relates to 2636 Elgin Road

Please accept this as my formal request that the lands I own under Quail Run Developments Inc. located at 2636 Elgin Road (Roll No. 392600004001300) be considered for inclusion within the settlement area of the Village of Dorchester. The lands comprise a total of 18 hectares (44.35 ac) and are currently designated Agriculture and Recreation in the Thames Centre Official Plan.

There is also a small commercial parcel that I also own under Rijnen Construction Limited at the northeast corner of Hamilton Road and Elgin Road (Roll No. 392600004001370) that I would also request be considered for inclusion in the settlement area of the Village of Dorchester. The lands comprise a total of 1.5 hectares (3.69 ac) and are currently designated Commercial in the Thames Centre Official Plan.

These lands are located immediately east of the current settlement area boundary and would seem to be the next logical expansion of the Village (See attached air photo). I understand that given the amount of lots and potential lots already approved within the settlement areas of Dorchester and Thorndale, that there may not be the justification to expand any of the boundaries at this time, but I would certainly like to be on the record as being very interested in developing my lands for residential purposes when the need arises. In this regard, I strongly believe that the vacant lands on the north side of the Thames River in the Village of Dorchester ***should not be included*** in any calculation of available lots at this time due to the lack of municipal services. These lands are likely a number of years away from being developable while my lands are essentially shovel ready.

I have completed a number of studies already on the lands (archeological and topographical) and having developed numerous subdivision in the Municipality already, I am well aware of the process and timelines to achieve subdivision approval.

On a separate note, the southerly portion of my lands at 2636 Elgin Road appear to have a Recreational designation at this time. I am not sure why that is the case and would request that it be looked into as I have no interest in such a designation and wonder if it perhaps it is simply a mapping error given the golf course property across the road is designated Recreational?

Thank you for your consideration of this request and I would ask to be kept informed of all future meetings related to the Official Plan update.



Chris Rigney

Location Map



458.6

0

229.31

458.6 Meters



Description:

File Number:

Created By:

Date: 9/30/2021

Scale: 1:9,028

Legend


Road Names

☐ Assessment Parcels



Description: Simonis- Part Lot 18, Con B SRT
 File Number:
 Created By:
 Date: 7/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

From: Marc Bancroft <MBancroft@thamescentre.on.ca>

Sent: Wednesday, May 11, 2022 10:44 AM

To: Anthony Gubbels <[REDACTED]>

Cc: Durk Vanderwerff <dvanderwerff@middlesex.ca>; Ryan Simonis <[REDACTED]>

Alana Kertesz <akertesz@middlesex.ca>

Subject: RE: Thames Centre OPA - Village of Dorchester's Urban Settlement Boundary: Simonis Lands

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Good morning Anthony,

This is to confirm receipt of your request which will be considered as part of the OP review process. Your comments will be shared with Municipal Council prior to the adoption of the implementing Official Plan Amendment. Should we have any questions, we will reach out.

Thank you

Marc Bancroft, MPL, MCIP, RPP

Director of Planning and Development Services, Municipality of Thames Centre

Address 4305 Hamilton Road, Dorchester Ontario N0L 1G3

Phone 519-268-7334 Ext. 223 **Email** mbancroft@thamescentre.on.ca



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From: Anthony Gubbels <[REDACTED]>
Sent: Tuesday, May 10, 2022 5:44 PM
To: Marc Bancroft <MBancroft@thamescentre.on.ca>
Cc: Durk Vanderwerff <dvanderwerff@middlesex.ca>; Ryan Simonis <[REDACTED]>
Subject: Thames Centre OPA - Village of Dorchester's Urban Settlement Boundary: Simonis Lands

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good afternoon Marc,

I am writing to you regarding the recently published Notice of Open House & Public Meeting in regards to Thames Centre's proposed OPA to implement your Municipality's five-year official plan review (copy of Notice appended).

More specifically, our interest in your review relates to the potential inclusion of our client's land in the Village of Dorchester's Urban Settlement Boundary. In this regard, our client owns approximately 80 acres of land situated to the immediate south of the Boardwalk subdivision. Our client's land holding shares a common boundary with the Boardwalk subdivision to its north and represents a logical progression of the community's growth and infrastructure development towards the Kings Highway 401 / Dorchester Road interchange.

Should you require any documentation to support our request for inclusion in the Village of Dorchester's Urban Settlement Boundary, we would be more than pleased to provide you with a conceptual land use plan and economic analysis from a Development Charges claims and revenue perspective.

We very much look forward to the outcome of your upcoming deliberations on Dorchester's growth and request that you keep this office apprised of any decisions affecting our client's land holdings.

Sincerely,

Anthony H. Gubbels, P.Eng.








917.2 0 458.62 917.2 Meters



Description: Elliott - 21875 Nissouri Road
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

To Marc Bancroft

Director of Planning and Development Services.

Municipality of Thames Centre

September 7, 2021

Re: Official Plan Review 2021

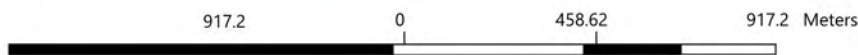
As part of the official plan review process we understand there may be an opportunity to review and update the urban boundary area around Thorndale. We would like to respectfully submit an official plan revision request-- to change the urban boundary for the Village of Thorndale to include approximately 85 acres of land located at civic address 21875 Nissouri Road (Lot 16 Conc 2). (north/east intersection of Nissouri and King Street, otherwise referred to as the Watson Farm of which a portion of the property is currently involved in an application for gravel and sand extraction)

Rationale:

1. Location of this property is adjacent to the existing urban boundary which includes lands used & lands under planning for residential use.
2. This land is zoned A agricultural but is not A1 soil, the land is very rocky with rolling hills of stone and sand. (If successful with the gravel application noted above- after removal the lands the heights would still allow for gravity flow to the adjacent sewage treatment plant.) As planned in our application for gravel, the lands will be restored to agricultural and used as such but this area would also be suitable for future residential as it has never been the very best crop- soil due to its natural composition)
3. The sewage treatment plant is proximal to this property. Water is also available at road.
4. The inventory of available lands for homes around Thorndale has decreased quickly in the past few years with rapid development, yet there is still a need for homes. There is a need to increase the workforce in the area to service jobs available by local industry.
5. Property is owned by local developers and tax-payers who in future would like to develop these lands as part of the town of Thorndale.


Thank-you for your consideration,

Pat & Jane Elliott



Description: Sile Ltd - Part of Lot 17, Con 3
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

February 25, 2018

To: Thames Centre, Middlesex Centre

I am the representative for Sile Ltd. Sile Ltd. is the owner of the lands located at
Pt.Lt 17 Conc 3 as in 495259 save and except Pt Lts 7 & 9 on Plan 33R-17130
Municipality of Thames Centre / West Nissouri Twp.

This property sits just north of the Village of Thorndale settlement area. My clients are very interested in this property to be included in the next Official Plan.

I would ask that this letter be kept on file for consideration of your next Official Plan Review at which time I ask that these lands be considered for inclusion in the Settlement Area.

Can you please add my name to the list of any meetings or information regarding the Official Plan update.

Thank you,

My contact information is:

Phil Ruggeri



August 22, 2016

To: Marc Bancroft

Thames Centre, Middlesex Centre

Re: Pt Lt 17 Conc 3 As In 495259 Save & Except Pt Lts 7 & 9 on Plan 33R-17130

Municipality of Thames Centre / West Nissouri Twp

Mr. Bancroft,

Please be advised that I the owner, hereby give Full authority for my agent Phil Ruggeri to act on our behalf in requesting and receiving information on the above property.

I trust this is satisfactory.

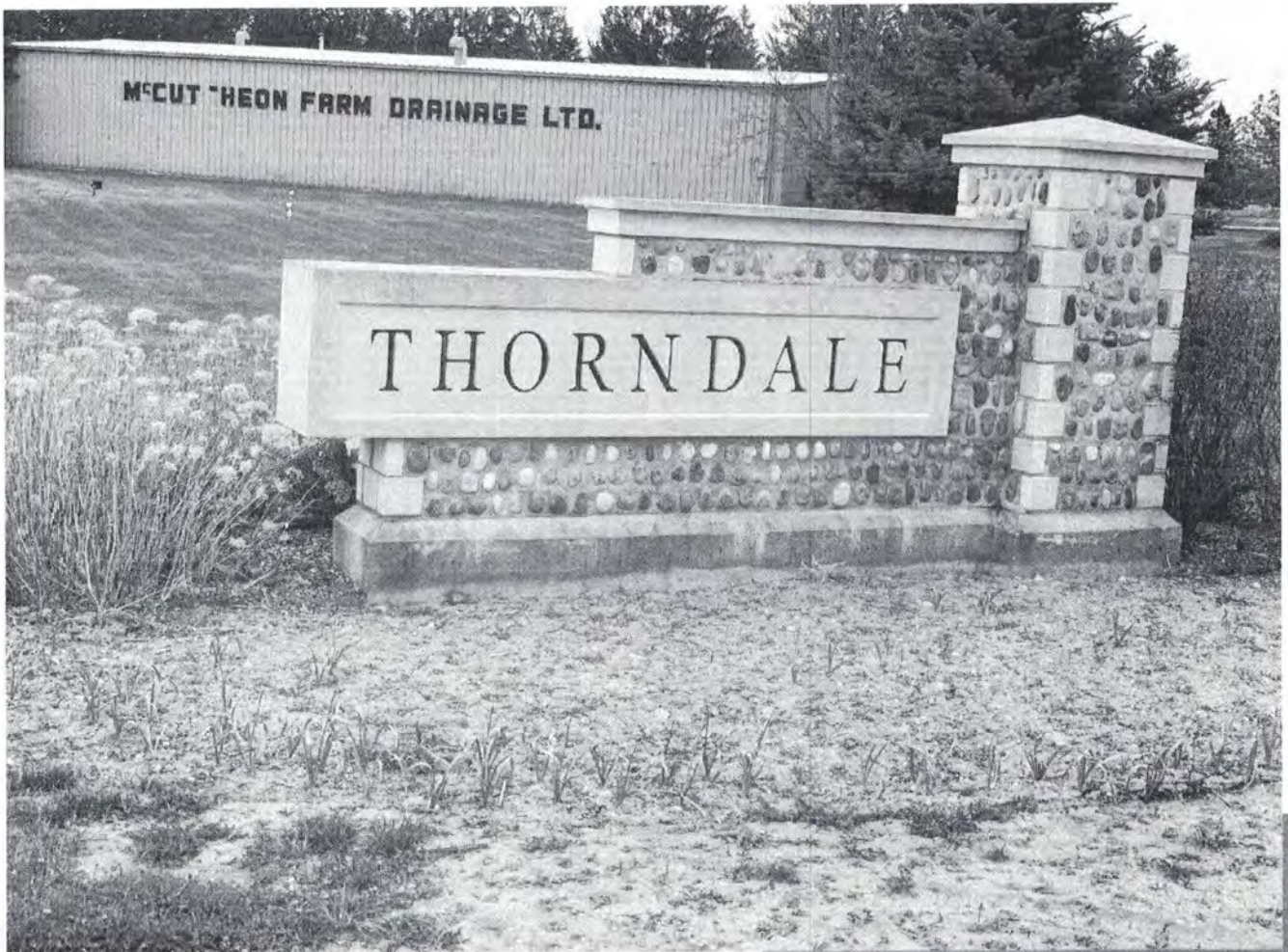
Regards,

A large black rectangular redaction box covering the signature of the sender.

Piedro Giacinelli

Sile Ltd.

EXPANSION OF THE VILLAGE OF THORNDALE SETTLEMENT AREA BOUBOUNDARY



JUNE 2020

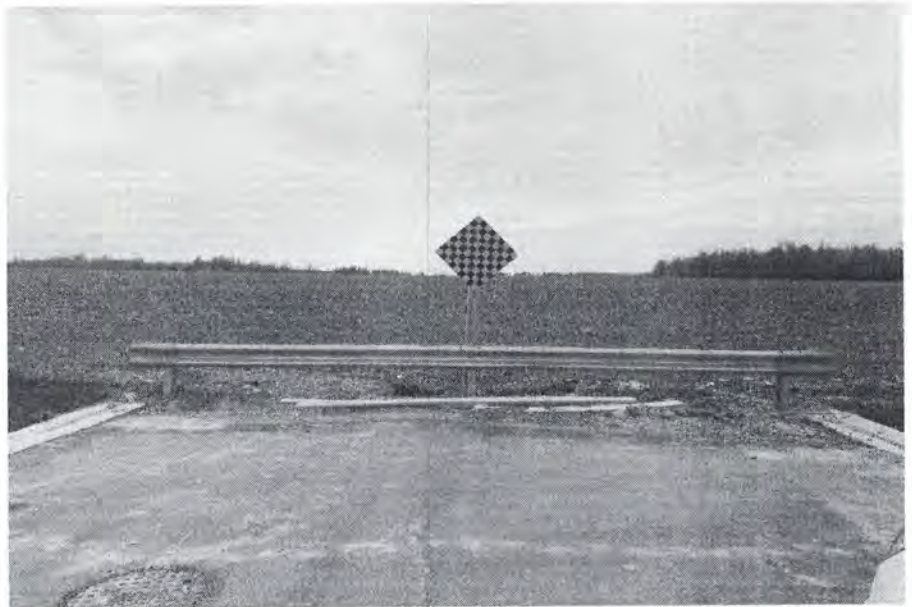
FINDLATER & ASSOCIATES INC.

INTRODUCTION

The purpose of this planning report is to demonstrate that it is appropriate for the **expansion** of the settlement area boundary of the Village of Thorndale at this time to accommodate anticipated residential growth. The inclusion the lands located on the West Half of Lot 17, Concession III in the former Township of West Nissouri into the Village of Thorndale Settlement Area at this time is consistent with the new Provincial Policy Statement and conforms with both the Middlesex County and Thames Centre Official Plans. Full municipal services are available and there is currently enough capacity to handle additional residential development.

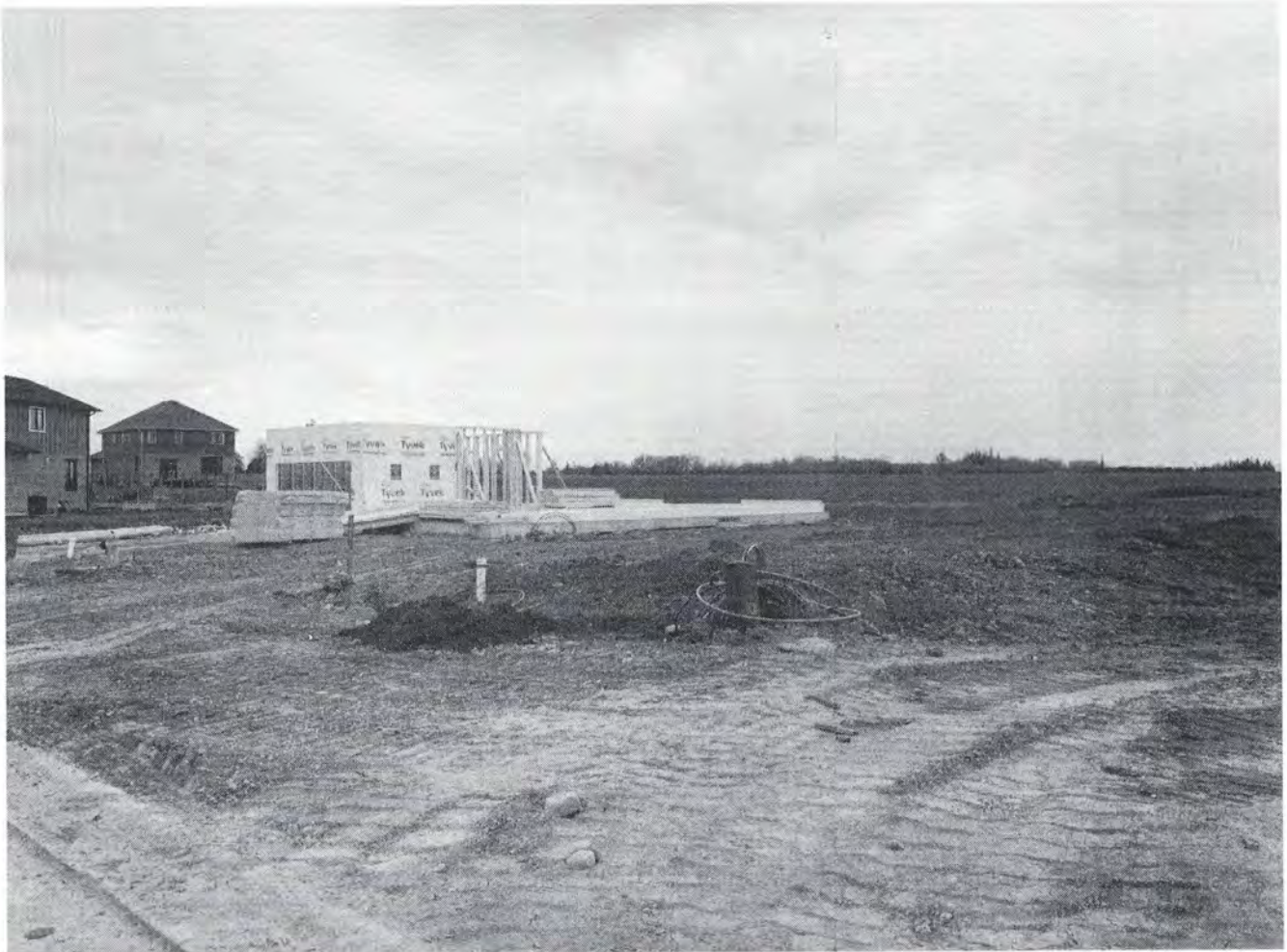
SUBJECT LANDS AND CONTEXT

The subject lands are located on the West Half of Lot 17, Concession III in the former Township of West Nissouri. The lands abut the northern boundary limit of the Village of Thorndale and the Trails at Wye Creek residential subdivision. There is an existing unopened road extension running from the Trails at Wye Creek subdivision into the subject lands to allow for the road network to be extended into the subjects lands.



The subject lands comprise 39.7 hectares (98.06 ac) and has frontage along Nissouri Road and internal access at the top end of Shawns Trail from the existing Trails at Wye Creek subdivision. The lands are currently vacant and the land is rented out for cash cropping purposes.

Surrounding land uses are agricultural to the north, east and west, and residential to the south. There is also the West Nissouri Public School located to the south within the Trails at Wye Creek subdivision.



The housing form of the Village of Thorndale at the present time is predominantly single detached residential. This development proposal will offer much needed senior and multi-unit housing opportunities to enhance the already attractive amenities within the Village.

THE PROPOSAL

The proposed development would consist of 291 single unit residential lots, two medium density blocks and one high density block. There is also a proposed large Open Space/Woodlot block consisting of 7.98 hectares (19.7 ac.) and a stormwater management block. The issue with this proposed development proceeding at this time is that the lands are located outside of the existing Village of Thorndale Settlement Area as delineated in the Thames Centre Official Plan. The request is for Council to consider bringing the lands into the Settlement Area this year to allow this development to proceed in phases and

bring the type of residential options many people are looking for, including units designed for seniors and first time homebuyers. It has been made clear to this Council and previous Councils by those nearing retirement or those who have already retired that there is a definite need for housing to allow them to remain in the community by downsizing or moving into apartment type dwellings. It is also clear from the success of the semi-detached units in the Trails at Wye Creek subdivision that there is a need for that type of dwelling for first time home buyers. This development meets all these needs.



PLANNING REVIEW AND POLICY ANALYSIS

This type of development obviously is going to require many background studies along with applications for a Plan of Subdivision and accompanying Official Plan Amendment to alter the settlement area boundary and accompanying zoning amendment application. While the landowner has already undertaken preliminary work by engaging a Professional Engineering firm for engineering design and Registered Professional Planner to deal with the land use planning issues, they are seeking confirmation from Council that the lands will be brought into the development area of the Village of Thorndale before

proceeding with all the additional work required to make this project feasible in the near future. The following review demonstrates how this request is consistent with the Provincial Policy Statement (PPS) and is also in conformity with the Middlesex County Official Plan and the Thames Centre Official Plan.

PROVINCIAL POLICY STATEMENT (PPS) 2020

The PPS, which is issued by the Province of Ontario under Section 3 of the Planning Act, provides policy direction on matters of Provincial interest in relation to land use planning matters to ensure efficient development. All planning applications and decisions by local governments are required to be consistent with these policies.

The relevant policies of the PPS that apply to this request are 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns; 1.1.3 Settlement Areas; 1.4 Housing and 1.6.6 Sewage Water and Stormwater.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons),
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) preparing for the regional and local impacts of a changing climate.

The location of the subject lands abutting against the existing developed and fully serviced area of the Village of Thorndale certainly promotes efficient development and land use patterns (Policy 1.1.1 a). The “draft” subdivision proposal also accommodates a range and mix of residential dwelling types to meet the long term needs of Thames Centre (Policy 1.1.1b). There are no identified environmental issues with the subject lands (Policy 1.1.1 c), and the proposal allows for the efficient expansion of the settlement area (Policy 1.1.1 d). The development would provide improved accessibility for person with disabilities and older persons (Policy 1.1.1 f). Preliminary discussions with the Director of Public Works indicates the necessary infrastructure and public service facilities are or will be available to meet the projected needs of this development (Policy 1.1.1 g). The impacts of climate change have been incorporated onto the subdivision design (Policy 1.1.1 h). Based on these factors, the proposed development is consistent with the applicable policies of Section 1.1.1 of the PPS related to healthy, livable and safe communities.

1.1.3 Settlement Areas

Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.

Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario’s settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

-
- a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d) prepare for the impacts of a changing climate;

1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

- a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;
- b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
- c) in prime agricultural areas:
 - 1. the lands do not comprise specialty crop areas;
 - 2. alternative locations have been evaluated, and
 - i. there are no reasonable alternatives which avoid prime agricultural areas; and
 - ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;
- d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and
- e) impacts from new or expanding settlement areas on agricultural operations

which are adjacent or close to the settlement area are mitigated to the extent feasible.

The PPS identifies Settlement Areas as the focus of growth and development. As such, the request is for the subject lands to be brought into the settlement area to allow the lands to be developed on the available full municipal services (Policy 1.1.3.1). The proposal provides a mix of types and density of residential development (Policy 1.1.3.2). The proposal is to seek Council authorization to expand the settlement area boundary of Thorndale to accommodate these lands for a residential subdivision. The proposal, if approved, would be consistent with Policy 1.1.3.8. This policy deals with the expansion of a settlement area boundary which can only be considered during a comprehensive review of the local official plan.

There is a new policy direction contained in the PPS of 2020 dealing with expansion of Settlement Areas (Policy 1.1.3.9.) This allows a local municipality, notwithstanding Policy 1.1.3.8, to permit adjustments of settlement area boundaries **outside of a comprehensive review** provided, among other matters, that there would be no net increase in land within the settlement areas and the lands can be appropriately serviced and there is sufficient infrastructure capacity to service the lands.

Given the obvious demand for housing in Thorndale and the ease in which these lands can be readily serviced for minimal costs, it seems reasonable for Council to consider including these lands in the settlement area. Adjustments would need to be made in other areas to remove lands currently within identified settlement areas for a short period of time in order to comply with new Policy 1.1.3.9. This should not be difficult as there are certainly lands that are presently within designated Settlement Areas in Thames Centre which pose substantial difficulties in efficiently, effectively and **economically** being serviced at the current time. Preliminary discussions have taken place with Municipal staff and this issue has been confirmed.

1.4. Housing

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing

capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

This proposal, if approved, would satisfy the requirement of maintaining enough designated lands for residential development for a minimum of 15 years as outlined in Policy 1.4.1 a). Section 1.4 also encourages local municipalities to direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. This proposal is consistent with the PPS in this regard given its location.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services;

b) ensure that these systems are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;
2. prepares for the impacts of a changing climate;
3. is feasible and financially viable over their lifecycle; and
4. protects human health and safety, and the natural environment;

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process; and

e) be in accordance with the servicing hierarchy outlined through policies

1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

1.6.6.2 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.

This proposal will utilize existing municipal sewer and water services which is the preferred form of servicing of the Province and therefore it is consistent with the PPS in this regard.

COUNTY OF MIDDLESEX OFFICIAL PLAN

This proposal is requesting that the subject lands be brought into the Village of Thorndale Settlement Area to allow the lands to be developed for residential purposes through a plan of subdivision. The Middlesex County Official Plan has several policies relevant to any proposed expansion of Settlement Areas. These include Section 2.3.2 Growth Management Hierarchy; 2.3.5 General Policies; 2.3.6 Settlement Capability Study; 2.3.7 Housing Policies; 2.3.8 Settlement Areas; 2.4.5 Sanitary Sewers and Water; 3.2 Settlement Areas and Section 4.5 Development Applications.

For many of the same reasons and explanations outlined for consistency with the PPS policies, it is our position that this proposal, if approved, is in conformity with or can be brought into conformity with all of the relevant policies of the County Official Plan. A more detailed report will follow should this proposal move forward.

MUNICIPALITY OF THAMES CENTRE OFFICIAL PLAN

The Thames Centre Official Plan also has several policies relevant to any proposed expansion of Settlement Areas. These include Section 2.1 General Development Policies; 2.2 Site Suitability; 2.3 Cost of Servicing Development; 2.4 Water Supply and Sewage Disposal; 2.26 Plans of Subdivision and Condominium and 2.28 Housing Policies.

Similar to above, for many of the same reasons and explanations outlined previously in this report, it is our position that this proposal, if approved, is in conformity with or can be brought into conformity with all the relevant policies of the Thames Centre Official Plan. A more detailed report will follow should this proposal move forward.

SUMMARY AND CONCLUSIONS

The purpose of this report is to demonstrate that incorporating the subject lands into the Village of Thorndale Settlement area is consistent with the applicable policies contained in the PPS and would conform or is capable of conforming with the relevant policies contained in the Middlesex County Official Plan and the relevant policies contained in the Municipality of Thames Centre Official Plan.

The proposed inclusion of these lands into the Village of Thorndale is consistent with the PPS in that it will provide a range and mix of residential development on fully serviced lands in a very efficient and cost effective manner. It is consistent in that it promotes a form and density in an appropriate location to utilize public facilities and services to support the development. The proposal is also going to address the provision of affordable housing for both seniors and first time home buyers by providing semi-detached and apartment type dwellings.

With regards to the County of Middlesex and Thames Centre Official Plans, both documents contemplate that expansions of Settlement Areas may be required and provide policies to guide such expansion. Both Plans promote development on full municipal servicing and both encourage the provision of affordable housing and a variety of housing types. This proposal conforms with all the relevant policies of both Plans. Recent growth statistics, particularly residential development, would suggest that more land is needed to accommodate this growth in locations that can easily be serviced and infrastructure capacity is available. The subject lands meet both those criteria at this time.

The proposal is therefore consistent with the PPS and is in conformity with both the County of Middlesex and the Municipality of Thames Centre Official Plans and it is our request that the Council include these lands within the settlement area of Thorndale to allow this development to proceed in a timely manner.

1.0 INTRODUCTION

This report has been prepared to support the inclusion of the subject site within the Thorndale Urban Settlement Boundary. The property is located on the west side of Nissouri Road, directly north of the existing Trails at Wye Creek Residential Subdivision.

The property is approximately 41.00ha in size with approximately 29.83ha proposed for a residential development consisting of approximately 289 single family lots, 105 medium density units and 64 high density units. Lot sizing will vary within the proposed subdivision. Approximately 80 of the single family lots meets the R-1 Zone with a minimum 16.0m frontage and 700m² lot area. For these lots, a Special Provision for a site-specific Zone will be requested for reduced side yard widths, similar to R1-13 in Trails at Wye Creek. The remaining lots will also seek a Special Provision for site-specific zoning as the proposed frontages range from 10.8m to 12.25m.

The remaining 11.17ha consists of road widenings along Nissouri Road (0.54ha), the preservation of an existing woodlot (7.97ha) as an Open Space Block at the northeast corner of the site and a Stormwater Management Block (2.66ha), which is proposed to outlet to Wye Creek (see Preliminary Draft Plan).

The following sections present the proposed servicing strategy in support of the development.

2.0 SUBDIVISION ACCESS

The subdivision is proposed to be accessible at three locations. The first will be off of Nissouri Road near the mid point of the development. The second access will be from the existing Wye Creek Subdivision by the extension of Shawns Trail from the south. The third access will be at the north end of the subdivision also off of Nissouri Road.

3.0 SANITARY SERVICING

There are existing sanitary sewers available for servicing the proposed development, on Nissouri Road and Shawns Trail. The existing sanitary sewer on Nissouri Road terminates at Mun. No. 21878 Nissouri Road, which is approximately 450m south of the proposed subdivision access. The existing sanitary sewer on Shawns Trail terminates approximately 10m south of the subdivision limit.

Based upon a review of the Sanitary Design Sheet for Wye Creek Subdivision, an area of 12.39ha from the subject site with a population of 267 was used for sanitary sewer sizing design within Wye Creek. This gives a peak flow of 4.72 l/s based on a design flow of 250 litres/person/day.

The total proposed population for the 29.8ha developable area of the site is 1221, as shown in the following chart.

| Land Use | Requirement | Units | Population |
|----------------------------|-----------------|-----------|------------|
| Single Family Residential | 3 people/unit | 289 Units | 867 |
| Medium Density Residential | 2.4 people/unit | 105 Units | 252 |
| High Density Residential | 1.6 people/unit | 64 Units | 102 |

The proposed area and population gives a revised peak flow of 17.51 l/s, an increase of 12.79 l/s from design. Further review of Sanitary Design Sheet for Wye Creek indicates that there is sufficient conveyance capacity to accept the additional flows from the development.

It is therefore proposed to extend the sewer on Shawns Trail to service the site, which will eliminate the need/expense of extending the existing sewer on Nissouri Road.

Detailed calculations will be provided during the formal Draft Plan submission process to verify the flows for the subdivision and the capacity of exiting sewers within Wye Creek Subdivision.

4.0 STORMWATER DRAINAGE

The 2.66ha SWM block on the southeast corner of the site is proposed to contain a wet SWM Pond to provide quality and quantity controls for stormwater runoff from the development. Based on other residential development completed by our office, the area of land required for a SWM Block is approximately 9% of the sites developable area. The 2.66ha area shown for the SWM block is 8.83% of the proposed 29.8ha developable area onsite.

The proposed SWM pond will provide sufficient storage such that post development peak flows from the facility are at or below predevelopment levels. Post development flows are proposed to be directed to Wye Creek, southeast of the development.

The pond will provide the 'Enhanced' level of protection for quality control as per the Ministry of the Environment's *Storm Water Management Practices Planning and Design Manual*.

Storm sewers will be constructed within the road allowance for the streets within the subdivision to convey minor system (5year storm) flows to the SWM Facility. Flows exceeding the capacity of the sewer system, under larger storm events, will be conveyed overland to the Facility

Detailed calculations will be provided during the formal Draft Plan submission process to verify the size of the SWM Block.

5.0 Water Supply

Similar to existing sanitary sewers, there are existing watermain available to service the site from Nissouri Road and Shawns Trail. It is proposed to extend the existing 150mm watermain on Nissouri Road (east boulevard) and the 200mm watermain from Shawns Trail to the site to provide a looped system to service the development.


6.0 Conclusion

The proposed residential development can be efficiently serviced by the existing sanitary sewers and watermain fronting the property on Nissouri Road and Shawns Trail. An onsite stormwater drainage system and SWM Pond will service the development and ensure post development discharge is below predevelopment levels.

We trust that this satisfies your requirements for adding the site to Thorndale Urban Settlement Boundary. If you have any questions or require additional information please contact our office.

Prepared By:

Archibald Gray & McKay Engineering Ltd.



Steve Brown, P.Eng.
Engineering Design Manager

Enclosure;

Preliminary Draft Plan
Preliminary Cost Estimate

Marc Bancroft

From: phil philruggieri.com <[REDACTED]>
Sent: Thursday, May 26, 2022 9:51 AM
To: Marc Bancroft
Cc: Alison Warwick; Kelly Elliott; Paul Hunter; Thomas Heeman; Chris Patterson; Mike Henry; dvanderwerff@middlesex.ca; Stewart Findlater
Subject: OP review process
Attachments: WYE CREEK NORTH.mp4

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Mr. Bancroft,

Thank you for your follow up email to me regarding the process you followed with regards to the Official Plan Review currently being undertaken. You are correct, I was frustrated in not being able to directly address Council, which is what I 'assumed' was standard practice of the public participation process. As you know I have been waiting for years for this opportunity!

You and members of Council are all aware of how very passionate I am about this project as it would help so many people in the community to be able to attain affordable housing.

While I understand there are Provincial and County Policies you need to consider as part of the review, you should also be looking at what is best for Thames Centre with regards to housing matters. I have had a number of very positive conversations with Council members who seem very supportive of this type of development I am proposing, so it is very frustrating that you have difficulty in aligning Provincial Policies with local needs.

At the Open House presentation, you stated giving "local residents the opportunity to reside in the community and with the Housing Crisis, the Municipality needs to do more to promote Housing Choices to keep residents in Thames Centre."

In the Housing papers you prepared, you indicate that Thames Centre has an oversupply of 670 units over the 25-year horizon of the Official Plan.

We however feel that inclusion of un-serviced lands on the north side of the Thames River in Dorchester, and including what are termed as "proposed plans" and "preliminary conceptual plans" greatly misrepresents the actual number of units in your building stock. The "proposed and conceptual plans" actually represent 71% of the total 3339 housing units indicated in your discussion papers on Housing. As these lands may never be developed, we suggest these numbers should be removed from the calculation, thus leaving an actual shortfall of 709 units.

It is our position that the lands north of the river in Dorchester which were brought into the Village over 30 years ago may still never be developed. Even with a reputable developer securing an "Option" to purchase some of these lands, and if ultimately successful, timing is at the discretion of the potential new owner and this "option" to purchase only applies to a portion of the lands and not All the lands north of the river.

Our understanding is that an Official Plan review is when supply can be brought into the settlement area if population growth can justify it. If the numbers cannot justify expansion of the settlement area, Council still has the ability to "swap" lands that would bring easily serviced lands into the settlement area while at the same time removing a similar amount of land out due to location and serviceability. We would have hoped to have been able to address this matter directly with Council.

At this point, we would be satisfied with a reduced portion of our lands being brought into the Thorndale Settlement Area in order to allow us to start our development. The first phase will satisfy the 10% below Market Value as provided for in the Middlesex County Official Plan. We will offer housing options in the way of single and semi-detached dwellings mentioned in your review AND will be the ONLY proposed development in Thorndale to offer a semi-retirement townhouse development option as well as Senior Accommodations while offering 20% of these Senior units being 20% below market rents. A true Win-Win.

The development would be started now with subsequent phases requested later and with this start it would help so many people rather than us requesting this again in the next Official Plan review.

Furthermore, Mayor Warwick in the Open House presentation and again in the Statutory Public Meeting stated one of the County's challenges was to ensure Housing units are created in a way that is Affordable, Attainable and Accessible for New home owners, renters and seniors. Our plan Provides All of these.

We would ask Council to review the housing stock available and consider All tools available to ensure that Thames Centre in fact, has the lands available to accommodate future residential growth, particularly in the short term. Our lands are ready to proceed and we plan to provide attainable and affordable housing for the municipality, a much-needed commodity in these times.

Marc, if you revisited and used half of the "proposed" and "preliminary" numbers stated, because they are conceptual, or your recommendation to Council that specific lands that have been dormant for years without any plan or focus to future development be a discussion to alter boundary adjustments until the next review. This would give an opportunity grateful to so many people in a positive way.

We all know of someone who has been adversely affected by this housing crisis. And we all know of a senior who is contemplating where to live next and whether they need to move away from the family and community of Thorndale they helped build. We can do this together by way of revisiting the numbers you used or by way of amending boundaries.

I hope there can be a reconsideration of your recommendation presented to Council prior to the draft Official plan Amendment being presented to the Public.

It also might be prudent for Council to have an independent review of the number of lots available as identified by you, Marc. This review is warranted due to the fact that 71% of the lots identified are either proposed or conceptual at this time and many of which have no available services. Our lands on the other hand are readily available to develop and have services immediately abutting the property line.

I have attached the 5-minute power point presentation presented on October 4, with hopes you would take the time to review it.

Thank you for your work related to this Official Plan review and for bringing it forward in a timely fashion. I do hope that my thoughts as presented here can be considered by you and Council prior to a draft amendment being prepared. Again, thanks for all your hard work.

Thank you
Mr. Philip Ruggeri
(Representative for Sile Ltd.)

From: ANNE-MARIE NICLI [REDACTED]
Date: June 26, 2022 at 9:39:32 PM EDT
To: Tena Michiels <TMichiels@thamescentre.on.ca>, Alison Warwick <AWarwick@thamescentre.on.ca>
Subject: Official Plan Review - Housing Development in Thorndale

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Mayor Warwick,

I have recently been spending quite a bit of my time thinking about the housing challenges Ontarians are facing with a view to trying to help when and if I can. I've been reading the Official Plan and the recent Review for the Municipality of Thames Centre. I have lived on Prospect Hill Road since 2005 and have taken an interest in the development over the years in the community of Thorndale. The housing crisis is something we should all be focused on in an effort to ensure all potential residents have the same access to housing they need when and where they need it. I continue to promote to anyone who will listen that affordable housing is a right of everyone not a privilege for a selected few who can afford it.

For added background, from 2014-2019 I also spent a great deal of time within the long term care sector after my dad suffered a stroke. In order to give my mother, his primary care giver, the break she so desperately needed, my dad would spend a few weeks every few months in a long term care facility in a respite room. There were never enough rooms available and we had to book a year in advance! So, I am very passionate about ensuring our elderly have the affordable and caring space and community they so deserve and should expect. I've been very disappointed and frustrated with the Ontario government in the way they've neglected our parents and grandparents over so many years. But this also lands on municipalities and developers to prioritize retirement and long term care space or affordable single family homes as part of their long term land development plans.

I'm sending you this message to convey my hope that council is seriously considering an application from Sile Ltd. to develop the lands north of Wye Creek in Thorndale, on the east side of Nissouri Road. I understand the ask is to bring these lands into the Thorndale Settlement area now. I've had the opportunity to review the plan and am pleased at the thoughtfulness and diversity of the plan and the housing space that Sile plans to develop. Their plan really does align well with the Official Plan and Official Plan Review particularly around the housing mix that is anticipated over the coming 25 years (I believe the figures are probably out of date already). I appreciate the housing market is a fluid and ever changing challenge and predicting what will be required over the next couple of years let alone 25 years is a difficult task. The Sile group is proposing not only options for lower income potential homeowners but also the only development of semi-retirement as well as seniors accommodations in Thorndale and that some of these housing units will be offered below market rents.

I can't say I know many people personally who live in the Thorndale area but I expect there are many families who settled in the area many, many years ago. They may have a family farm or business in the area or they may simply choose to live in the area for the location, the space and the community. Multiple generations of families may live in the area with parents, kids, grand kids, etc. staying close to each other; this maybe even more pronounced now after COVID. I also expect that many of these elder family members may want to remain in the Thorndale area to live out their retirement years - this may be the only community they know. For me personally, my mother is getting older and at some point she may want or need to move to a retirement community - I'd love to know I will have an option that is close to me. If I can't find a unit for my mother close by then that means I will be forced to move from the area so I can be closer to her. Also, on the other end of the spectrum, wouldn't it be great to attract some younger people to the area - they may bring businesses with them or employment opportunities - BUT, not if they

cannot afford a home and there are no other housing options in the area. A \$1M home off of Thorndale Road is not going to attract a young person out of school who may have heard great things about living in our community.

The Sile Ltd proposal warrants a serious discussion about what they can bring to Thorndale that supports the expected long term needs of our community and attracting new people to our area. My opinion is that this proposal is different than what I currently see happening with development in Thorndale - big, expensive homes that only a few can afford, especially now with interest rates rising. What do we want our community to say - only rich people can live here?

I realize no one has a crystal ball to see what the future holds but I believe the housing crisis in Ontario will not be solved in the short term. We must work together. If I'm to understand correctly, I'm disappointed that Sile Ltd. has not had the opportunity to address Council and that this proposal is not being considered in a recommendation presented to Council as part of the Official Plan Amendment. Mayor Warwick, I sincerely hope you will take some time to review this plan from Sile Ltd. Their development plan is really the best solution for all potential future homeowners with a long-term view and aiming to keep our community 'at home' in Thorndale and also showcasing Thorndale as a community that cares about housing access and affordability for everyone.

I appreciate you taking the time to read my message and my impassioned plea to bring more affordable housing to our area. I believe if you and Council spoke to Mr. Ruggeri about the Sile Ltd development plan you would see that this is truly a win-win solution.

Respectfully,

Anne-Marie Nicli

From: [REDACTED]
Date: June 27, 2022 at 9:46:54 AM EDT
To: Tena Michiels <TMichiels@thamescentre.on.ca>
Cc: Phil Ruggeri [REDACTED]
Subject: Development Land - Nissouri Road -North of Trails at Wye Creek

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Dear Council,

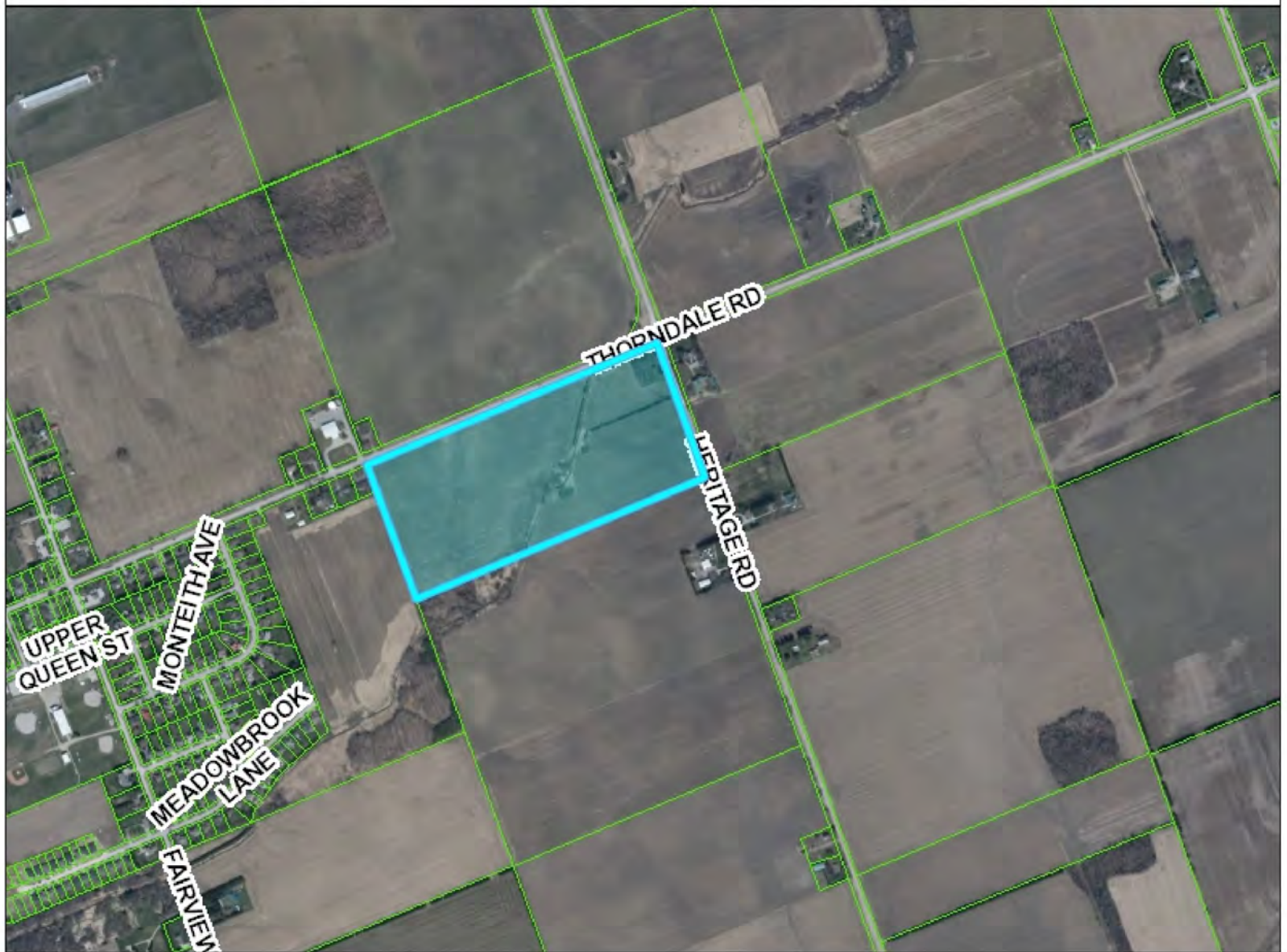
I fully support the request of Phil Ruggeri to have lands he is representing on behalf of oversea clients to be included in the Thorndale Settlement Area as the development will provide much needed affordable homes for seniors as well as entry level home purchasers.

As a local builder for over 12 years in Thorndale, constructing new homes in Tralls of Wye Creek and now in Foxborough, I know this is a much needed form of housing in Thames Centre and I encourage Council to find a way to make these lands part of Thorndale NOW to allow this development to move forward.

Thank you


Scott Brown





Description: Stubgen- Part Lot 15, Con 4
 File Number:
 Created By:
 Date: 7/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

June 2, 2022
21789 Heritage Road Thorndale

Attention: Mr. Marc Bancroft – Director of Planning and Development Services
Municipality of Thames Centre
4305 Hamilton Rd
Dorchester, On
N0L 1G3

Dear Mr. Marc Bancroft,

Reference: Official Plan Review – Request for Thorndale Settlement Boundary Expansion

We are the owners of 21789 Heritage Road in Thorndale and are providing this correspondence in response to the Public Meeting hosted May 16, 2022 and the current review of Thames Centre's Official Plan. We are requesting that a portion of these lands immediately east of the existing Thorndale settlement boundary be considered for inclusion into the growth boundary as a logical expansion of the settlement. These lands are legally described as Concession 4 N, Part Lot 15 (Geographic Township of West Nissouri). Hereafter described as the subject lands.

The subject lands we are proposing to be included in the settlement boundary have a total of 11.5 hectares (~28.44 acres), with generally flat topography. We are proposing that these lands be included for new residential development.

The lands in question are identified in Figure 1 - Key Plan attached, and generally bounded by:

- The easterly boundary of the Thorndale settlement area to the west;
- Thorndale Rd to the north;
- The Elliott Drain to the east; and
- A strip of significant woodlands bordering the south side of the parcel.

The lands east and south of this property are an agricultural landscape, which are generally comprised of crop lands. The subject lands are currently operating as agricultural lands which are also generally comprising of crop lands.

The following information will provide justification and background on why these lands should be included within the Thorndale Settlement Area.

We are aware that the Municipality is currently undertaking various studies and reports that will serve to guide future growth and development within Thames Centre, and anticipate that a well-planned, integrated and collaborative approach will be followed.

Reference: Official Plan Review – Request for Thorndale Settlement Boundary Expansion

We also recognize that future formal submissions would be required to support development within the lands identified, which would trigger the need for additional studies and reports.

The goal of identifying this parcel as a future growth area will help maximize the potential of new growth by expanding the community of Thorndale to an area that is well-served by existing community facilities with available servicing infrastructure.

Location of Emergency Services

The Fire Hall, which would service this property, is located directly north of Thorndale Road at the northwest corner of this property. The nearest Ambulance Station is the Dorchester Base at 2168 Dorchester Road. The nearest OPP are located within the Fire Hall directly across Thorndale Road. Due to this proximity, adequacy of capacity and response times of the surrounding emergency services are not anticipated to be a major deterrent in the future build out of these lands.

Transportation Assessment

Thorndale Road is a County arterial roadway (County Rd 28); therefore, development which would inhibit traffic movement along the County road system (i.e. individual private accesses) is not contemplated in the proposed build-out of these growth lands. Additionally, there are two proposed road accesses from lands to the west (currently known as the Monteith Lands) which are currently under review by the County and Municipality (see Figure 2 – Servicing Connections and Outlets attached). Therefore there are no anticipated major impacts expected on the functioning Thorndale Road and/or the proposed local roads to the west.

Servicing Assessment

A preliminary review of the existing and proposed infrastructure indicates that minimal public and environmental costs would be experienced as a result of the already planned build out of the Monteith Lands Subdivision to the west.

Sanitary

As the proposed residential community is intended to be serviced by sanitary sewers connecting to the Thorndale wastewater treatment plant, the system will be connected through the proposed Monteith Lands Subdivision to the west of this property. The proposed design of the Monteith Lands Subdivision included sewers that were oversized at key points and set to adequate depths to allow for gravity servicing of these lands for future residential growth (see Figure 2 – Servicing Connections and Outlets attached).

Water

The water tower servicing Thorndale is located direct north of the proposed lands. Therefore, flow demands of the development are expected to be met by the connection to the existing watermain, on Thorndale Road, at the northwest limit of the subject property. Local mains would branch through the development and connect to the proposed water distribution system with the Monteith Lands Subdivision, which will provide looping, domestic flow, and adequate fire protection (see Figure 2 – Servicing Connections and Outlets attached).

June 2, 2022

Mr. Marc Bancroft – Director of Planning and Development Services

Page 3 of 3

Reference: Official Plan Review – Request for Thorndale Settlement Boundary Expansion

Storm

Local storm sewers would service the subject lands and would ultimately outlet to the Existing Elliott Drain where the lands currently outlet. It is anticipated that a stormwater management facility will be an outlet for all the proposed storm water within the development. This is expected to include water quality and water quantity storage to store storm events up to and including the 250-year storm.

Lastly, in reviewing the Municipalities Official Plan and the available residential lands in the Thorndale Settlement area, the last available residential lands have been serviced and are in the process of registration, with the exception of the Monteith Lands directly west of the subject property. It is our understanding that the Monteith Lands are in the final stages of planning and draft plan approvals and will likely be serviced and registered shortly (see Schedule B-2 Land Use Plan – Thorndale Settlement Area attached). Recognizing that we are not leapfrogging other developable lands and that the vitality, that regeneration of these settlement areas are critical to the long-term economic prosperity of the community and the fact that there would be minimal cost to the Municipality and the Public, we trust that the Municipality and Province would support the inclusion of these lands within the Thorndale Settlement Boundary.

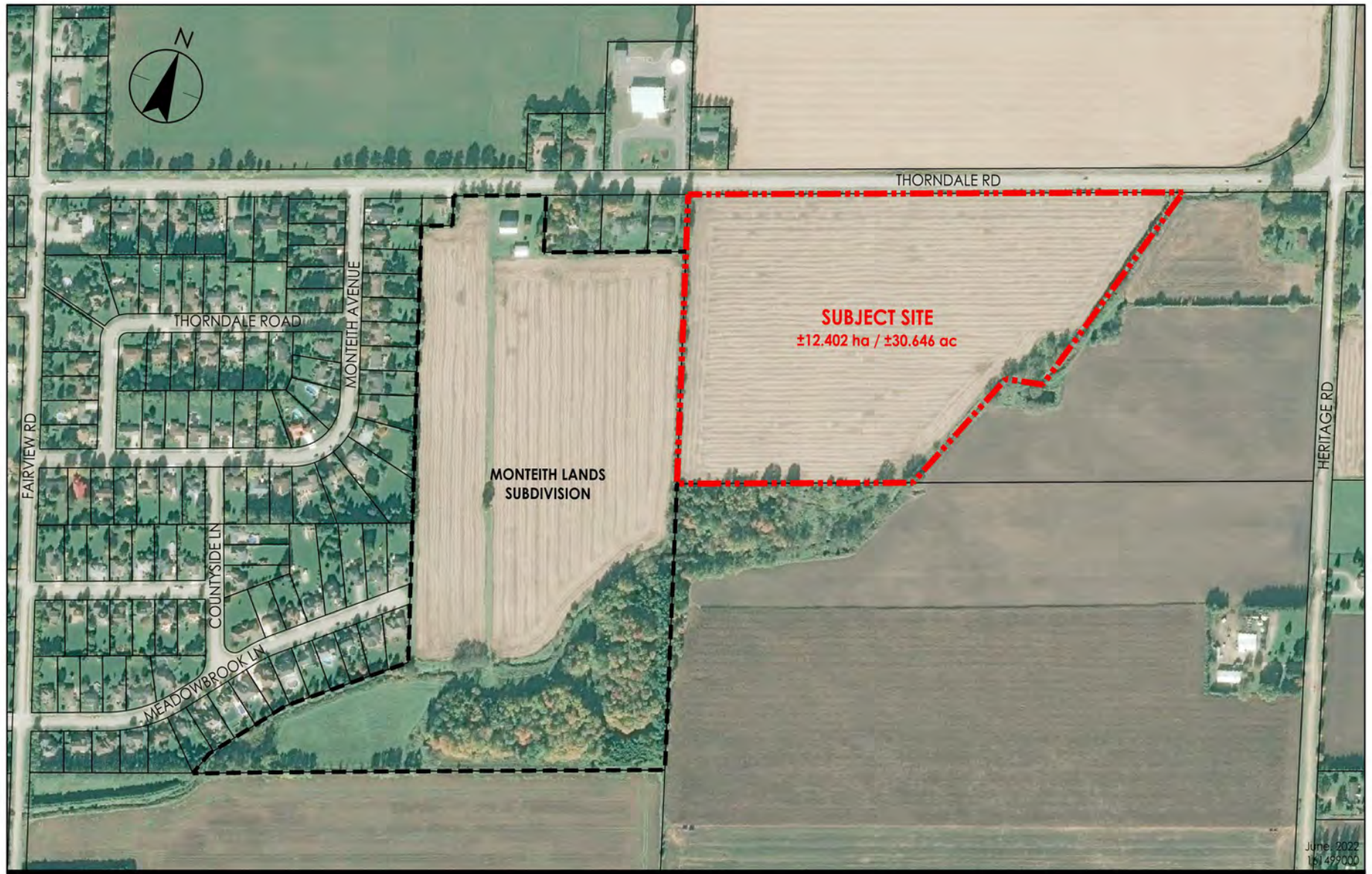
We trust that the information above and attached adequately supports our request. Should further correspondence or meetings to discuss be valuable, please do not hesitate to contact us at [REDACTED] or via email at [REDACTED]

Regards,

[REDACTED]
Joan Stubgen & Walter Stubgen

[REDACTED]
Tim Stubgen P.Eng.

Attachment: Figure 1 – Key Plan
Figure 2 – Servicing Connections
Schedule B-2 Land Use Plan – Thorndale Settlement Area



Client/Project

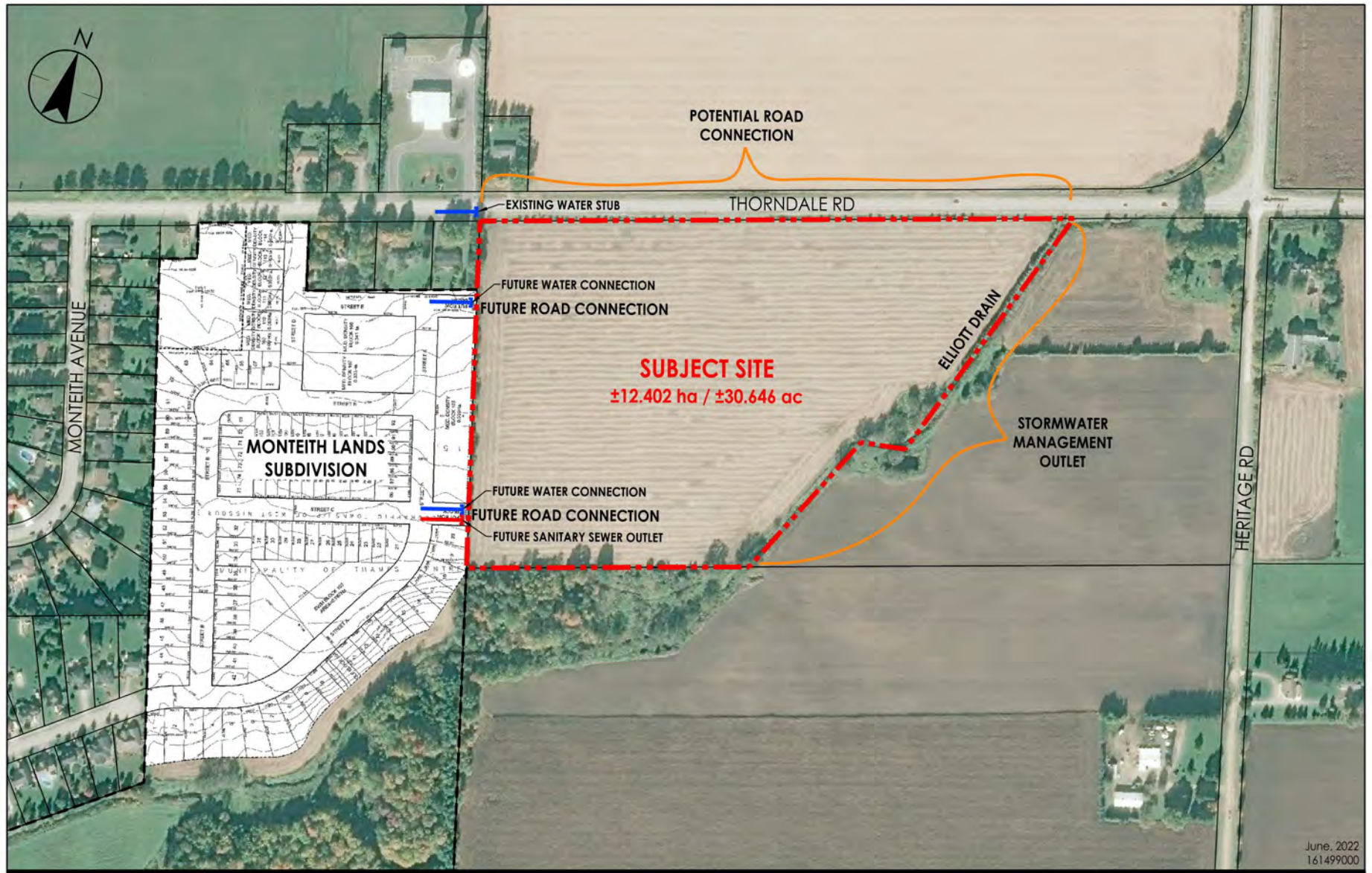
21789 Heritage Road
Thorndale, ON

Figure No.

1.0

Title

Location Plan
June 1, 2022



Client/Project

21789 Heritage Road
Thorndale, ON

Figure No.

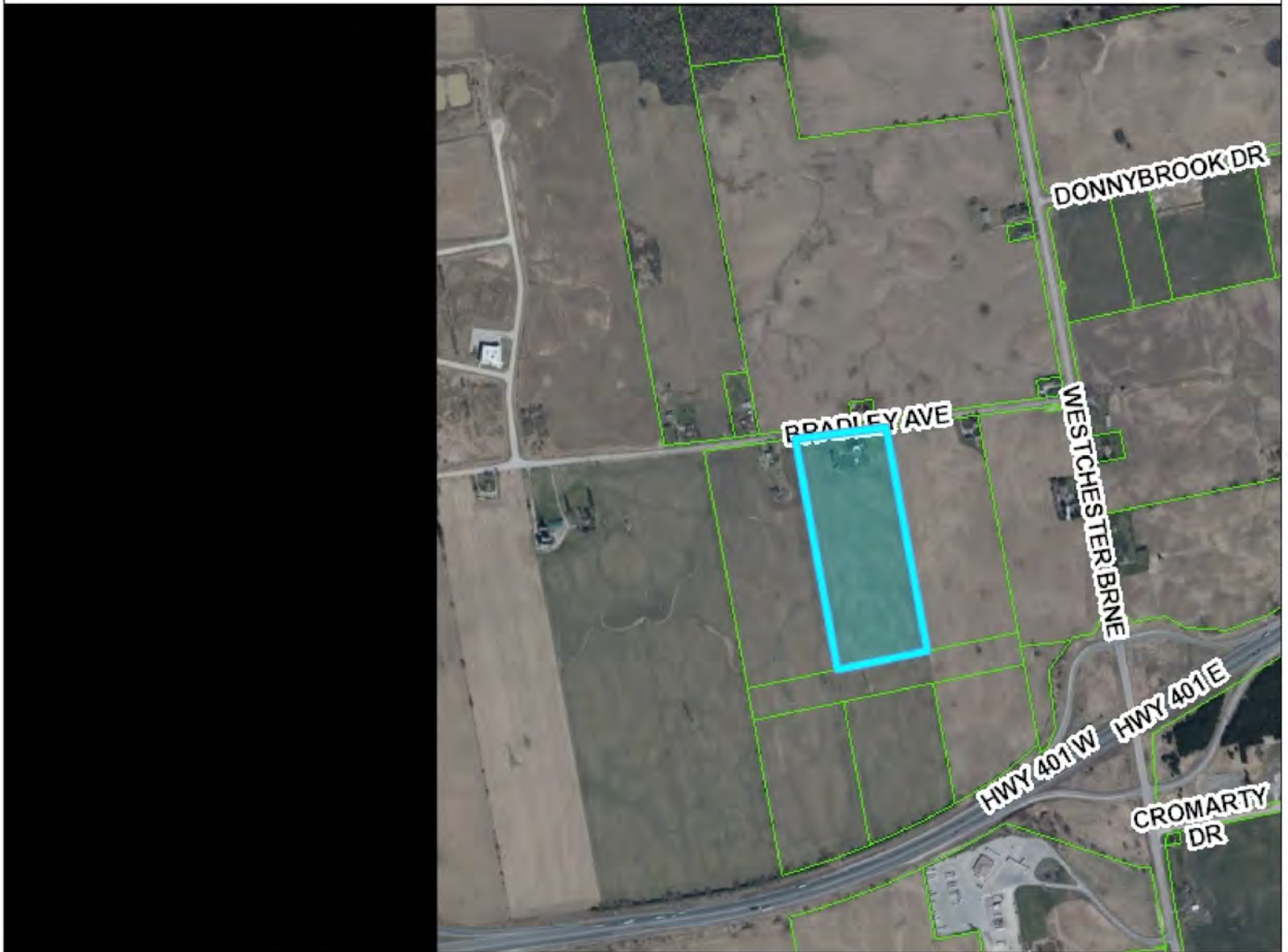
2.0

Title

Servicing Connections
and Outlets








Description: Crinklaw - 2702 Bradley Ave
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

Marc Bancroft

From: Jenny Beattie [REDACTED] >
Sent: Wednesday, December 8, 2021 8:55 PM
To: Marc Bancroft
Subject: Re: Future plans for Bradley Ave

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Hi Marc, yes rezoning for rural industrial so M2 would be what we are looking for. Our address is 2703 Bradley Ave. Thank you Jennifer and Patrick

On Wednesday, December 8, 2021, 07:15:59 PM EST, Marc Bancroft <mbancroft@thamescentre.on.ca> wrote:

Good evening Ms. Crinklaw,

For Thames Centre, I want to clarify that future industrial lands would currently include properties on the south side of Donnybrook Drive and east of Westchester Bourne. For areas west including both sides of Bradley Avenue, these lands are to remain in agricultural use.

We are currently in the midst of a review of Thames Centre's Official Plan which is a policy document meant to guide growth and development. It basically forms the basis for zoning which would come through under another process. You might want to consider specifying the location of your farm and provide a response to me as part of the Official Plan review for consideration of your lands to be included as future industrial land. Your reference to M3 zoning applies to gravel pits and I'm therefore assuming that you meant to refer to M2 zoning which is rural industrial.

Thank you

Marc Bancroft, MPL, MCIP, RPP

Director of Planning and Development Services, Municipality of Thames Centre

Address 4305 Hamilton Road, Dorchester Ontario N0L 1G3

Phone 519-268-7334 Ext. 223 **Email** mbancroft@thamescentre.on.ca



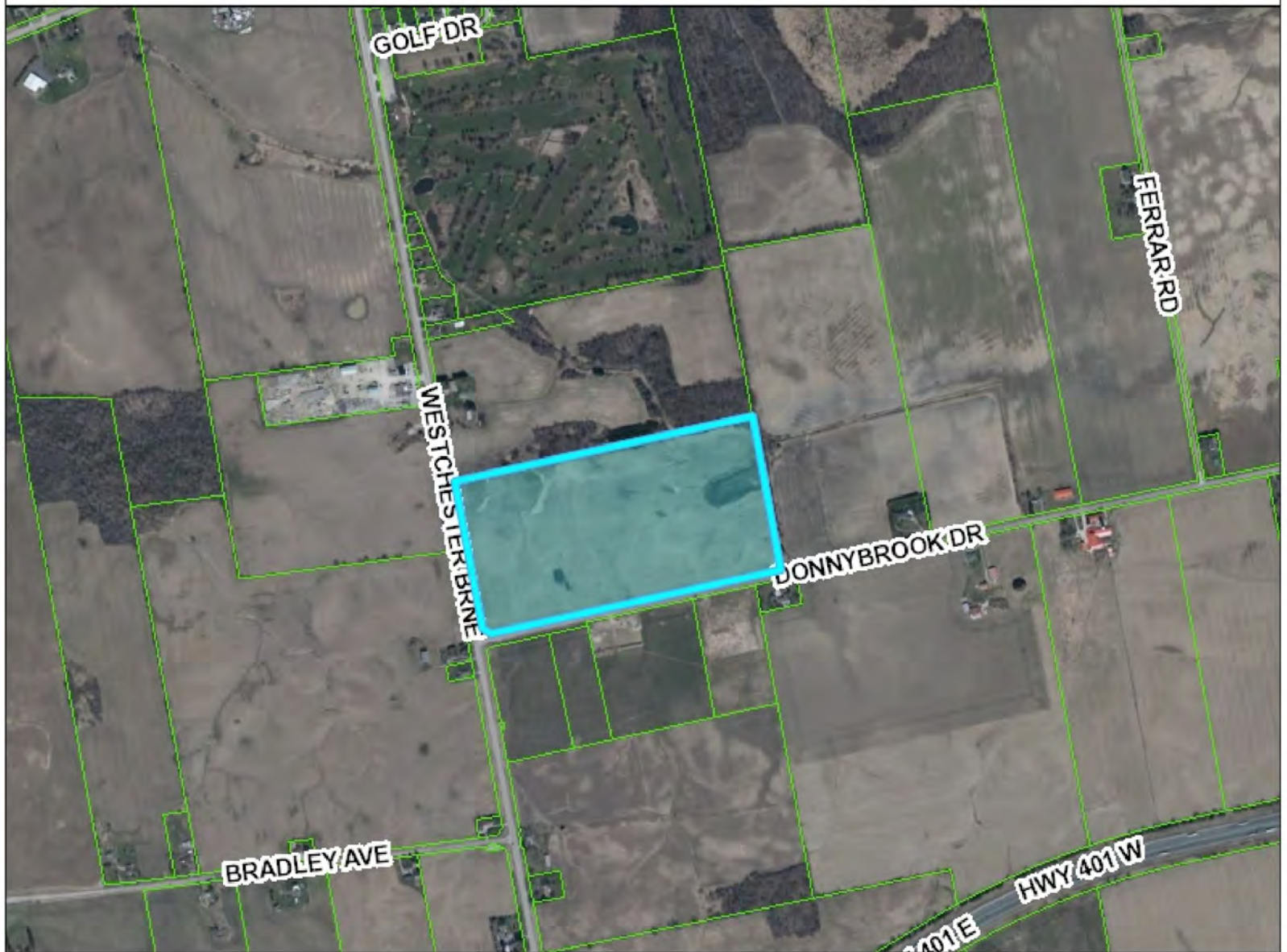
Confidentiality Notice: The content of this communication, including the content of any accompanying attachments, is private and intended for the exclusive use of the intended recipient only. The content, including the content of any accompanying attachments may also contain information that is confidential, privileged and/or is exempt from disclosure pursuant to applicable law. If you are not the intended recipient, you are strictly prohibited from reading, using, disclosing, copying, or distributing this e-mail or any of its content. If you have received this e-mail in error, please notify the sender by reply e-mail immediately (mbancroft@thamescentre.on.ca) and permanently delete this e-mail and its attachments along with any copies thereof. Thank you for your cooperation.

From: Jenny Beattie [REDACTED]
Sent: Monday, December 6, 2021 10:20 PM
To: Marc Bancroft <MBancroft@thamescentre.on.ca>
Subject: Future plans for Bradley Ave

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Hi Marc,

I received your contact info from Kelly Elliott. I am reaching out to you in the hopes to gain some information on what the plans are for rezoning on Bradley Ave between veterans memorial pkwy and Westchester borne. We live and farm on the south side of Bradley and from the last zoning map there are parcels of land just to the east of us that are now zoned commercial. The city of London is just to the west of us and the 2022 plans are to start development for industrial use with removing the grain elevator and excavating the land. We seem to have been left out of rezoning even though our road has been redone with municipal drains and new bridge at the 401 at veterans memorial and Westchester borne. If there is an upcoming meeting that we can attend please let us know as we feel it would make sense that the remaining parcels on the south side of Bradley get M3 zoning. Thank you Jennifer and Patrick Crinklaw



Description: Anderson - Part Lot 24, Con B SRT
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

From: [REDACTED]
To: [Marc Bancroft](#)
Subject: Thames Centre Official Plan Review- 2356 Westchester Bourne
Date: Friday, February 11, 2022 8:44:39 AM

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good Morning, Marc,

Re: Municipality of Thames Centre Official Plan Review
Land Needs Assessment: Redesignation Request
South Part Lot 24, Concession B SRT

Further to our previous exchanges, this email is to officially let you know that I am very interested in having my lands redesignated as Rural Industrial through the Thames Centre lands needs assessment. I understand that the OP Review is presently being reviewed, and I formally request that my lands be considered to accommodate long-term industrial demand (including forecasted demand for freight-supportive uses).

My property is on the north side of Donnybrook Drive directly across from a cluster of lands already designated as Rural Industrial. These lands are presently being developed. I have received a considerable amount of interest from potential buyers for my land for light industrial purposes, specifically from trucking companies seeking lands in close proximity to both the Highway 401 corridor and established industrial areas. Recently, I received an offer from a trucking firm, however the offer fell through once the potential buyer realized he would not be able to park his trucks on the property under its present designation.

The interest my property is generating for industrial purposes relates primarily to its large acreage (49 acres) and its convenient location adjacent to the Highway 401 corridor, just outside the City of London. It is also less than a 5 minute drive from Highway 401 along a paved highway. Interest in my property is also spurred on by the lack of available industrial land in the area. As you are likely aware, last year two sizeable plots of Rural Industrial land south of Donnybrook Drive were sold for transport-related uses. It is my understanding that those parcels of land sold for 4 times the amount per acre that agricultural land sells for in Thames Centre.

Please let me know what further measures I can take to have my land considered for redesignation under the Thames Centre Official Plan Review process. I am available to discuss this opportunity with you, at your convenience.

Regards,

Scott Anderson



Dear Mayor Alison Warwick; Members of Thames Centre Council:

RE: Rural Industrial Designation Request
Municipality of Thames Centre Official Plan Review
Part of Lot 24, Concession B SRT

As the owner of the above-referenced property, I am writing to request the redesignation of this 49 acre parcel from Agricultural to Rural Industrial in conjunction with the Municipality of Thames Centre Official Plan Review process. Also, in light of a recommendation of the Employment Policies Discussion Paper prepared as part of this process, I also request to have my property included in the Secondary Plan being considered for the Donnybrook Industrial Area.

On 11 February 2022, I submitted a letter to Thames Centre staff requesting that these lands be redesigned to Rural Industrial based on several merits. As outlined in that letter, the property is located on the north side of Donnybrook Drive directly across from a cluster of lands designated Rural Industrial. These lands are presently being developed. My submission also explained that I have received considerable interest from potential buyers for my land for light industrial purposes, specifically from trucking companies seeking large parcels with convenient access to both the Highway 401 corridor and established industrial areas.

Additionally, Council should be aware that I recently received a substantive, unsolicited offer for this property. The interested buyer explained that my property is highly valued for trucking-operations, given its size and its proximity to the Highway 401 corridor, just outside the City of London. The buyer also emphasized that, for the trucking industry, it is very advantageous that my property is situated along a paved highway less than a 5 minute drive from Highway 401.

The offer I received was conditional on the re-designation of my property to Rural Industrial. Given this condition we were unable to engage the buyer in negotiations at the time. When asked if there were other industrially-designated lands available for this type of use in Thames Centre, the buyer told me, "We were not able to locate any other lot at this time." Apparently, the other lands designated as Industrial are already secured by developers for future industrial operations. Although the offer has lapsed, on several occasions the buyer has reiterated a willingness to re-submit it should Council be willing to redesignate this property Rural Industrial. Please note that this is the second substantive offer I have received in less than a year. The previous offer was also unsolicited, and from a party interested in purchasing the land for a transportation terminal for a trucking firm.

Given these considerations, I would like to formally request that Council redesignate my property Rural Industrial and include these lands in the Secondary Plan being considered for the Donnybrook Industrial Area.

Thank you in advance for your consideration on this matter, and please contact me with any questions relating to my request.

Respectfully,


Scott Anderson

A black rectangular redaction box covering the signature of Scott Anderson.



Description: Baribeau - 3073 Westchester Brn
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels



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October 20, 2021

Municipality of Thames Centre
4305 Hamilton Road
Dorchester, ON
N0L 1G3

Our File: #21-2100

Attention: Marc Bancroft, Director of Planning & Development Services

VIA Email

Reference: Request for Consideration – Thames Centre Official Plan Review & Update
Proposed Rural Industrial Designation to Permit a Truck Maintenance Facility
3073 Westchester Bourne, Thames Centre, ON

On behalf of our client, Baribeau Construction (London) c/o Jack Baribeau, Monteith Brown Planning Consultants thanks you for hosting a Pre-Consultation meeting held on October 6, 2021 regarding the above-noted matter.

As reviewed at the meeting, our client is seeking the necessary planning approvals to develop the subject lands for industrial purposes, namely, the establishment of a truck maintenance facility (KDM Tires) on a portion of the property. A number of issues were discussed, including the proximity of the subject lands to Highway No. 401 and the potentially limiting restrictions which the Ministry of Transportation will likely request particularly with respect to future road access on Westchester Bourne.

Also addressed at the meeting was the future disposition of the existing single detached dwelling and the fact that having this dwelling abutting (and surrounded by) future industrial uses cannot be supported from a land use compatibility standpoint. We have since had the opportunity to discuss this further with the owners, and they have agreed to discontinue/abandon the residential use component of the lands at such time as approvals are in place for industrial uses as permitted by the Official Plan and Zoning By-law.

We understand that the Municipality of Thames Centre has recently launched a review and update of its Official Plan. Based on your recommendation at the pre-consultation meeting and in the interests of meeting our clients anticipated timelines moving forward, we respectfully request that consideration be given to applying a 'Rural Industrial' designation to the subject lands in their entirety, being approximately 8.7 hectares or 21.4 acres in area. As you are aware, the lands are ideally situated at a major interchange with Highway No. 401 and are identified as having a high priority/potential for industrial uses in the Highway 401 Corridor Land Use Strategy, Thames Centre – Final Report, September 30, 2006.

(continued.....).

Monteith Brown Planning Consultants would continue to monitor and participate in the Official Plan review process, and offer the Municipality such information and assistance as required to ensure that the subject lands are given primary consideration for a 'Rural Industrial' designation. Assuming Council is receptive to a change in designation and approval is forthcoming, we would then make applications for the necessary Zoning By-law amendment and site plan approval.

We would also at this time formally request inclusion on the Municipality's mailing/emailing list to be notified of all future meetings, open houses, reports and decisions with respect to the Official Plan update. This information may be forwarded to Jay McGuffin (jmcguffin@mbpc.ca) and Dan Smith (dsmith@mbpc.ca).

We appreciate the opportunity to make this request on behalf of our clients. If you have any questions or concerns regarding this matter, please do not hesitate to contact me directly.

Respectfully Submitted,

MONTEITH BROWN PLANNING CONSULTANTS



(digitally signed by author)

Jay McGuffin MCIP, RPP
Vice President, Principal Planner
jmcguffin@mbpc.ca
JMc:ds

cc: Jack Baribeau, Baribeau Construction (London) Limited



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May 30, 2022

Municipality of Thames Centre
4305 Hamilton Road
Dorchester, ON
N0L 1G3

Our File: #21-2100

Attention: Mayor and Members of Council

VIA Email

Reference: Thames Centre Official Plan Review & Update
Proposed Rural Industrial Designation to Permit a Truck Maintenance Facility
3073 Westchester Bourne, Municipality of Thames Centre

On behalf of our client, Baribeau Construction (London) c/o Jack Baribeau, Monteith Brown Planning Consultants wishes to re-iterate our request for a 'Rural Industrial' designation for the above-noted lands as part of the Official Plan review process currently under way in Thames Centre.

The subject lands are located on the west side of Westchester Bourne between Bradley Avenue and Kings Highway No. 401 in an area transitioning between established agricultural areas and areas which have been developed more recently for a mix of industrial, highway commercial and recreational development. The property has an area of approximately 8.7 hectares (21.4 acres), with approximately 200 metres (656 ft) of frontage on Bradley Avenue and a depth and flankage of approximately 500 metres (1,640 ft) on Westchester Bourne. It is situated at the northwest quadrant of the Highway No.401 'Parclo A-2' Interchange. The property contains an existing single detached building and several accessory buildings with the balance of the lands being in limited agricultural use (crop production).

As reviewed at a previous pre-consultation meeting with the Director of Planning, **our client is seeking the necessary planning approvals to develop the subject lands for industrial purposes**, namely, the establishment of a truck maintenance facility (KDM Tires) on a portion of the property. A number of issues were discussed, including the proximity of the subject lands to Highway No. 401.

We would point out that the lands are ideally and strategically situated at a major interchange with Highway No. 401 and are identified as having a high priority/potential for industrial uses in the Highway 401 Corridor Land Use Strategy, Thames Centre – Final Report, September 30, 2006. The subject lands are identified as part of P2-Site 2 in the report, being ranked amongst others as comprising a 'Primary Area of Interest'. Within the Recommended Land Use Strategy (Section 12.2), it is recommended:

"That Site P2 be protected through appropriate land use designation and zoning control to permit a blend of industrial and highway commercial type uses to promote this interchange on Highway 401.

(continued.....).

That consideration for the provision of a piped municipal water supply system be given to promote and support the development of this site” (p. 45)

There has been no additional information forthcoming, of which we are aware, to suggest that the relevancy of this report and recommendations contained therein has changed or that the strategic importance of the subject lands for industrial use has somehow diminished with the passage of time.

Upon the recommendation of the Municipality’s Director of Planning, we submitted a request for consideration (dated October 20, 2021) for a ‘Rural Industrial’ designation to apply to the subject lands in their entirety as part of the Official Plan review and update. However, as noted in the recently released Official Plan Review, Discussion Paper: Employment Policies (April 2022), the subject lands are not being recommended for re-designation.

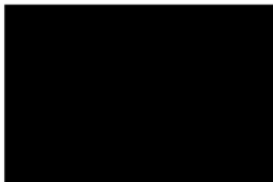
Based on the recent public open house held on Wednesday, May 11 and the Public Meeting held on Monday, May 16, it is our understanding that the Municipality’s Director of Planning will be providing a report to Thames Centre Council to summarize written submissions received, requested changes and a staff response/recommendation for each. We have taken the liberty of enclosing a copy of the Highway 401 Corridor Land Use Strategy, Thames Centre – Final Report, September 30, 2006 and invite members of Council to discover, first-hand, the strategic importance and role of the subject lands for industrial development.

Monteith Brown Planning Consultants will continue, at the request of our client, to monitor and participate in the Official Plan review process as required to ensure that the subject lands are given primary consideration for a ‘Rural Industrial’ designation. Assuming Council is receptive to a change in designation and approval is forthcoming, we would then make applications for the necessary Zoning By-law amendment and site plan approval.

We appreciate the opportunity to make this request directly to Thames Centre Council on behalf of our clients. Please reach out to the undersigned should you have any concerns or comments.

Respectfully Submitted,

MONTEITH BROWN PLANNING CONSULTANTS



(digitally signed by author)

Jay McGuffin MCIP, RPP
Vice President, Principal Planner
jmcguffin@mbpc.ca
JMc:ds

cc: Jack Baribeau, Baribeau Construction (London) Limited
Jacob Baribeau, Baribeau Construction (London) Limited



Highway 401 Corridor Land Use Strategy

Thames Centre, Ontario

Final Report

September 30, 2006

Prepared For:
The Municipality of Thames Centre

4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

Prepared By:



Monteith + Brown
planning consultants

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Highway 401 Corridor Land Use Strategy

Thames Centre, Ontario

September 30, 2006

Prepared for:

The Municipality of Thames Centre
4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

File: 01-1130

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1. Introduction

In February of 2006, Monteith Brown Planning Consultants Limited was retained by the Municipality of Thames Centre to identify a strategy for providing a range of employment land opportunities to accommodate and promote new industrial development along the 401 corridor. To be included in this study was the identification of a large-scale industrial site (400 to 800 ac.) together with other potential sites to accommodate smaller-scale employment land uses which would benefit from the access to Highway 401 and the growing regional industrial sector that Thames Centre provides.

1.1. Industrial Focus of 401 Corridor

Recently, Municipal Officials in Thames Centre have received a number of inquiries from the Province of Ontario and private industries seeking large (400 – 800 acres) available industrial sites with access to Highway 401. These inquiries, coupled with recent announcements with respect to the development of a new Toyota auto-manufacturing plant in the Woodstock area, and other manufacturing industries in London and Middlesex County have lead to significant interest in industrial lands located along the Highway 401 corridor in Middlesex and Oxford Counties. In addition to this existing demand, the Thames Centre Official Plan had identified a need to establish serviced industrial lands.

As a result of the heightened industrial focus on the 401 Corridor in this area, and the findings of the recent Official Plan update, the need for additional employment lands within Thames Centre was established. Pursuant to this demand, the Municipality identified the need to assess the lands within the 401 corridor in Thames Centre to identify the suitability of the area for the provision of employment lands to meet the growing needs of industrial development in the region.

1.2. Protection of Potable Water Supply

Further to the interest of Thames Centre's 401 corridor for economic development purposes are the recent findings of an Ontario Municipal Board hearing which dealt with the new Thames Centre Official Plan. Of primary concern in the findings from that hearing was the protection of the ground and surface water feeding the Dorchester municipal well located in proximity to the 401 corridor. This well supplies the drinking water to the adjacent Dorchester Settlement Area as well as a portion of the Thorndale Settlement Area. Evidence presented to the Ontario Municipal Board identified a "preliminary estimate" of a capture zone, recently designated as a Well Head Protection Area in the Official Plan (See Figure 2), which extends across Highway 401 south of Dorchester east of Dorchester Road and west of Elgin Road.

While the thrust of the OMB hearing dealt with proposed land uses to the north of the municipal well, information presented at the hearing revealed the impact that a spill on this stretch of Highway 401 would have on the supply of municipal drinking water to the community of Dorchester. As a result, the Municipality identified the need to examine the relationship of the 401 corridor and the municipal drinking water supply and the potential for providing piped municipal water to the community of Dorchester to replace the municipal well.

Increasing awareness and concern surrounding the protection of Thames Centre's groundwater drinking supply has prompted the Municipality to identify potential solutions and consideration of contingency plans to provide alternative solutions for the provision of a potable water supply to the residents of the Municipality. Recognizing that a motor vehicle collision on the 401 within the area of groundwater susceptibility has the potential to contaminate the municipal water source, and correlating that realization with the understanding that one of the limitations to industrial development of any scale in Thames Centre has been the lack of adequate supply of water for

fire suppression, the Municipality is seeking a land use strategy which may offer potential solutions to address both of these issues in a complimentary fashion.

1.3. Study Purpose

The purpose of this Study involves a number of facets which include:

- Identify and recognize lands capable and appropriate for development adjacent to the highway 401 corridor, particularly in proximity to its interchanges, as a finite economic development resource, to be protected and promoted to assist in ensuring the economic sustainability of the community by offsetting the existing imbalance of employment and assessment base in the Municipality;
- Develop a strategy for the provision and protection of employment lands at key locations along the Highway 401 corridor to accommodate a range of small, medium and large scale industrial operations;
- Consider potential solutions to resolve existing groundwater protection issues in association with the economic development goals of this study; and
- Take measures to create a balanced community with respect to the principles of smart growth.

Key components of the Study include a review of the planning and economic development direction for Thames Centre, a review of industry in the Municipality, identification of emerging trends in industry, demographic and employment characteristics, regional characteristics, a review of available sites both designated for industrial development, or available to be designated; a detailed site selection and evaluation process; and the recommendation of a land use strategy to give focus and direction to its economic development efforts.

2. Background

The Thames Centre Official Plan, adopted by Council in 2003 and approved by the County of Middlesex in 2004, was a consolidation of the Official Plans for the former municipalities of the Township of North Dorchester and the Township of West Nissouri. In the process of updating the Official Plan it was identified that Thames Centres needed to attract new employment opportunity to offset the outflow of labour force and reduce the economic impact of being a bedroom community to the City of London. Since that time, significant shifts in global market economies have targeted South-western Ontario for investment in major manufacturing plants in the automotive and trucking industries. As a result, Thames Centre has identified the need to re-examine their approach to the supply of an appropriate range and type of employment lands along the Highway 401 corridor through the municipality.

It is recognized that a tremendous amount of background research went into the Background Reports to the Official Plan with respect to detailed population analysis, employment participation rates, economic opportunities and preliminary servicing analysis. The final product of the Background Reports identified that the municipality required serviced industrial lands to attract new industry. Due to financial reasons at the time, the provision of serviced industrial lands was not feasible. As a result, decisions were made to identify limited amounts of industrial lands in strategic locations along the Highway 401 corridor for dry industrial uses. The premise for this decision was that if dry industry could be added to the tax base, additional revenues from that taxation could be used to service key industrial locations in the future.

This study will examine the recent Official Plan background research undertaken to date in the context of new information and the identified interest in Thames Centre by large industry. From this, a strategy to satisfy the short, medium and long term demands for employment lands will be identified. A framework will then be developed to assist the Municipality in achieving each unique stage of development in achieving diversity in employment land uses necessary to maintain economic prosperity.

The allocation of employment lands must be staged in such a manner as to promote diversification of land use types in appropriate locations. The successful strategy will effectively consider the opportunities and constraints of transportation routes, existing and proposed servicing scenarios, impacts/opportunities for improvement to the protection of groundwater/supply of potable water to municipal residents, promote efficient use and/or development of infrastructure, implement measures to protect the environment, ensure compatibility with surrounding land uses and not detract from the economic vitality of other established areas.

3. Planning Framework

3.1. County of Middlesex Official Plan Direction (5 Year Review)

The County of Middlesex operates under a two-tier planning system which divides planning responsibilities between the County and the local municipal level. It is important to note that London is a separated City which is not part of the county of Middlesex. As such, the City's assessment base does not form part of the assessment base for the County of Middlesex.

The County of Middlesex Official Plan serves as the overall guiding document providing a framework for planning policy for the local Official Plan. The County of Middlesex is currently undergoing a five-year review of the Official Plan and has prepared a draft Official Plan update for review. One of the key components to this five-year review was the examination and updating of the Economic Development policies of the Plan.

Section 1.3 of the County of Middlesex Official Plan identifies that the purpose of the Plan is to act a planning tool to be used in working towards the long term vision for the County in land use policy and physical planning on a broad basis.

Policies pertaining to the direction of economic development within Middlesex County are contained in Section 2.3.4. of the County Official Plan and recognize that many of the long-term goals and objectives of the Plan are dependant upon economic prosperity. The County Plan also recognizes the significant importance of developing a diversified economic base which protects the agricultural community and fosters new economic development opportunities.

Through their analysis, the County Planning and Economic Development Department identified the short-comings of the existing Economic Development Policies contained in the County Official Plan. In their review paper entitled *Five Year Review of the County Official Plan Economic Development Paper*, it was identified that the County Official Plan does not appropriately recognize the importance of the presence of the provincial 400 Series Highway corridors with respect to economic development opportunities. The paper concluded with a recommended amendment to the County Official Plan which adds a policy to Section 2.3.4. of the Economic Development Section of the Plan which states that through the policies of the Plan the County will:

- “e) support local municipalities to promote economic development opportunities adjacent to Provincial 400 series highways where justified through an amendment to the local Official Plan.”***

The county concluded that the inclusion of such a policy in the County Plan would allow local municipalities the flexibility to consider development at interchanges through an amendment to the local Official Plan without the requirement of an amendment to the County Official Plan.

3.2. Municipality of Thames Centre Official Plan Direction

The Municipality of Thames Centre undertook an Industrial Land Needs Review as part of the background research prepared for the Municipality's Official Plan. This report entitled Background Reports for the Official Plan (November 27, 2001) identified that with respect to new opportunities for industrial/commercial development, Thames Centre was caught in a "chicken and egg" scenario. Without serviced employment lands, new businesses were deciding to locate elsewhere. The Report concluded however, that if there was a concerted effort made to attract "dry industry", being industries not reliant upon municipal water and sanitary services, that the municipal tax base could be broadened thereby generating more tax dollars for the upgrading of the municipal servicing system.

The Background Reports also identified that given Thames Centre's accessibility to the 400 series of Highways (i.e. 401, 402 and 403) together with its proximity to the London International Airport, that transportation and warehousing based business would be a natural fit for the municipality. The essence of the report concluded that diversification of the Municipality's employment land base is the key to achieving sustainable economic growth.

While the Municipality has satisfactory opportunities for small, general industrial uses, there are no parcels of industrially designated land upon which manufacturing or warehousing operations of significant magnitude could be developed in conjunction with other associated requirements for transportation and existing municipal infrastructure.

Section 1.10 of the Thames Centre Official Plan establishes that the general purpose of the Plan is to provide strategies and policies to provide for the orderly growth and physical development of the Municipality to the year 2022. In particular, the Plan's purpose is, amongst others, to:

- (3) *"provide a policy framework which: encourages growth and prosperity in the Municipality; promotes the Municipality as a desirable place to work, live, and visit by maintaining and enhancing the Municipality's physical and cultural resources; strengthens the community's tax base; and provides ample opportunities for employment;[...]"*
- (8) *[...] specific land use designations identified for development to accommodate a variety of housing and employment opportunities to meet current and future needs;"*

Section 1.10.2 identifies issues and general land use strategies for the Official Plan. Specifically, subsection (2) identifies that Thames Centre's proximity to the City of London has a dramatic impact on the employment and commuting patterns in the Municipality. The Plan further identifies that the Municipality needs greater diversification in the local economy to provide more employment opportunity and a broadened economic focus in order to provide a greater self-reliance to reduce the amount of commuting.

The Plan further identifies that ***"there is a need to set aside sufficient lands for industrial and commercial development in locations attractive to industry, particularly at or near Provincial Highway No. 401. The development of "dry" industrial uses in appropriate locations is also encouraged and shall be promoted by the Municipality."***

Section 4 of the Plan contains the Settlement Area Land Use policies and identifies the structure and hierarchy of Settlement Areas in Thames Centre. Dorchester and Thorndale are the only two "Urban Settlement Areas" in the municipality; however, Section 4.1 also identifies that in addition to the Urban Settlement Areas and 9 Hamlet Areas, ***"there are areas designated for specific land uses, such as industrial or commercial development, which are also referred to as Settlement Areas, but are outside of the defined Urban and Hamlet Settlement Areas."*** Section 4.1 further establishes that an Amendment to the Thames Centre Official Plan will be required to expand existing Settlement Area boundaries.

Section 4.5 contains the policies of the Industrial designations which identify that industrial activity will generally be directed toward the Urban Settlement Areas with the exception of limited small-scale opportunities in Hamlets for local activities, ***"and at strategic locations along Provincial Highway 401."***

Section 6.3 establishes the specific Economic Development policies of the Thames Centre Official Plan which state that *"it is the intent of the Plan to develop the Municipality to its fullest economic potential, while maintaining the quality of life existing residents have come to expect."* It is also the intent of the Plan *"to achieve greater diversification in the Municipality's overall economic base, while continuing to encourage and promote development of the traditional agricultural, industrial and commercial base of the Municipality."*

The General Economic Development policies contained in Section 6.3 of the Plan include:

- (1) *The Municipality shall encourage the expansion and diversification of the Municipality's economic base in order to maximize the number and types of employment opportunities and to stabilize the impact of cyclical and long-term economic trends in various agricultural, industrial, service and commercial sectors upon the municipality and its residents."*
- (2) *The Municipality may undertake and adopt an economic development strategy for the Municipality in order to give focus and direction to its economic development efforts. This economic development strategy shall serve as a basis for the promotion of economic development in the Municipality and may be undertaken in cooperation with neighbouring municipalities and in particular the County of Middlesex.*

4. Industry in Thames Centre

4.1. Introduction

While manufacturing, agriculture and tourism have been a foundation for the regional market economy, many municipalities are now realizing that if they are to remain competitive in an increasingly global economy they must increase the diversification of their local economy.¹ The Ministry of Municipal Affairs and Housing, when analyzing the London Area for their Regional Profile Series¹, identified that in addition to Thames Centre, many other Middlesex County municipalities are bedroom communities to the City of London and have high proportions of persons in younger age groups and are experiencing significant growth and development. The Ministry of Municipal Affairs and Housing also identified that ***"while the City of London will remain as the major employment, cultural, health and service centre, most of the projected population growth is expected to occur in existing smaller communities and those adjacent to the City of London."***

¹ London Area in Profile, Provincial Planning and Environmental Services Branch, Ontario Ministry of Municipal Affairs and Housing, 2003. Region in Profile Series, No. 2.

The economy in Thames Centre is significantly influenced by the City of London in that the economic impacts felt by the City of London are reciprocally felt within Thames Centre. While a healthy and prosperous economy in the City of London has provided demand for housing and growth for Thames Centre as a commuter-shed of London, a down-turn in the London economy could have serious negative impacts on the employment opportunities and earning capacity of Thames Centre residents. This economic down-turn would then ripple through the existing local businesses that provide many of the essential goods and services to the local residents.

The Background Reports to the Thames Centre Official Plan indicate that Thames Centre has not experienced any significant changes in its employment levels in the various employment sectors, reflective of a relatively stable economy. There was modest growth in the manufacturing sector at both the local and County levels, and while manufacturing and trade industries are representative of the largest employment sectors in Thames Centre, the majority of the employment sources are located outside of the municipality, primarily within the City of London. This is also true with the majority of the employment in the government, education, health care and social service sectors as well.

As a result, a significant portion of the employed population is employed outside of the Municipality of Thames Centre. **The County of Middlesex Official Plan Review (2006) identified that approximately 83.4% of the total employed labour force in Thames Centre worked outside the Census Subdivision of residence (Thames Centre).**

Furthermore, a review of all major industrial employers in Thames Centre in 2006 reveals that there are only 14 employers in the municipality with greater than 25 employees (see Table 1). The majority of these businesses are "dry" or related to agriculture with the largest full-time employer being Sylvite Agri-Services Ltd. with 111 full time employees.

Table 1 – Industrial Employers in Thames Centre (With 25 or More Employees)

| Business Name | Full-Time Employees | Part-Time Employees | Seasonal Employees | Total Employees |
|---------------------------------|---------------------|---------------------|--------------------|-----------------|
| Bow Metallics Inc | 30 | 0 | 0 | 30 |
| Bre-Ex Ltd | 75 | 0 | 0 | 75 |
| Canusa Automotive | 41 | 3 | 0 | 44 |
| Classic Excavating Inc | 35 | 5 | 5 | 45 |
| Coyle & Greer Awards Canada Ltd | 61 | 0 | 25 | 86 |
| Fifth Wheel Travel Centre | 35 | 10 | 0 | 45 |
| KDM Erectors | 25 | 5 | 0 | 30 |
| Knoch Manufacturing Co Limited | 95 | 1 | 0 | 96 |
| Nu-Gro Corporation, The | 30 | 0 | 30 | 60 |
| Stevens Transport Ltd | 44 | 2 | 0 | 46 |
| Sundance Balloons | 25 | 0 | 75 | 100 |
| Sylvite Agri-Services Ltd | 46 | 20 | 45 | 111 |
| United Agri Products | 70 | 0 | 10 | 80 |
| Universal Forest Products | 75 | 0 | 0 | 75 |

Source: County of Middlesex Business Directory, March, 2006.

4.2. Industrial Property Assessment

In identifying that the majority of the employed population of Thames Centre works beyond the municipal boundary, data on the municipal property assessment was gathered to identify how this out-migration of employment was affecting the municipal assessment base of Thames Centre.

Traditional assessment analysis will usually see an approximate 60/40 split between residential assessment and employment assessment respectively, including other sectors of assessment.

Table 2 below identifies that Thames Centre has approximately 61% of its assessment based in the residential property classes as is typically desired. However, with respect to the employment class, it has been identified that only 2% of the assessment base comes from lands in the industrial class and just under 4% coming from the commercial classes. As a result, only 6% of the total municipal tax base is being generated from the traditional employment class which illustrates the dominance of the agricultural community (28.7%) in the provision of municipal assessment.

TABLE 2 – 2006 Municipal Tax Assessment for Thames Centre

| Aggregated Tax Class | Total Assessment | % |
|--------------------------|---------------------------|--------|
| Total Industrial | \$31,319,234.00 | 2.05% |
| Total Commercial | \$59,443,880.00 | 3.90% |
| Total Shopping Centre | \$581,060.00 | 0.04% |
| Total Farm | \$438,769,961.00 | 28.77% |
| Total Multi-Residential | \$4,487,000.00 | 0.29% |
| Total Residential | \$926,140,189.00 | 60.72% |
| Total Pipeline | \$30,552,000.00 | 2.00% |
| Total Managed Forest | \$988,975.00 | 0.06% |
| Total Assessment* | \$1,492,282,299.00 | |

* Excluding exempt property
Source: Municipality of Thames Centre Treasury Department – 2006

While a strong, healthy and viable agricultural sector is a key component to a sustainable community, the heavy reliance on the agricultural sector for tax assessment limits revenue to the municipality. Agricultural lands are charged significantly lower tax rates than industrial and commercial class lands. The impacts of this reduced revenue generation through taxation is then felt in all areas of municipal service provision, from the ability to provide servicing and infrastructure which is critical to promoting growth and establishing a healthy and diversified economy, to providing all other forms of hard and soft services from fire and police protection to parks and recreation facilities and programming.

As a result, this further illustrates the importance of generating additional employment opportunities within the industrial and commercial sectors to offset the existing imbalance of employment in Thames Centre.

5. Trends in Industry

5.1. Introduction

Over the last 15 to 20 years a new economy has emerged in North America and although industrial jobs are still defined by the goods and services that are provided, there are a number of factors that have evolved which have changed the way industry locates and operates. Many of these factors will have a significant bearing on a land use strategy for the Highway 401 Corridor in Thames Centre, including:

5.2. Increased Reliance on Efficient Freight Movement

Efficient transportation networks are now mandatory for businesses to compete in the global marketplace. The trend towards specialization and global business-to-business trading patterns are increasing the dependence on all modes of transportation and as a result freight volumes are increasing twice as fast as standard economic growth.² Preferred industrial locations should therefore be in proximity to as many modes of transportation as possible including direct access to national/international trucking, air, rail and shipping.

Thames Centre is excellently positioned to provide efficient freight movements with its access and frontage along the 401 corridor, proximity to the London international airport which used to be on former Township lands prior to annexation by the City of London, access to the CPR rail line at the Putnam Road interchange and access to the deep port facilities in Sarnia and the Niagara Region via the 400 Series highway network.

5.3. Importance of Industry Clusters

Recent studies have documented an emergence in the importance of industrial clustering which is essentially a desire for a specific industry to locate or cluster within a region. While most industrial clusters are measured on a regional level, they tend to grow out from a central activity or core industry then extend out into the region. Factors relating to the success of the clustering are attributed to the availability of highly-skilled labour and locational synergies with like industry both at the core and support levels. Recent developments in the automobile manufacturing sector in Middlesex and Oxford Counties will continue to attract additional core and support automotive industry jobs. As a result, new development is highly likely to spur additional related development in the Region.

An automotive sector is taking shape in the London to Woodstock corridor of Highway 401 with the recent development of 11 new automotive related industries in the area over the last 5 years which resulted in the creation of over 1800 new jobs. That statistic does not include the CAMI and future Toyota plants and other related automotive businesses in Oxford County. Secondary plants already exist in the region producing everything from seat frames to rear chassis and will continue to expand as more businesses are introduced such as the announcement of the new Toyota plant.

5.4. Access to Skilled Labour Force

Another factor to a successful industry cluster is a highly-skilled workforce. The combination of a regional population which is approaching 450,000 and an increasing automotive sector will ensure a specialized workforce and be a key component to the success of a related business. Access to a skilled labour force in Thames Centre is supported through access to the University of Western Ontario, Fanshawe College and other skills and trades education centres situated in proximity to the municipality.

5.5. Sufficient Land Availability to Accommodate Future Expansion

Given the rapid changes that now occur in global market opportunities and shorter time frames to respond quickly to new markets, businesses must be able to change quickly. Industrial sites are

² Susie Lahsene, The New Economy, Do We Need a Vision for Transportation with More Emphasis on Freight?, The Westsider, Second Quarter, 2001.

planned to accommodate future buildings and/or expanded facilities to address the needs of planned growth.

Industry recognizes that the market economy, technology and manufacturing techniques are fluid and ever-changing. It is also necessary to recognize that large industries invest millions and even billions of dollars into their land base and physical plant (buildings/ machines/ infrastructure). This scale of investment often precludes relocating existing operations if a current site is unable to accommodate a necessary expansion or addition. Additionally, these large industrial land holdings help to ensure that adequate buffers exist to protect existing operations from any future location or expansion of non-compatible land uses in the area.

5.6. Increasing Encroachment from Non-Industrial Uses

As land uses intensify in a region, potential conflicts between industrial and non-industrial uses can arise. Conflicts due to offensive migratory emissions such as sound, odour, vibration, dust, increased truck movements and visual impacts become more apparent. If left unchecked, encroachment can result in an out-migration of certain industries to locations with adequate land resources and buffer separations. As a result, a variety of parcel sizes are required to meet future industrial demands that will foster flexible and efficient production and distribution layouts.

Given the enormous level of capital investment required to establish large industries, standard practice is to oversupply the land base at the time of initial purchase. This practice assists in eliminating many risk factors attributed to development including expansions and growth on-site. Relocation is rarely a financially viable option for most industries.

5.7. Emerging Sectors

One of the primary employment sectors that is well positioned for growth in the Region is the transportation and warehousing sector according to the Ministry of Municipal Affairs and Housing *Region in Profile Series No. 2* for the London Area, 2003. The Ministry has identified that regionally, this sector has experienced rapid increases in employment numbers since 1996. Attributed to this growth are the “extensive linkages” to other key sectors in the region being principally agri-business and manufacturing which are Thames Centre’s top industrial sectors. These sectors are well positioned to continue to experience growth in Thames Centre due to the Municipality’s excellent location along the Highway 401 corridor in proximity to linkages to the 402 and the 403 together with its proximity to the London International Airport.

6. Demographic Characteristics

6.1. Population Report

The population of Thames Centre in 2001 was 12,473 based on data obtained from Statistics Canada's 2001 Census Report. The Thames Centre Official Plan projects that 15,910 persons will be residing in the municipality by 2021 based on a cohort survival model utilizing data from Statistics Canada and Health Supplement Reports. Adjustments in population growth were made to reflect the recent installation of a sewage treatment facility in Dorchester which will have a positive influence on the growth potential of the Municipality. In reviewing the age composition of the projected population the Official Plan identified that while experiencing an aging population, as the rest of the Country will experience in this time-frame, Thames Centre has a high number of young families which provides an excellent labour market.

The County of Middlesex has recently published their population projections as part of the five-year review to the County of Middlesex Official Plan. In their projections, the County provided a low, medium (Reference) and high scenario population forecast to 2026. In the Middlesex County Report entitled County of Middlesex Population Projection, 2001- 2026 the County identified that the reference scenario utilizes current trends in constituent municipalities and indicates a strong retirement scenario for the entire area. However, as previously identified, Thames Centre has a large population of younger adults and it is not unreasonable to expect that growth in Thames Centre may exceed that of surrounding areas. The Reference scenario prepared by the County identifies a 2026 population of 14,092 persons while the high scenario identifies a project 2026 population of 19,419 persons. As a result, the County population projections identify a potential population growth of between 1,612 and 6,939 persons from 2001 to 2026.

6.2. Factors Influencing Employment Demand

The background study to the current Thames Centre Official Plan identified the need for industrial/employment lands to accommodate planned “average” population growth. However, the Study could not account for the opportunity associated with the location of a large-scale industrial use in the Municipality.

Furthering this argument is the presence of the 401 Corridor through Thames Centre. This transportation corridor is not just a conduit to support regional traffic movement. The corridor is a finite resource providing a limited supply of strategically located lands necessary to support a wide range of transport dependant industries such as manufacturing, warehousing, distribution and logistics operations. As a result, this resource needs to be protected and preserved, to ensure that Thames Centre is appropriately positioned to respond to local, regional, national and international demand for employment lands.

The potential opportunity for a new large-scale industrial development and demands for transport dependant industrial sites along the 401 corridor transcend traditional projection methodologies and analysis, in that one is not attempting to anticipate future need for industrial land. In this instance the need has been proven to exist based on current interest in Thames Centre and recent announcements in neighbouring areas for this type of use together with the potential for planned and proposed uses to stimulate additional needs.

This new growth is predicted to occur over and above traditionally projected growth due to the additional attraction of employment opportunities available in the Municipality. As new industry is attracted to Thames Centre, additional in-migration is likely to occur in order to satisfy the employment needs of those industries. The larger the industry, and the greater the numbers of new industries, the larger the employment requirement will be, resulting in a greater ability to attract additional population.

Evidencing the spin-off effects associated with the location of large-scale industry in the region was an article published in the March 6, 2006 issue of the London Free Press which identified that as a result of the establishment of the new Toyota plant in Oxford County, *“as many as 9,000 spin-off jobs could be created across Southwestern Ontario. Included among those, the new plant is expected to produce about 3,000 higher paying manufacturing jobs spanning from Kitchener to London.”*³

As a result, Thames Centre has identified that it must have a strategy in place with an appropriate range and scale of available employment lands to meet the needs of future employment demands to increase the opportunities to diversify the employment base, attract new growth, offset the existing imbalance in employment and generate new assessment. In doing so the Municipality

³ The London Free Press, By Joe Bellanger, Free press City hall Reporter, Monday March 6, 2006, City-Region, page C1, Article Titled: *“Land Parcel Sale further evidence London booming”*.

needs lands designated, and zoned for employment uses, situated in a strategic location to capitalize on the existing Highway 401 Corridor and appropriately positioned to other industrial lands to increase operational synergies amongst supportive industrial uses.

6.3. Summary of Population and Employment

- Thames Centre is anticipated to experience modest growth based on current projection scenarios.
- Traditional population based employment forecast methodologies cannot be used to identify the required employment lands within the 401 corridor.
- The 401 corridor is an important Economic Development resource which must be protected that will act as a catalyst for development and growth opportunities.
- One factor that could not be anticipated in the population growth modeling for the Official Plan is that should new industries be attracted to Thames Centre, particularly large-scale industries, and industries associated with the 401 corridor, additional population growth is likely to occur over and above traditionally projected growth due to the additional attraction of employment opportunities available in the municipality.
- As new industry is attracted to the Municipality, additional in-migration is likely to occur in order to satisfy the employment needs of those industries. The larger the industry, the larger the employment requirement may be, resulting in a greater ability to attract additional population.
- Current and future large-scale industrial uses, such as the newly developing Toyota Plant in Woodstock, have been forecasted to generate significant spin-off jobs throughout the Region.
- The ability to provide municipal services has traditionally limited growth in Thames Centre.
- Creative strategies for the establishment of a large employment use would assist in funding servicing which provides an additional catalyst for increased population growth and development in the Municipality.
- Synergies may emerge between development potential and the potential to extend municipal services.

7. Regional Characteristics

7.1. Strategic Location

Thames Centre is located in the heart of southwestern Ontario immediately east of the City of London, southwestern Ontario's largest urban centre, and immediately west of Oxford County approximately 12 kilometers west of the City of Woodstock. Thames Centre occupies a strategic position at the crossroads of commerce between Canada and the United States and is within a two hour drive of Detroit, Michigan; Toronto, Ontario; and Buffalo, New York and a day's drive of over 150 million people, representing over 40% of the population of North America.

Highway 401, which runs through the southern portion of the municipality, links Ontario to the United States and is designated as part of the NAFTA Superhighway system. Linking with the

400 series highway network which stretches from Michigan in the west, Quebec in the east and New York in the southeast, the NAFTA Super-Highway provides a seamless linkage to major centres of commerce throughout Canada, the United States and Mexico.

FIGURE 1 – Regional Location Map



7.2. Truck Transportation Routes

Highway 401, being a major link in the NAFTA Superhighway system, is the longest of the 400 series Highways in Ontario and is one of the busiest highways in the world. Dissecting the southern portion of Thames Centre the municipality has a frontage along the 401 corridor of approximately 17 km with a total of four full interchanges. Thames Centre's location along the Highway 401 corridor is conveniently situated approximately 34km west of the Highway 403 connection to the Niagara Region and New York and approximately 14 km east of the 402 connection to Sarnia-Port Huron. Combined with the 401, Thames Centre is immediately accessible to three direct routes to major truck crossings from Canada to the United States via Windsor-Detroit, Sarnia-Port Huron and Niagara Falls-Fort Erie which are recognized as Canada's busiest and fastest growing truck crossings.

The presence of interchanges to the 400 series Highway network generates a specific resource to the economic development base of a municipality/region that other areas do not have. These interchange resources are limited and provide *“an opportunity to diversify the economic base by capitalizing on the high traffic volumes and the increased access afforded by the highways”*⁴. As a result, the opportunity exists to establish industrial and/or commercial employment nodes in proximity to these interchanges to effectively and efficiently capitalize on the existence of this valuable economic commodity.

The importance of the presence and access to the 400 series highway network is immense with respect to economic development opportunity. In 2002 the Ministry of Transportation authored a study entitled, *Southwestern Ontario Strategic Transportation Directions*. The findings of this study identified that *“significant growth is projected for the region of Waterloo, the counties of Simcoe and Middlesex and in urban areas of Kitchener-Waterloo, London, Barrie, Cambridge and Guelph”* as a direct result of their location in proximity to the 400 series highway network.

The County of Middlesex identified in their *Economic Development Paper*⁴ that in 2000, 30% of Canada's international trade was shipped through Southern Ontario to the border crossings at Windsor/Detroit and Sarnia/Port Huron. Additionally, Ontario is the primary gateway for tourism into Canada with approximately 55% of the total American vehicles travelling in Ontario, injecting close to \$3 billion to the regional economy.⁴

The Province of Ontario has recently approved significant capital dollars to improve access to the United States through a new crossing at Windsor-Detroit and upgrades to the Bluewater Bridge at Sarnia-Port Huron and Niagara Falls to combat the growing trade and reduce wait times between USA and Canada. The County of Middlesex has further identified forecasts which anticipate that traffic volumes on Ontario provincial highways will increase by 2.5% annually between now and 2026.⁴

7.3. Railway Access

Thames Centre is located next to the City of London which has one of only six inter-modal or “piggyback” facilities located in Ontario, providing a close access point to receive or ship products over a long distance at cheaper rates than could be achieved by truck. Additionally, the Canadian Pacific Railway (CPR) and The Canadian National Railway (CNR) both traverse the municipality. Thames Centre is the only municipality in Middlesex County with rail access adjacent to an interchange to the 401 corridor. The CPR provides access to the ports of Montréal, Vancouver and the US Midwest, in addition to that the CNR spans directly across Canada and down to the Gulf of México.

7.4. Deep Port Facilities

Thames Centre has direct rail and road access to three deep port facilities at Hamilton, Sarnia and Windsor. All of these ports are part of the St. Lawrence Seaway system and can be used to access the Atlantic Ocean and further international markets.

7.5. Air Transport Facilities

The London International Airport is located approximately 10 km north of the western portion of the Thames Centre 401 corridor. Control of the Airport was transferred from Transport Canada to the Greater London International Airport Authority in 1998 and the facility provides 24 hour a day

⁴ Five Year Review of the County of Middlesex Official Plan, Economic Development Paper, May 2002, Department of Planning and Economic Development.

seven day a week all weather air facilities. Canada Customs are located on the grounds of the facility and also operate 24 hours a day seven days a week as air cargo is a growing component of the airport's operations. Connector services to Toronto's Pearson International Airport and other international airports in the U.S. offer Thames Centre convenient access to air connections to North America and the world.

8. 401 Corridor Study Area

8.1. Introduction

In consultation with Municipal Staff, a Study Area was delineated for the Highway 401 Corridor Land Use Strategy. As illustrated in Figure 2, the study area boundary encompasses all lands north of Thompson Drive/Mossley Drive in the south to Cow Path Road/Byron Avenue in the north and extending from the westerly boundary to the easterly boundary of Thames Centre along the 401 corridor. This represents an approximate 4.5 km swath through the southern end of the municipality approximately 2.2 km either side of the 401 encompassing approximately 7,400 hectares (18,285 ac.) of land. Within this study area boundary, certain land use constraints, such as the Dorchester Swamp and limitations to the potential future extension of services, lead to the identification of an area of primary interest and an area of secondary interest.

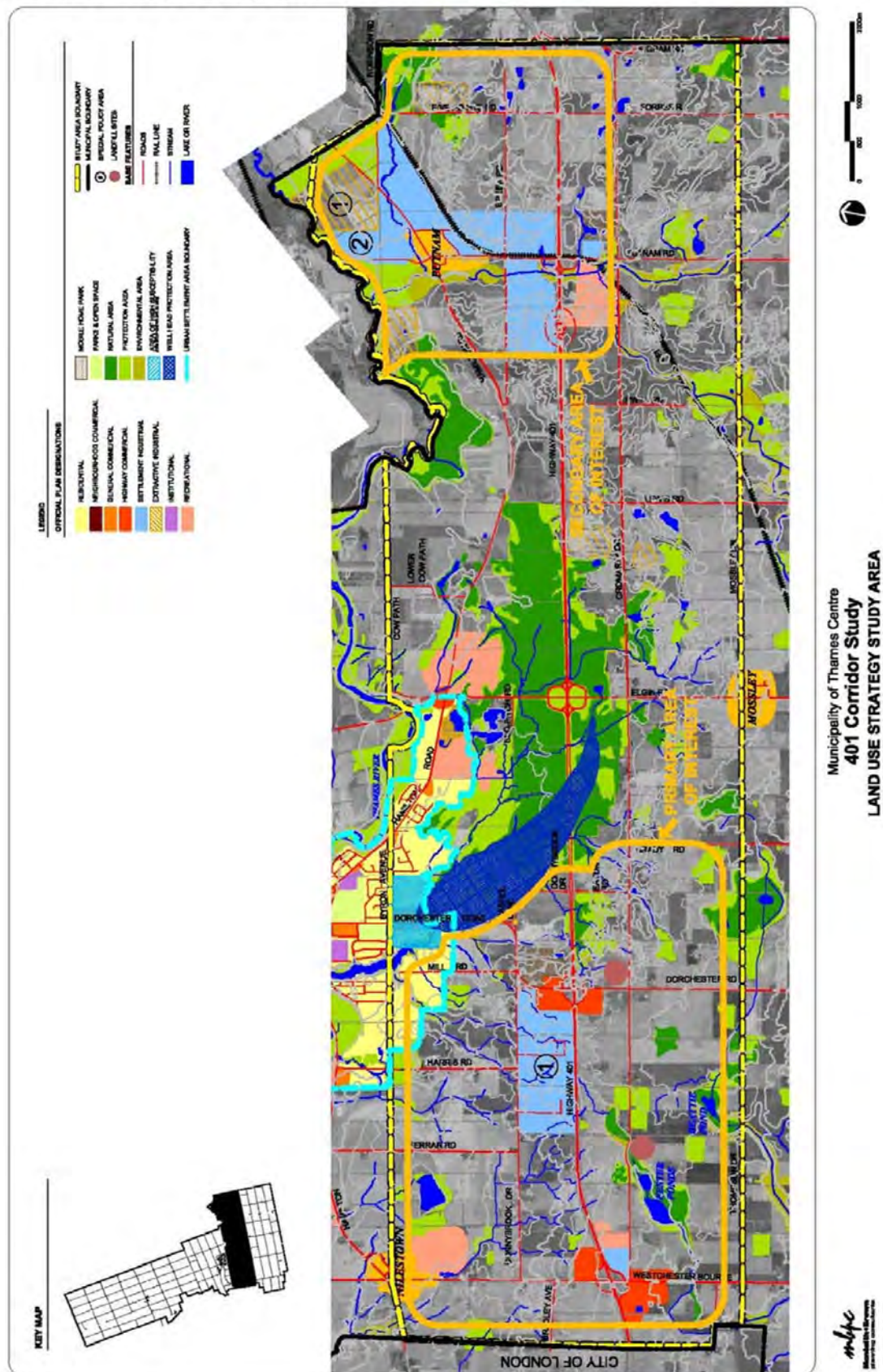
8.2. Primary Area of Interest

The area of primary interest was chosen for its proximity to an existing stub of the Elgin Area Water supply at Bradley Ave in the City of London, its proximity to the Dorchester Settlement Area and existing industrial supply. The Primary Area of Interest is located in the western portion of the 401 corridor and is approximately 2,202 hectares (5,441 ac.) in size extending from the westerly municipal boundary north to Byron Ave and south to Thompson Drive east to the Dorchester Swamp/Brady Road.

8.3. Secondary Area of Interest

The Secondary Area of Interest, chosen for its existing supply of industrial lands and the presence of the Canadian Pacific Railway line is approximately 1,195 hectares (2,954 ac.) in area and is located in the eastern portion of the municipality along the 401 corridor. This Secondary Area of Interest extends from the easterly boundary of Thames Centre to the westerly extent of the existing industrially designated lands west of the Putnam Road interchange south to Cromarty Drive and north to the Thames River, including Putnam.

FIGURE 2 – Project Study Area



9. Existing Highway 401 Interchanges (Study Area Land use Analysis)

9.1. Introduction

The geographic extent of the London-Middlesex Region contains 15 interchanges to the 400 series highway network. Nine of these interchanges are situated in lower-tier municipalities of Middlesex County, 5 of those are accessible to Highway 402 and exist in the western portion of the County and 4 of those, including Thames Centre, are accessible to Highway 401 and exist in the eastern portion of the County. Six of these interchanges occur within the boundaries of the City of London and access both Highways 401 and 402.

All of the above interchanges have experienced varying degrees of development. Most interchanges through the City of London have access to full municipal services and not only serve the travelling public but also serve the local residents as well. One quarter (4) of these interchanges through the London/Middlesex region are situated within Thames Centre.

The following inventories the existing interchanges throughout the Municipality of Thames Centre and identifies the opportunities and constraints to development associated with each location.

9.2. Westchester Bourne (Middlesex County Road 74) – Exit 195 to Highway 401

Westchester Bourne is the most westerly interchange in Thames Centre located approximately 900 metres east of the limits of the City of London and approximately 1.8 km from the Airport Road interchange in London which runs due north to the London International Airport. Westchester Bourne is designated as an arterial County Road (74) in the Local Official Plan with an average daily traffic count of 5,192 vehicles.

Visibility and access to the surrounding lands is good from the 401 corridor in this location. Existing land uses include:



Westchester Bourne Interchange

Northwest

Lands to the north and west of the interchange are relatively flat agricultural lands in field crop production and are designated for Agricultural use in the Thames Centre Official Plan. Bradley Avenue which is a primary arterial road through the City of London is located approximately 500 metres north of the interchange. Information provided by the Municipality indicates that there is a stub to the Elgin Area Water Supply System in proximity to this location within the City of London and may be an appropriate location to extend water services into Dorchester. There is also a natural gas pipeline running in an east-west direction north of Bradley Avenue.

A Hydro One corridor extends across the lands north and west of the interchange and then crosses over the interchange to continue south of the 401 extending

to the east. Part of this corridor to the west has been deeded to Hydro One. This quadrant of the interchange is limited in land area with respect to consideration of large-site employment uses due to its proximity to the City of London boundary. There are currently no municipal services in this area but opportunities may exist to extend services.

Northeast

Lands northeast of the interchange are predominantly flat and used for field crop production. Approximately 29 acres of land are designated for Highway Commercial development in the Thames Centre Official Plan and are available for development. Livestock operations (cows) exist to the east approximately 1.1 km just to the west of the Silver Moon Innovation Park on Donnybrook Drive.

This quadrant, extending north to the southern extent of Nilestown and east to Dorchester Road, represents the largest portion of land with appropriate topography and limited constraints which is suitable for large land-based employment use. There are currently no municipal services in this area but opportunities may exist to extend services.

Southeast

Lands to the southeast of the interchange (approximately 22 acres) are used for an MTO/County/Municipal roads maintenance facility with an open sand storage area, salt dome and service garage. Immediately east of the maintenance facility is a KOA campground (approximately 23.4 acres). An additional approximately 18 acres of lands are designated for Highway Commercial uses in the Thames Centre Official Plan along the eastern side of Westchester Bourne south of Cromarty Drive. Topography in the area is generally flat to gently rolling to the east. The Hydro One corridor extends from the interchange east to just south of and parallel to the Highway 401 corridor.

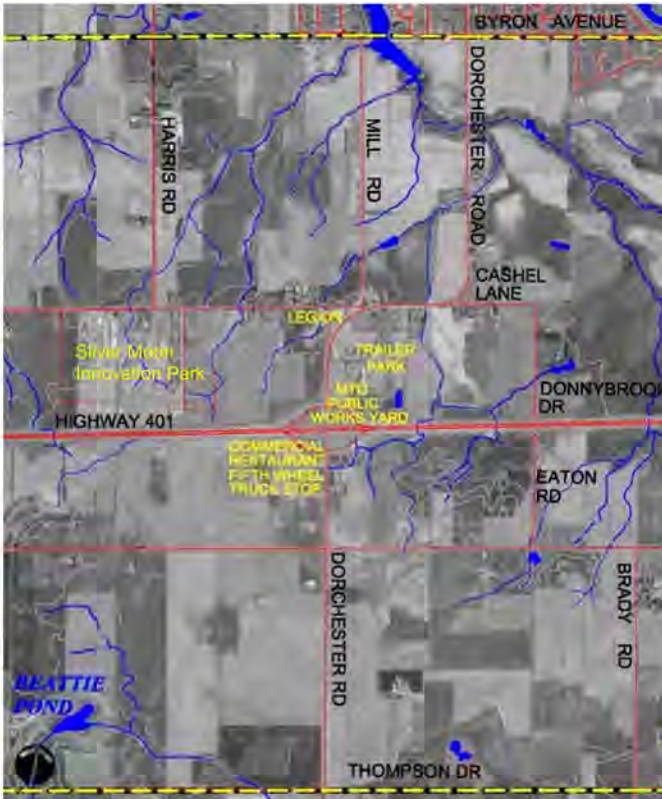
The remaining land uses in the area are generally agricultural predominated by field crop production. Further east and south the lands are predominantly wetland around the Fester Ponds which are designated Natural Area, Protection Area and Environmental Area in the Thames Centre Official Plan. These designations either preclude or significantly constrain the development potential of the lands east and south of the interchange. A former landfill site has also been identified in the Thames Centre Official Plan in the area south of Cromarty Drive, east of the Fester Ponds. There are currently no municipal services in this area.

Southwest

Topographically, the lands southwest of the Dorchester Road interchange are generally flat. A Husky Service Centre is located on the southwest corner of the interchange where approximately 43 acres of land is designated for Highway Commercial uses in the Thames Centre Official Plan. The site contains its own stormwater pond and utilizes a greywater recovery system. The Hydro One corridor extends to the east through this area south of and parallel to the 401 corridor. South of Wilton Grove Road there is a truck accessory commercial operation and the Mustang Drive-in movie theatre. The remainder of the lands are agricultural utilized for field crop production. There are currently no municipal services in this area.

9.3. Dorchester Road (Middlesex County Road 32) – Exit 199 to Highway 401

The Dorchester Road interchange is located approximately 3.7 km east of the Westchester Bourne interchange and approximately 4.5 km east of the boundary of the City of London. Dorchester Road is designated as an arterial County Road (32) heading north of the 401 in the Thames Centre Official Plan and designated as a local road heading south of the 401. The average daily traffic count on Dorchester Road heading north is 4,143 vehicles and heading south is 2,020 vehicles.



Dorchester Road Interchange

Visibility and access to the surrounding lands is good from the 401 corridor in this location although the grade elevation starts to drop off to the east as the corridor descends into the Dorchester Swamp area. Existing land uses include:

Northwest

The topography of the lands in the northwest quadrant is typically flat to gently rolling in spots and the lands are used predominantly for agricultural field crop production. The Thames Centre Official Plan designates approximately 23 acres of land immediately northwest of the interchange for Highway Commercial development. The community of Dorchester is located approximately 1.3 km north of the ramps of the interchange to the 401. There is a Royal Canadian Legion located at the southwest corner of Donnybrook Drive and Dorchester Road approximately 500 metres north of the interchange.

West of the Legion there is a small cluster of dwellings along Donnybrook Drive. To the north of that the lands are again utilized for the production of field crops and the topography starts to roll. To the west, between the 401 and Donnybrook Drive there is approximately 294 acres of land designated Rural Industrial in the Thames Centre Official Plan. These lands are predominantly utilized by the Silver Moon Innovation Park, an integrated industrial-residential park. The park is approximately half developed with a number of additional properties sold and awaiting development in the older phase. A large livestock operation (cows) was identified north of Donnybrook Dr, east of Harris Road and two smaller livestock operations exist west of the Silver Moon development on the south side of Donnybrook Drive. There are currently no municipal services in this area but there is potential for extension.

Northeast

The topography of the lands is flat to gently rolling in the area. The parcel of land immediately northeast of the interchange is owned by the MTO. These lands are vacant, are approximately 8.7 acres in size and are designated for Highway Commercial uses in the Thames Centre Official Plan. To the east of this there is a trailer park approximately 45 acres in size. Extending north Dorchester Road veers to the east and Mill Road continues north at the intersection of Donnybrook Drive. Dorchester Road continues north again approximately 500 metres to the east. Lands in this area are generally used for agricultural purposes, predominantly tobacco production. The natural gas pipeline continues its east-west traverse across the municipality in this area.

The Municipality's leading municipal well, HL-1 (High Lift), is located approximately 650 metres north of Donnybrook Drive on the east side of Dorchester Road. A significant portion of the lands north, south and east of this well in a plume shape are designated as Well Head Protection Area in the Thames Centre Official Plan which constrains the lands development opportunity. A further area of High Susceptibility is designated to the north of this plume shaped designation south of Byron Avenue in the Community of Dorchester. This area of well head protection extends to the east into the Dorchester Swamp which is a protected provincially significant wetland, Area of Natural and Scientific Interest and significant woodlands. Their designations as such preclude their development. Additional concerns with respect to the impact that land uses and the Highway 401 corridor have on the area of Well Head Protection will be addressed later in this Report. There are currently no municipal services in this area but there is potential for extension.

Southeast

Southeast of the interchange at Dorchester Road the topography is varied with rolling to steep hills and significant changes in elevation at times. There is a difference (+/- 6m in some areas) in the elevation between Dorchester Road and the lands to the east. The predominant use of the land in the area is agricultural field crop production. The Hydro One corridor extends east through the area south and parallel to the 401.

A number of livestock operations were identified along the south and eastern periphery of the identified area of interest for this Study. The Thames Centre Official Plan designates the lands Agricultural in the vicinity of the interchange and south beyond Cromarty Drive. East of the interchange and north of Cromarty Drive the lands are designated Natural Area, Protection Area and Environmental Area where development is precluded or severely constrained. The Official Plan also identifies an abandoned landfill site in this area. Further investigation will be required to pinpoint its location, as historical information obtained from the Ministry of the Environment suggests that the site may actually be located further to the south. There are currently no municipal services in this area.

Southwest

The topography of the lands southwest of the interchange slopes south from Cromarty Drive. Lands to the west are generally flat to rolling with variations in topography starting to increase further to the west. Approximately 20 acres of the lands immediately adjacent the interchange are designated for Highway Commercial uses and are developed as a Fifth Wheel truck stop. Lands beyond this are designated and used for agricultural purposes, predominantly field crop production. The Hydro One corridor extends east through the area south and parallel to the 401. There are currently no municipal services in this area.

9.4. Elgin Road (Middlesex County Road 73) – Exit 203 to Highway 401

The Elgin Road interchange is located approximately 3.7 km east of the Dorchester Road interchange and approximately 8.2 km east of the boundary line of the City of London. Elgin Road is designated as an arterial County Road (73) in the Thames Centre Official Plan. The average daily traffic count on Elgin Road is the highest of the 4 interchanges in Thames Centre with 8,529 vehicles heading north and 6,777 vehicles heading south.



Elgin Road Interchange

The Elgin Road interchange is completely surrounded by the Dorchester Swamp which is a Provincially Significant Wetland and an Area of Natural and Scientific Interest. The area is designated as such in both the County and Thames Centre Official Plan, precluding the area surrounding the interchange from development.

9.5. Putnam Road (Middlesex County 30) – Exit 208 to Highway 401

The Putnam Road interchange is the easterly most access to the 401 corridor in Thames Centre and is the only interchange of the four in Thames Centre to have only a partial cloverleaf, in that access to and from the highway is via two ramps rather than 4. The interchange is located approximately 800 metres south of the Community of Putnam, 5 km east of the Elgin Road interchange, approximately 13.5 km east of the City of London Boundary and approximately 2.6 km west of the Oxford County border and the Township of Southwest Oxford. Putnam Road is designated as a County Collector Road (30) in the Thames Centre Official Plan with an average daily traffic count of 3,346 northbound vehicles and 3,439 southbound vehicles. The highway is elevated in this location to facilitate a pass-over of County Road 30 and the Canadian Pacific Railway line. As a result, this interchange provides excellent visibility of the surrounding lands from the highway corridor. This is also the only interchange in all of Middlesex County that has rail access with a rail spur heading north to service the Coldstream operation in Putnam. Existing land uses include:



Putnam Road Interchange

Centre Official Plan designates approximately 172 acres of lands in the northwest quadrant for Rural Industrial uses between the 401 and Hamilton Road west of Putnam Road, this is predominantly utilized by the research farm. There are currently no municipal services in this area.

Northwest

The topography of the lands to the northwest of the interchange is rolling; steep at times in certain areas with an environmental area immediately adjacent the on-ramp to the westbound lanes. The lands are used primarily for agricultural purposes including an agricultural research farm. Horses were identified adjacent the ramp followed by a small cluster of residential properties and then another cluster of dwellings a short distance to the north at the intersection of Putnam Road and Hamilton Road. Moving north and west from Hamilton Road the topography flattens out and agricultural uses predominate. Moving west down Hamilton Road uses are again predominantly agricultural with scattered dwellings and a large aggregate extraction operation located to the north approximately $\frac{3}{4}$ of a kilometer west of the Putnam Road and Hamilton Road interchange. The Thames

Northeast

The topography of the lands in the northeast quadrant of the Putnam interchange is rolling with significant variations in elevations at times with pockets of flat land to the north and east. There is a horse stable immediately north of the ramp followed by a small trucking company and the Putnam Community Centre at the intersection of Putnam Road and Breen Road. On the north side of Breen Road east of Putnam Road there is a recycling operation and vacant parcel of land for sale.

The Canadian Pacific Railway line runs parallel to the east side of Putnam Road from the underpass at the interchange then starts to veer to the northeast as it crosses Breen Road to the north. Just north of the CPR line is a Sylvite Agri-Services and Nu-Gro fertilizer operation together with Fleet Fuels. There is a small milling operation at the intersection of Hamilton Road and Couch Road and then to east the lands north and south of Hamilton Road are utilized for aggregate extraction and the lands begin to flatten out to the north and east.

Preliminary information from the Municipality indicates that there has been general interest in the area for development of new transportation/warehousing type uses. East of those lands on the north side of Breen Road there is a pre-cast concrete operation and a livestock operation on the south side of Breen Road (4453). Moving east to the municipal boundary the lands are predominantly agricultural in field crop production with an aggregate extraction operation to the north and east and what appears to be a former livestock operation (no longer in use).

The Thames Centre Official Plan designates two large areas of land for Rural Industrial uses, separated by Breen Road north and east of the interchange. These areas are approximately 73 and 90 acres in size respectively, moving south to north. There are two other sizeable portions of land designated for Rural Industrial development on the north and south sides of the CPR tracks, approximately 115 acres and 163 acres respectively, which are currently being utilized primarily for aggregate extraction on both sides of Hamilton Road. There are currently no municipal services in this area.

Southeast

The topography of the lands in the southeast quadrant of the Putnam interchange is relatively flat between Cromarty Drive and the 401. Just south of the ramps to the highway the CPR tracks cross Putnam Road and head south and west. South of Cromarty Drive, heading east and south, the terrain is rolling with significant variations in elevations at times. The Hydro One corridor spans the quadrant running south and parallel to the 401 corridor. There is a large equestrian centre with livestock immediately south and east of the interchange. South of this there is an area approximately 11.6 acres in size designated for Rural Industrial uses in the Thames Centre Official Plan utilized by a courier company, a vacant auto auction facility and H&M silo structures on the northeast corner of Putnam Road and Cromarty Drive. To the east of this is an RV camping area approximately 38.5 acres in size then the land use turns to agricultural field crops as you travel east to the edge of the study area. South of Cromarty Drive the topography is quite rolling with significant variations in the terrain. There is a horse barn located south and west of the intersection of Putnam Road and Cromarty Drive, scattered dwellings and field crop production to the east followed by a logging/milling operation at the southwest corner of Cromarty Drive and Forbes Road. The remainder of the lands in the area are agricultural, predominantly in field crop production, with another livestock operation located to the south, north of Mossley Drive and east of Putnam Road. There are currently no municipal services in this area.

Southwest

The topography of the lands south and west of the interchange is relatively flat starting to roll further to the south and west. Three dwellings are located along the west side of Putnam between the off-ramp of the eastbound lanes of the 401 and Cromarty Drive. Behind them is the Tamarack Ridge Golf Course. There is a livestock operation (poultry) south of the intersection of Putnam Road and Cromarty Drive and the remainder of the lands are used for agricultural field crop production and a limited number of scattered dwellings. South of Mossley Drive at Putnam Road there is an awards manufacturing operation. The Thames Centre Official Plan designates the lands immediately adjacent the interchange as Environmental Area. Beyond this to the west and south, north of the CPR Tracks, approximately 100 acres of the lands are designated Recreational for the golf course use. The remainder of the lands are designated for Agricultural use. There are currently no municipal services in this area.

10. Existing Supply of Industrial Lands

10.1. Introduction

The Thames Centre Official Plan designates which lands are permitted for industrial type uses. Some of these lands have already been developed for such uses, while other lands are vacant or are being used for other interim uses such as agriculture. In calculating the existing supply of available industrial land, it is necessary to examine the consumed industrial land versus the total land area designated for industrial development. Any surplus lands designated but not developed forms the available supply.

10.2. Identification of Supply

Area calculations were performed using current Official Plan mapping to determine the total land area of all industrially designated land in Thames Centre. These calculations identified the following land areas:

TABLE 3 - Industrial Land Area by Official Plan Designation

| Designation | Land Area Designated Hectares (Acres) | Land Area Used for Aggregate Extraction Hectares (Acres) | Vacant Hectares (Acres) | Developed Hectares (Acres) |
|---------------------------------------|--|---|-------------------------------|-------------------------------|
| Rural Industrial | 667.4 (1649.1) | 194.4 (480.3) | 274.3 (677.8) | 199.4 (492.7) |
| Settlement Industrial | 59.0 (145.7) | -- | 37.2 (92.0) | 20.0 (49.4) |
| Extractive Industrial | 1128.5 (2788.7) | 1128.5 (2788.7) | 0 (0) | 0 (0) |
| Total Industrial Land Area | 1854.9 (4583.4) | 1322.9 (3269.0) | 311.5 (769.8) | 219.4 (542.2) |

The supply of vacant industrial lands identified within Thames Centre was refined through a process of spatial analysis involving digital mapping techniques of both the designated industrial lands and the County of Middlesex inventory of industrial uses as well as site history provided by Municipal Staff. The vacant land inventory data was then "ground-truthed" using air photo analysis, building permit and assessment map review and detailed field investigations of industrial lands throughout the Municipality. This process identified any parcels which had been developed since the background review of the Official Plan and ensured that the data was current and reliable.

The resulting total vacant industrial land supply is calculated at 311.5 hectares (769.8 acres) and a total consumed industrial land calculation of 219.4 hectares (542.2 acres) excluding lands used designated and utilized for aggregate extraction.

10.3. Location of Supply

The spatial distribution of vacant industrial land was examined using digital mapping illustrating the geographical locations of the vacant lands together with the land use designations from the Thames Centre Official Plan.

Figure 3 below illustrates that there is no single prominent concentration of vacant industrial lands in Thames Centre as the industrial land is typically distributed in small clusters throughout the municipality.

**Municipality of Thames Centre
HIGHWAY 401 CORRIDOR
LAND USE STRATEGY**

INDUSTRIAL LAND SUPPLY

| Designation | Land Area Designated Hectares (Acres) | Land Area Used for Aggregate Extraction Hectares (Acres) | Vacant Hectares (Acres) | Developed Hectares (Acres) |
|---------------------------------------|--|--|-------------------------------|----------------------------------|
| Rural Industrial | 667.4 (1649) | 194.4 (480.3) | 274.3 (677.8) | 199.4 (492.7) |
| Settlement Industrial | 59.0 (146.7) | — | 37.2 (92.0) | 20.0 (49.4) |
| Extractive Industrial | 1128.5 (2788.7) | 1128.5 (2788.7) | 0 (0) | — |
| Total Industrial Land Area | 1854.9 (4583.4) | 1322.9 (3269.0) | 311.5 (769.8) | 219.4 (542.2) |

PRIMARY AREA OF INTEREST

SECONDARY AREA OF INTEREST

TOWNSHIP OF PERTH SOUTH

TOWNSHIP OF ZORRA

TOWNSHIP OF MIDDLESEX CENTRE

TOWNSHIP OF SOUTH WEST OXFORD

TOWNSHIP OF MALAHIDE

CITY OF LONDON

THORNDALE

DORCHESTER

LONDON

LEGEND

- Municipal Boundary
- Settlement Area Boundary
- Study Area Boundary
- Areas of Interest
- Vacant Rural Industrial
- Developed Rural Industrial
- Designated Rural Industrial Used For Extractive
- Vacant Settlement Industrial
- Developed Settlement Industrial
- Extractive Industrial

Scale: 0 500 1000 2000 3000m

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planning consultants**

Two of these clusters are in proximity to interchanges with Highway 401, two other smaller clusters are associated with the Dorchester and Thorndale settlement areas and there is a linear strip of lands tucked in behind a strip of highway commercial uses along the north side of Dundas Street.

In examining the vacant industrial land inventory in Thames Centre in greater detail a number of issues are identified. Of primary interest to this study are the concentrations of vacant industrial lands in proximity to access points to the Highway 401 corridor. Only two of the 4 interchanges within the 401 corridor, Dorchester Road and Putnam road, have vacant industrial lands available.

The Dorchester Road lands are predominantly (75 hectares) utilized by the Silver Moon Innovation Park, a residential-industrial business park for larger format home occupation uses such as welding, distributing, etc.

The Putnam Road lands provide approximately 69 hectares (171 ac.) of vacant industrial land to the Municipal supply. There is an additional 95 hectares (234 ac.) of lands which extends north to the community of Putnam which are designated for rural industrial uses that are actively being utilized for aggregate extraction and will not be available for development until after the resources have been depleted and the sites restored.

Throughout the rest of Thames Centre the largest concentration of vacant industrial lands is located southwest of the Thorndale Settlement Area. Thorndale is the northernmost Settlement Area in Thames Centre and is located approximately 20 km north of the 401. There is approximately 369 hectares (913 ac.) of vacant industrial land in this location, straddling both sides of Nissouri Road. The easterly portion is configured in a wedge shape while approximately 100 hectares (246 ac.) of the vacant lands designated for "Rural Industrial" uses on the west side of Nissouri Road are actively used for aggregate extraction and will not be available for development until after the resources have been depleted and the sites restored. The Thorndale Settlement Area itself has approximately 1.2 hectares (3 ac.) of lands designated for "Settlement Industrial" in the north end.

Moving south there is a small linear pocket of vacant industrial land approximately 9 hectares (23 ac.) in size stretched across the rear of a number of parcels with their frontages designated and developed for Highway Commercial uses. These lands are limited in size and heavily constrained for access by the existing uses.

The last remaining pocket of vacant industrial land in Thames Centre is located in the northwest corner of the Dorchester Settlement Area. There is approximately 36 hectares (89 ac.) of vacant lands designated "Settlement Industrial" dispersed over a number of parcels in this location.

10.4. Summary of Industrial Land Supply

Almost every major urban centre in North America has made steps to ensure that adequate industrial lands exist to capitalize on established transportation corridors. These corridors were developed first for the transportation of goods and materials, and second for the movement of people. Sound land use planning requires that suitable lands in these locations be protected for industrial type uses. These uses include those which are dependant upon the frequent movement of large quantities of goods and materials, and those that require locations with access to highway/freeway interchanges. By locating industry in these locations the impacts of truck traffic through inner-city road networks and rail movements and more sensitive land uses are reduced and industry further benefits from reduced transportation costs and reductions in delays due to inner-municipal traffic.

While there is still a limited supply of vacant lands designated for industrial development throughout the Municipality, there are a number of additional factors which must be examined with respect to the utility of these lands for the adequate provision of employment lands for medium to large-scale industry in Thames Centre. The Thames Centre's Official Plan designates industrial land uses into three different classifications: Rural Industrial; Settlement Industrial; and Extractive Industrial. Of these designations, both the Rural Industrial and the Settlement Industrial designations provide the flexibility in land use and controls for the development of a major, large-scale (+/-165 to 325 ha.) contiguous industrial site. However, the Rural Industrial Designation requires all industrial and associated uses to be "dry" in nature as the potential for servicing these lands was identified as a challenge to their use.

Furthermore, within the existing vacant industrial land inventory there is no area of a sufficient size (approximately 165 to 325 ha.), contiguous in shape with immediate access to Highway 401 and the rest of the 400 series corridor to accommodate large-scale industrial uses. A further constraint analysis of the vacant land supply identifies that there is a great amount of land area currently designated for Rural Industrial development that is currently being utilized for the extraction of aggregate resources. Although the future anticipated land use of these lands is envisioned to be industrial these lands are tied up for the extraction until the resources have been depleted, thereby removing these lands from consideration in the short and medium term planning horizon, at least.

Many other sites possess similar limitations to their development and support the need for the assembly of one large-scale contiguous parcel of industrially designated lands to support a major industrial development. In examining the supply of vacant and designated Industrial lands for a potential large-scale industrial operation, being a developable land area of at least 165 to 325 hectares, it is clear that the Municipality does not have any available designated industrial areas within its boundaries, not to mention with direct access to the 401 corridor.

A review of the developable industrial land supply referenced in Table 2 above clearly illustrates that the Municipality has a total of 311.5 hectares (769.8 acres) of available Industrial lands within its inventory. The potential development of one large-scale site between 165 and 325 hectares in size would then be required to consume all of the available/developable industrial lands within the Municipality through its development.

Furthermore, many of the designated industrial lands are dispersed across numerous separate parcels in variety of locations throughout the Municipality. An examination of the composition of vacant industrial land, as illustrated in Figure 3, identifies that these vacant parcels are dispersed into 14 separate contiguous areas. The largest of those areas is 59.7 hectares (147.6 ac.) existing in a triangular pattern south and west of the Thorndale Settlement Area.

11. Identification of Potential Sites

11.1. Introduction

A comprehensive process was developed to consider all possible opportunities for the provision of employment lands to accommodate a range of sites to accommodate small, medium and large-scale industrial operations at key locations along the Highway 401 corridor. Detailed site information was then collected for each respective candidate site and an extensive site evaluation matrix was then designed to evaluate each site based on its merits for the proposed industrial use.

11.2. Site Identification Process

11.2.1. Phase One: Preliminary Screening Process

The selection and assessment of potential sites for the 401 Corridor Land Use Strategy was undertaken in a number of steps. The first step involved a high level screening process based on general locational criteria. As previously identified, the initial step involved the delineation of a general study area. This area was identified as a parallel corridor along Highway 401 which included all of the lands within 2.25 kilometers of either side of the highway (See Figure 2).

A preliminary review of the Thames Centre Official Plan and aerial photography indicated that a large amount of land within the central portion of the general Study Area was not appropriate for consideration for the development of employment land uses. This area is composed primarily of the Dorchester Swamp, a Provincially Significant Wetland and an Area of Natural and Scientific Interest which has been designated as a no development area in the County and local Official Plans. Further, along the westerly boundary of the Dorchester Swamp is an area identified for Well Head Protection, and Area of High Susceptibility in the Thames Centre Official Plan. These lands have been protected from certain land use developments for they are situated within the sphere of influence for the Dorchester Municipal Well. As a result, these lands were screened from further consideration.

The Second Step involved examining the composition of the lands within the defined study area. Based on the findings of the analysis noted above two areas of interest, one primary and one secondary area, were then defined within the Study Area.

Primary Area of Interest

The Primary Area of Interest was identified adjacent to the Westchester Bourne and Dorchester Road interchanges in the western portion of the corridor. This portion of the Study Area was identified as the Primary Area of Interest due to the presence of existing employment uses, including two truck stop centres and a developing integrated industrial-residential park and a number of additional land use synergies which include the areas proximity to Dorchester, the largest Urban Settlement Area in Thames Centre containing limited municipal services; the proximity to the Nilestown Hamlet Area; proximity to the neighbouring City of London; proximity to the available connection with the Elgin Area Water Supply System located at the Municipal Boundary at Bradley Avenue in the adjacent City of London; and the proximity to the London International Airport located approximately 5 kilometers north of the 401 in this location.

Secondary Area of Interest

The Secondary Area of Interest was identified adjacent to the Putnam Road interchange, the easterly most interchange with Highway 401 in Thames Centre. This portion of the Study Area was chosen as the Secondary Area of Interest due to the presence of existing employment uses; designated industrial lands and the location of the CPR Rail Line. Again, the Putnam Road interchange is the only interchange in Middlesex County which has available rail access. While this area offers synergies with existing employment uses and the presence of a rail line the area is geographically separated from the primary Urban Settlement Areas in the Municipality and has no forecasted opportunity for municipal servicing. As a result, the scale and potential for development is anticipated to be limited in this location, but the existing uses and rail access should be preserved and promoted for additional employment opportunity.

11.2.2. Phase Two: Site Identification Process

Based on parcel fabric configurations, road patterns, land areas and identified natural environment constraints, sites suitable for the provision of short, medium and long-term development lands for both typical and large-scale employment uses were identified for further evaluation. Due to the variety of land areas necessary to accommodate typical and large-scale industrial land uses, each site is comprised of a multitude of parcels, and in some instances include road allowances which may need to be closed and re-directed in order to accommodate larger-scaled sites.

The site selection process included the identification of potential candidate sites using digital aerial photography together with mapping of assessment information, vacant industrial lands, Official Plan designations and zoning. Once assembled, this information was integrated into a GIS (Geographic Information System) to enable detailed spatial analysis of all lands within the Study Area. Using these tools, suitable sized parcels of land were identified for inclusion in the evaluation process.

Once identified, each site was inventoried for information including:

- | | |
|-------------------------------------|---|
| ▪ General location | ▪ Exposure to roadway |
| ▪ Site area | ▪ Frontage on roadway |
| ▪ Sanitary, water & storm servicing | ▪ Classification of roadway |
| ▪ Existing land use | ▪ Proximity to livestock operations |
| ▪ Surrounding land use | ▪ Presence of known constraints |
| ▪ Official Plan designation | ▪ Proximity to rail, air, water transport |
| ▪ Zoning | ▪ Topographical characteristics |

This information was gathered and catalogued into a database to assist in the application of the site evaluation criteria and can be found in Appendix I.

11.3. Site Evaluation Criteria

The site evaluation developed for this Study utilizes a wide range of criteria designed to narrow the selection process and identify the preferred site(s) appropriate to meeting the Municipality's employment land needs within the Highway 401 corridor.

Each criterion was evaluated based on a ranking system developed to provide a consistent method of measure. The system requires that a numerical rating from 0 to 3 be applied to each criterion where:

- 3 = strong support;
- 2 = reasonable support;
- 1 = limited support; and
- 0 = no support.

Once ranked, a weighting system, varying by importance or necessity to the proposed development, was applied to each ranking to ensure that the valuation of each criterion was properly assessed. This weighting system is shown on the site evaluation sheets presented later in the report.

Tiers were then identified to assist in narrowing the number of potential sites based on the assembly of criterion which are critical to specific phases of the evaluation process. These Tiers were developed and organized in terms of their critical function to the selection of a short-list of potential sites.

The following indicates the Tiers that were utilized for the evaluation, the criteria developed for each Tier and a summary of the factors used in analyzing each criterion.

11.3.1. Tier 1 – Developable Land Area

Purpose

Tier 1 examines each site on its potential to supply the Municipality with additional employment opportunity associated with the highway 401 corridor. A developable land area of approximately 75 acres (30 hectares) minimum, exclusive of natural or physical constraints was identified as being the smallest parcel of land capable of providing flexibility in the range of uses capable of being developed.

A minimum Tier 1 score of 30 was necessary to be achieved for a site to advance to the second Tier. If a site could not achieve a perfect score for site development potential, the site was eliminated from further consideration.

NOTE: In evaluating this Tier, land area calculations were made to remove areas constrained by natural heritage features and water bodies, flood plains etc. From this a numerical land area was derived which was then analyzed against the topographical elevations identified on the mapping and to the field notes from the site inventory. As a result, although some sites may have a numerical developable area greater than 30 hectares (75 acres), some sites may not achieve a full score based on the limitations to development imposed by a site's topography.

Criteria

Tier 1.1 Developable Land Area

Site has approximately 30 hectares (75 acres) minimum of developable land or greater which is not unduly restricted by natural or physical constraints such as flood prone lands, steep uneven terrain, swampy lands, large existing structures or other known constraints.

Sites were analyzed based on their land area, any implications associated with land area such as swampy, marshy lands, steep and uneven terrain, flood prone areas and other natural constraints that would preclude the development of an appropriately scaled industrial building were also analyzed.

11.3.2. Tier 2 - Access

Purpose

Tier 2 was designed to analyze the accessibility to transportation networks of each potential site. Next to sufficient developable land area, these site qualities are the most critical factors for prospective industrial operators as they directly impact the ability of a site to receive raw material and transfer finished goods.

The accessibility of a site to the Highway 401 corridor is key. Secondary access to a rail line or proximity to the London International Airport provided a bonus for the site evaluation.

A minimum Tier 2 score of 22 was necessary for a site to advance to the next Tier. If that minimum score was not achieved, the site was eliminated from further consideration.

Criteria

| | |
|----------|--|
| Tier 2.1 | Access to Highway 401 Corridor |
| | <i>Site has appropriate/immediate access to an interchange to Highway 401.</i> |
| | <p>A key factor in industrial location is the ability of a site to obtain direct access to a major transportation corridor in order to facilitate the efficient movement of goods. As such, the highest rankings occurred for sites situated adjacent or in direct proximity to interchanges along Highway 401.</p> <p>Sites which do not have direct access to Highway 401 but are located in reasonable proximity to the corridor and are serviced by arterial roads or service roads designed for the transportation of industrial truck movements were provided with reasonable support.</p> |
| Tier 2.2 | Access to Active Rail Line |
| | <i>Site is accessible to an active rail line; either direct or via a spur.</i> |
| | <p>Beyond the accessibility of a site to highway transportation corridors, certain large-scale industrial uses can benefit from access to rail facilities. Sites adjacent to a rail line or in proximity, with the capability to extend a spur were given strong support.</p> |
| Tier 2.2 | Access to Airport Facilities |
| | <i>Site is reasonably accessible and in proximity to the London International Airport.</i> |
| | <p>Many manufacturing and research and development industrial uses benefit from access to air transport facilities. Sites with reasonable access and proximity to the London international Airport were given strong support.</p> |

11.3.3. Tier 3 – Site Services

Purpose

The Third Tier of the evaluation matrix addresses a number of technical site servicing and infrastructure issues including the ability to provide or extend adequate municipal sanitary and water services; to accommodate on-site stormwater management facilities; and to provide a sufficient supply of electrical power and natural gas which limits the need to extend services great distances across vacant lands.

These criteria were developed to identify the opportunities and constraints to the provision of appropriate servicing for a large-scale industrial operation at each of the identified locations. A minimum Tier 3 score of 19 had to be achieved for a site to advance to the next Tier. If that minimum score was not achieved, the site was eliminated from further consideration.

Criteria

Tier 3.1 Sanitary Services

Site is capable of being serviced by municipal sanitary sewers and treatment facilities or by an on-site package plant capable of accommodating the proposed industrial land use.

As no sites in the Study Area are serviced with municipal sanitary sewers reasonable support was given to sites that had the potential to extend municipal sanitary sewerage. Limited support was provided to those sites requiring on-site package plant solutions or unreasonable extensions of sewers.

Tier 3.2 Water Services

Site is serviced; or is reasonably capable of being serviced by a municipal water supply capable of providing appropriate volume and pressure to support a proposed industrial land use and capable of meeting mandatory fire protection requirements.

Strong support was given to those sites in proximity to adequate water supply lines and reasonable support to those sites that would require lengthy extensions to provide adequate supply. No support was given to those sites that could not provide sufficient water supply for fire protection.

Tier 3.3 Stormwater Services

Site is serviced; or is reasonably capable of being serviced for stormwater.

Site has sufficient land area to provide the necessary on-site containment facility required to properly control stormwater for quality and quantity. Strongest support was given to sites with the least distance to an appropriate stormwater outlet and or requiring the least amount of land consumption for on-site storage.

Tier 3.4 Electrical Supply

Site is serviced; or reasonably capable of being serviced to accommodate the provision of sufficient electrical power to accommodate a proposed industrial land use.

Strongest support was given to sites closest to energy sources capable of accommodating the required power load.

Tier 3.5 Natural Gas Supply

Site is serviced; or reasonably capable of being serviced to provide sufficient natural gas to accommodate a proposed industrial land use should it be required.

Strongest support was given to sites closest to natural gas sources capable of accommodating the required volume of natural gas.

11.3.4. Tier 4 – Site Development Potential

Purpose

The Fourth Tier of the evaluation matrix evaluates the development potential of each site through an assessment of the known physical and natural constraints of the site that would have a negative impact on development or would be negatively impacted by development. Issues reviewed include the existence of natural heritage features such as provincially significant wetlands, ANSIs, significant woodlands, soil composition, topographical conditions and site contamination.

A minimum Tier 4 score of 22 had to be achieved for a site to advance to the next Tier. If that minimum score was not achieved, the site was eliminated from further consideration.

Criteria

Tier 4.1 Natural Environment Constraints

The proposed development of the site does not significantly negatively impact identified natural heritage features.

A review of the natural environmental features identified in the Thames Centre Official Plan was used to identify the potential of a site to impact on and be impacted by the location of significant environmental features.

A site's proximity to Environmental Protection Areas, Provincially Significant Wetlands, ANSIs and other Natural and Environmental Areas was used in calculating the rank for each site.

Tier 4.2 Topographical and Soil Characteristics

There are no known constraints to the topography or the soil composition to preclude the site from developing industrial type buildings and associated structures.

This criterion was established to identify any sites with known topographical or soil constraints which would preclude the development of an industrial type building. Strong support was given to relatively flat sites with lands believed to be composed of stable soils. Reasonable support was given to sites assumed

to have moderately fluctuating site topography and adequate soil structure and no support was given to sites situated in areas of steep topography or on wet or swampy soils.

Tier 4.3 Site Contamination

Site is not known to be contaminated; or the appropriate development of the site will not be unduly impacted through the necessary site remediation measures.

This criterion was established to identify any sites with known or potential contamination.

11.3.5. Tier 5 – Planning Constraints

Purpose

The Fifth and final Tier of the evaluation matrix assesses the land use planning considerations of the site. A review of the sites current land use designations and zoning is considered as well as the sites compatibility with adjacent land uses including proximity to existing livestock operations and the availability of the site was also considered.

There is no minimum Tier Five score.

Criteria

Tier 5.1 Planning Approval Status

Site complies with the policies of the County and local Official Plans and has acceptable/amendable Zoning By-Law regulations.

Strong support was given to those sites with lands already in industrial designations or predominantly in industrial designations and adjacent Settlement Areas while reasonable support was given to those sites adjacent existing employment designations, Settlement Areas or a highway interchange and limited support was provided for those sites not located adjacent to existing designated employment areas or within reasonable proximity to an interchange.

Tier 5.2 Land Use Compatibility

Site is compatible with surrounding area/buildings/land uses.

Consideration was given to the number and type of land uses in proximity to the prospective sites with regard to Ministry of Environment Guideline D-6 "Compatibility Between Industrial Facilities and Sensitive Land Uses". Support was gauged in relation to the number and types of surrounding land uses and the ability of the site area and composition to provide a mitigative buffer area suitable for providing transitional intervening land uses.

Tier 5.3 Proximity to Livestock Operations

Site is not impacted by proximity to livestock operations; and site does not impact adjacent livestock operations.

Due to the complexity of information and calculations necessary to determine accurate Minimum Distance Separation (MDS) a proximity measure was implemented to identify sites which possess the potential for impact on or by adjacent agricultural operations. For the purpose of this Study, all sites within 300m of a significant livestock operation were identified as being within the area of influence of a large livestock operation. This distance was based on a review of MDS Tables provided by the Ministry of Agriculture, Food and Rural Affairs.

Due to the reduced sensitivity of the proposed industrial development and analysis of the number of intervening land uses between the agricultural operations reasonable to strong support was given to the majority of the identified sites. Only sites in immediate proximity of a livestock operation were given limited support, and again, detailed analysis may prove that adequate separation already exists.

Tier 5.4 Availability of Site

There is a reasonable expectation that the site can be assembled and purchased; and the site has a manageable number of property owners for land assembly convenience.

Strong support was given to lands which may be known to be for sale and which involve a limited number of parcels. The number of land owners was also examined in relation to the amount of land held.

11.4. Limitations of Planning Assessment

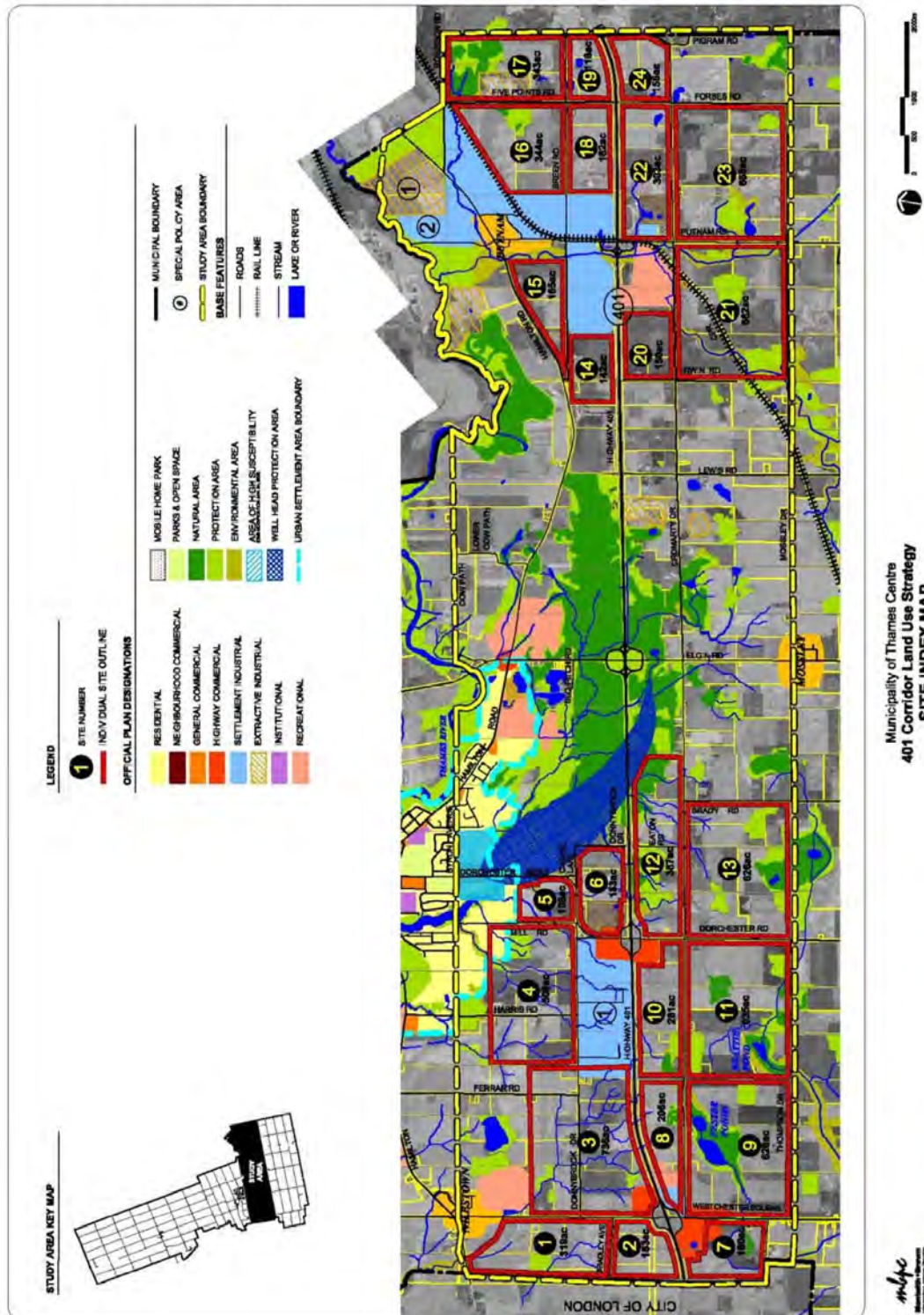
The above criteria were developed and analyzed based on data available to the Consultant at the time of preparation of the Study. Detailed Technical Studies were not included within the scope of the Study. As a result, the final list of recommended sites may require further, more detailed technical analysis including, but not limited to:

- Detailed engineering assessments of site servicing alternatives;
- Geotechnical evaluation;
- Hydrological evaluation;
- Environmental assessment including tests for soil contamination;
- Traffic study; and
- Archaeological assessment.

11.5. Potential Sites Identified

A total of 24 sites have been identified throughout the 401 Corridor for inclusion in the evaluation process for additional employment land opportunities. Thirteen sites were identified in the Primary Area of Interest and 11 sites in the Secondary Area of Interest. The location of each evaluated site is provided in Figure 4 below.

FIGURE 4 – Site Index Map



11.6. Site Evaluations

Comprehensive site data sheets and evaluation analysis sheets were prepared for each of the 24 identified sites and have been provided as Appendix I to this Report. Each data sheet lists the specific location of the site, the background data collected for each site including a detailed aerial photograph of the site and its surroundings including property line information. Immediately following each site data sheet is the corresponding site evaluation listing the scores of each evaluated criterion and the supporting rationale together with an overall site score.

11.7. Site Scores

Once evaluated, all sites were required to successfully satisfy the minimum cut-off score of each Tier in order to advance to the final Tier and produce an overall score. Table 4 below identifies the individual Tier sub-totals and overall site score for each of the 24 evaluated sites. Sites highlighted in gray shading failed to maintain a minimum Tier score through the evaluation and were subsequently removed from final consideration. A copy of the full evaluation matrix is provided in Appendix II of this Report.

TABLE 4 - Evaluation Summary by Site

| Site | Tier 1 Sub-Total | Tier 2 Sub-Total | Tier 3 Sub-Total | Tier 4 Sub-Total | Tier 5 Sub-Total | Overall Score |
|------|---------------------|---------------------|---------------------|---------------------|---------------------|------------------|
| 1 | 30 | 26 | 33 | 30 | 21 | 140 |
| 2 | 30 | 36 | 33 | 30 | 20 | 149 |
| 3 | 30 | 36 | 36 | 26 | 23 | 151 |
| 4 | 30 | 26 | 36 | 18 | 13 | 123 |
| 5 | 10 | 23 | 36 | 18 | 8 | 95 |
| 6 | 30 | 33 | 33 | 26 | 17 | 139 |
| 7 | 30 | 36 | 22 | 26 | 24 | 138 |
| 8 | 30 | 36 | 22 | 22 | 24 | 134 |
| 9 | 30 | 36 | 22 | 14 | 20 | 122 |
| 10 | 30 | 33 | 22 | 26 | 21 | 132 |
| 11 | 30 | 20 | 22 | 18 | 19 | 109 |
| 12 | 30 | 30 | 16 | 14 | 18 | 108 |
| 13 | 30 | 20 | 22 | 14 | 19 | 105 |
| 14 | 10 | 13 | 19 | 18 | 22 | 82 |
| 15 | 20 | 16 | 19 | 10 | 21 | 86 |
| 16 | 30 | 29 | 19 | 22 | 21 | 121 |
| 17 | 30 | 16 | 19 | 14 | 20 | 99 |
| 18 | 30 | 23 | 22 | 26 | 21 | 122 |
| 19 | 30 | 10 | 19 | 26 | 19 | 104 |
| 20 | 30 | 13 | 19 | 26 | 15 | 103 |
| 21 | 20 | 29 | 19 | 10 | 14 | 92 |
| 22 | 30 | 39 | 19 | 22 | 20 | 130 |
| 23 | 20 | 26 | 19 | 14 | 18 | 97 |
| 24 | 30 | 10 | 22 | 22 | 20 | 104 |

Note: All sites that have been shaded were eliminated from further consideration for failure to maintain a minimum Tier score through the evaluation process. See Appendix 1 for a detailed summary of all site scores.

As Illustrated in Figure 4 above, 14 of the 24 sites evaluated were removed from consideration based on their failure to achieve a minimum Tier Score throughout the evaluation process. As a result, a short list of 10 sites was identified for consideration for inclusion in the Highway 401 Land Use Strategy.

11.8. Short-List of Sites

Table 5 below identifies the 10 sites which successfully satisfied the minimum requirements of each Tier through the evaluation process. Each of these sites are of varying sizes and locations and have been identified for their specific attributes which make them appropriate and desirable for the provision of employment lands throughout the Highway 401 corridor in Thames Centre. Figure 5 on the following page identifies the geographic locations of the short-listed sites in both the Primary and Secondary Areas of Interest.

Each of the short-listed sites was then ranked from highest to lowest using their overall score. As a result the top 3 sites identified included Site 3, ranked highest with an overall score of 151 out of a maximum possible score of 171. Site 2 came in second with an overall score of 149; and site one ranked third with an overall score of 140. Table 5 below illustrates the standing of each of the short-listed sites in the ranking.

TABLE 5- Evaluation Summary by Final Score (Short-List of Sites)

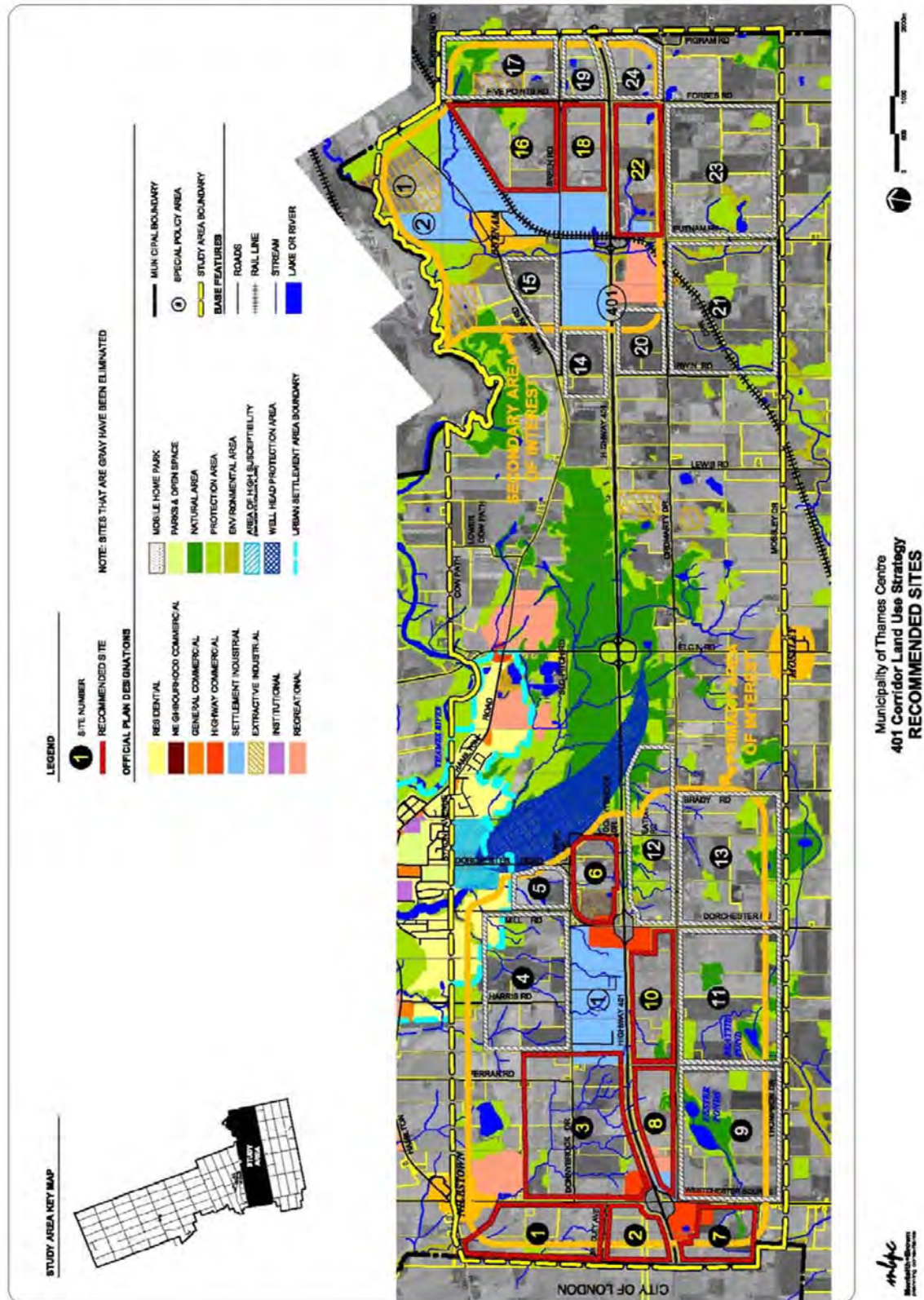
| Site | Area of Interest | Tier 1 Sub-Total | Tier 2 Sub-Total | Tier 3 Sub-Total | Tier 4 Sub-Total | Tier 5 Sub-Total | Overall Score |
|------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| 3 | Primary | 30 | 36 | 36 | 26 | 23 | 151 |
| 2 | Primary | 30 | 36 | 33 | 30 | 20 | 149 |
| 1 | Primary | 30 | 26 | 33 | 30 | 21 | 140 |
| 6 | Primary | 30 | 33 | 33 | 26 | 17 | 139 |
| 7 | Primary | 30 | 36 | 22 | 26 | 24 | 138 |
| 8 | Primary | 30 | 36 | 22 | 22 | 24 | 134 |
| 10 | Primary | 30 | 33 | 22 | 26 | 21 | 132 |
| 22 | Secondary | 30 | 39 | 19 | 22 | 20 | 130 |
| 18 | Secondary | 30 | 23 | 22 | 26 | 21 | 122 |
| 16 | Secondary | 30 | 29 | 19 | 22 | 21 | 121 |

Note: All sites that have been shaded were eliminated from further consideration for failure to maintain a minimum Tier score through the evaluation process. See Appendix 1 for a detailed summary of all site scores.

Of the 10 short-listed sites identified, the top seven sites are located within the Primary Area of Interest, chosen for their geographic location in proximity to the Elgin Area Water Supply, proximity to the Settlement Areas of Dorchester, and to a lesser extent, Nilestown. Other key site considerations include synergies with other existing or designated land uses and site topography. Many of the sites examined along the 401 corridor throughout Thames Centre had significant topographical constraints which would either preclude development or make development too expensive for consideration.

Sites short-listed within the Secondary Area of Interest were identified based on their topographical attributes, synergies with existing industrially designated lands and potential access to an active rail line.

FIGURE 5 – Recommended Site Locations



The following provides a brief synopsis of the development opportunities identified for each of the short-listed sites in the order they were ranked. For organizational purposes, and to assist the reader in tracking the site rankings each recommended site in the Primary Area of interest will contain the Prefix "P" followed by its rank "1" then its original "Site 3" number. For example, the top ranked site in the Primary Area of Interest is P1 – Site 3, and so on. The same applies for all those recommended sites within the Secondary Area of Interest save and except the Prefix will begin with an "S" for Secondary (i.e. S1 – Site 22).

11.9. Summary of Short Listed Sites in Primary Area of Interest

P1 - Site 3



Site 3 is the largest of the short-listed sites, with approximately 297.7 hectares (735 acres) of land abutting the Westchester Bourne intersection to the northeast. The lots situated immediately north and south of the 401 corridor are shallower than those lots beyond the corridor. As a result, in order to assemble an appropriately shaped site with a sufficient land area to satisfy the need for a large-scale industrial site, site 3 included portions of two municipal roads. Donnybrook Drive, which runs east/west, parallel and north of Highway 401 connecting Westchester Bourne to Dorchester Road. The second road, Ferrar Road, is a short north/south road which extends from the north at Byron Avenue and terminates in the south at

Donnybrook Drive within the site. Options to site development may include incorporation of the existing road network into the site, re-direction of the public roads or the potential closure of one or both of these roads.

The Municipality has advised that there is a major natural gas trunk line traversing the site adjacent Donnybrook Drive. Although specific mapping identifying the specific location and amount of land consumed by the pipeline was not available, preliminary analysis indicates the site is in excess of 32 million square feet in area with well over 10 million square feet of land north of Donnybrook and west of Ferrar Rd. and over 15 million square feet of land south of Donnybrook. For comparative analysis, a major manufacturing plant might typically construct approximately 2 to 3 million square feet of building. As a result, there is ample lands within this site for consideration of development without encroachment of the pipeline.

The site has excellent frontage and visibility along the 401 corridor. The topography of this site is relatively flat, a characteristic which is very difficult to find throughout the remainder of the corridor, particularly with respect to a site of this magnitude. A number of watercourses traverse the site and will have to be examined in further detail with respect to lot grading and drainage and the potential for the underground conveyance of storm and surface waters from other areas prior to site development.

Site 3 is conveniently located approximately 880 metres east of the City of London boundary at Bradley Ave. which is the approximate location of the Elgin Area water supply line within the City of London. This sites position in proximity of the water supply line and the southwest limit of the Dorchester Settlement Area make it an ideal catalyst for providing a municipal water supply alternative to Dorchester.

P2 - Site 2



Site 2 is a smaller sized site with approximately 62 hectares (153 acres) of land located on the northwest corner of the Westchester Bourne interchange and abutting the City of London boundary along its western limit. Site 2 is also located along the southern frontage of Bradley Avenue, which places it in an excellent location to benefit from a potential future expansion of the Elgin Area water system at Bradley Avenue immediately abutting the west limit of the site in the City of London and extending north and east to the established settlement areas of Dorchester and possibly Nilestown as well. The site is well positioned to benefit from the established Settlement Area surrounding the interchange.

The topography of the site is relatively flat and the site maintains excellent visual frontage along the 401 corridor. The site contains no natural heritage constraints; however, a high tension power line corridor traverses the site from west to east about the middle of the site which is owned as a separate parcel by Hydro-One.

P3 - Site 1



Site 1 is a long narrower site located between Bradley Ave in the south and Hamilton Road in the North, from the City of London Boundary in the west to Westchester Bourne in the East containing approximately 129 hectares (319 acres) of land. The lands in this area are relatively flat and begin to roll gently. Again, the site possesses excellent opportunity to capitalize on a potential future expansion of the Elgin Area Water Supply System to tie potential tie in the Settlement Areas of Nilestown to the north and Dorchester to the East.

Site 1 is a second tier site which does not have actual frontage or exposure to Highway 401. The site is located approximately 700 metres from the 401 interchange and extends north toward the Nilestown Settlement Area.

P4 - Site 6



Site 6 is a medium sized site approximately 74.2 hectares (183.3 acres) in size located northeast of the Dorchester Road interchange with Highway 401 and is another smaller site.

The topography of the sites is gently rolling, and there is an exiting trailer park operating on one of the parcels within the site. Additionally, the southwesterly most parcel, immediately abutting the interchange ramp is owned by the Ministry of

Transportation. While there are no significant constraints within the site, the easterly boundary of the site abuts the Well Head Protection Area for the Dorchester Municipal Well. Any proposed development in this area must be of an appropriate land use which will not pose a threat to the municipal water supply and be adequately and appropriately buffered from the area of influence. Although further removed than other short-listed sites, Site 6 still possesses opportunity to tie into an extension of the Elgin-Area water supply system together with the Dorchester Settlement Area, which would alleviate concerns pertaining to the groundwater supply to the municipal well.

This site would be an excellent candidate for prestige industrial uses with its gateway location to Dorchester subject to strict controls on land use.

P5 - Site 7



Site 7 is a medium sized site comprised of relatively flat topography and is approximately 72.7 hectares (189 acres) in area, located southwest of the Westchester Bourne interchange in the west end of the 401 corridor. This site is located south and west of the Husky Truck stop and is well positioned to benefit from land use synergies created by the Truck Stop and the position of the site to the 401 and the Westchester Bourne Interchange.

The extent of development in this area will be limited due to the sites location south of the 401 away from the established Settlement Areas, without the benefit of a municipal water supply.

An aerial map of the study area, outlined in red. Highway 301 runs diagonally from the top left to the middle right. To the left of the highway is the MTD (Marathon Traffic District) area. Below Highway 301, from left to right, are the KOA Game Grounds, a Field Office, and another Field Office Dwelling. A large green-shaded area labeled '12.5' is located below the second Field Office. To the right of this area is a smaller green-shaded area labeled '5.6'. The bottom of the map is labeled 'CROMBASTY DIS'. The map also shows various other land parcels and features, including a 'FIELD OFFICE' label near the top right and a 'FIELD OFFICE DWELLING' label near the bottom right.

already designated for industrial use and is utilized by the County and Municipal Roads Departments for highway maintenance facility. East of the public works yard is a KOA campground and the remainder of the site is agricultural. The site is excellently positioned at the southeast corner of the Westchester Bourne interchange and provides an opportunity to build on synergies created by the existing Husky Truck Stop and existing industrially designated lands.

[illegible]

The extent of development in this area will be limited due to the sites composition, being somewhat long and narrow and its location south of the 401 away from the established Settlement Areas, without the benefit of a municipal water supply.

11.10. Summary of Short List of Sites in Secondary Area of Interest

S1 - Site 22



Site 22 is a medium sized site located south and east of the Putnam interchange with approximately 123 hectares (303 acres) of land; however, the topography of the site is varied with hilly sections that may encumber portions of the site. Additionally, there is a small natural heritage feature in the southwest corner and the Hydro-One high tension power

lines traverse the site from west to east. The site has direct access to Putnam Road as well as Cromarty Drive. Existing uses on the site include an equestrian centre and existing small scale light industrial uses along Putnam Road as well as an RV camp site. Immediate access to the CPR rail line is provided along the Putnam Road Frontage of the site.

The extent of development in this area is limited due to the site's topography, its location south of the 401 away from the established Settlement Areas, and without the benefit of a municipal water supply.

S2 - Site 18



Site 18 is a smaller site, located north and east of the Putnam Road interchange along the south side of Breen Road. Although the site does not immediately front a road that interchanges the 401, it is within approximately 1 kilometre of the 401 and approximately 600 metres from Putnam Road. The topography

of the site is primarily rolling to hilly in areas and does not contain any natural heritage constraints. Although there is no direct rail access to the site, the CPR line is located approximately 600 metres to the west with access required to only a limited number of properties to make a connection. Lands to the west are designated and partially utilized for industrial development. As such, the site provides an excellent opportunity to round out the industrial designation in this location.

The site itself contains a large intensive livestock operation and is within 300 metres of other livestock operations but contains a good land base for the provision of a suitable buffer. The industrially designated lands to the west were identified as being for sale.

The extent of development in this area is limited due to the site's topography, the limited access to the 401 at this interchange and without the benefit of a municipal water supply.

S3 - Site 16



Site 16 was the final short-listed site, being a medium to larger-scaled site; it contains approximately 140 hectares (345 acres) of land located along the north side of Breen Road east of Putnam Road. Although the site does not immediately front a road that interchanges the 401, it is within approximately 1 kilometre of the 401 and approximately 600 metres from Putnam Road. A CPR rail line extends across the entire rear of the site to the north. The topography of the site is rolling throughout and there is a 23 acre natural area along the easterly boundary of the site about midway through its depth.

This site is excellently positioned to benefit from the CPR rail line and forms an extension of the existing industrial lands in the Putnam Settlement Area. The extent of development in this area is limited due to the site's topography, the limited access to the 401 at this interchange and without the benefit of a municipal water supply.

12. Recommended Land Use Strategy

12.1. Introduction

Based on the results of this comprehensive review and comparative site evaluation process, a number of sites have been identified for the provision of employment lands at key locations along the Highway 401 corridor. These sites have been identified to accommodate a range of small, medium and large scale employment uses to satisfy the short, medium and long-term planning goals of Thames Centre.

This Study has identified and recognized lands capable and appropriate for development adjacent the highway 401 corridor, particularly in proximity to its interchanges, and recognizes the importance of these lands as a finite economic development resource. A resource which must be protected and promoted to assist in ensuring the economic sustainability of the community by assisting wherever possible to offset the existing imbalance of employment and assessment base in the Municipality.

In identifying these recommended sites, consideration was given to a variety of key factors which also included the consideration of a strategy for potential solutions to resolve existing groundwater protection issues and the incorporation of the principles of smart growth to further promote a balanced community.

As a result of this analysis, it is recommended that the following Land Use Strategy be implemented with respect to the provision, protection and promotion of employment lands within the Highway 401 corridor of Thames Centre.

12.2. Recommended Land Use Strategy - Primary Area of Interest

| Number | Site | Recommendations | Priority | Timing |
|--------|-------------|---|----------|--------------|
| 1 | P1 – Site 3 | <ul style="list-style-type: none"> That Site P1 be protected through appropriate land use designation and zoning control to permit a “large-scale” industrial use. Site 3 is the only recommended site of a magnitude capable of supporting a large-scale industrial use in proximity to the 401 with opportunity for the extension of an adequate municipal water supply. That appropriate policy be put in place to preclude the fragmentation of the designated lands into smaller industrial uses which are not conducive, or which are prohibitive to the planned function of the site for a large-scale industrial use. | High | Short-Term |
| 2 | P2 – Site 2 | <ul style="list-style-type: none"> That Site P2 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote this interchange on highway 401. That consideration for the provision of a piped municipal water supply system be given to promote and support the development of this site. | High | Short-Term |
| 3 | P3 – Site 1 | <ul style="list-style-type: none"> That Site P3 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses. That appropriate land use policy and zoning regulation be put in place to ensure adequate buffers are implemented to ensure harmony between the site and the existing Nilestown Settlement Area to the north. That consideration for the provision of a piped municipal water supply system be given to promote and support the development of this site. | High | Short - Term |

Recommended Land Use Strategy - Primary Area of Interest (Continued)

| Number | Site | Recommendations | Priority | Timing |
|--------|-------------|--|----------|-------------|
| 4 | P4 - Site 6 | <ul style="list-style-type: none"> That Site P4 be protected through appropriate land use designation and zoning control to permit a blend of "Prestige" Industrial and Highway Commercial type uses to promote the interchange with highway 401. That stringent land use policy and zoning regulation be put in place to ensure adequate buffers are implemented and land uses are restricted to those which are dry or are properly serviced, as available, so as not to pose any risk or threat to the continued protection of the adjacent Well Head Protection Area. | Medium | Medium-Term |
| 5 | P5 – Site 7 | <ul style="list-style-type: none"> That Site P5 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to compliment existing uses in the area. That appropriate land use policy and zoning regulation be put in place to restrict development to "dry" uses unless a solution to the provision of a piped municipal water system is identified to service lands south of Highway 401. | Medium | Medium-Term |
| 6 | P6 – Site 8 | <ul style="list-style-type: none"> That Site P6 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote the interchange location with 401. That appropriate land use policy and zoning regulation be put in place to restrict development to "dry" uses unless a solution to the provision of a piped municipal water system is identified to service lands south of Highway 401. That consideration be given to the amount of land designated at this location given the natural constraints existing at the easterly extent of the site. | High | Short-Term |

Recommended Land Use Strategy - Primary Area of Interest (Continued)

| Number | Site | Recommendations | Priority | Timing |
|--------|-------------|--|----------|------------|
| 7 | P7 – Site10 | <ul style="list-style-type: none"> That Site P7 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote the interchange location with 401. That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses unless a solution to the provision of a piped municipal water system is identified to service lands south of Highway 401. That consideration be given to the amount of land designated at this location given the natural constraints existing at the westerly extent of the site. | High | Short-Term |

12.3. Recommended Land Use Strategy - Secondary Area of Interest

| Number | Site | Recommendations | Priority | Timing |
|--------|-------------|---|----------|-------------|
| 1 | S1 – Site22 | <ul style="list-style-type: none"> That Site S1 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote the interchange location with 401 and the sites access to the CPR rail line. That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses. | Low | Long-Term |
| 2 | S2 – Site18 | <ul style="list-style-type: none"> That Site S2 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to round out the existing industrial designation in the area and allow the lands to benefit from the location in proximity to the active CPR rail line. That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses. | Medium | Medium-Term |

Recommended Land Use Strategy - Primary Area of Interest (Continued)

| Number | Site | Recommendations | Priority | Timing |
|--------|----------------|---|----------|-----------|
| 3 | S3 – Site16 | <ul style="list-style-type: none">• That Site S3 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to round out the existing industrial designation in the area and allow the lands to benefit from their access to the active CPR rail line.• That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses. | Low | Long-Term |

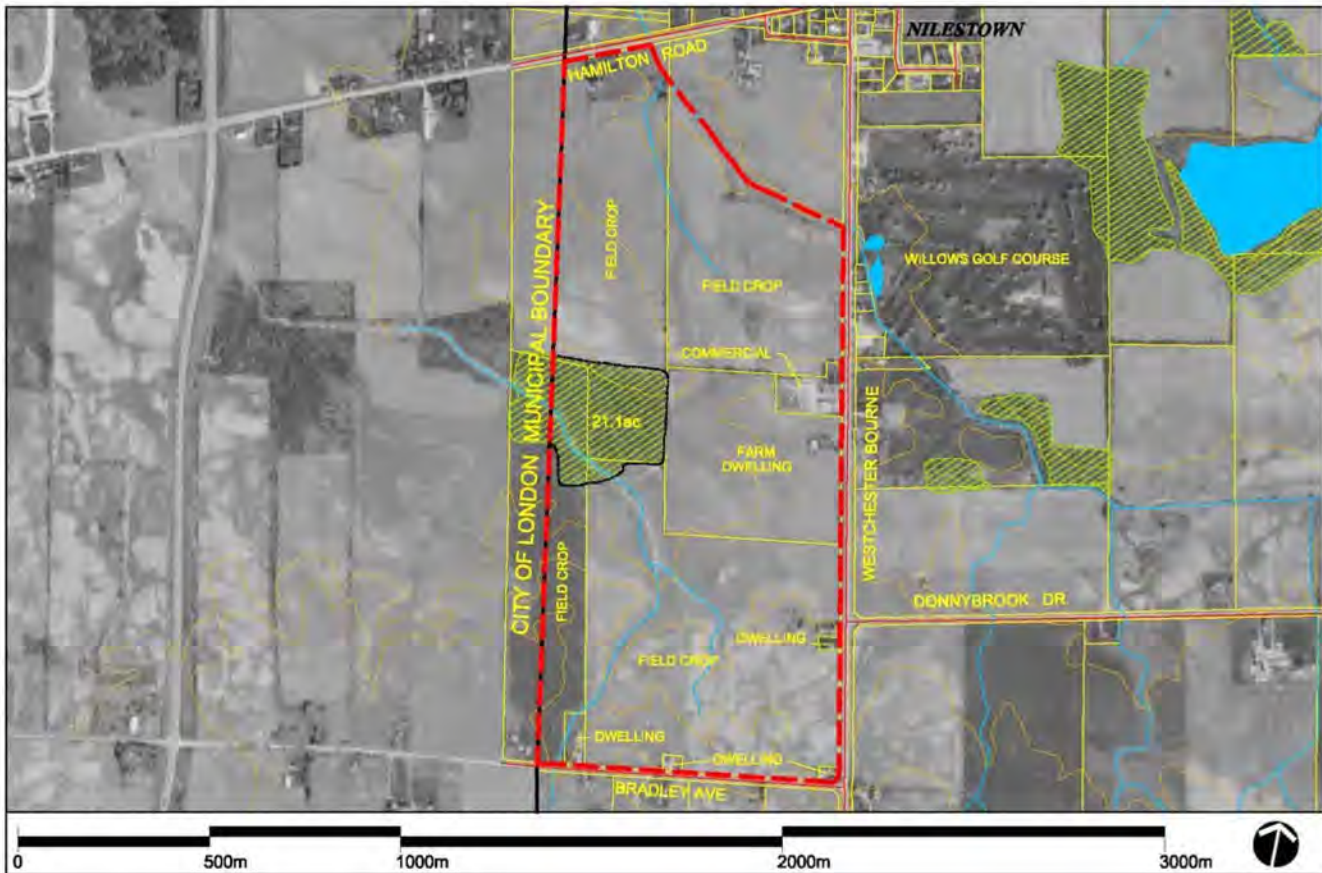
APPENDIX I

Detailed Site Evaluations

General Location:

North of Bradley Ave/East of the City of London/
South of Hamilton Rd/West of Westchester Bourne

SITE 1



SITE DATA

SITE AREA: 129.2 ha (319.4 ac) (medium size)
DEVELOPABLE AREA: 120.7ha (298.3ac)
EXISTING USE(S): Field crop, 5 Dwellings (1 farm), 1 Commercial Operation
OFFICIAL PLAN: Agricultural and Protection Area
EXISTING ZONING: A, LA, C2-2
PROPOSED ZONING: A, EP, HC-7
SURROUNDING LAND USES: Field crops and 4 Farm Dwellings to the south, The hamlet of Nilestown to the north (mix of residential and commercial uses), 7 dwellings, field crops and the Willows Golf Course to the east, The City of London boundary to the west
KNOWN CONSTRAINTS: The centre of the site

contains a Protection Area approximately 8ha (20ac). Two watercourses traverse the site and empty into the Thames River. A natural gas pipeline traverses the southern half of the site
NUMBER OF PARCELS: 7 full and 3 part
FRONTAGE ON: Westchester Bourne \pm 1440m (Arterial Rd - County) and Hamilton Rd \pm 230m (Arterial Rd - County)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Gently rolling to relatively flat

NOTES

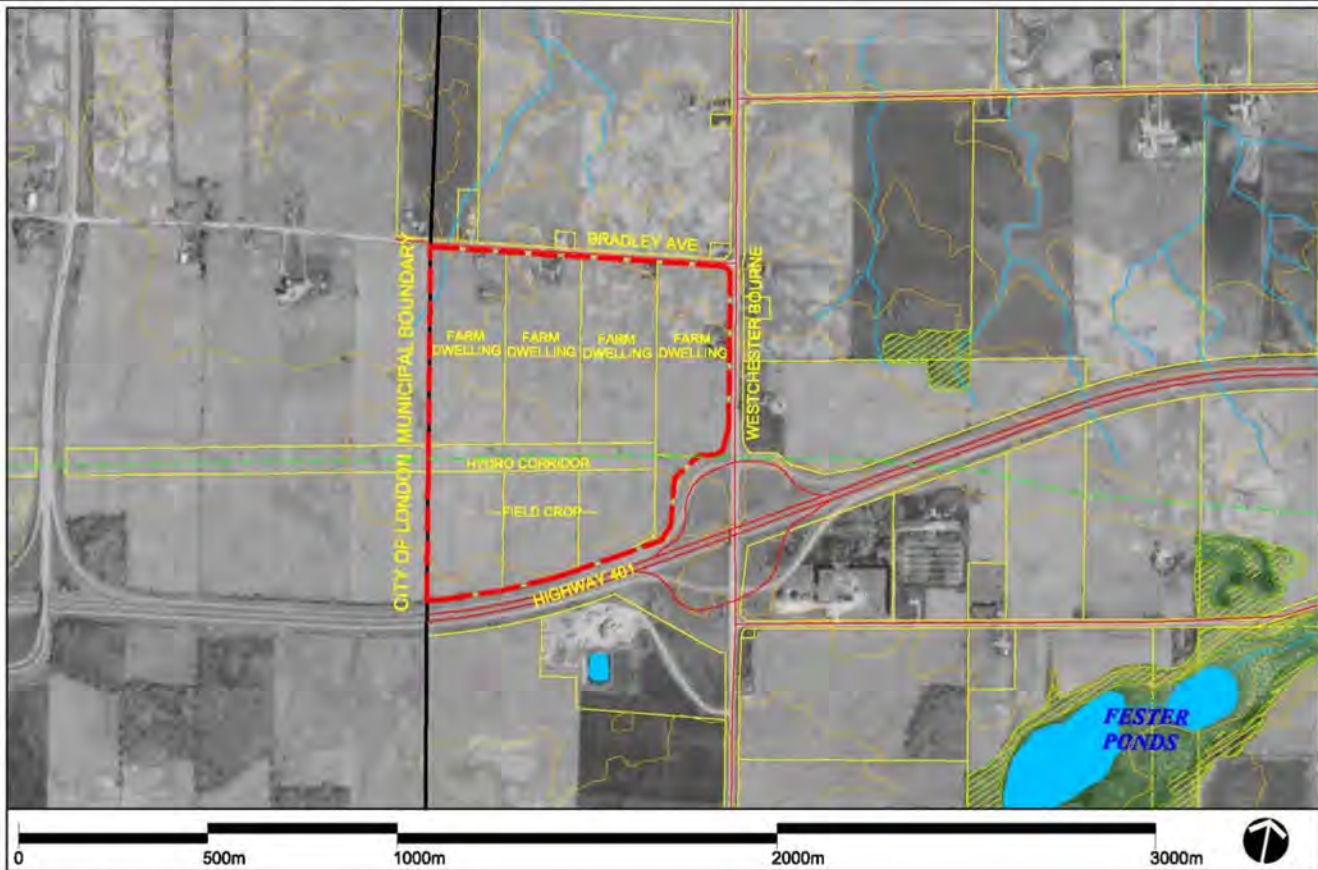
- The Elgin Area Water Supply has services along Bradley Avenue in the City of London with the possibility of an extension to the site
- The topography of the site is relatively flat with gentle rolling slopes
- The site has little to no constraints with respect to natural features, the major one being an 8ha woodlot
- The site is \pm 700 m away from the Westchester Bourne/ 401 interchange
- The Hamlet of Nilestown is \pm 300m to the north east of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:1 |
|--------------------------|--|------------|--|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 319.4 acres with a developable potential of 298.3 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is located on Westchester Bourne approximately 700 metres away from the 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is located approximately 5500m to the north | |
| | Tier 2 Sub Total | 26 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester | |
| | Water Services | 9 | <ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is in proximity to Hydro One corridor | |
| | Natural Gas Supply | 6 | <ul style="list-style-type: none"> A natural gas supply line traverses the property | |
| | Tier 3 Sub Total | 33 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> Only one Natural Area approximately 20 acres in size exists in the centre part of the site along west boundary (woodland) Small watercourses traverse the property and feeds the Thames River | |
| | Topographical and Soil Characteristics | 12 | <ul style="list-style-type: none"> The topography of the site is flat to the north with a gentle roll to the south No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 30 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> North east of the site is the hamlet of Nilestown and to the east is a golf course, the remaining uses are agricultural uses Site is large enough to accommodate for development setbacks and buffers | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands within the site are not known to be for sale; site is comprised of a relatively small number of parcels (7 full 3 part) | |
| | Tier 5 Sub Total | 21 | | |
| SITE TOTAL | | 140 | | |

General Location:

North of Highway 401/East of the City of London/
South of Bradley Avenue/West of Westchester Bourne

SITE 2



SITE DATA

SITE AREA: 61.8 ha (152.8 ac) (small size)
DEVELOPABLE AREA: 57.6 (142.3ac)
EXISTING USE(S): Agriculture, 4 Farm Dwellings
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field Crops and 3 dwellings to the north, 3 dwellings and field crops to the east, Hwy. 401 to the south with field crops and a truck stop, The City of London boundary to the west
KNOWN CONSTRAINTS: A Hydro One corridor divides the site in half with a parcel area of 4.2 ha (10.5ac). A small watercourse traverses the north western corner of the site

NUMBER OF PARCELS: 8 full and 1 part
FRONTAGE ON: Highway 401 \pm 690 m (Provincial Highway) and Westchester Bourne \pm 480m (Arterial Rd Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

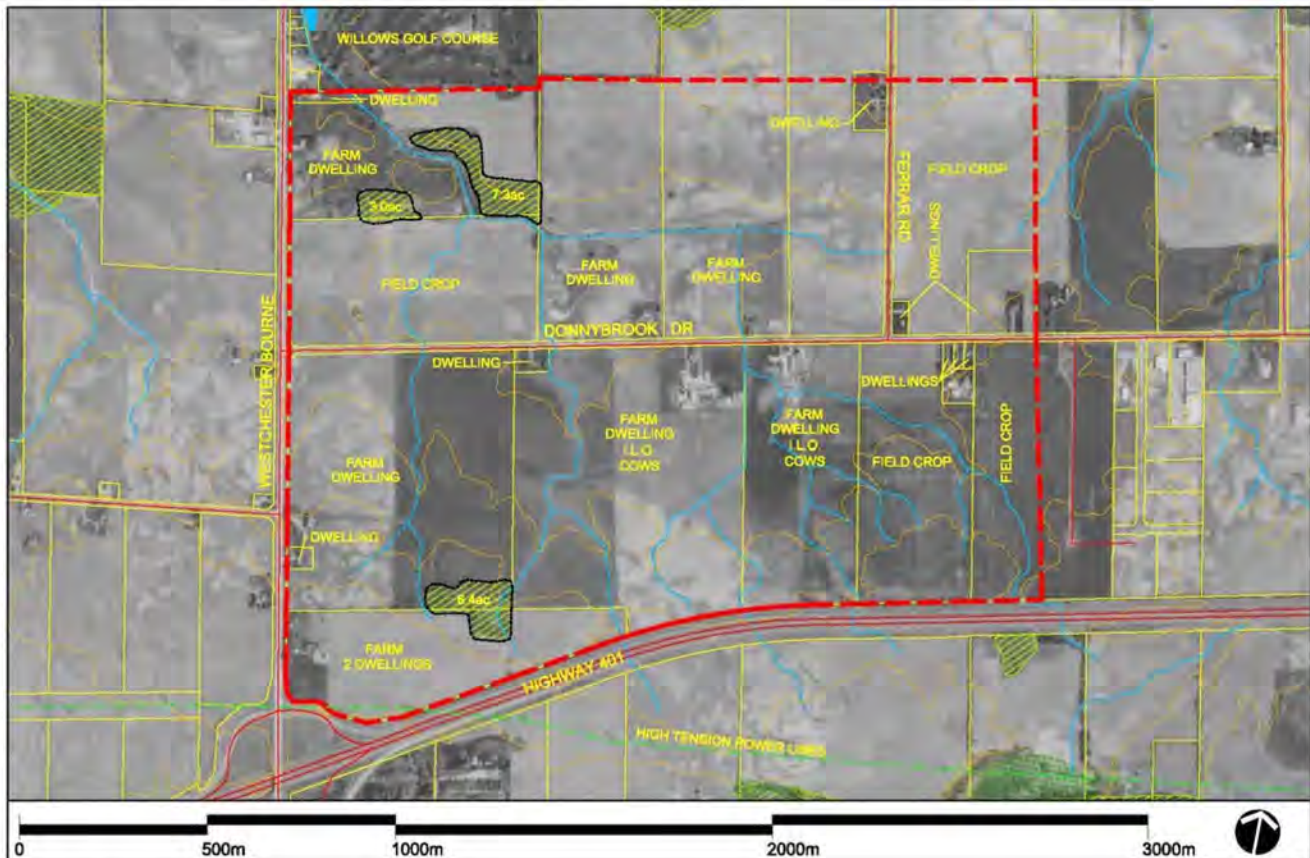
- The Elgin Area Water Supply has services along Bradley Avenue in the City of London with the possibility of an extension to the site
- The topography of the site is relatively flat
- Excellent visual frontage from Highway 401 and the Husky Truck Stop
- Adjacent to the Westchester Bourne/ 401 interchange
- High tension power lines divide the site in half

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:2 |
|--------------------------|--|------------|--|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 152.8 acres with a developable potential of 142.3 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Adjacent to the Westchester Bourne/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is located approximately 7500m to the north | |
| | Tier 2 Sub Total | 36 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester | |
| | Water Services | 9 | <ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site does not have sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is in proximity to Hydro One corridor | |
| | Natural Gas Supply | 6 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north | |
| | Tier 3 Sub Total | 33 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> A small watercourse traverses the north west corner of the property and feeds the Thames River | |
| | Topographical and Soil Characteristics | 12 | <ul style="list-style-type: none"> The topography of the site is relatively flat No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 30 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 1 | <ul style="list-style-type: none"> Lands within the site are not known to be for sale; site is comprised of a relatively small number of parcels (8 full and 1 part) Hydro One property is in use and not for sale and may present a constraint to development | |
| | Tier 5 Sub Total | 20 | | |
| SITE TOTAL | | 149 | | |

General Location:

North of Highway 401/East of Westchester Bourne/
South of the Willows Golf Course/West of Harris Rd

SITE 3



SITE DATA

SITE AREA: 297.7 ha (735.6 ac) (large size)
DEVELOPABLE AREA: 290.9ha (718.9ac)
EXISTING USE(S): Field crops, 2 intensive livestock operations (cows), and 17 dwellings (8 farm)
OFFICIAL PLAN: Agricultural, Highway Commercial, Protection Area, and Settlement Industrial
EXISTING ZONING: A and LA
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Field Crops, 4 dwellings and a golf course to the north, Light industrial and field crops to the east, Hwy. 401 to the south, field crops and a commercial use to the west
KNOWN CONSTRAINTS: A natural gas pipeline traverses the southern part of the site. 2 intensive

livestock operations exist in the middle of the site. Watercourses that feed the Thames River traverse the entire site. 3 Protection Areas exist on the western half of the property totaling 6.8ha (16.7ac)
NUMBER OF PARCELS: 17 full and 4 part
FRONTAGE ON: Highway 401 ± 1880 m (Provincial Highway) and Westchester Bourne ± 1610m (Arterial Rd - Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

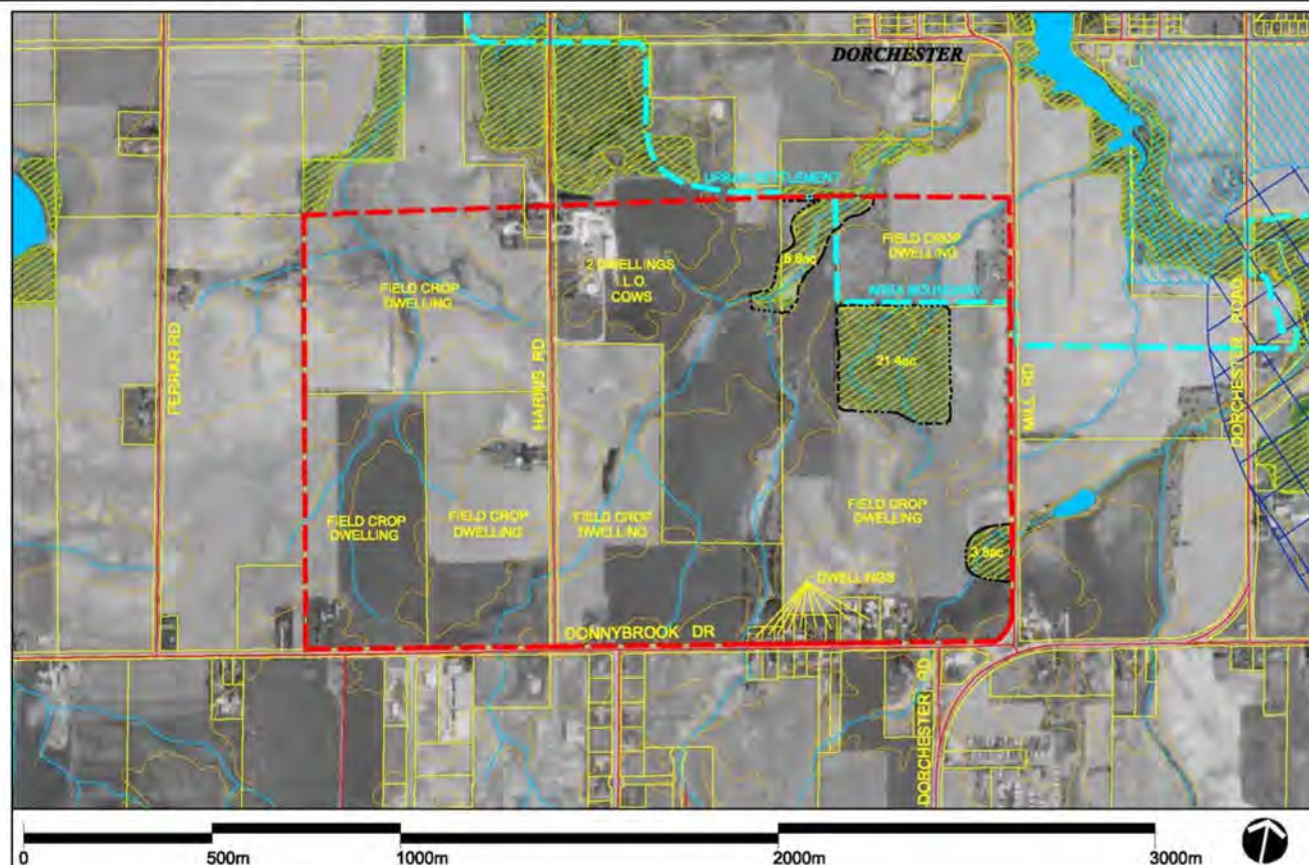
NOTES

- Excellent site with large scale industrial potential
- The Elgin Area Water Supply has services along Bradley Avenue in the City of London with the possibility of an extension to the site
- The topography of the site is relatively flat
- Excellent visual frontage from Highway 401
- Adjacent to the Westchester Bourne/ 401 interchange
- The 2 wooded areas in the North West can be used to provide a buffer from the golf course
- Several watercourses traverse the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:3 |
|--------------------------|--|------------|--|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 735.6 acres with a developable potential of 718.9 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Adjacent to the Westchester Bourne/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is approximately 6500m to the north | |
| | Tier 2 Sub Total | 36 | | |
| Tier 3 | Sanitary Services | 6 | <ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester | |
| | Water Services | 9 | <ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is in proximity to Hydro One corridor | |
| | Natural Gas Supply | 6 | <ul style="list-style-type: none"> A natural gas pipeline exists throughout the southern portion of the property | |
| | Tier 3 Sub Total | 36 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> 3 Protection Areas exist on the western half of the property totaling 16.7ac (regionally significant wetland) A number of watercourses that feed the Thames River traverse the site | |
| | Topographical and Soil Characteristics | 12 | <ul style="list-style-type: none"> The topography of the site is relatively flat No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 6 | <ul style="list-style-type: none"> The south west corner is designated for Highway Commercial but the entire site is not zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> To the east is the Silver Moon Innovation Park A golf course exists to the north (buffered by natural areas) The rest of the surrounding lands are predominantly used for agriculture Depending on the size of use Donnybrook Dr and/or Ferrar Rd might have to be closed | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands within the site are not known to be for sale and are comprised of many large parcels (17 full and 4 part) 9 non-farm dwellings exist within the site | |
| | Tier 5 Sub Total | 23 | | |
| | SITE TOTAL | 151 | | |

SITE 4

North of Donnybrook Dr/East of Ferrar Rd/
South of Dorchester/West of Mill Rd



SITE AREA: 206.0 ha (509.0 ac) (large size)
DEVELOPABLE AREA: 192.2ha (475 ac)
EXISTING USE(S): Field crops, 1 Intensive livestock operations (cows), and 17 dwellings (8 farm dwellings)
OFFICIAL PLAN: Agricultural, Protection Area, and Environmental Area
EXISTING ZONING: A, LA, FD
PROPOSED ZONING: A, EP and FD
SURROUNDING LAND USES: Field Crops and Dorchester to the north, field crops to the east, light industrial, field crops, 11 dwellings and a commercial use to the south, 3 dwellings, and field crops to the west
KNOWN CONSTRAINTS: Watercourses that feed the Thames River traverse the entire site

1 intensive livestock operation exists in the middle of the site. 3 Protection/Environmental Areas exist on the eastern half of the site totaling 13.8ha (34ac). A natural gas pipeline traverses the southern length of the site

NUMBER OF PARCELS: 13 full and 3 part

FRONTAGE ON: Donnybrook Dr \pm 1890m (Local Rd) and Mill Rd \pm 1170m (Local Rd)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: No (contained within)

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: Possible extension

STORM SERVICES PRESENT: No

TERRAIN: Hilly to rolling in a west to east direction

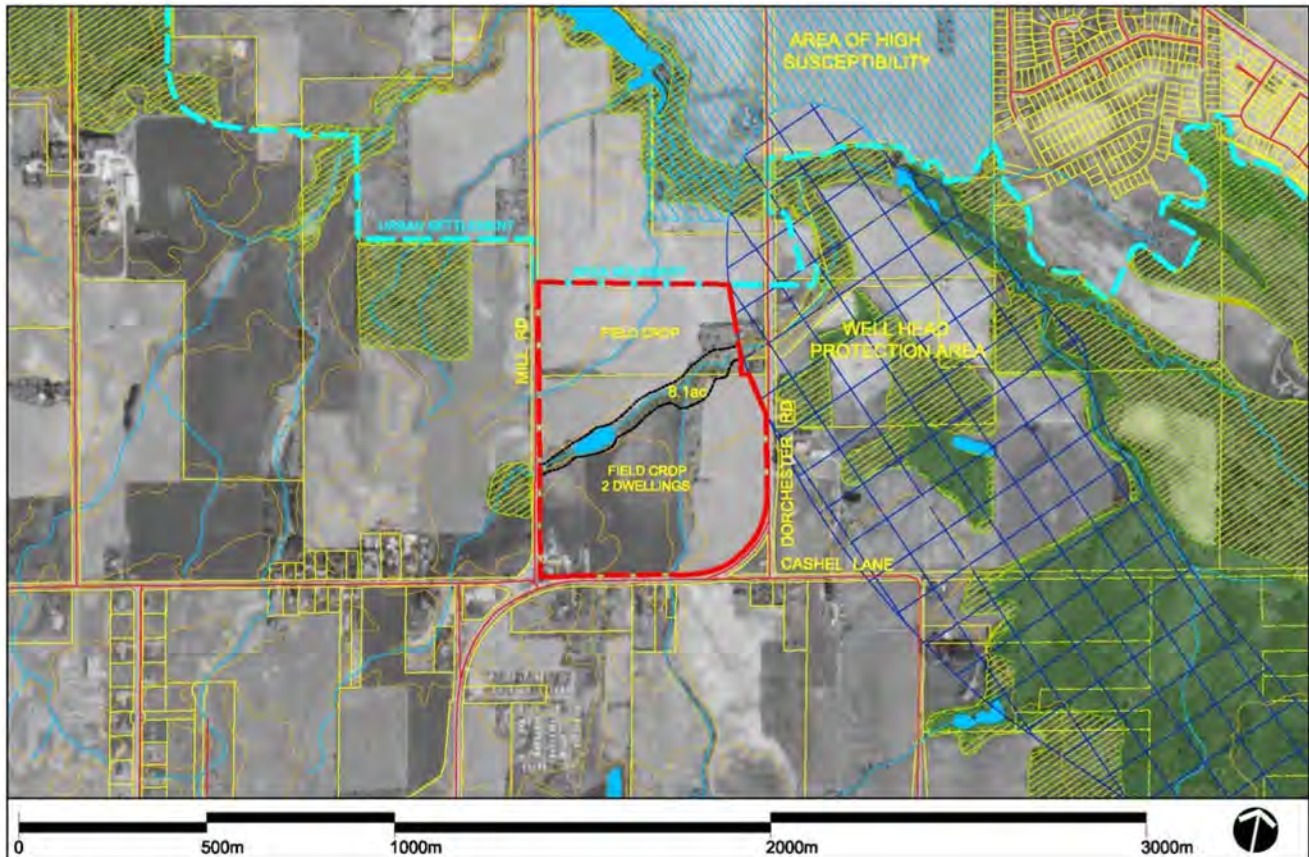
- The site is ± 730m away from the Dorchester Rd/ 401 interchange
- The topography of the site is uneven with rolling hills throughout
- The site is 400m away from residential uses in Dorchester
- 3 Protection/Environmental Areas exist on the site totaling 13.8ha (34ac) in size
- A natural gas line traverses the southern length of the site
- A number of watercourses that feed the Thames River occur throughout the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:4 |
|--------------------------|--|------------|---|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 509 acres with a developable potential of 475 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is approximately 730m away from the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is approximately 6500m to the north | |
| | Tier 2 Sub Total | 26 | | |
| Tier 3 | Sanitary Services | 6 | <ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester | |
| | Water Services | 9 | <ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is north of the Hydro One corridor | |
| | Natural Gas Supply | 6 | <ul style="list-style-type: none"> A natural gas pipeline exists throughout the southern portion of the property | |
| | Tier 3 Sub Total | 36 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> 3 Protection/Environmental Areas exist on the western half of the property totaling 34ac (regionally significant wetlands and woodlands) Watercourses that feed the Thames River traverse the entire site | |
| | Topographical and Soil Characteristics | 4 | <ul style="list-style-type: none"> The topography of the site is hilly to rolling in a west to east direction No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 18 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The north east corner of the site is designated residential and zoned planned development. The rest of the lands are not designated or zoned for development This area may be better suited for future residential expansion of Dorchester settlement area | |
| | Land Use Compatibility | 4 | <ul style="list-style-type: none"> Dorchester to the north (boundary contains residential uses) To the south is the Silver Moon Innovation Park The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> 1 intensive livestock operation exists within the site (cows) | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale and are comprised of many different sized parcels (13 full and 3 part) 9 dwellings exist in the south east corner of the site | |
| | Tier 5 Sub Total | 13 | | |
| SITE TOTAL | | 123 | | |

General Location:

North of Cashel Lane/East of Mill Rd/
South of Dorchester/West of Dorchester Rd

SITE 5



SITE DATA

SITE AREA: 43.7 ha (107.9 ac) (small size)
DEVELOPABLE AREA: 40.4 ha (99.8ac)
EXISTING USE(S): Field crops, 2 farm dwellings
OFFICIAL PLAN: Agricultural and Environmental Area
EXISTING ZONING: A
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Field Crops and Dorchester to the north, a well head protection area to the east, 3 dwellings, field crops and a trailer park to the south, field crops to the west
KNOWN CONSTRAINTS: 2 watercourses that feed the Thames River traverse the entire site. A well head protection area is adjacent to the eastern boundary

1 Environmental Area divides the site in half totaling 1.4ha (3.5ac) in size. A natural gas pipeline traverses the middle of the site
NUMBER OF PARCELS: 1 full and 1 part
FRONTAGE ON: Dorchester Rd \pm 780m (Arterial Rd – Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

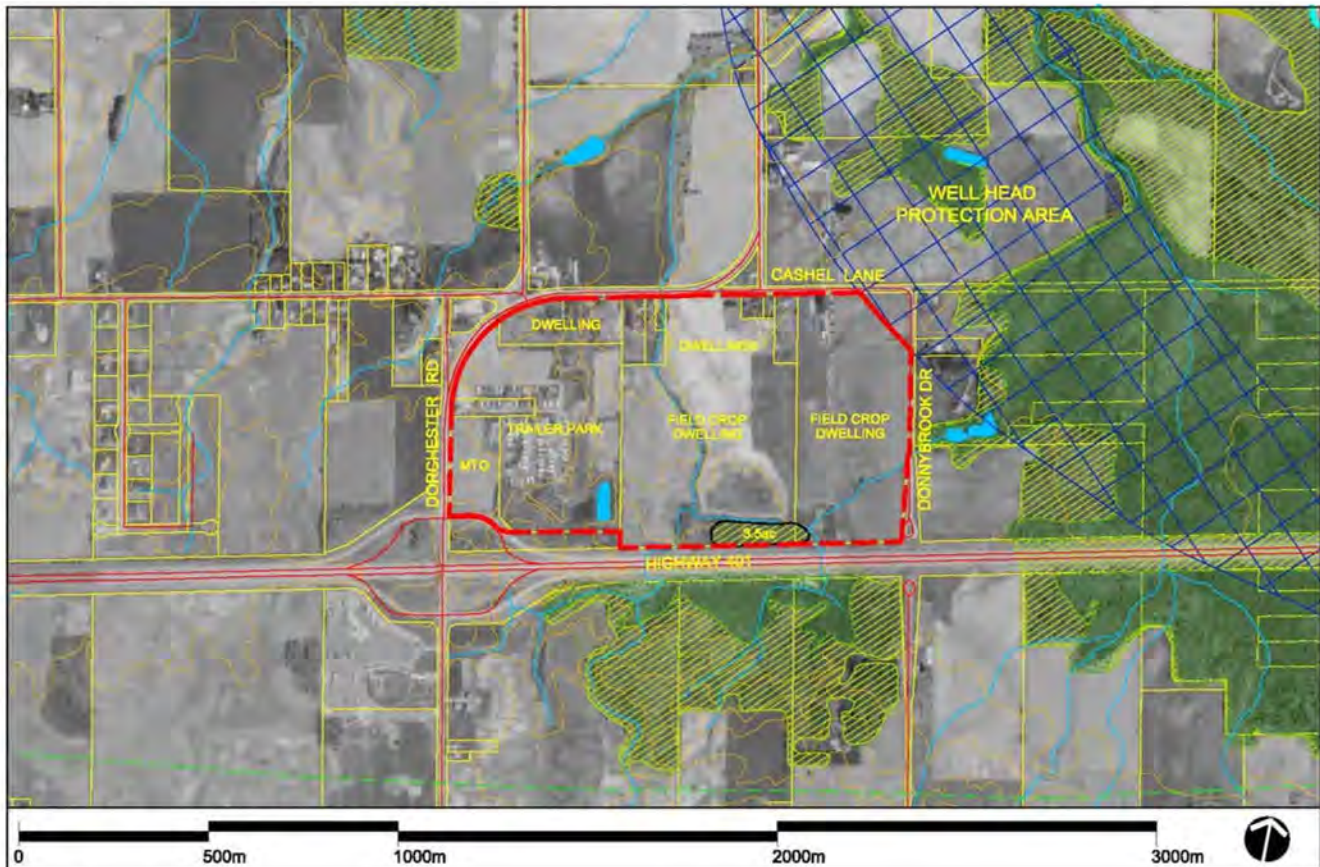
- The topography of the site is flat
- Excellent visual frontage from Dorchester Rd
- The site is \pm 800m to the Dorchester Rd/ 401 interchange
- 1 Environmental Area divides the property in half measuring 1.4ha (3.5ac) in size
- A watercourse that feeds the Thames River traverses the middle of the site
- A well head protection area is adjacent to the eastern boundary
- A natural gas pipeline traverses the middle of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:5 |
|--------------------------|--|-----------|---|--------|
| Tier 1 | Land Area | 10 | <ul style="list-style-type: none"> Site is 107.9 acres with a developable potential of 99.8 acres Site is divided by 2 watercourses and Natural Heritage Corridor | |
| | Tier 1 Sub Total | 10 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is approximately 800m away from the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 3 | <ul style="list-style-type: none"> The London International Airport is located approximately 7700m away | |
| | Tier 2 Sub Total | 23 | | |
| Tier 3 | Sanitary Services | 6 | <ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester | |
| | Water Services | 9 | <ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site does not have sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is north of the Hydro One corridor | |
| | Natural Gas Supply | 6 | <ul style="list-style-type: none"> A natural gas pipeline traverses across the north half of the site | |
| | Tier 3 Sub Total | 36 | | |
| Tier 4 | Natural Environment Constraints | 4 | <ul style="list-style-type: none"> An Environmental Area divides the property in half measuring 3.5ac in size (maximum hazard limit) A watercourse that feeds the Thames River traverses the middle of the site | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is relatively flat Site is divided diagonally by watercourses, Natural Heritage corridor and flood prone areas | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 18 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development Site is adjacent to a well head protection area Lands may be better suited for future residential expansion of Dorchester settlement area | |
| | Land Use Compatibility | 0 | <ul style="list-style-type: none"> A well head protection area exists to the east Dorchester to the north To the south west is the Silver Moon Innovation Park The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale and are comprised of only 2 parcels | |
| | Tier 5 Sub Total | 8 | | |
| SITE TOTAL | | 95 | | |

General Location:

North of Highway 401/East of Dorchester Rd/
South of Cashel Lane/West of Donnybrook Dr

SITE 6



SITE DATA

SITE AREA: 74.2 ha (183.3 ac) (small size)
DEVELOPABLE AREA: 72.8ha (179.8ac)
EXISTING USE(S): Field crops, trailer park, MTO and 9 dwellings (2 farm)
OFFICIAL PLAN: Agricultural, Highway Commercial, Mobile Home Park and Protection Area
EXISTING ZONING: A, LA, MHP-1, MPH-2
PROPOSED ZONING: A, EP, MHP-1, MPH-2
SURROUNDING LAND USES: Field Crops and 2 dwellings to the north, Field crops and 3 dwellings to the east, highway 401 to the south, 2 dwellings, field crops and a commercial use to the west
KNOWN CONSTRAINTS: A watercourse that feeds the Thames River traverses the eastern part of the site. A

well head protection area is adjacent the eastern boundary. A small pond and trailer park exists in the west. 1 Protection Area exists on the eastern half of the site, total 1.4ha (3.5ac)
NUMBER OF PARCELS: 10 full and 2 part
FRONTAGE ON: Highway 401 \pm 1180 m (Provincial Highway) and Dorchester Rd \pm 1180m (Arterial Rd – Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Gently rolling

NOTES

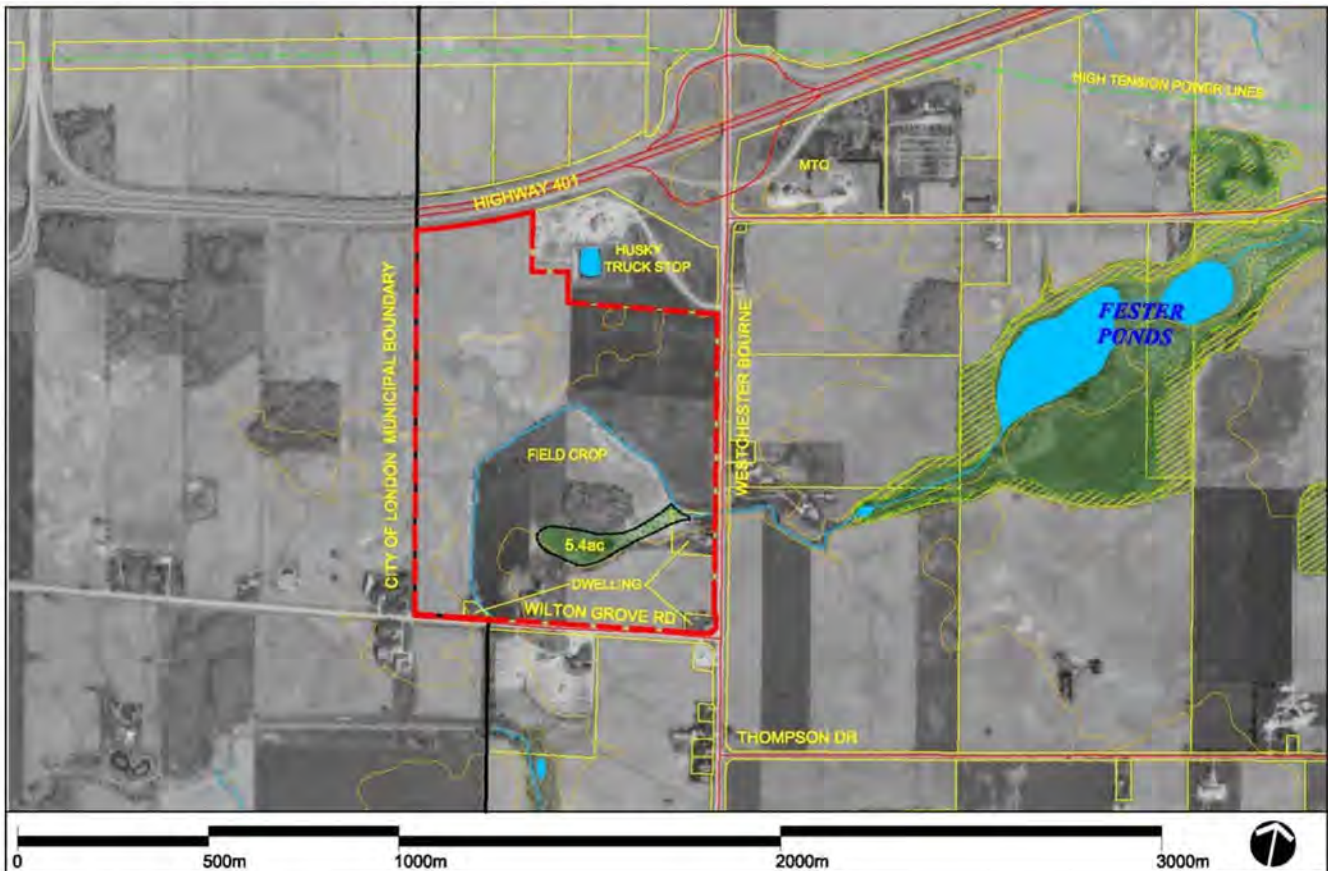
- The topography of the site is relatively flat
- Excellent visual frontage from Highway 401 and Dorchester Rd
- Adjacent to the Dorchester Rd/ 401 interchange
- 1 Protection Area exists along the southern border measuring 1.4ha (3.5ac) in size
- A watercourse that feeds the Thames River traverses the middle of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:6 |
|--------------------------|--|------------|--|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 183.3 acres with a developable potential of 179.8 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Site is approximately 800m away from the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 3 | <ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north west | |
| | Tier 2 Sub Total | 33 | | |
| Tier 3 | Sanitary Services | 6 | <ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester | |
| | Water Services | 6 | <ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is north of the Hydro One corridor | |
| | Natural Gas Supply | 6 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north | |
| | Tier 3 Sub Total | 33 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> A Protection Area exists in the south measuring 3.5ac in size (regionally significant wetlands) A watercourse that feeds the Thames River traverse the middle of the site | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is gently rolling hills | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The west half of the site is designated Highway Commercial and Mobile Home Park and zoned appropriately The rest of the lands are not designated or zoned for development | |
| | Land Use Compatibility | 8 | <ul style="list-style-type: none"> A well head protection area exists to the north east To the west is the Silver Moon Innovation Park The rest of the surrounding lands are predominantly used for agriculture The site contains an active Trailer Park use | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale and are comprised of many different sized parcels (10 full and 2 part) A fully developed trailer park exists on the western half of the property | |
| | Tier 5 Sub Total | 17 | | |
| | SITE TOTAL | 139 | | |

General Location:

North of Walton Grove Rd/East of the City of London/
South of Highway 401/West of Westchester Bourne

SITE 7



SITE DATA

SITE AREA: 72.7 ha (179.6 ac) (small size)
DEVELOPABLE AREA: 70.5ha (174.2ac)
EXISTING USE(S): Field crop, 3 dwellings
OFFICIAL PLAN: Agricultural, Highway Commercial and Natural Area
EXISTING ZONING: A-14, LA, LA-8, C2 and C2-4
PROPOSED ZONING: A, A-33, W, HC and HC-9
SURROUNDING LAND USES: A truck stop and Highway 401 to the north, Field crops and 2 dwellings to the east, 2 commercial uses and field crops to the south, agriculture used in the City of London to the west
KNOWN CONSTRAINTS: A watercourses that feed the Fester Ponds traverses the middle of the property.
 1 Protection Area exists on the southeastern half of the site

totaling 2.2ha (5.4ac).
NUMBER OF PARCELS: 4 full
FRONTAGE ON: Highway 401 ± 310 m (Provincial Highway) and Westchester Bourne ± 830m (Arterial Rd – Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

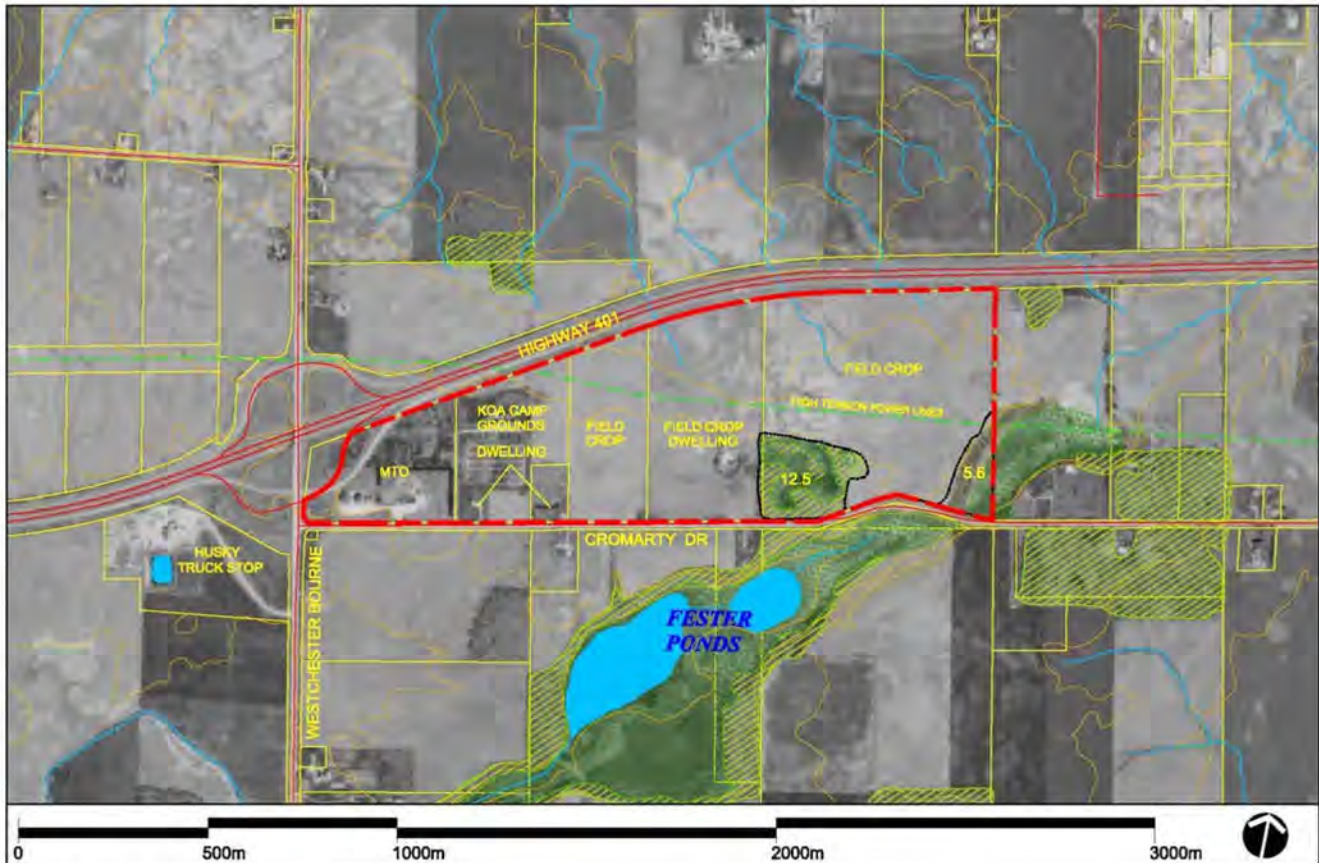
- The topography of the site is relatively flat
- Good visual frontage to the northwest portion of the site from Highway 401 and excellent exposure from Westchester Bourne
- Adjacent to the Westchester Bourne/ 401 interchange
- A watercourse that feed the Thames River traverses the middle of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:7 |
|--------------------------|--|------------|---|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 179.6 acres with a developable potential of 174.2 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Site is adjacent to the Westchester Bourne/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north west | |
| | Tier 2 Sub Total | 36 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> Extension of Elgin Area Water Supply would have to cross Highway 401 | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site does not have sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Site is south of the Hydro One corridor | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north, with a possible connection/ extension along Westchester Bourne | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> A 5.4ac Natural Area exists on the southeastern portion of the site (provincially significant wetland) A watercourse that feeds the Fester Ponds traverses the site | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is gently rolling hills No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 6 | <ul style="list-style-type: none"> A north part of the site is designated Highway Commercial and zoned appropriately The rest of the lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The north east corner is adjacent to the Husky Truck Stop, and to the south is the Mustang Drive In The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site comprised of 4 different sized parcels | |
| | Tier 5 Sub Total | 24 | | |
| SITE TOTAL | | 138 | | |

General Location:

North of Cromarty Dr/East of Westchester Bourne/
South of Highway 401/West of Dorchester Rd

SITE 8



SITE DATA

SITE AREA: 83.3 ha (205.8 ac) (medium size)
DEVELOPABLE AREA: 76.0ha (187.7ac)
EXISTING USE(S): Field crop, MTO, KOA Camping Grounds and 3 dwellings (1 farm)
OFFICIAL PLAN: Agricultural, Recreational, Settlement Industrial, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, M2 and OS-11
PROPOSED ZONING: A, M2, CR-5, EP and W
SURROUNDING LAND USES: Highway 401 to the north, Field crops to the east, Field crops and 3 dwellings to the south, a truck stop to the west
KNOWN CONSTRAINTS: High tension power lines traverse the length of the site. 1 Protection/Natural

Area exists on the eastern half of the property totaling 5.1ha (12.5ac) and one Natural/Environmental Area totaling 2.3ha (5.6ac)
NUMBER OF PARCELS: 5 full 1 part
FRONTAGE ON: Highway 401 ± 1880m (Provincial Highway)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

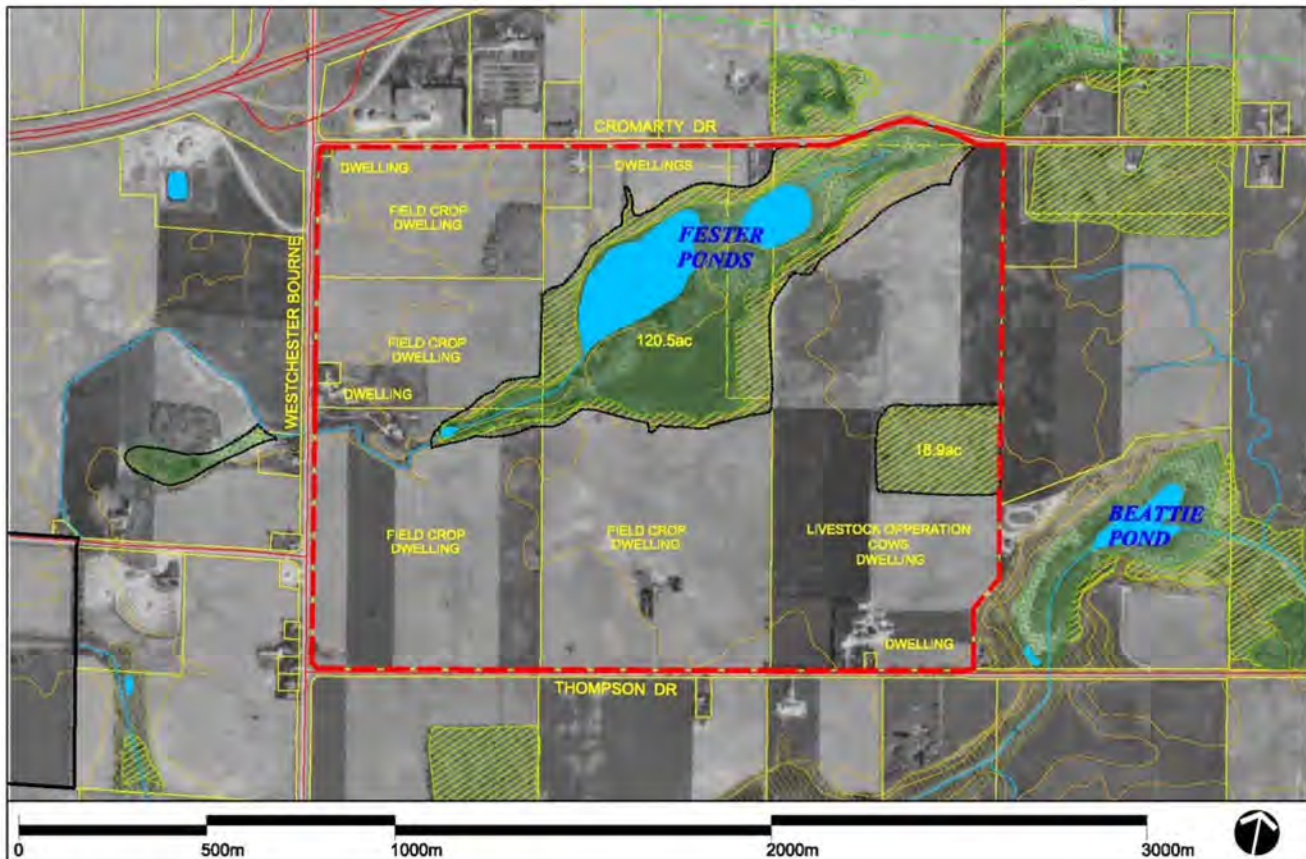
- The topography of the site is relatively flat
- Good visual frontage from Highway 401
- Adjacent to the Westchester Bourne/ 401 interchange
- High tension power lines traverse the length of the property from west to east
- Natural/Environmental/Protection Areas total 7.3ha (18.1ac) and exist on the eastern half of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:8 |
|--------------------------|--|------------|--|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 205.8 acres with a developable potential of 187.7 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Site is adjacent to the Westchester Bourne/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north | |
| | Tier 2 Sub Total | 36 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present. | |
| | Water Services | 0 | <ul style="list-style-type: none"> Extension of Elgin Area Water Supply would have to cross Highway 401 | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor traverses the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north, with a possible connection/ extension along Westchester Bourne | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> Natural/Environmental/Protection Areas exists on the eastern portion of the site totaling 18.1ac (Provincially Significant Wetlands and Woodlands) which impacts the deepest portion of this shallow irregularly sloped site | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is relatively flat Possibility of unstable soil to the south due to the Fester Ponds | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 22 | | |
| Tier 5 | Planning Status | 6 | <ul style="list-style-type: none"> The western corner is designated Settlement Industrial and Recreational and zoned appropriately The rest of the lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The west corner is adjacent to the Husky Truck Stop The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site is predominantly comprised of large sized parcels (5 full and 1 part) The far west portion of the site contains established development | |
| | Tier 5 Sub Total | 24 | | |
| SITE TOTAL | | 134 | | |

General Location:

North of Thompson Dr/East of Westchester Bourne/
South of Cromarty Dr /West of Beattie Pond

SITE 9



SITE DATA

SITE AREA: 254.0 ha (627.6 ac) (large size)
DEVELOPABLE AREA: 197.6ha (488.2ac)
EXISTING USE(S): Field crop, one livestock operation (cows) and 10 dwellings (5 farm)
OFFICIAL PLAN: Agricultural, Highway Commercial, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A and LA
PROPOSED ZONING: A, EP and W
SURROUNDING LAND USES: Field crops, KOA camp ground and 3 dwellings to the north, Field crops to the east, Field crops, ILO (cows) and 3 dwellings to the south, a truck stop, field crops and 5 dwellings to the west.
KNOWN CONSTRAINTS: The Fester Ponds is a Protection/Natural/Environmental Area that exists in the

northern half of the site totaling 48.8ha (120.5ac) and one Protection Area totaling 7.6ha (18.9ac) exists on the eastern part of the site
NUMBER OF PARCELS: 10 full
FRONTAGE ON: Westchester Bourne ± 1390m (Arterial Rd – Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

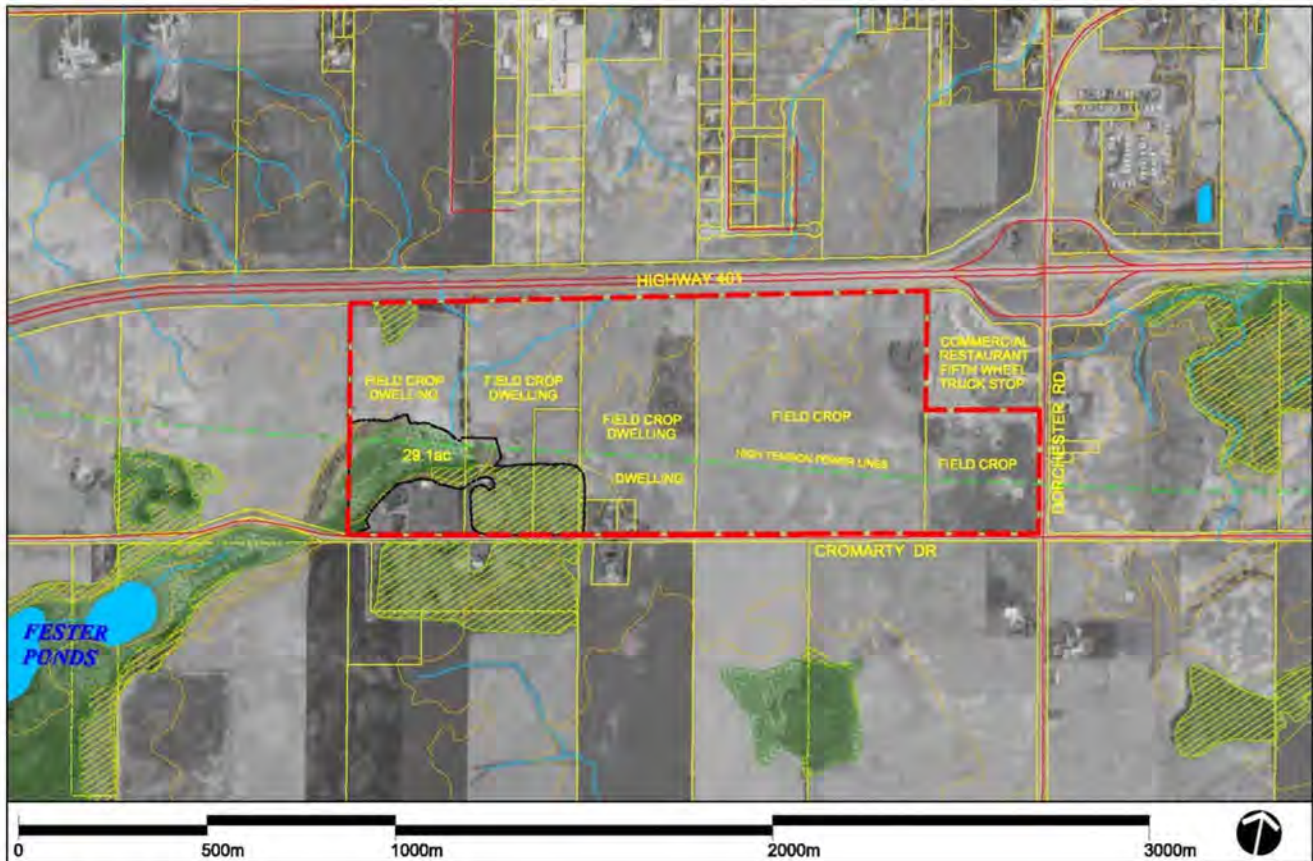
- The topography of the site is flat
- 200m to the Westchester Bourne/ 401 interchange
- A large Natural/Environmental/Protection Areas total 48.8ha (120.5ac) exists on the northern half of the site; it also includes a significant water body within (Fester Ponds)

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:9 |
|--------------------------|--|------------|--|--------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 627.6 acres with a developable potential of 488.2 acres Developable area is impacted by the Fester Ponds which divides the site | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Site is approximately 200m to the Westchester Bourne/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 6 | <ul style="list-style-type: none"> The London International Airport is located approximately 8800m to the north | |
| | Tier 2 Sub Total | 36 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> Extension of Elgin Area Water Supply would have to cross Highway 401 | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor is to the north of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 0 | <ul style="list-style-type: none"> A large Natural/Environmental/Protection Areas exists on the northern portion of the site totaling 120.5ac (Regionally & Provincially Significant Wetland, Regional Significant Life Science ANSI and Woodlands) The Fester Ponds are contained within the site Development is limited to northwest corner and south portion of the site | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is relatively flat Possibility of unstable soil throughout the site due to the Fester Ponds | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 14 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The western corner is designated Highway Commercial, but not zoned The rest of the lands are not designated or zoned for development Support may exist for development in the north west corner of the site | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The north west corner is adjacent to the Husky Truck Stop, to the north is a KOA camp grounds The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> An Intensive livestock operation (cows) to the south | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site is predominantly comprised of large sized parcels (10 full) | |
| | Tier 5 Sub Total | 20 | | |
| SITE TOTAL | | 122 | | |

General Location:

North of Cromarty Dr/East of Fester Ponds/
South of Highway 401/West of Dorchester Rd

SITE 10



SITE DATA

SITE AREA: 105.8 ha (261.4 ac) (medium size)
DEVELOPABLE AREA: 94.0ha (232.3ac)
EXISTING USE(S): Field crops and 6 dwellings (3 farm)
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, LA and C2
PROPOSED ZONING: A, A-37, HC, EP and W
SURROUNDING LAND USES: Highway 401 to the north, a restaurant, field crops and 3 dwellings to the east, Field crops, a small livestock operation (cows) and 3 dwellings to the south, field crops to the west
KNOWN CONSTRAINTS: High tension power lines traverse the southern length of the property running east to west. A Protection/Natural/Environmental Area exists in the south

western part of the site totaling 11.8ha (29.1ac). A watercourse traverses the western portion of the site
NUMBER OF PARCELS: 8 full
FRONTAGE ON: Highway 401 ±1530m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat with a gentle roll increasing in the west

NOTES

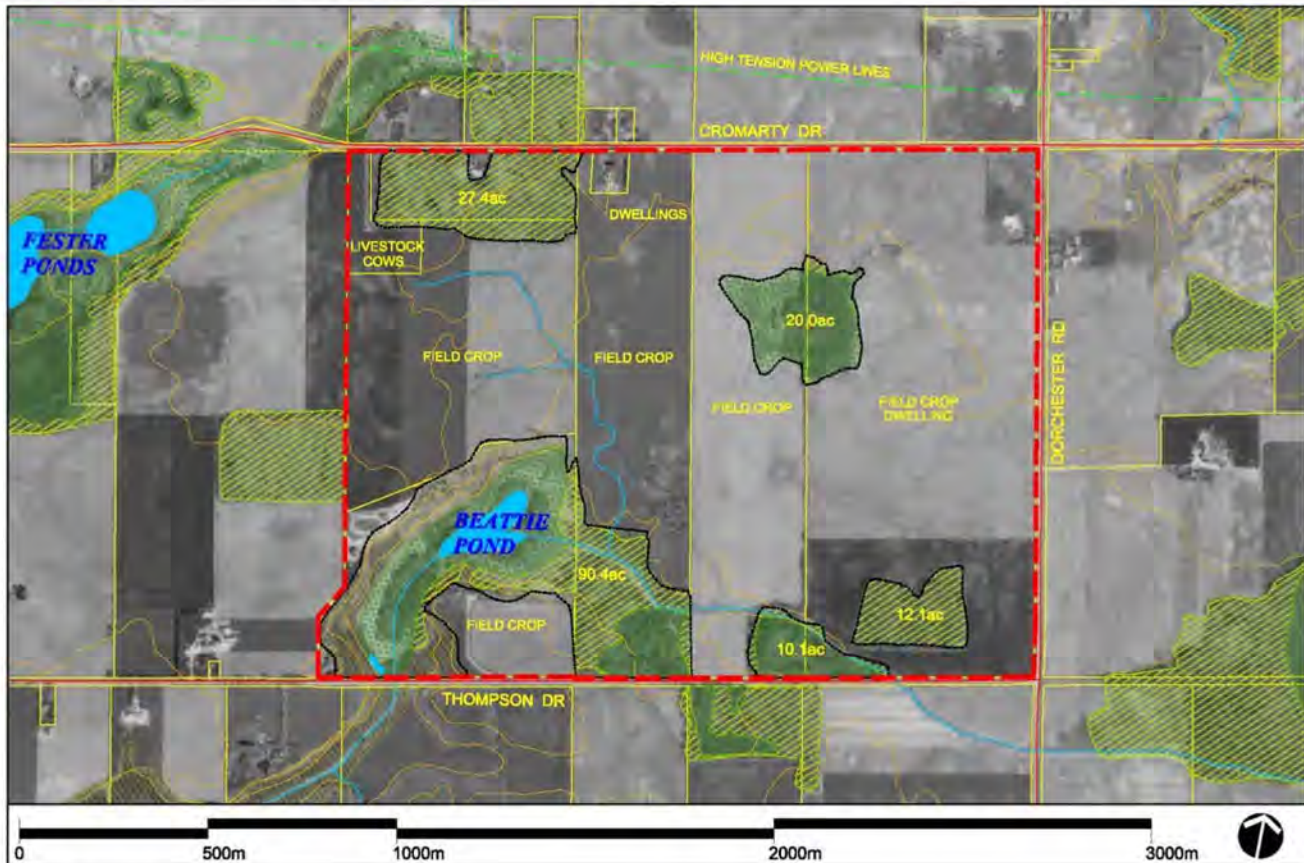
- The topography of the site is relatively flat to a gentle roll in the west
- Excellent frontage on Highway 401 (±1530m)
- 250m to the Dorchester Rd / 401 interchange
- High tension power lines traverse the southern length of the property
- A Natural/Environmental/Protection Areas total 11.8ha (29.1ac) exists on the south western part of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:10 |
|--------------------------|--|------------|---|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 261.4 acres with a developable potential of 232.3 acres Southwest corner is enclosed by natural heritage features | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Site is approximately 250m to the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 3 | <ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north | |
| | Tier 2 Sub Total | 33 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> None | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor traverses the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> A Natural/Environmental/Protection Areas exists on the north eastern portion of the site totaling 29.1ac (Provincially Significant Wetlands and Woodlands) Watercourses traverse the western portion of the site | |
| | Topographical and Soil Characteristics | 12 | <ul style="list-style-type: none"> The topography of the site is relatively flat with a gentle roll to the west Possibility of unstable soil to the west due to the Fester Ponds | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lot to the east has a partial designation of highway commercial and is zoned appropriately | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The north east corner is adjacent to the Fifth Wheel Truck Stop, north of highway 401 is the Silver Moon Innovation Park The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> A small livestock operation (cows) to the south | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site is predominantly comprised of large sized parcels (8 full) 3 large parcels comprise the easterly portion of the site | |
| | Tier 5 Sub Total | 21 | | |
| SITE TOTAL | | 132 | | |

General Location:

North of Thompson Dr/East of Fester Ponds/
South of Cromarty Dr/West of Dorchester Rd

SITE 11



SITE DATA

SITE AREA: 257.1ha (635.4 ac) (large size)
DEVELOPABLE AREA: 192.4ha (475.4ac)
EXISTING USE(S): Field crops, a livestock operation (cows) and 3 dwellings (2 farm)
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, LA-11 and U
PROPOSED ZONING: A, EP and W
SURROUNDING LAND USES: Field crops and 6 dwellings to the north, field crops and 3 dwellings and an intensive livestock operation (cows) to the east, field crops to the south, field crops to the west
KNOWN CONSTRAINTS: Many Protection/Natural/Environmental Area exist throughout the property, combined

they total 64.7ha (160ac) in size. The largest area contains the Beattie Pond and measures 36.6ha (90.4ac) in size. Several watercourses traverse the south western part of the site
NUMBER OF PARCELS: 8 full
FRONTAGE ON: Dorchester Rd ±1400m (Local Rd)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Flat to rolling in an east to west fashion

NOTES

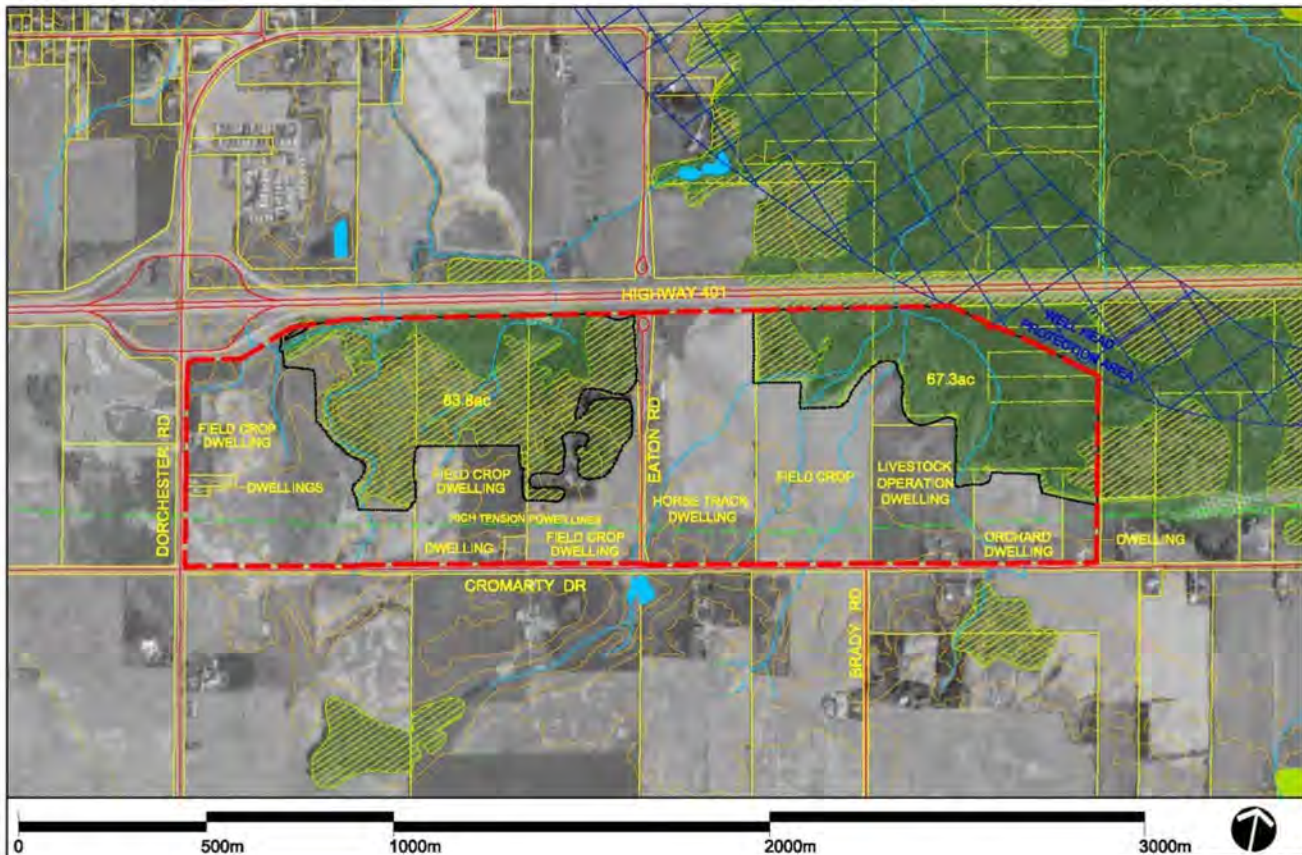
- The topography of the site is relatively flat to rolling in the west
- 700m to the Dorchester Rd / 401 interchange
- Many Protection/Natural/Environmental Areas exist throughout the site, combined they total 64.7ha (160ac) in size
- Only one Protection/Natural/Environmental Area exists in the centre of the site, the rest exist along the perimeter

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:11 |
|--------------------------|--|------------|--|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 635.4 acres with a developable potential of 475.4 acres Developable area is heavily encumbered by a multitude of natural heritage features dispersed throughout the site | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is approximately 700m to the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 9000m to the north | |
| | Tier 2 Sub Total | 20 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> None | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor is to the north of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north, with a possible connection/ extension along Dorchester Rd | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 4 | <ul style="list-style-type: none"> Many Natural/Environmental/Protection Areas exists on the north eastern portion of the site totaling 160ac (Provincially & Regionally Significant wetlands and Woodlands) Watercourses traverse the western portion of the site The Beattie Pond is in the south west corner of the site | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is relatively flat with a gentle roll to the west Possibility of unstable soil to the west due to the Beattie Pond | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 18 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development Site is south of 401 and is not contiguous to any other development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> An intensive livestock operation (cows) to the east | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale and are predominantly comprised of large sized parcels (8 full) | |
| | Tier 5 Sub Total | 19 | | |
| SITE TOTAL | | 109 | | |

General Location:

North of Cromarty Dr/East of Dorchester Rd/
South of Highway 401/West of Elgin Rd

SITE 12



SITE DATA

SITE AREA: 156.6 ha (386.9 ac) (medium size)
DEVELOPABLE AREA: 95.4ha (235.8ac)
EXISTING USE(S): Field crops, an orchard, a livestock operation (cows), horse track and 10 dwellings (6 farm)
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, LA and EP
PROPOSED ZONING: A, EP and W
SURROUNDING LAND USES: Highway 401 to the north, field crops, dwellings and a well head protection area to the east, field crops a livestock operation (cows) and 3 dwellings to the south, field crops and the fifth wheel to the west
KNOWN CONSTRAINTS: High tension power lines traverse the southern length of the site. A well head protection area

is adjacent the north eastern boundary. 2 Protection/Natural/Environmental Areas exist in the northern part of the site totaling 61.1ha (151.1ac). Watercourses traverse the entire site and feed the Thames River
NUMBER OF PARCELS: 13 full and 2 part
FRONTAGE ON: Highway 401 ±1700m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Hilly throughout, steep at times

NOTES

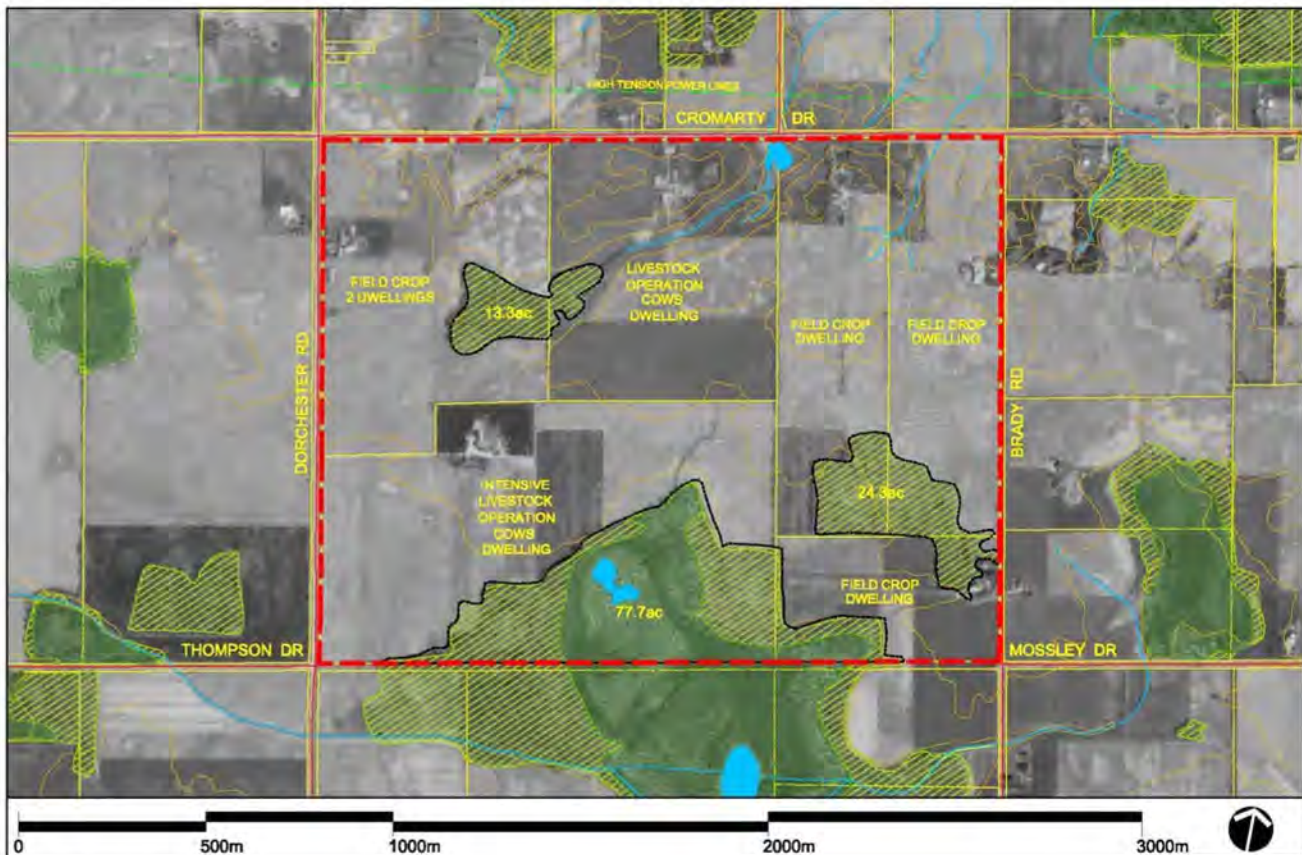
- Adjacent to the Dorchester Rd/ Highway 401 interchange
- High tension power lines traverse the southern length of the property
- The topography of the site is hilly, steep at times
- Frontage on Highway 401 is reduced because of Natural/Protection areas
- A well head protection area is adjacent the north eastern boundary
- 2 Protection/Natural/Environmental Areas exist in the northern part of the site totaling 61.1ha (151.1ac)

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:12 |
|--------------------------|--|------------|--|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 386.9 acres with a developable potential of 235.8 acres Large parts of the site are encumbered by natural heritage features Primary development area at the westerly limit of site | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Adjacent to the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is roughly 9000m to the north west | |
| | Tier 2 Sub Total | 30 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 3 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but may be limited by location of natural heritage features | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor traverses the southern half of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north | |
| | Tier 3 Sub Total | 16 | | |
| Tier 4 | Natural Environment Constraints | 4 | <ul style="list-style-type: none"> 2 Natural/Environmental/Protection Areas exists in the northern portion of the site totaling 151.1ac (Provincially Significant Wetlands, Provincially Significant Life Science ANSI and Woodlands) Watercourses traverse the site A well head protection area is adjacent to the north east corner of the site | |
| | Topographical and Soil Characteristics | 4 | <ul style="list-style-type: none"> The topography of the site is hilly throughout to steep at times Possibility of unstable soil to the west due to the well head protection area | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 14 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development and are not contiguous to any development lands | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> To the west is the Fifth Wheel Truck Stop The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> A livestock operation (cows) to the south | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; predominantly comprised of medium sized parcels (13 full and 2 part) | |
| | Tier 5 Sub Total | 18 | | |
| SITE TOTAL | | 108 | | |

General Location:

North of Thompson Dr/East of Dorchester Rd/
South of Cromarty Dr/West of Brady Rd

SITE 13



SITE DATA

SITE AREA: 253.4 ha (626.2 ac) (large size)
DEVELOPABLE AREA: 206.7 ha (510.9 ac)
EXISTING USE(S): Field crops, an intensive livestock operation (cows), a livestock operation (cows) and 7 farm dwellings
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A
PROPOSED ZONING: A, EP and W
SURROUNDING LAND USES: Field crops, a livestock operation (cows) and 2 dwellings to the north, field crops and 3 dwellings to the east, field crops and a swamp to the south, field crops and a dwelling to the west
KNOWN CONSTRAINTS: Watercourses traverse the

northern part of the site and feed the Thames River. 3 Protection/Natural/Environmental Areas exist throughout the site totaling 46.7ha (115.3ac)
NUMBER OF PARCELS: 6 full
FRONTAGE ON: Dorchester Rd ±1400m (local road)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Hilly throughout with significant grade changes in the northern portion of the site

NOTES

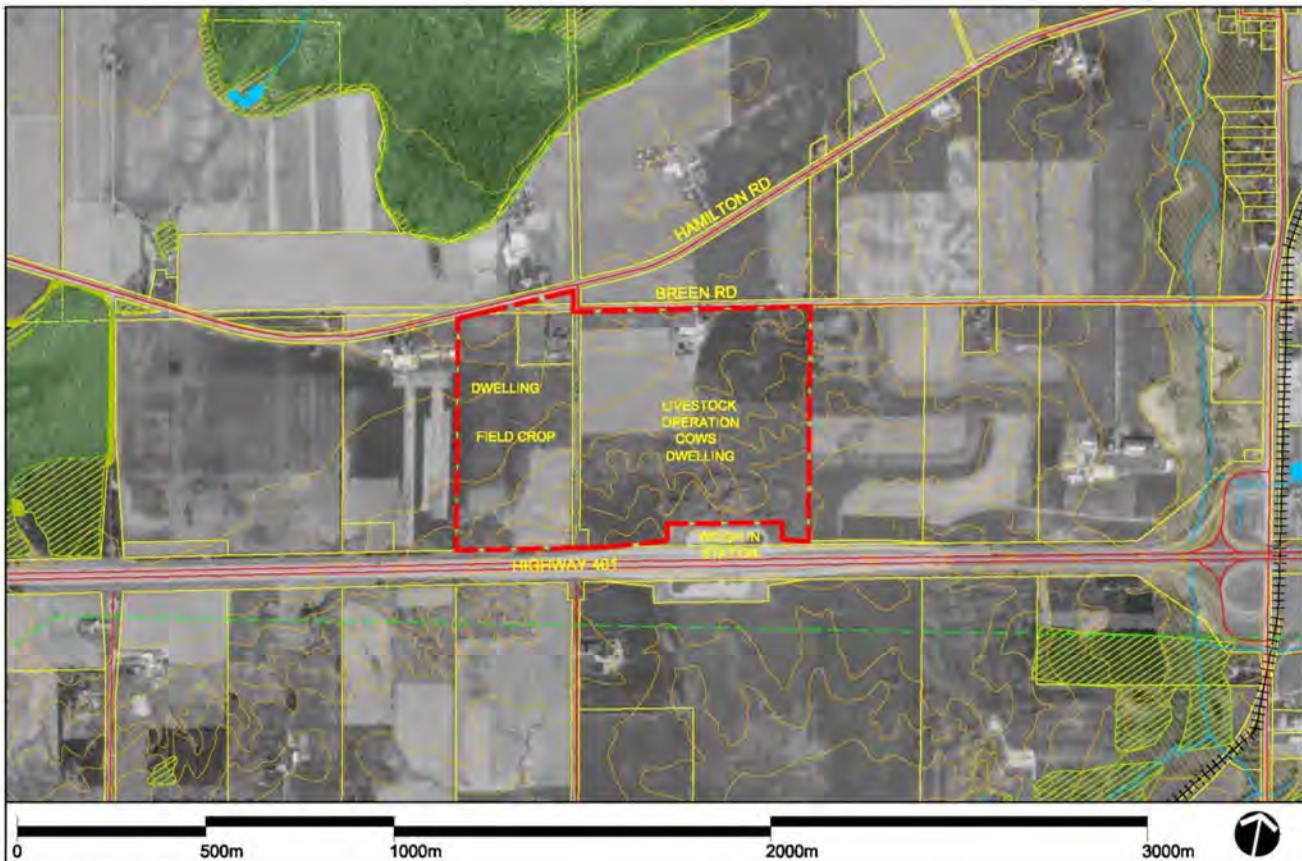
- 700m away from the Dorchester Rd/ Highway 401 interchange
- The topography of the site is hilly with significant grade changes in the north
- 3 Protection/Natural/Environmental Areas exist throughout the site totaling 46.7ha (115.3ac)

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:13 |
|--------------------------|--|------------|--|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 626.2 acres with a developable potential of 510.9 acres Southern portion of the site is nearly enclosed by natural features Northern portion of the site is limited by topography | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is approximately 700m to the Dorchester Rd/ 401 interchange | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 9500m to the north | |
| | Tier 2 Sub Total | 20 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor is to the north of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> A natural gas pipeline exists to the north | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> 3 Natural/Environmental/Protection Areas exists in the northern portion of the site totaling 115.3ac (Provincially Significant Wetlands, Provincially Significant Life Science ANSI and Woodlands) Watercourses traverse the north east portion of the site | |
| | Topographical and Soil Characteristics | 0 | <ul style="list-style-type: none"> The topography of the site is hilly throughout with significant grade changes to the north Possibility of unstable soil due to swamp like conditions to the south | |
| | Site Contamination | 8 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 14 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development and are not contiguous with any other development lands | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> A livestock operation (cows) to the north | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of large sized parcels (6 full) | |
| | Tier 5 Sub Total | 19 | | |
| | SITE TOTAL | 105 | | |

General Location:

North of Highway 401/East of Lower Cow Path/
South of Hamilton Rd and Breen Rd/West of Putnam Rd

SITE 14



SITE DATA

SITE AREA: 57.3 ha (141.6 ac) (small size)
DEVELOPABLE AREA: 57.3 ha (141.6 ac)
EXISTING USE(S): Field crops, a livestock operation (cows) and 2 farm dwellings
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field crops to the north, field crops to the east, highway 401 and a truck weigh in station to the south, field crops and a dwelling to the west
KNOWN CONSTRAINTS: The site is very hilly throughout. No direct access to a highway 401 interchange
NUMBER OF PARCELS: 4 full

FRONTAGE ON: Highway 401 $\pm 560m$ (Provincial Highway No. 401) and Hamilton Rd $\pm 310m$ (Arterial Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Hilly throughout with significant grade changes in the south east

NOTES

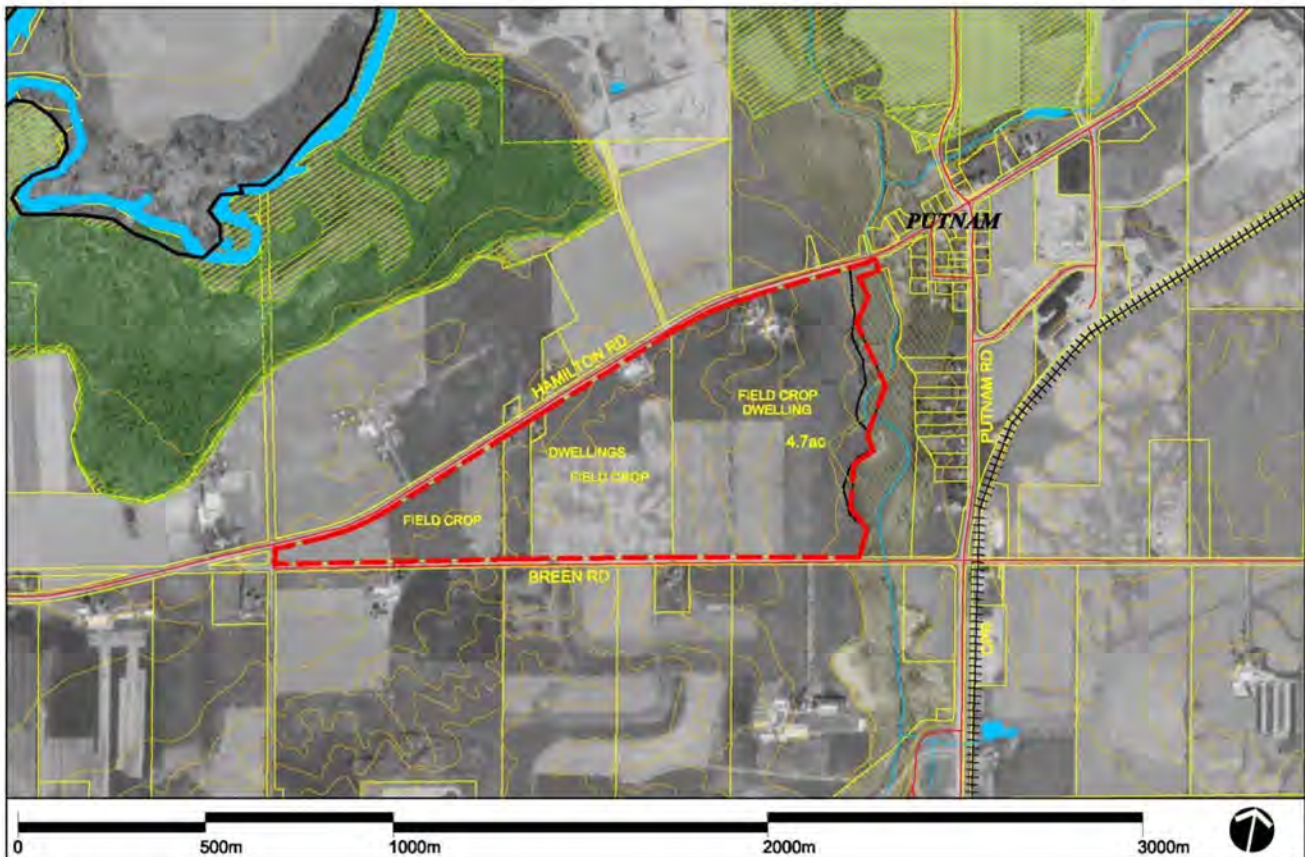
- No Protection/Natural/Environmental Areas exist
- The topography of the site is hilly with significant grade changes in the south east
- Frontage on Highway 401 is reduced because of the truck weigh in station
- No frontage on a road that interchanges with highway 401
- An unopened road allowance divides the site into two (dirt road exists)

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:14 |
|--------------------------|--|-----------|--|---------|
| Tier 1 | Land Area | 10 | <ul style="list-style-type: none"> Site is 141.6 acres with a developable potential of 52.9 acres Developable area is encumbered by steep topography | |
| | Tier 1 Sub Total | 10 | | |
| Tier 2 | Access to Highway 401 Corridor | 10 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 3 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 9500m to the north west | |
| | Tier 2 Sub Total | 13 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls Topography may impact the location | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> Hydro One corridor is to the north of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> No natural or environmental constraints exist | |
| | Topographical and Soil Characteristics | 0 | <ul style="list-style-type: none"> The topography of the site is hilly throughout with significant grade changes to the south east No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 18 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lands are not designated or zoned for development, but are contiguous with the developing silver moon innovation park to the east | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock exists within 300m | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of varying sized parcels (4 full) An unopened road allowance divides the site into two (dirt road exists) | |
| | Tier 5 Sub Total | 22 | | |
| SITE TOTAL | | 82 | | |

General Location:

North of Highway 401/East of Hamilton Rd/
South of Hamilton Rd/West of Putnam

SITE 15



SITE DATA

SITE AREA: 66.7 ha (164.8 ac) (small size)
DEVELOPABLE AREA: 66.7 ha (164.8 ac)
EXISTING USE(S): Field crops and 3 dwellings (2 farm)
OFFICIAL PLAN: Agricultural and an Environmental Area
EXISTING ZONING: A and LA
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Field crops and 4 dwellings to the north, Putnam to the east (mix of residential and commercial uses), field crops, a livestock operation (cows) and 3 dwellings to the south
KNOWN CONSTRAINTS: The site is hilly throughout. No direct access to a highway 401 interchange. Reynolds Creek borders the east side of the site. The hamlet of Putnam is $\pm 170\text{m}$ away from the site. An Environmental

Area totaling 1.9ha (4.7ac) follows the eastern boundary
NUMBER OF PARCELS: 5 full
FRONTAGE ON: Hamilton Rd $\pm 1800\text{m}$ (Arterial Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: Yes – $\pm 330\text{m}$ away. Purchasing of additional properties to the east for a potential spur line required. Terrain may be a problem
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Hilly throughout

NOTES

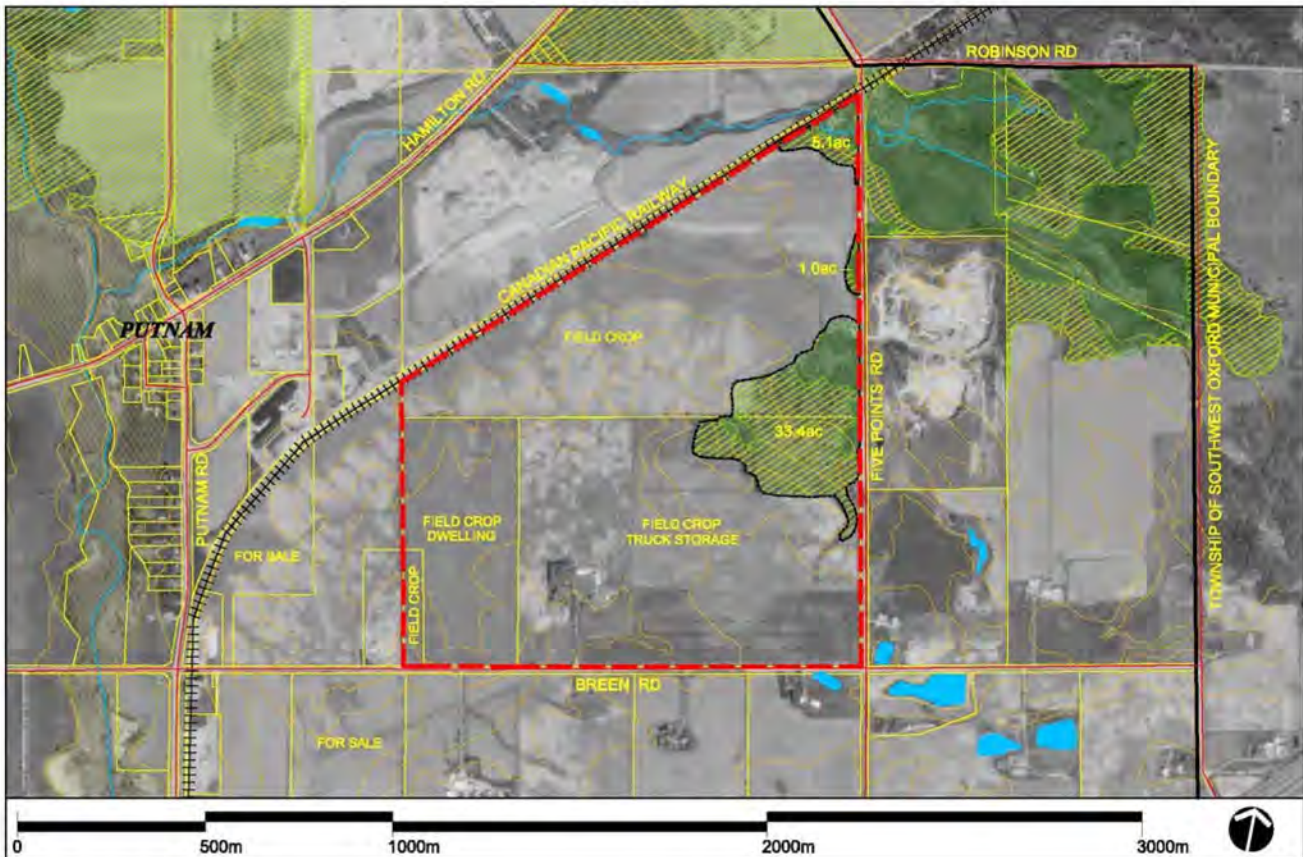
- Excellent frontage on Hamilton Road $\pm 1800\text{m}$
- The potential for a rail spur line is possible if additional properties to the east are purchased (terrain may be a problem)
- No Large Protection/Natural/Environmental Areas exist
- The hamlet of Putnam is $\pm 170\text{m}$ away from the site
- The topography of the site is hilly throughout
- No frontage on a road that interchanges with highway 401

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:15 |
|--------------------------|--|-----------|---|---------|
| Tier 1 | Land Area | 20 | <ul style="list-style-type: none"> Site is 164.8 acres with a developable potential of 164.8 acres Developable area is highly encumbered by site topography | |
| | Tier 1 Sub Total | 20 | | |
| Tier 2 | Access to Highway 401 Corridor | 10 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 6 | <ul style="list-style-type: none"> Approximately 330m away from the Canadian Pacific Railway Purchasing of additional properties to the east for a potential spur line is required | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 13500m to the north west | |
| | Tier 2 Sub Total | 16 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls Topography may be encumbrance | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the south of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 4 | <ul style="list-style-type: none"> Environmental Areas exist to the east. (Reynolds Creek maximum hazard limit) | |
| | Topographical and Soil Characteristics | 0 | <ul style="list-style-type: none"> The topography of the site is hilly throughout No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 10 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lands are not designated or zoned for development, but are adjacent to the silver moon innovation park to the south | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The hamlet of Putnam is approximately 170m to the east The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> A livestock operation (cows) to the south | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of varying sized parcels (5 full) | |
| | Tier 5 Sub Total | 21 | | |
| SITE TOTAL | | 86 | | |

General Location:

North of Breen Rd/East of Putnam/
South of the C.P.R./West of Five Points Rd

SITE 16



SITE DATA

SITE AREA: 139.4 ha (344.4 ac) (medium size)
DEVELOPABLE AREA: 123.4 ha (304.9 ac)
EXISTING USE(S): Field crops, a small truck storage and 1 dwelling
OFFICIAL PLAN: Agricultural, Natural Area and Protection Area
EXISTING ZONING: A
PROPOSED ZONING: A, EP and W
SURROUNDING LAND USES: Field crops, a gravel pit and a railway line to the north, Field crops and a gravel pit to the east, field crops, an intensive livestock operation (pigs) and 3 dwellings to the south, field crops, an industrial use and Putnam to the west with CPR rail lines
KNOWN CONSTRAINTS: No direct access to a highway

401 interchange. 3 Protection/Natural Areas border the eastern part of the site totaling 16.0ha (39.5ac). The hamlet of Putnam is $\pm 530\text{m}$ away from the site. Breen road is a dirt road within this location
NUMBER OF PARCELS: 4 full
FRONTAGE ON: Five Points Rd $\pm 1530\text{m}$ (Local Road) and Breen Rd $\pm 1220\text{m}$ (Local Road – Dirt Road)
IN PROXIMITY TO RAIL TRANSPORT: Yes – Canadian Pacific Railroad with $\pm 1430\text{m}$ of frontage
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills throughout

NOTES

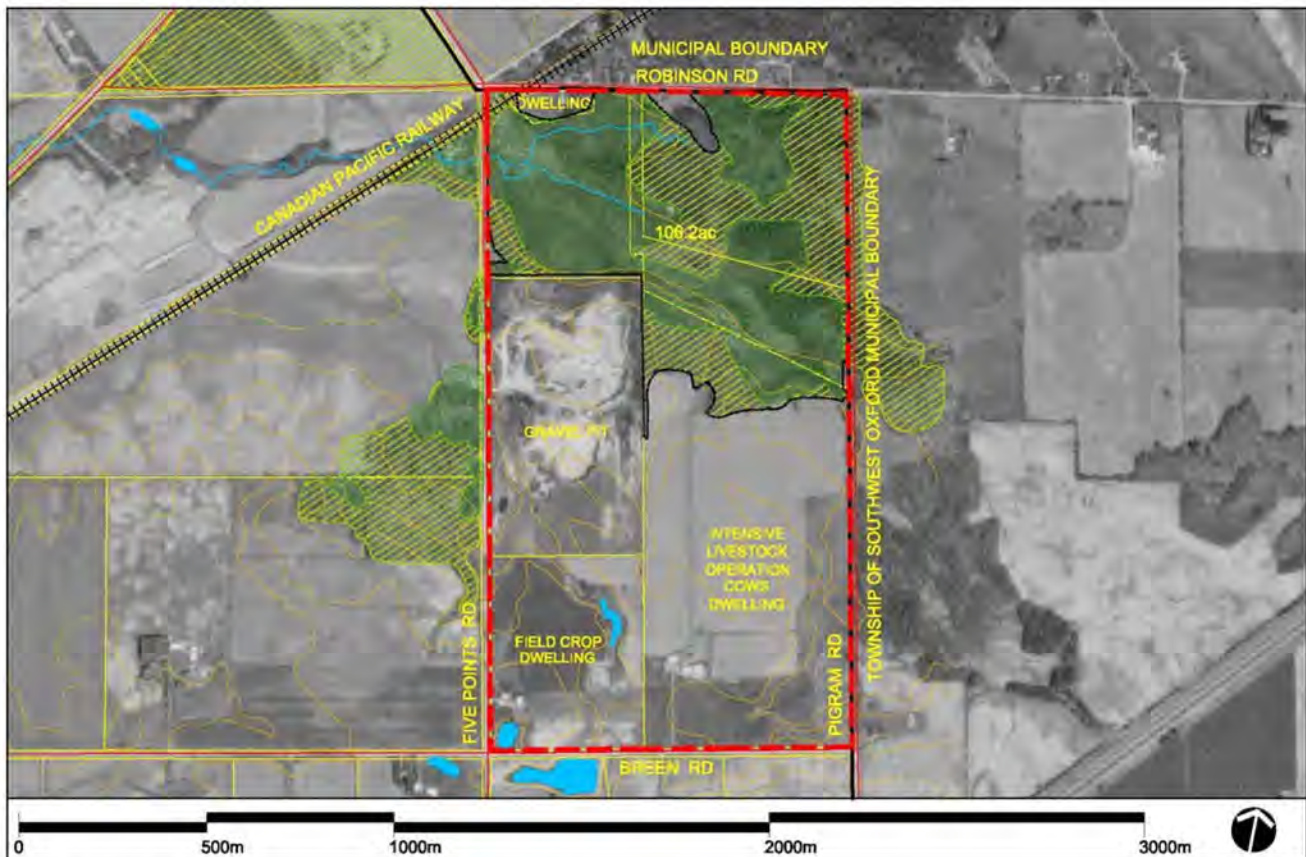
- The Canadian Pacific Railroad borders the northern boundary of the site
- All the Protection/Natural Areas border the eastern part of the site
- The topography of the site is rolling hills
- No frontage on a road that interchanges with highway 401
- The hamlet of Putnam is $\pm 530\text{m}$ away from the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:16 |
|--------------------------|--|------------|--|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 344.4 acres with a developable potential of 304.9 acres Site topography may encumber development potential | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 9 | <ul style="list-style-type: none"> The Canadian Pacific Railway borders the northern boundary of the site for a length of approximately 1430m | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 15300m to the north west | |
| | Tier 2 Sub Total | 29 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but topography may encumber location | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the south of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> The Protection/Natural Areas boarder the eastern part of the site and total 39.5ac (Provincially Significant Wetlands and Woodlots) | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is hilly throughout No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 22 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lands are not designated or zoned for development, but are contiguous to development lands to the west | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The hamlet of Putnam is approximately 530m to the west Gravel extraction pits exist to the north and west The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> An intensive livestock operation (pigs) to the south | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (4 full) | |
| | Tier 5 Sub Total | 21 | | |
| SITE TOTAL | | 121 | | |

General Location:

North of Breen Rd/East of Five Points Rd /
South of Robinson Rd/West of Pigram Rd

SITE 17



SITE DATA

SITE AREA: 139.0 ha (343.4 ac) (medium size)
DEVELOPABLE AREA: 96.0 ha (237.2 ac)
EXISTING USE(S): Field crops, a gravel pit, an intensive livestock operation and 3 farm dwellings
OFFICIAL PLAN: Agricultural, Extractive Industrial, Natural Area and Protection Area
EXISTING ZONING: A, G and OS
PROPOSED ZONING: A, M3, EP and W
SURROUNDING LAND USES: The Township of Southwest Oxford to the north, the Township of Southwest Oxford to the east, field crops and 3 farm dwellings to the south, field crops to the west and a CPR rail line
KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. Watercourses exist in the

northwestern part of the site. A large Protection/Natural Areas takes up the northern half of the site totaling 43.0 ha (106.2 ac)

NUMBER OF PARCELS: 7 full one part
FRONTAGE ON: Five Points Rd and Pigram Rd
 $\pm 1610\text{m}$ (Local Roads)
IN PROXIMITY TO RAIL TRANSPORT: Yes – Potential for a spur line off of the Canadian Pacific Railroad
WITHIN 300 M TO LIVESTOCK: No (contained within)
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Steep slopes to rolling hills going in a northerly direction

NOTES

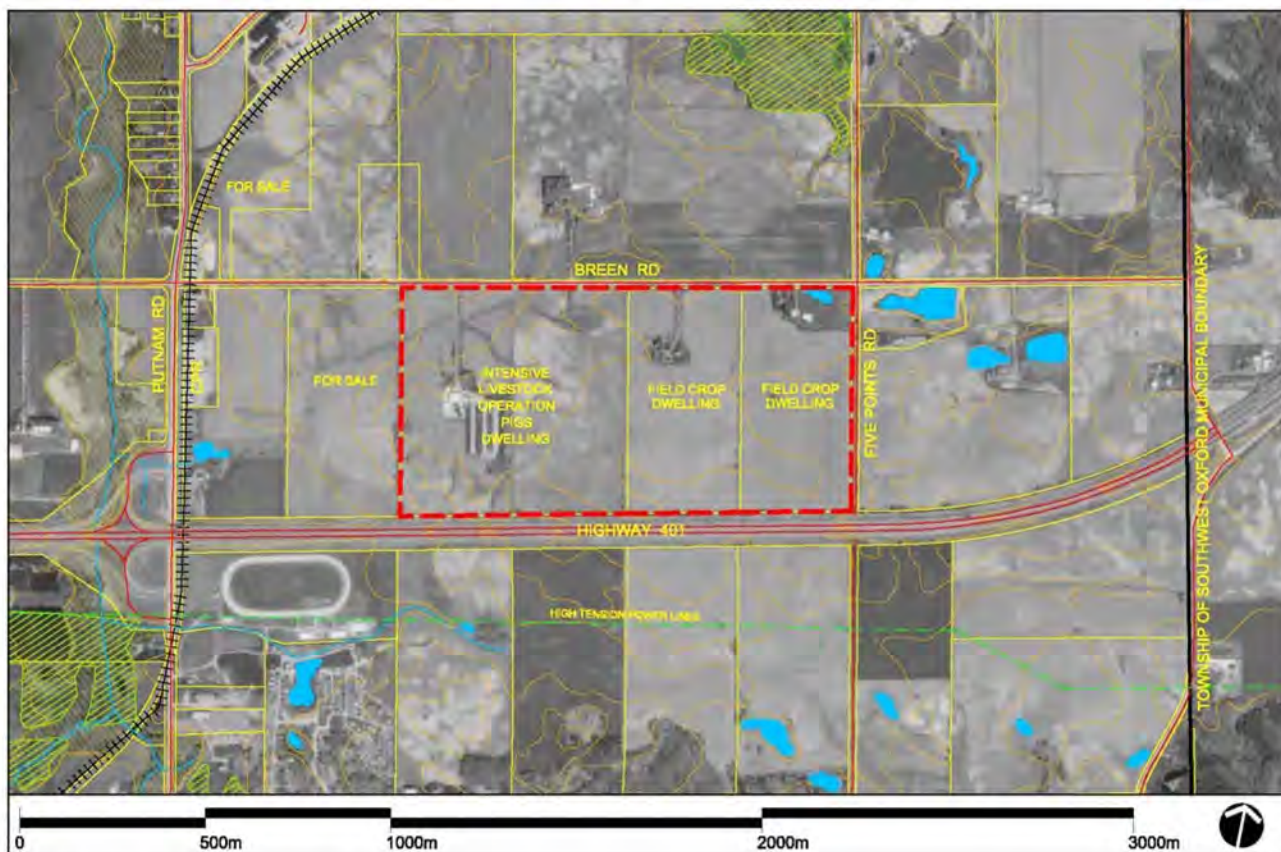
- There is the potential for a spur line off the Canadian Pacific Railroad from the north west corner of the site
- The northern part of the site is constrained by Protection/Natural Areas
- The topography of the site is rolling hills to steep slopes
- No frontage on a road that interchanges with highway 401
- A large Protection/Natural Areas takes up the northern half of the site totaling 43.0 ha (106.2 ac)

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:17 |
|--------------------------|--|-----------|---|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 343.4 acres with a developable potential of 237.2 acres Developable area is highly encumbered by steep changes in topography | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 10 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 6 | <ul style="list-style-type: none"> Potential for a spur line off the Canadian Pacific Railway from the north west corner of the site | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 16.1km to the north west | |
| | Tier 2 Sub Total | 16 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but location may be encumbered by topography | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the south of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 4 | <ul style="list-style-type: none"> A large Protection/Natural Area uses up the northern portion of the site totaling 106.2ac (Provincially Significant Life Science ANSI, Provincially Significant Wetlands and Woodlands) | |
| | Topographical and Soil Characteristics | 4 | <ul style="list-style-type: none"> The topography of the site is hilly throughout to steep slopes in the south Possibility of unstable soil due to the extractive use and Provincially Significant Wetland to the north Portion of the site is used for aggregate extraction | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 14 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The middle of the site is designated Extractive Industrial and is zoned accordingly The rest of the lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> No livestock exists within 300m but an intensive livestock operation (cows) exists within the site | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> A gravel extraction pit exist in the centre of the site Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (7 full and one part) | |
| | Tier 5 Sub Total | 20 | | |
| | SITE TOTAL | 99 | | |

General Location:

North of Highway 401/East of Putnam Rd/
South of Breen Rd/West of Five Points Rd

SITE 18



SITE DATA

SITE AREA: 73.8 ha (182.2 ac) (small size)
DEVELOPABLE AREA: 73.8 ha (182.2 ac)
EXISTING USE(S): Field crops, an intensive livestock operation (pigs) and 3 farm dwellings
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field crops to the north, field crops and a dwelling to the east, Highway 401 to the south, vacant land and horse stables to the west
KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. Access from Putnam Rd is from Breen road, which is a dirt road in this location
NUMBER OF PARCELS: 3 full

FRONTAGE ON: Highway 401 ±1220 m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: Yes - ±580m away. Purchasing of additional properties to the west for potential spur line is required
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

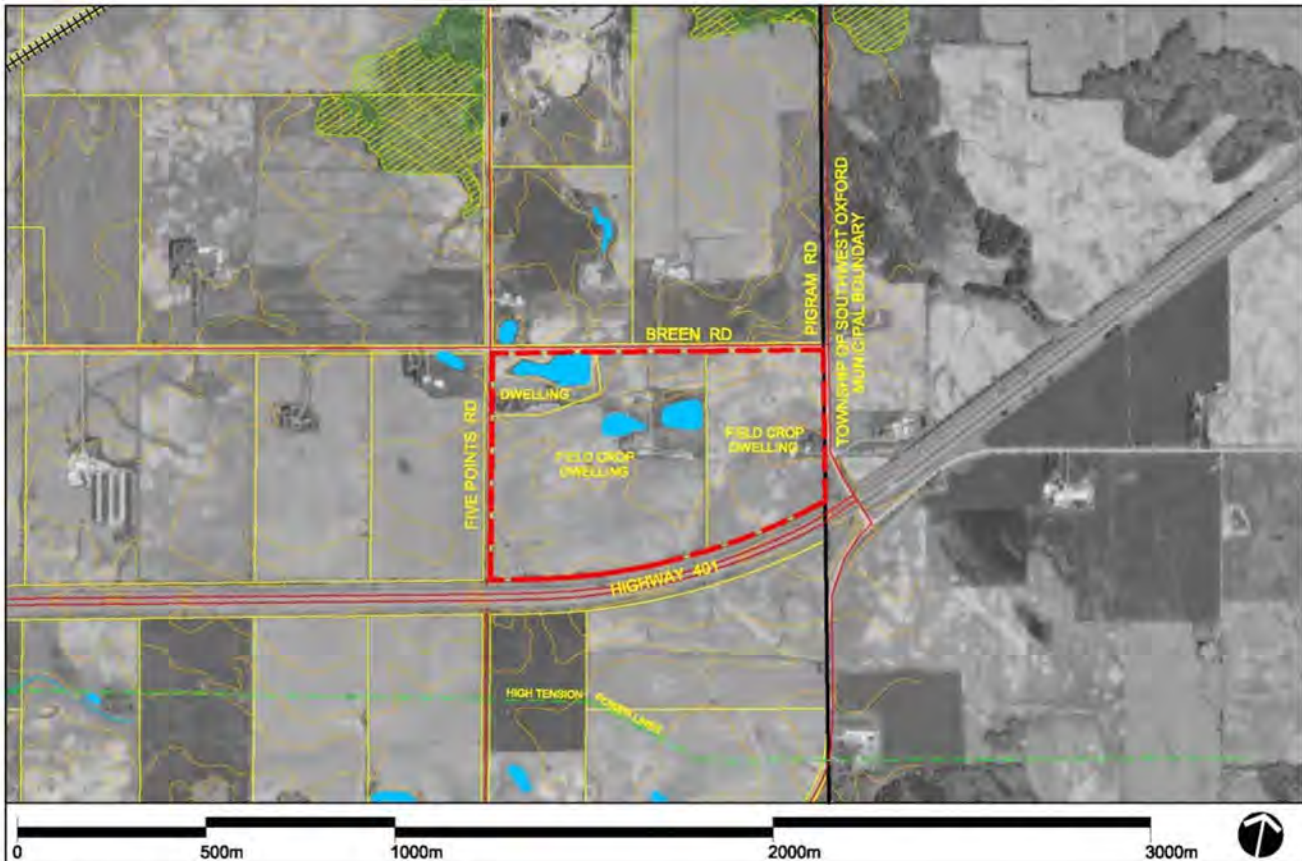
- There is the potential for a spur line off the Canadian Pacific Railroad if additional properties are purchased to the west
- Excellent visual frontage along Highway 401
- The topography of the site is generally flat
- Breen Rd will have to be upgraded to allow for high volumes of traffic

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:18 |
|--------------------------|--|------------|---|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 182.2 acres with a developable potential of 182.2 acres Developable area may be impacted by rolling topography | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 3 | <ul style="list-style-type: none"> Approximately 580m away from the Canadian Pacific Railway Purchasing of additional properties to the west for a potential spur line is required | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 15600m to the north west | |
| | Tier 2 Sub Total | 23 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the south of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> No significant natural or environmental features exist, except for a small pond in the north east | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is rolling hills No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The lands are not designated or zoned for development, but are contiguous to development lands to the west | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> Vacant land exists to the west of the site The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> Horse stables exist to the west of the site and an intensive livestock operation (cows) exists within the site | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of 3 large sized parcels | |
| | Tier 5 Sub Total | 21 | | |
| SITE TOTAL | | 122 | | |

General Location:

North of Highway 401/East of Five Points Rd/
South of Breen Rd/West of the Township of Southwest Oxford

SITE 19



SITE DATA

SITE AREA: 47.7 ha (117.9 ac) (small size)
DEVELOPABLE AREA: 47.7 ha (117.9 ac)
EXISTING USE(S): Field crops and 3 dwellings (2 farm)
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field crops and an intensive livestock operation (cows) to the north, the Township of Southwest Oxford to the east, Highway 401 to the south, field crops to the west.
KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. Access to the nearest 401 interchange is Putnam Rd via Breen road (a dirt road).
NUMBER OF PARCELS: 3 full

FRONTAGE ON: Highway 401 ±900 m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

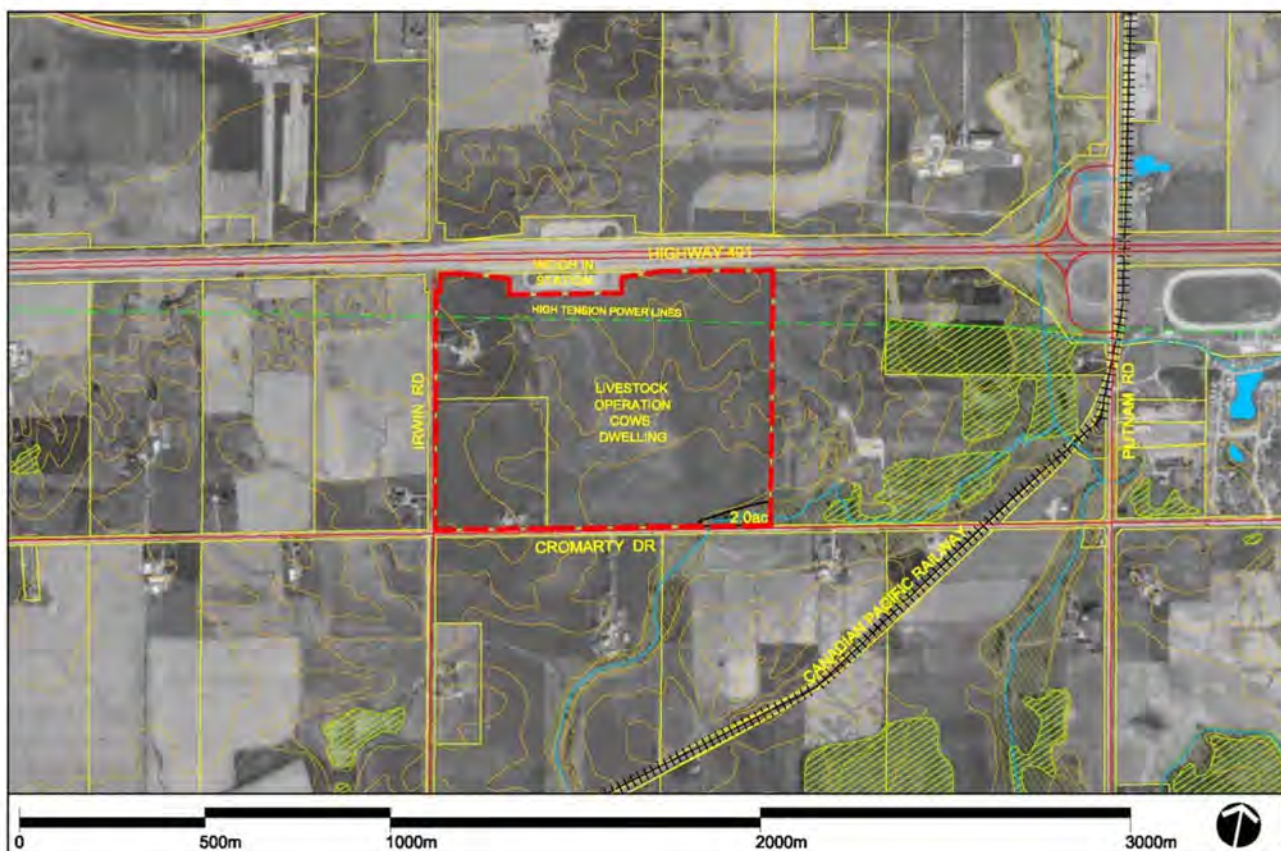
- Good visual frontage along Highway 401
- No natural features exist on the site
- The topography of the site is rolling hills
- No frontage on a road that interchanges with highway 401
- Breen Rd will have to be upgraded to allow for high volumes of traffic

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:19 |
|--------------------------|--|------------|---|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 117.9 acres with a developable potential of 112.7 acres 3 ponds exist on site | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 10 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> Approximately 580m away from the Canadian Pacific Railway Purchasing of additional properties to the west for a potential spur line is required | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 16700m to the north west | |
| | Tier 2 Sub Total | 10 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the south of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> No significant natural or environmental features exist, except for small ponds in the north | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is rolling hills No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> An intensive livestock operation (cows) exists to the north | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (3 full) | |
| | Tier 5 Sub Total | 19 | | |
| SITE TOTAL | | 104 | | |

General Location:

North of Cromarty Rd/East of Irwin Rd/
South of Highway 401/West of Putnam Rd

SITE 20



SITE DATA

SITE AREA: 60.6 ha (149.8 ac) (small size)
DEVELOPABLE AREA: 59.8 ha (147.8 ac)
EXISTING USE(S): A field crop, a livestock operation (cows) and 2 farm dwellings
OFFICIAL PLAN: Agricultural, Environmental Area
EXISTING ZONING: A
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Highway 401 and a truck weigh in station to the north, a golf course to the east, field crops and a livestock operation to the south (cows), field crops and a dwelling to the west
KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. High tension power lines traverse the northern part of the site. A small

Environmental Area measuring 0.8ha (2.0ac) exists in the south east corner of the site.
NUMBER OF PARCELS: 2 full
FRONTAGE ON: Highway 401 ± 600 m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: Yes – ± 560 m away. Purchasing of additional properties to the south for a potential spur line is required
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

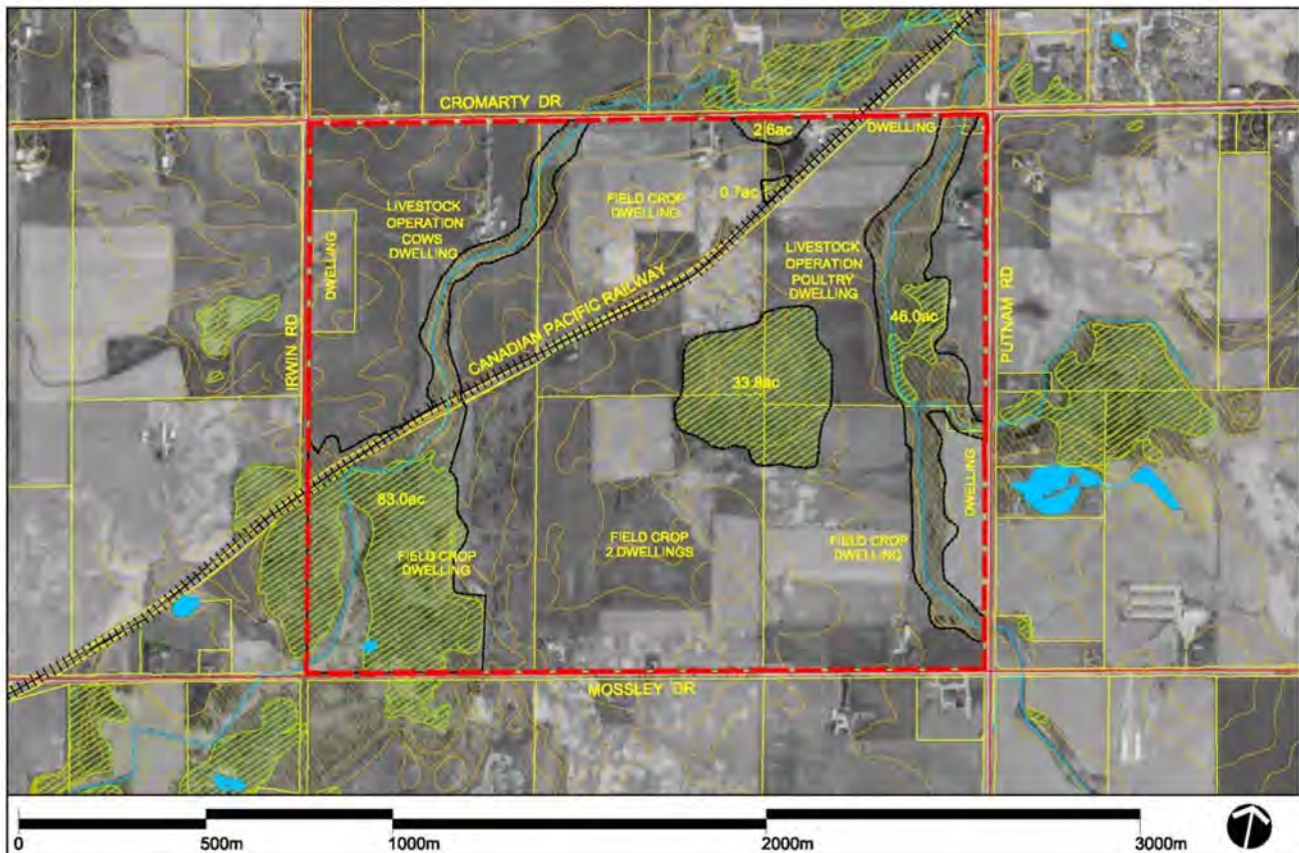
- There is the potential for a spur line off the Canadian Pacific Railroad if additional lands are purchased south of Cromarty Dr
- Visual frontage along Highway 401 is interrupted because of the truck weigh in station
- One Environmental Area exists on the site in the south east corner 0.8ha (2ac)
- High tension power lines traverse the northern part of the site
- The topography of the site is rolling hills
- No frontage on a road that interchanges with highway 401

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:20 |
|--------------------------|--|------------|--|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 149.8 acres with a developable potential of 147.8 acres Development may be further restricted by topography | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 10 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 3 | <ul style="list-style-type: none"> Approximately 560m away from the Canadian Pacific Railway Purchasing of additional properties to the south for a potential spur line is required (a watercourse must be crossed) | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 13800m to the north west | |
| | Tier 2 Sub Total | 13 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but site may be encumbered by topography | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the south of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> A small Environmental Feature exist in the south east corner of the site measuring 2.0ac in size | |
| | Topographical and Soil Characteristics | 8 | <ul style="list-style-type: none"> The topography of the site is rolling hills No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 26 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development | |
| | Land Use Compatibility | 8 | <ul style="list-style-type: none"> A golf course borders the eastern boundary The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> A livestock operation (cows) exists to the south and an intensive livestock operation (cows) exist within the site | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of 2 parcels | |
| | Tier 5 Sub Total | 15 | | |
| SITE TOTAL | | 103 | | |

General Location:

North of Mossley Dr/East of Irwin Rd/
South of Cromarty Dr/West of Putnam Rd

SITE 21



SITE DATA

SITE AREA: 267.8 ha (661.7 ac) (large size)
DEVELOPABLE AREA: 200.6 ha (495.6 ac)
EXISTING USE(S): Field crops, 2 livestock operations (1 cow and 1 chicken) and 11 dwellings (7 farm)
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, LA and G
PROPOSED ZONING: A, M3 and EP
SURROUNDING LAND USES: A golf course, a livestock operation (cows) and 4 dwellings to the north, field crops, a livestock operation (horses) and 5 dwellings to the east, field crops, light industrial and 6 dwellings to the south, field crops and dwellings to the west
KNOWN CONSTRAINTS: Natural/Protection/Environmental

Areas totaling 67.2ha (166.1ac) exist throughout the site. 2 watercourses traverse the east and west side of the site feeding the Thames River
NUMBER OF PARCELS: 11 full
FRONTAGE ON: Putnam Rd ±1490 m (Collector Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: Yes – the Canadian Pacific Railway traverses the site
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

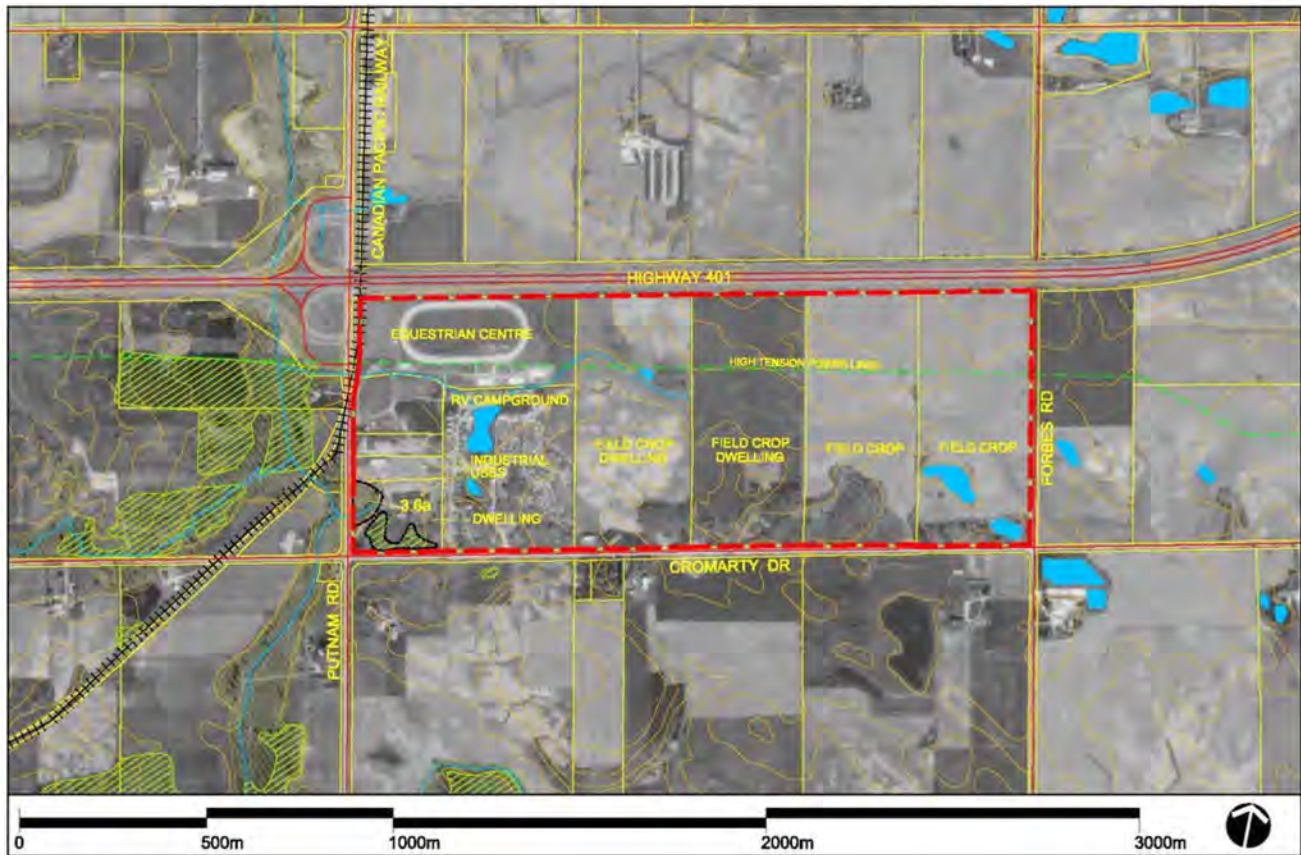
- The Canadian Pacific Railway traverses the site
- Good visual frontage along Putnam Rd
- ±730m to the Putnam Rd / 401 interchange
- Natural/Protection/Environmental Areas totaling 67.2ha (166.1ac) exist throughout the site
- The topography of the site is rolling hills

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:21 |
|--------------------------|--|-----------|--|---------|
| Tier 1 | Land Area | 20 | <ul style="list-style-type: none"> Site is 661.7 acres with a developable potential of 495.6 acres Developable area is heavily encumbered by steep topography, dispersed natural heritage features and the CPR rail line dissects the site | |
| | Tier 1 Sub Total | 20 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is approximately 730m away from the Putnam Rd/ 401 interchange | |
| | Access to Active Rail Line | 9 | <ul style="list-style-type: none"> The Canadian Pacific Railway traverses diagonally across the site | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 14200m to the north west | |
| | Tier 2 Sub Total | 29 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but topography may encumber location | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the north of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 4 | <ul style="list-style-type: none"> Protection and Environmental Areas totaling 166.1ac exist throughout the site (Regionally Significant Wetlands and Woodlands) All watercourses are within the Protection and Environmental Areas | |
| | Topographical and Soil Characteristics | 0 | <ul style="list-style-type: none"> The topography of the site is rolling hills Possibility of unstable soil due to natural features throughout the site | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 10 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development | |
| | Land Use Compatibility | 8 | <ul style="list-style-type: none"> A golf course exists to the north The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> An intensive livestock operation (cows) exists to the north, a livestock operation (horses) to the east and 2 livestock operations (cows and poultry) exist within the site | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (11 full) | |
| | Tier 5 Sub Total | 14 | | |
| SITE TOTAL | | 92 | | |

General Location:

North of Cromarty Dr/East of Putnam Rd/
South of Highway 401/West of Forbes Rd

SITE 22



SITE DATA

SITE AREA: 122.7 ha (303.2 ac) (medium size)

DEVELOPABLE AREA: 121.2 ha (299.6 ac)

EXISTING USE(S): Field crops, 4 light industrial uses, an RV campground, an equestrian centre, and 3 dwellings (2 farm).

OFFICIAL PLAN: Agricultural, Mobile Home Park, Rural Industrial, Protection Area and Environmental Area

EXISTING ZONING: A, C2, OS-14

PROPOSED ZONING: A, HC, OS and EP

SURROUNDING LAND USES: Highway 401 to the north, field crops and a dwelling to the east, field crops, light industrial uses, a livestock operation (horses) and 6 dwellings to the south, 3 dwellings, a golf course and the CPR rail line to the west

KNOWN CONSTRAINTS: Protection and Environmental

Areas totaling 1.5ha (3.6ac) exist in south west corner of the site. A watercourse traverses the west half of the site, feeding the Thames River. High tension power lines traverse the length of the site, west to east

NUMBER OF PARCELS: 10 full

FRONTAGE ON: Highway 401 ± 1800 m (Provincial Highway No. 401) and Putnam Rd ± 690 m (Collector Road - Country)

IN PROXIMITY TO RAIL TRANSPORT: Yes – the possibility of a spur line from the CPR

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Hilly

NOTES

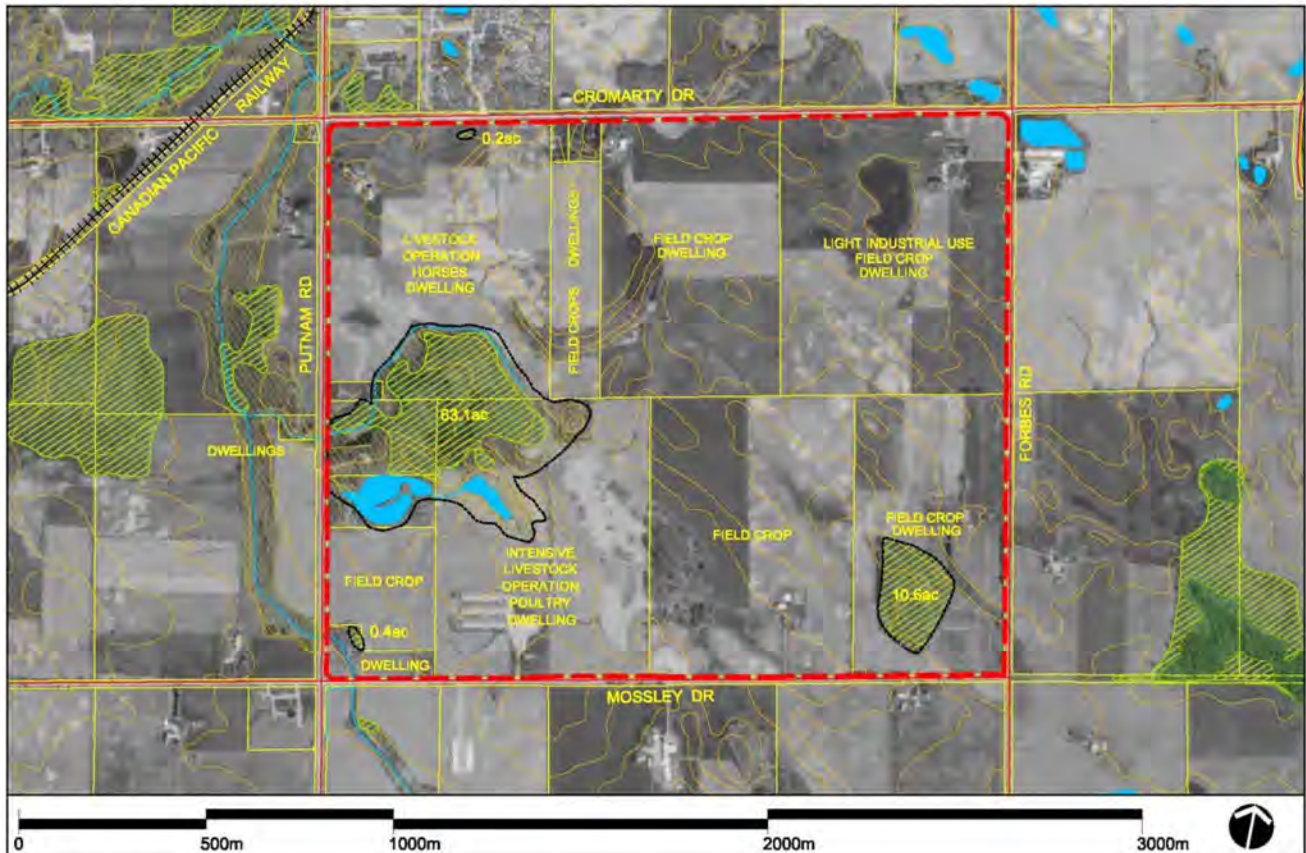
- The possibility for a spur line from The Canadian Pacific Railway exists
- Excellent visual frontage along Highway 401
- Adjacent to the Putnam Rd/ 401 interchange
- 2 small Protection/Environmental Areas totaling 1.5ha (3.6ac) exist in the south west corner of the site
- The topography of the site is hilly
- High tension power lines traverse the length of the site

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:22 |
|--------------------------|--|------------|--|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 303.2 acres with a developable potential of 299.6 acres Eastern portion of the site is quite hilly and may have restrictions to developable area | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 30 | <ul style="list-style-type: none"> Site is adjacent to the Putnam Rd/ 401 interchange | |
| | Access to Active Rail Line | 9 | <ul style="list-style-type: none"> The possibility for a spur line off the Canadian Pacific Railway from the north west corner of the site | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 15400m away | |
| | Tier 2 Sub Total | 39 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, topography may encumber location | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor traverses the north portion of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> 2 small Protection/Environmental Areas totaling 3.6ac exist in the south west corner of the site (Regionally Significant Wetlands) Watercourses exist throughout the site | |
| | Topographical and Soil Characteristics | 4 | <ul style="list-style-type: none"> The topography of the site is hilly No known constraints to soil composition | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 22 | | |
| Tier 5 | Planning Status | 4 | <ul style="list-style-type: none"> The west of the site is designated Settlement Industrial and Mobile Home Park and is zoned highway commercial and open space respectively The rest of the lands are not designated or zoned for development | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> A golf course exists to the east The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> A livestock operation (horses) exists to the south | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> The western portion of the property is fully developed with a equestrian centre, RV campground, industrial uses and dwellings Lands contained within the site are not known to be for sale; comprised of predominantly medium sized parcels (10 full) | |
| | Tier 5 Sub Total | 20 | | |
| SITE TOTAL | | 130 | | |

General Location:

North of Mossley Dr/East of Putnam Rd/
South of Cromarty Dr /West of Forbes Rd

SITE 23



SITE DATA

SITE AREA: 270.2 ha (667.6 ac) (large size)
DEVELOPABLE AREA: 240.1 ha (593.3 ac)
EXISTING USE(S): Field crops, a light industrial use, a livestock and an intensive livestock operation, and 11 dwellings (5 farm)
OFFICIAL PLAN: Agricultural, Protection Area and Environmental Area
EXISTING ZONING: A and LA
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Field crops, an RV campground, light industrial use and 3 dwellings to the north, field crops and 2 dwellings to the east, field crops, an intensive livestock operation (cows) and 2 dwellings to the south, field crops and 4 dwellings to the west

KNOWN CONSTRAINTS: Protection and Environmental Areas totaling 30.1ha (74.3ac) exist predominantly in the west half of the Site
NUMBER OF PARCELS: 10 full
FRONTAGE ON: Putnam Rd ±1520 m (Collector Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: Yes – ±400m to the west. The possibility of a spur line from the CPR if additional land is purchased
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Very hilly

NOTES

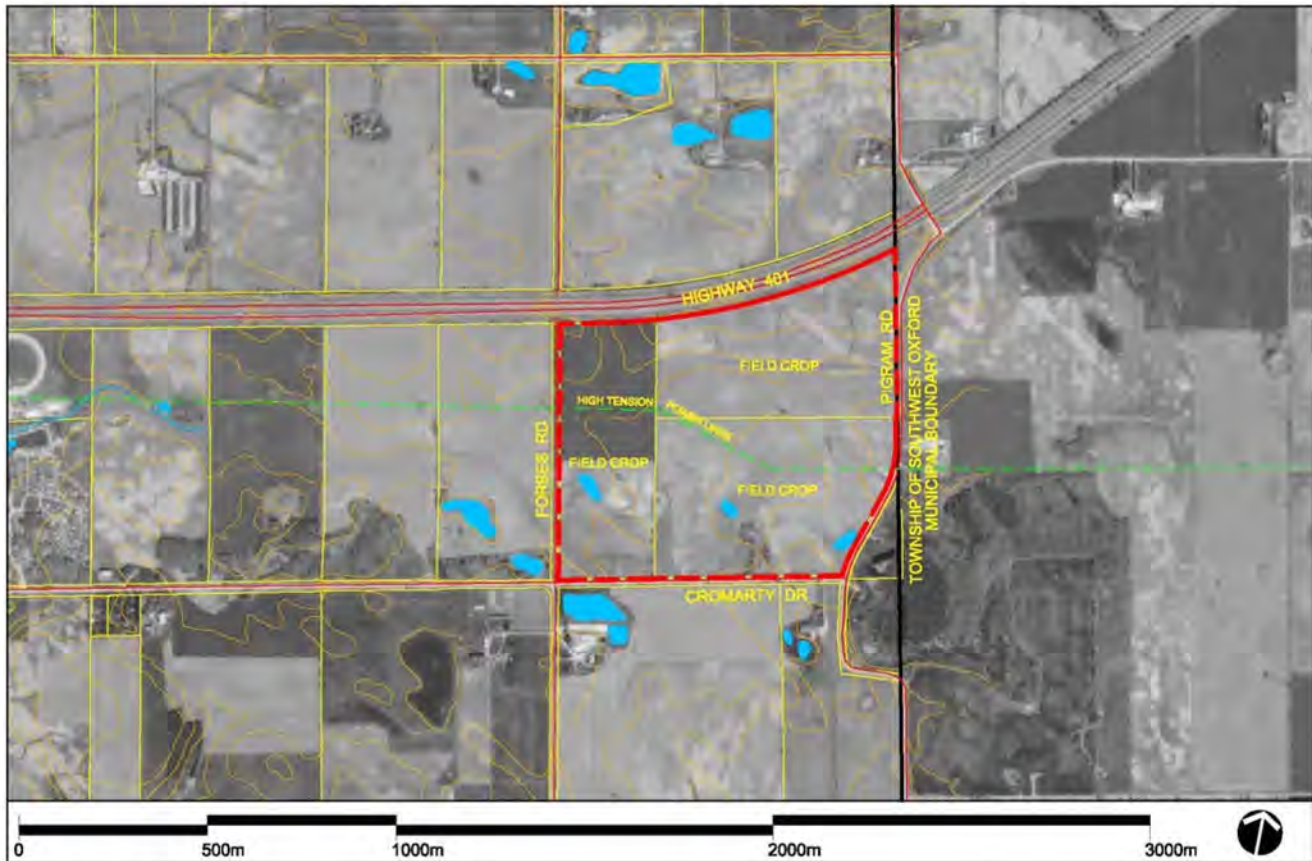
- The possibility for a spur line from The Canadian Pacific Railway exists if additional lands are purchased to the west of the site, although the land between the rail line to property presents challenges
- Excellent visual frontage along Putnam Rd
- ±740m away from the Putnam Rd/ 401 interchange
- The majority of the Protection and Environmental Areas totaling 30.1ha (74.3ac) exist in the west half of the Site
- All the watercourses exist within the Protection and Environmental Areas
- The topography of the site is very hilly

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:23 |
|--------------------------|--|-----------|--|---------|
| Tier 1 | Land Area | 20 | <ul style="list-style-type: none"> Site is 667.6 acres but is heavily encumbered by hilly terrain | |
| | Tier 1 Sub Total | 20 | | |
| Tier 2 | Access to Highway 401 Corridor | 20 | <ul style="list-style-type: none"> Site is approximately 740m to the Putnam Rd/ 401 interchange | |
| | Access to Active Rail Line | 6 | <ul style="list-style-type: none"> Approximately 400m away from the Canadian Pacific Railway Purchasing of additional properties to the west for a potential spur line is required (a watercourse must be crossed) | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is roughly 15800m to the north west | |
| | Tier 2 Sub Total | 26 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 6 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but location may be encumbered by topography | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor is to the north of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 19 | | |
| Tier 4 | Natural Environment Constraints | 8 | <ul style="list-style-type: none"> The majority of the Protection and Environmental Areas totaling 74.3ac exist in the west portion of the site (Regionally Significant Wetland and Woodlands) The majority of watercourses exists within the Protection and Environmental areas | |
| | Topographical and Soil Characteristics | 0 | <ul style="list-style-type: none"> The topography of the site is very hilly Possibility of unstable soil conditions exist around the large natural area in the west portion of the site | |
| | Site Contamination | 6 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 14 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development and are not contiguous to any development lands | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> To the north exists an equestrian centre, RV campground, industrial uses and dwellings The rest of the surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 2 | <ul style="list-style-type: none"> An intensive livestock operation (cows) exists to the south | |
| | Availability of Site | 2 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (10 full) | |
| | Tier 5 Sub Total | 18 | | |
| SITE TOTAL | | 97 | | |

General Location:

North of Cromarty Dr /East of Forbes Rd /
South of Highway 401/West of the Township of Southwest Oxford

SITE 24



SITE DATA

SITE AREA: 63.3 ha (156.4 ac) (small size)
DEVELOPABLE AREA: 63.3 ha (156.4 ac)
EXISTING USE(S): Field crops
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Highway 401 to the north, the Township of Southwest Oxford to the east, field crops and 3 dwellings to the south, a field crop to the west
KNOWN CONSTRAINTS: High tension power lines traverse the length of the site. No frontage on a road that interchanges with highway 401
NUMBER OF PARCELS: 3 full

FRONTAGE ON: Highway 401 ±930 m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

- Excellent visual frontage along Highway 401
- No Natural/Protection/Environmental Areas exist on the site
- High tension power lines traverse the length of the site
- No frontage on a road that interchanges with highway 401
- Topography contains rolling hills

| SITE EVALUATION ANALYSIS | | SCORE | ANALYSIS | SITE:24 |
|--------------------------|--|------------|---|---------|
| Tier 1 | Land Area | 30 | <ul style="list-style-type: none"> Site is 156.4 acres with a developable potential of 156.4 acres | |
| | Tier 1 Sub Total | 30 | | |
| Tier 2 | Access to Highway 401 Corridor | 10 | <ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 | |
| | Access to Active Rail Line | 0 | <ul style="list-style-type: none"> None Present | |
| | Access to Airport Facilities | 0 | <ul style="list-style-type: none"> The London International Airport is located approximately 17000m to the north west | |
| | Tier 2 Sub Total | 10 | | |
| Tier 3 | Sanitary Services | 3 | <ul style="list-style-type: none"> No municipal services present | |
| | Water Services | 0 | <ul style="list-style-type: none"> No municipal services present | |
| | Stormwater Services | 9 | <ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls | |
| | Electrical Supply | 6 | <ul style="list-style-type: none"> The Hydro One corridor traverses the middle of the site | |
| | Natural Gas Supply | 4 | <ul style="list-style-type: none"> Unknown | |
| | Tier 3 Sub Total | 22 | | |
| Tier 4 | Natural Environment Constraints | 12 | <ul style="list-style-type: none"> No significant natural or environmental features exist within the site The watercourses that exist are ponds in the southern portion of the property | |
| | Topographical and Soil Characteristics | 4 | <ul style="list-style-type: none"> The topography of the site is rolling hilly No known constraints to soil composition | |
| | Site Contamination | 8 | <ul style="list-style-type: none"> No known site contamination | |
| | Tier 4 Sub Total | 22 | | |
| Tier 5 | Planning Status | 2 | <ul style="list-style-type: none"> The lands are not designated or zoned for development and are not contiguous to any development lands | |
| | Land Use Compatibility | 12 | <ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture | |
| | Proximity to Livestock Operations | 3 | <ul style="list-style-type: none"> No livestock operations exist within 300m | |
| | Availability of Site | 3 | <ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of 3 medium sized parcels | |
| | Tier 5 Sub Total | 20 | | |
| SITE TOTAL | | 104 | | |

APPENDIX II

Site Evaluation Criteria Matrix

MUNICIPALITY OF THAMES CENTRE
401 CORRIDOR STUDY
SITE EVALUATION CRITERIA MATRIX

| | | | Weighted Site Rankings for Evaluation Attribute | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--|--|---|----------------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----|
| Level | Evaluation Attribute | Criteria Considerations | Weighting | Site 1 | Site 2 | Site 3 | Site 4 | Site 5 | Site 6 | Site 7 | Site 8 | Site 9 | Site 10 | Site 11 | Site 12 | Site 13 | Site 14 | Site 15 | Site 16 | Site 17 | Site 18 | Site 19 | Site 20 | Site 21 | Site 22 | Site 23 | Site 24 | |
| Tier 1 | Developable Land Area | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.1 | Developable Land Area Site area has at approximately 30 hectares (75 acres) minimum, of developable land or greater which is not unduly restricted by natural or physical constraints such as flood prone lands, swampy lands, steep uneven terrain, large existing structures or other known constraints. Rating (Sufficient Land Area) | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Tier 1 Rating | 30 | 30 | 30 | 30 | 10 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 10 | 20 | 30 | 30 | 30 | 30 | 30 | 20 | 30 | 20 | 30 | |
| Tier 2 | Access | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2.1 | Access to Highway 401 Corridor Site has appropriate/immediate access to an interchange to Highway 401. Rating (Access to 401 Corridor) | 10 | | 20 | 30 | 30 | 20 | 20 | 30 | 30 | 30 | 30 | 20 | 30 | 20 | 10 | 10 | 20 | 10 | 20 | 10 | 10 | 20 | 30 | 20 | 10 | |
| 2.2 | Access to Active Rail Line | Site is accessible to an active rail line; either direct or via a spur. Rating (Access to Active Rail Line) | 3 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 6 | 3 | 0 | 3 | 9 | 9 | 6 | 0 | |
| 2.3 | Access to Airport Facilities | Site is reasonably accessible and in proximity to the London International Airport. Rating (Access to Airport Facilities) | 3 | | 6 | 6 | 6 | 6 | 3 | 3 | 6 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | Tier 2 Rating | 26 | 36 | 36 | 26 | 23 | 33 | 36 | 36 | 36 | 33 | 20 | 30 | 20 | 13 | 16 | 29 | 16 | 23 | 10 | 13 | 29 | 39 | 26 | 10 |
| Tier 3 | Site Services | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3.1 | Sanitary Services Site is capable of being serviced by municipal sanitary sewers and treatment facilities or by an on-site package plant capable of accommodating the proposed industrial land use. Rating (Sanitary Services) | 3 | | 3 | 3 | 6 | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| 3.2 | Water Services | Site is serviced; or is reasonably capable of being serviced by a municipal water supply capable of providing appropriate volume and pressure to support a proposed industrial land use and capable of meeting mandatory fire protection requirements. Rating (Water Services) | 3 | | 9 | 9 | 9 | 9 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3.3 | Stormwater Services | Site is serviced; or is reasonably capable of being serviced for stormwater. Rating (Stormwater Services) | 3 | | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 3 | 9 | 6 | 6 | 6 | 6 | 9 | 6 | 6 | 6 | 6 | 6 | 9 | |
| 3.4 | Electrical Supply | Site is serviced; or reasonably capable of being serviced to accommodate the provision of sufficient electrical power to accommodate a proposed industrial land use. Rating (Electrical Supply) | 2 | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | |
| 3.5 | Natural Gas Supply | Site is serviced; or reasonably capable of being serviced to provide sufficient natural gas to accommodate a proposed industrial land use should it be required. Rating (Natural Gas Supply) | 2 | | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| | | | | Tier 3 Rating | 33 | 33 | 36 | 36 | 36 | 33 | 22 | 22 | 22 | 22 | 22 | 16 | 22 | 19 | 19 | 19 | 19 | 22 | 19 | 19 | 19 | 19 | 22 | |
| Tier 4 | Site Development Potential | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4.1 | Natural Environment Constraints The proposed development of the site does not significantly negatively impact identified natural heritage features. Rating (Existing Support Opportunities) | 4 | | 12 | 12 | 8 | 8 | 4 | 12 | 12 | 8 | 0 | 8 | 4 | 4 | 8 | 12 | 4 | 8 | 4 | 12 | 12 | 12 | 4 | 12 | 8 | 12 |
| 4.2 | Topographical and Soil Characteristics | There are no known constraints to the topography or the soil composition to preclude the site from developing industrial type buildings and associated structures. Rating (Soil Characteristics) | 4 | | 12 | 12 | 12 | 4 | 8 | 8 | 8 | 8 | 12 | 8 | 4 | 0 | 0 | 0 | 8 | 4 | 8 | 8 | 8 | 0 | 4 | 0 | 4 | |
| 4.3 | Site Contamination | Site is not known to be contaminated; or the appropriate development of the site will not be unduly impacted through the necessary site remediation measures. Rating (Site Contamination) | 2 | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | |
| | | | | Tier 4 Rating | 30 | 30 | 26 | 18 | 18 | 26 | 26 | 22 | 14 | 26 | 18 | 14 | 14 | 18 | 10 | 22 | 14 | 26 | 26 | 26 | 10 | 22 | 14 | 22 |
| Tier 5 | Planning Constraints | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5.1 | Planning Approval Status Site complies with the policies of the County and local Official Plans and has acceptable/amendable Zoning By-Law regulations. Rating (Planning Status) | 2 | | 4 | 4 | 6 | 4 | 2 | 4 | 6 | 6 | 4 | 4 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | 4 | 2 | 2 |
| 5.2 | Land Use Compatibility | Site is compatible with the surrounding area/buildings and land uses. Rating (Land Use Compatibility) | 4 | | 12 | 12 | 12 | 4 | 0 | 8 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 8 | 8 | 12 | 12 | 12 | |
| 5.3 | Proximity to Livestock Operations | Site is not impacted by proximity to livestock operations; and site does not impact adjacent livestock operations. Rating (Proximity to Livestock Operations) | 1 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | |
| 5.4 | Availability of Site | There is a reasonable expectation that the site can be assembled and purchased; and the site has a manageable number of property owners for land assembly convenience. Rating (Availability of Site) | 1 | | 2 | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | |
| | | | | Tier 5 Rating | 21 | 20 | 23 | 13 | 8 | 17 | 24 | 24 | 20 | 21 | 19 | 18 | 19 | 22 | 21 | 21 | 20 | 21 | 19 | 15 | 14 | 20 | 18 | 20 |
| | | | | Overall Rating | 140 | 149 | 151 | 123 | 95 | 139 | 138 | 134 | 122 | 132 | 109 | 108 | 105 | 82 | 86 | 121 | 99 | 122 | 104 | 103 | 92 | 130 | 97 | 104 |

Revised April 24, 2006

Minimum score of 30 required to advance to Tier 2 otherwise site is eliminated from further consideration

Sites with a Tier 2 rating of 22 or higher move to Tier 3; otherwise site is eliminated from further consideration

Sites with a Tier 3 rating of 19 or higher move to Tier 4; otherwise site is eliminated from further consideration

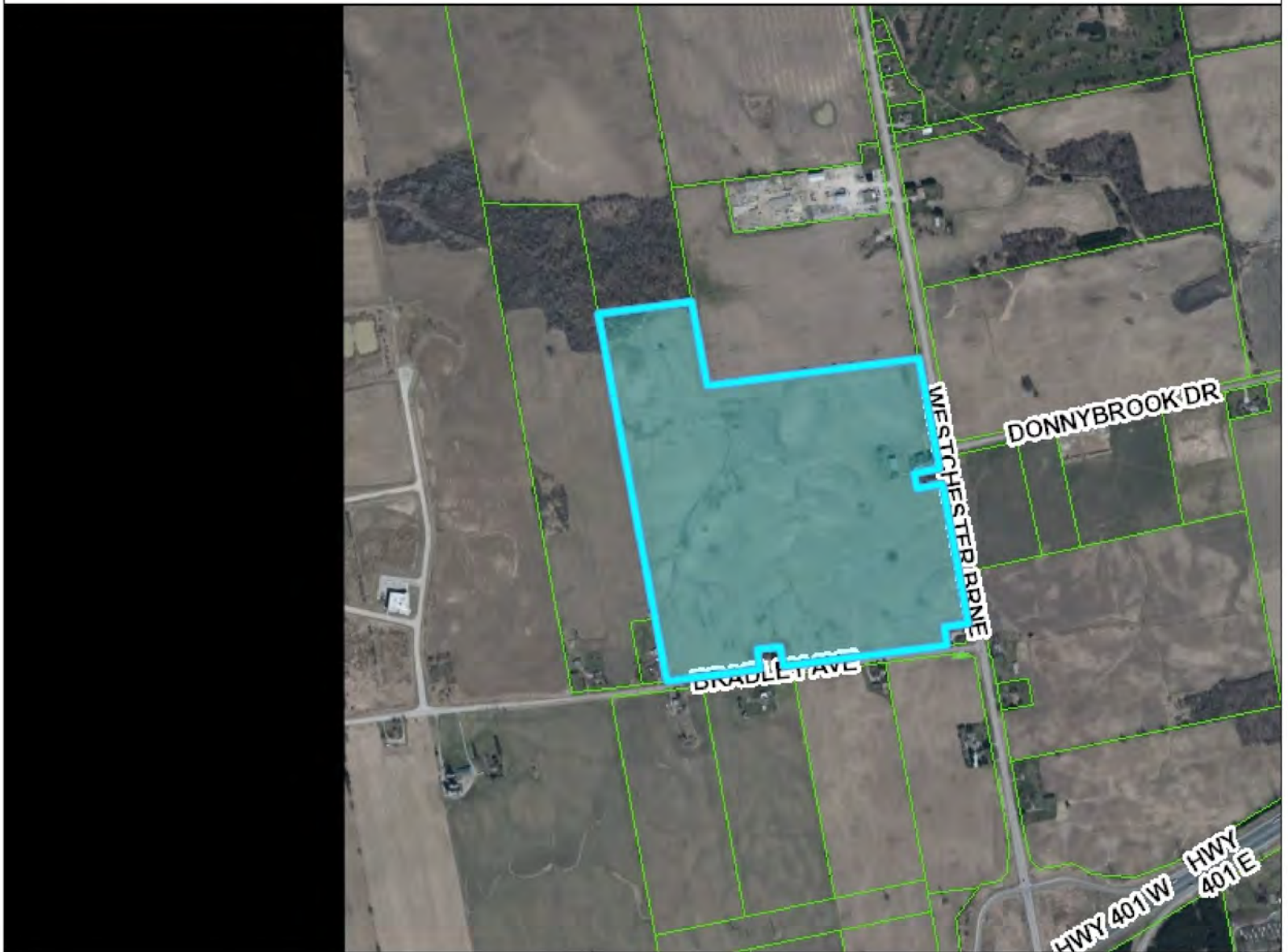
Sites with a Tier 4 rating of 22 or higher move to Tier 5; otherwise site is eliminated from further consideration

Revised April 24, 2006

Score Legend


3 = strong support
2 = reasonable support
1 = limited support
0 = no support

Note: All sites with cells hatched in dots have been eliminated from further consideration for failure to achieve the minimum score for the Tier labeled "Eliminated".



Description: Fekete - 2545 Westchester Brn
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

From: [REDACTED]
To: [Marc Bancroft](#)
Subject: FW: Decision B12/21- 2387 Westchester Bourne
Date: Saturday, January 29, 2022 8:20:14 AM
Attachments: [image001.png](#)
[image001.png](#)

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good morning Marc,

I hope your start of 2022 has been bountiful and "safe".

I am reaching out to you as I have visited the Thames Centre website to see if there are any developments or requests for the update on the Official Plan.

I believe it would be prudent to inform the Planning Committee that at some point in the future, and the timing of which is undetermined or even unknown to us at this point, we would consider, as S&S Fekete Farms Ltd., to apply to have the land, currently zoned as agricultural to be changed to industrial/light industrial (similar to properties across the street on the east side of Westchester Bourne).

If you could share with me any details regarding the stage at which the Official Plan is at, or direct me to the individual with whom I should speak, it would be much appreciated.

Regards,

John Fekete

From: Marc Bancroft <MBancroft@thamescentre.on.ca>
Sent: October 30, 2021 5:52 PM
To: John Fekete [REDACTED]; Tena Michiels <TMichiels@thamescentre.on.ca>
Cc: Alana Kertesz <akertesz@middlesex.ca>
Subject: Re: Decision B12/21- 2387 Westchester Bourne

Tena, could you please forward Mr Fekete a copy of the minutes as requested.

Thank you

Marc

Sent from my iPhone

On Oct 30, 2021, at 4:47 PM, John Fekete [REDACTED] > wrote:

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi Alana,

A quick note to ask whether there were any minutes taken and available for the Oct. 4, 2021 Official Plan meeting. Would you please send me a copy if it is available.

Thank you in advance,

John Fekete

From: Alana Kertesz <akertesz@middlesex.ca>

Sent: September 24, 2021 1:32 PM

To: [REDACTED]

Cc: 'Marc Bancroft' <MBancroft@thamescentre.on.ca>

Subject: Decision B12/21- 2387 Westchester Bourne

Hi John,

I have received your voicemail and have attached the decision for application B12/21.

If you have any questions, please let me know.

Thank you,

Alana Kertesz, M.Sc.(Pl) | Planner | County of Middlesex | 519-930-1011 |


akertesz@middlesex.ca





Description: Jackson - 3124 Westchester Brn
 File Number:
 Created By: Marc Bancroft
 Date: 4/04/2022
 Scale: 1: 18,056

Legend

 Assessment Parcels

From: [REDACTED]
To: [Marc Bancroft](#); [Durk Vanderwerff](#); [REDACTED]
Subject: Fwd: 3124 Westchester Bourne
Date: Monday, September 13, 2021 5:00:52 PM

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi there.

As requested by Marc, here are the comments I and Rob Panzer have submitted, earlier this year, regarding the above property. Reasons for the change in zoning designation and the concerns of the MTO have been mentioned. Hopefully this addresses most of the issues.

Thanks

Rob Jackson

Sent from my iPad

Begin forwarded message:

From: Robert Jackson <[REDACTED]>
Date: June 16, 2021 at 12:01:19 PM EDT
To: dvanderwerff@middlesex.ca
Cc: Jackson Rob [REDACTED]
Subject: 3124 Westchester Bourne

Below is a copy of an email I sent to the attention of Stewart Findlater regarding the changes made to the designation of our property at 3124 Westchester Bourne.

This was also sent to Rob Panzer who reviewed my comments and also the minutes of the planning meeting. His comments are also below. Thanks Dirk

Regarding Amendment 12, Modification 24 of the Official Plan - June 30, 2015

On June 30, 2015, the county of Middlesex received a recommendation made by Ted Halwa and Stewart Findlater, which was then passed into the official plan by Council. Modification 24 amended the designation of my property at 3124 Westchester Bourne from Highway Commercial back to agricultural. The property had been zoned Highway Commercial for approximately 30 years prior to June 2015.

I am not aware of receiving any notification of the pending changes prior to or after the June 30, 2015 council meeting, and as a result, I was not in attendance. If I had been aware of the proposed changes, I would certainly have attended the

meeting to voice my objections. The changes came to my attention, after I inherited the property in May 2018, and was exploring avenues for development or sale. The change in designation results in a great loss in property value.

It has been indicated to me that the reason for the change in designation was that any development proposal for the land would have severe access restrictions imposed by the ministry of transportation.

At this time I would request that Council initiate a review of Modification 24, in order to re-instate the property as Highway Commercial, keeping in mind the following:

- 1) It is my understanding that most properties adjoining my land are no longer zoned as agricultural land. The result being that my parcel of land is agricultural, surrounded by industrial properties.
- 2) There is also a plan in place provided by Dillon Consulting which will replace the current Highway 401 overpass located on Westchester Bourne, moving it further to the West of this property.
- 3) In Amendment 12, it is stated that there is a need to set aside sufficient lands for industrial and commercial development in locations that are attractive to industry particularly at or near provincial highway #401.
- 4) In Amendment 12, it is stated, "The development of dry industrial uses in appropriate locations is also encouraged and shall be promoted by the municipality."

This change in designation would allow the municipality to promote industrial and commercial development, while allowing me to pursue further options with commercial developers.

If any meetings or discussions are held in the future regarding this property I would like to be notified in writing, or by email, prior to the meeting, so I may attend in person.

Below are the comments from Rob Panzer:

I've gone back through the information that you sent me in March to make sure that I did not miss something when I spoke to you about this in HH. In brief, I think that your emails to Thames Centre staff in Sept., 2018 and Jan. 2019 are well thought out, that the issues you have raised are valid, and that your family was treated very unfairly in the process of the Thames Centre Official Plan Update when your mother's property was the subject of a last minute re-designation from "Highway Service Commercial " to "Agriculture".

As referenced in the Middlesex County Planning Manager's June 16/15 report to County Council on the Thames Centre OP Update, a "land balance sheet approach" was applied to the re-designation of

lands where, as was the case with Thames Centre, there was no demonstrated need to expand the amount of land designated for urban development. The intent of this is to justify the re-designation of any additional lands for urban development on the basis that the net impact on the prime agricultural area is balanced, i.e. if an area of land is being changed from Agriculture to Residential, an equivalent area of designated but undeveloped non-agricultural land would be changed back to Agriculture thus resulting in no net effect on the agricultural land base. It appears that two tracts of land were proposed for redesignation from Agriculture to Residential on the south side of Dorchester. These two tracts are shown as number 6 on Schedule B-1 which is the Land Use Plan for the Dorchester Settlement Area (pg. 51 of the June 16/15 report). At what a reasonable person would consider to be the last minute, in order to comply with the balance sheet policy, the Town, at the recommendation of its Planning Consultant (Monteith Brown Planning Consultants) suggested that the County modify the proposed OP Update by changing a 20 ha. parcel along Westchester Bourne from Highway Service Commercial and Industrial to Agriculture.

There is nothing in the Thames Centre staff responses to your questions to indicate that any notice of this proposed modification was given in any form. Any previous notices and any public meetings that were held related to proposed changes that did not include the Westchester Bourne property and you would have had no way of knowing that something other than a Highway Service Commercial designation would result. I expect that since you or your mother didn't attend at a public meeting or provide any written comments or request for notice, you did not even receive a notice of the OP having been approved with modifications by the County. Your lack of any participation in the process or request for notice is to be expected since the OP Update that was considered and approved by Town Council retained the Highway Service Commercial designation.

Apart from the questions of fairness and compliance with notice regulations, it seems to me that the rationale for a change to Agriculture is weak and that the change was more a matter of convenience than good planning. The property is located at the interchange of Highway 401 and a major regional road and offers highway proximity and visibility that would be attractive for potential industrial or service commercial development. The strategic importance of the 401 corridor and accessibility to interchanges is well recognized by municipalities along its route, including Thames Centre. The OP Update significantly expanded the Donnybrook Industrial Area along the north side of Hwy. 401 including all of the lands to the east and north of your lands. One of the General Land Use Strategies added to the OP indicates that, "There is a need to set aside sufficient lands for industrial and commercial development in locations that are attractive to industry, particularly at or near Provincial Highway No. 401." The designated Rural Industrial area

now includes all of the land bounded by Westchester Bourne, Donnybrook Road, Dorchester Road and Hwy. 401 with the exception of your property and an area, approximately the same size as your property, adjacent to the Dorchester Rd./401 interchange which retains a Highway Service Commercial designation. You may want to ask why your lands were treated differently than this other HSC area. The argument that your property may not be accessible given MOT access restrictions does not appear to be documented in any way and does not take into account the potential for the consolidation of property ownerships, the creation of a right-of-way over an adjacent property, or the potential accessibility of the property from a future internal road. At some point it is likely that the municipality will undertake some form of area plan or secondary plan that would address road layout and access issues as well as other land use planning matters for the Donnybrook Industrial Area.

I am sure that this is all old news to you at this point and I wish that I could suggest a way of quickly re-instating the HSC designation or at least having the property included in the Rural Industrial area. You could apply for an Official Plan amendment but I expect that the Town and County would not be supportive of making this change by way of a privately-initiated amendment and there would be a significant cost for application fees and background studies that they may request. A better approach is the one you are following, i.e., put the Town on notice, by letter, of your concern that the re-designation was made without fair or reasonable notice, that a valid planning rationale for the change has not been provided, and that you expect the issue to be addressed through the next Official Plan Update which should be initiated next year. At some point you might want to seek some legal advice and if so I could suggest a lawyer or two who deal with planning matters.

From: [REDACTED]
To: [Alana Kertesz](#)
Cc: [Marc Bancroft](#)
Subject: Re: "Together we grow, Again!" - Municipality of Thames Centre - Official Plan Review - Notice of Open House and Notice of Public Meeting
Date: Monday, May 2, 2022 1:55:35 PM
Attachments: [Image003.png](#)
[TC OP Notice of OH and PM -20APR22.pdf](#)

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Hi Alana

Please accept this as my formal appeal on my re zoning request regarding 3124 Westchester Bourne. It is my desire to meet with the Ontario Land Tribunal to discuss my wish to have my land zoning changed to its pre 2015 status. I hope this is the proper avenue for this process. If not, please contact me with more direction.

Thanks

Rob Jackson

Sent from my iPad

On Apr 21, 2022, at 4:40 PM, Alana Kertesz <akertesz@middlesex.ca> wrote:

THAMES CENTRE OFFICIAL PLAN REVIEW

As required by the Planning Act, the Municipality is hosting a **virtual open house at 6pm on Wednesday, May 11/22** and a **virtual public meeting of Municipal Council at 1pm on Monday, May 16/22**. For more information including how to participate in those sessions, please refer to the attached notice.

Discussion Papers representing five (5) key themes have been prepared which includes recommendations for changes to the Thames Centre Official Plan. **Copies of the Discussion Papers and Draft Changes to the Thames Centre Official Plan are available through the following link:**

<https://www.thamescentre.on.ca/official-plan-discussion-papers-draft-policy-changes>

We would ask for your feedback as part of this important process that will help shape the Municipality for the next 25 years.

Thank you,

Alana Kertesz, M.Sc.(Pl) | Planner | County of Middlesex | 519-930-1011 |
akertesz@middlesex.ca



From: [REDACTED]
To: [Marc Bancroft](#)
Subject: Re zoning
Date: Monday, May 2, 2022 9:28:15 AM

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Hi Marc.

Two questions and one comment.

1. You suggested that you would contact the county regarding my property. Is there anything to report so far? This request is a bit time sensitive, as the open house is coming up, and as it stands now, my zoning has been removed from the report that was presented in October.

2. Any idea when we can meet face to face? A little lead time would be appreciated, as I will be bringing my planning consultant if he is free.

Please accept this as my formal appeal on any decisions regarding 3124 Westchester Bourne. I sense something very wrong is happening, and need the Ontario tribunal to be made aware of the the changes that occurred in 2015. Also why the request for our property designation to be changed back to Highway Commercial (as it was prior to 2015) was on the October agenda, but appears to have been removed without my knowledge. I can't help but wonder why this seems to have been taken out of consideration of township council. Has the county made a decision before the municipality?

I can be reached by cell phone after two this afternoon. [REDACTED]

As I have already stated, a timely response is necessary, so I can set up my appeal.

Thanks Marc.

Rob. Jackson

Sent from my iPad

From: [REDACTED]
To: [Marc Bancroft](#)
Subject: RE: Official Plan Review
Date: Friday, January 7, 2022 3:16:51 PM

TAB L

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Hi Marc,

Thanks for the chance to provide some feedback. You may have already drafted discussion papers about climate change mitigation and sustainability, so I won't go into a lot of detail, but I'm hoping that the Official Plan is going to introduce and develop policies that address environmental integrity and sustainability. I'm thinking along the lines of detailed policies to:

- identify, protect and develop significant natural areas and natural heritage features
- look at urban densification to protect both natural areas and agricultural land surrounding the town boundaries and to avoid developing any more of these areas
- incorporate renewable energy goals that encourage direct energy infrastructure
- reduce overall energy demand
- require new buildings to follow a Green Building standard or LEED Gold certification
- set an urban tree canopy goal in town areas ie 35% coverage
- adopt a "complete streets" policy within towns that requires cycling and walking options
- address light pollution and direct light away from the night sky along with energy efficiency through a detailed lighting policy
- address green infrastructure requirements to minimize floods
- protection of existing groundwater and freshwater supplies

I would be happy to discuss these in greater detail if that is of interest.

Thanks!
Patti

Sent from [Mail](#) for Windows

From: [Marc Bancroft](#)
Sent: January 5, 2022 1:42 PM
To: [REDACTED]
Cc: [Tena Michiels](#)
Subject: RE: Official Plan Review

Hi Patti,

We are currently drafting discussion papers to form a basis for policy changes to the Official Plan to be presented at a future meeting of Council. We are looking at engaging the public likely next month and to be confirmed through the posting of notice in the local newspaper as

well as our website and social media channels. In the meantime, I welcome any comments you wish to provide in advance.

Thank you

Marc Bancroft, MPL, MCIP, RPP

Director of Planning and Development Services, Municipality of Thames Centre

Address 4305 Hamilton Road, Dorchester Ontario N0L 1G3

Phone 519-268-7334 Ext. 223 **Email** mbancroft@thamescentre.on.ca



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From: Tena Michiels

Sent: Tuesday, January 4, 2022 8:55 AM

To: Patti Kemp [REDACTED]

Cc: Marc Bancroft <MBancroft@thamescentre.on.ca>

Subject: RE:

Good morning Patti,

I have received your inquiry and have forwarded to the Director of Planning, Marc Bancroft, to provide you with an update.

Regards,

Happy New Year

Tena Michiels

Clerk/Corporate Services Manager, Municipality of Thames Centre

Address 4305 Hamilton Road, Dorchester Ontario N0L 1G3

Phone 519-268-7334 Ext. 222 **Email** tmichiels@thamescentre.on.ca

We appreciate your patience and cooperation in the ongoing COVID-19

emergency. Stay safe and healthy!



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From: Patti Kemp [REDACTED]
Sent: Tuesday, January 4, 2022 8:45 AM
To: Tena Michiels <TMichiels@thamescentre.on.ca>
Subject:

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Hi Tena,
I hope that you have a good, restful holiday season! I was looking at the website for details on the Official Plan Review and I wondered what stage the municipality is at and when they will be looking for public input?
Many thanks, and happy new year!
Patti

Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Marc Bancroft](#)
Cc: [Alana Kertesz](#)
Subject: RE: Thanks
Date: Thursday, May 12, 2022 12:00:12 PM

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Hi Marc and Alana,

Alana, apologies for not including you on my email to Marc. Great job on the discussion paper and thanks for such a good meeting last night, too.

I think the Draft Official Plan incorporates some very positive changes for encouraging climate change mitigation, ensuring urban densification and walkable neighbourhoods, promoting active transport and protecting natural areas. As you are aware, these changes also significantly contribute to other areas such as the health and well-being of residences and building a strong economy. The Draft Plan makes a very good start at incorporating climate change into municipal decision making and at viewing the different areas through a climate lens. My comments below are directed at strengthening these aims:

1.6 Purpose of the Plan:

1.6(3) add "through compact built form *that uses Sustainable Building Design Practices and meets LEED certification and/or net zero standards.*"

1.6(7) add "mitigating and adapting to the effects of climate change"

1.6(12) add "*and that meet Green Development Standards to be developed by the Municipality*".

Add another subparagraph which states: "*mandates the creation of a Climate Action Plan to guide Municipal decision making with reference to ensuring the Municipality is prepared to mitigate and adapt to the effects of climate change.*"

1.11.5 paragraph 4: re woodlands that about urban growth change "but where they may, *those woodland areas should be retained to help moderate climate change.*"

1.10.6 – Summation of Issues and Strategies

Add a subparagraph about the Municipality developing a Climate Action Plan to ensure the Municipality has taken steps to mitigate and adapt to the effects of climate change.

Add a subparagraph about Green Development Standards, something similar to the Region of Waterloo, which would require the municipality "*to address climate change mitigation and adaptation through Green Development Standards, incentive programs and for development design guidelines*"

Section 2

2.1 – add wherever it would fit best, "*green infrastructure will be used to enhance existing infrastructure and enhance community health and wellbeing.*"

- 2.5 - mention green infrastructure to ensure it is implemented
- 2.14 – Replace “shall encourage” with “*shall require*”. At the end, add “*in accordance with the Municipality’s Climate Action Plan, once implemented.*”
- 2.28.3 – add a subparagraph “*to encourage housing which meets the Green Development Standards, which contributes to the Municipality’s goals for climate adaptation and mitigation.*”
- 3.1.2(9) – add “*and to encourage links or green pathways between these “green-system natural heritage areas” to avoid and address heritage area isolation.*”
- 3.2.2 – can we add a clause about connecting up isolated natural heritage system areas?
- 4.1.1 (11) “compact built form *and Green Development Standards*”
- 4.4.2 – include “*to ensure all new commercial development meets the Municipality’s goal of mitigating and adapting to the changing climate by using Sustainable Building Design Practices and meeting LEED certifications and/or net zero standards and complying with the Climate Action Plan, once implemented.*”
- 4.6.3 – same as 4.4.2 above
- 6.3 Add a subparagraph: *The Municipality shall ensure economic development meets the goals set out in the Climate Action Plan.*

Climate Action Plan

I think it is important to define what climate change means to the Municipality, as in the Discussion Paper. The Climate Action Plan should define the Municipality’s role, actions and how to measure and report on actions taken to mitigate and adapt to climate change. Somewhere in the document, I think the Official Plan should say: “*The Municipality will develop a Climate Action Plan that:*

- *defines climate change*
- *explains the context and rationale for why the Municipality needs a Climate Action Plan*
- *addresses the Municipality’s plans for climate change adaptation and resilience, including the impacts of severe weather and flooding*
- *establishes the scope of the plan, including department, corporate, community and sector specific areas*
- *clearly identifies actions to mitigate risk and resilience*
- *provides a monitoring and reporting framework with specific timeframes*
- *integrates climate change into overall Municipal decision making*

Finally, I know that we have touched on creating a light pollution bylaw in the past. Is there any room for light pollution to be included in the Official Plan?

Also, I was very happy to see that the Municipality has set aside more than enough land for residential development. I imagine that there might be pressure from developers to open up more land for development but I think with the focus on densification and active transportation is really positive and I would hope this part of the draft doesn’t change.

Thanks again for the opportunity to provide feedback on the Draft Official Plan. If you have any questions on the above, please let me know.

Best wishes,
Patti

Sent from [Mail](#) for Windows

From: [Marc Bancroft](#)
Sent: May 12, 2022 7:46 AM
To: [REDACTED]
Cc: [Alana Kertesz](#)
Subject: Re: Thanks

Good morning Patti,

I appreciate the kind words but I need to give credit to (Alana copied) who authored that Discussion Paper. I agree that she did a fantastic job.

Looking forward to your additional comments.

Thank you

Marc

Sent from my iPhone

On May 11, 2022, at 8:24 PM, Patti Kemp <pattikemp@hotmail.com> wrote:

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Hi Marc,

I just wanted to say thanks again for hosting such a good meeting tonight. I really appreciate the chance to provide input and to hear all about the Plan. I think you've done a really great job so far, especially with the Climate Discussion Paper. I will send you some written feedback like you suggested.

Have a good evening,

Patti

Sent from my Bell Samsung device over Canada's largest network.

TAB M

From: Marc Bancroft <MBancroft@thamescentre.on.ca>

Sent: Friday, March 4, 2022 1:32 PM

To: [REDACTED] a

Cc: Alison Warwick <AWarwick@thamescentre.on.ca>; Tom Heeman <Tom@heeman.ca>; Kelly Elliott <KElliott@thamescentre.on.ca>; Wendy Spence Signpost <signpostnews@gmail.com>; Mike Henry <MHenry@thamescentre.on.ca>; Alan Bushell <ABushell@thamescentre.on.ca>; Alana Kertesz <akertesz@middlesex.ca>

Subject: RE: Climate Change...some challenges

Good afternoon Jim,

As part of the official plan review process that is currently underway, we are preparing a series of discussion papers that will consider changes in planning policy. Given its significance, one of those papers focuses exclusively on climate change. Once the papers are available, I will be happy to share that information with you. We will also need to re-engage the public with another public meeting to present our findings.

Thank you

Marc Bancroft, MPL, MCIP, RPP

Director of Planning and Development Services, Municipality of Thames Centre

Address 4305 Hamilton Road, Dorchester Ontario N0L 1G3

Phone 519-268-7334 Ext. 223 **Email** mbancroft@thamescentre.on.ca



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From: [REDACTED]

Sent: Thursday, March 3, 2022 5:12 PM

To: Marc Bancroft <MBancroft@thamescentre.on.ca>

Cc: Alison Warwick <AWarwick@thamescentre.on.ca>; Tom Heeman <Tom@heeman.ca>; Wendy Spence Signpost <signpostnews@gmail.com>

Subject: Fwd: Climate Change...some challenges

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----- Original Message -----

Subject:Climate Change...some challenges

Date:2022-03-03 15:45

From:"James W. Rule" [REDACTED]

To: [REDACTED]

Climate Change...some challenges

Hi Marc,

In the Signpost of the week of February 21st, you were referenced about climate change as a component to be considered when planning future development in Thames Centre. My question is:

- in your opinion, what role(s) does climate change play in future development?

After careful reflections and observations, I have identified three immediate challenges that Thames Centre (and other communities) should address when planning a balanced and innovative environment in which we all reside. These challenges include the decline:

- of fertile farmland (and the resulting rise of food insecurity);
- of green spaces and biodiversity (native trees and vegetation);
- in water quality (the status of the Dorchester Swamp watershed).

Thames Centre has the potential to be a leader in incorporating planning principles that incorporate challenges that climate change has created.

I recognize that the Thames Centre Council is working toward providing a more inclusive and balanced community for all its residents. However, I would encourage you to prioritize the above challenges when creating plans for future development.

I look forward to your reply and to further discussion for the welfare of our municipality now and in the future,

Jim Rule
[REDACTED]

Sent from my iPad

DATE: November 8, 2021

TO: Durk Vanderwerff, Director of Planning, Middlesex County
Marc Bancroft, Director of Planning and Development Services, Thames Centre

FROM: Concerned Residents of Thames Centre

RE: MIDDLESEX COUNTY & THAMES CENTRE OFFICIAL PLAN REVIEWS

As residents of Thames Centre we wish to see our community guided by planning policies and regulations that: maintain a “small town” people oriented environment; provide affordable living for a range of income levels, age groups and lifestyles; provide and promote an economic base to support the local services; ensure all new developments enhance the level of service and infrastructure provided by the Municipality, County, school boards, utility providers and other public agencies; and maintains and enhances the local eco-systems.

With the recent launch of both the County’s and Thames Centre’s Official Plan (O.P.) reviews, we want to provide the following initial comments on the review process and policy areas to be reviewed. We have provided relevant Provincial Policy Statement directives for context and outlined the implementing actions required to ensure the O.P.s are effective in guiding and regulating future growth.

1. **Municipal Official Plans:** The PPS states (Part I), “Municipal official plans are the most important vehicle for implementation of this Provincial Policy Statement and for achieving comprehensive, integrated and long-term planning. Official plans shall identify provincial interests and **set out appropriate land use designations and policies.**”

Requirement: As Middlesex County (MC) and Thames Centre (TC) experience **increased development pressures** as a result of the growth and increasing costs of living in London and other larger urban areas, it is necessary to have **more detailed comprehensive** planning policies and regulations to effectively control and shape development that is not just a spillover from larger urban areas but is **appropriate for within our community.**

2. **Minimum Standards:** The PPS states (Part III), “The policies of the Provincial Policy Statement represent **minimum standards.** Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Policy Statement.” In the same way, the MC O.P. sets the framework and standards for the entire County, while the TC O.P. provides further detailed policies, requirements, and methods to implement land use strategies and policies.

Requirement: The O.P. reviews provide an opportunity to now look at what policies and regulations need to be examined in greater detail, leading to the **inclusion of additional criteria and controls beyond the minimum standards previously prescribed**. (Examples of some policy areas that should provide greater detail are outlined below.)

3. **Housing Options:** The PPS states (Part IV), "Planning authorities are **encouraged** to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs." As discussed further below, as our population increases, along with greater diversity of ages and incomes, a range of housing options will be required.

Requirement: The challenge is to include O.P. policies to ensure that it is **appropriate for our community's fabric and lifestyle**.

4. **Healthy, Liveable and Safe:** The PPS states (Part V 1.1.1), "Healthy, liveable and safe communities are sustained by..... ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs." ; (Part 1.1.3.7 b), "Planning authorities should establish and implement phasing policies to ensure..... the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs."; and (Part V 1.1.4.3), "When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to **rural characteristics, the scale of development** and the provision of appropriate service levels."

This is required not only to facilitate new development but also to protect and provide necessary services for the existing community going forward.

Requirement: For new development this requires detailed **phasing policies** based on a comprehensive review of all infrastructure and services provided by **all public agencies** for the community, not just those required for the specific development. The present O.P.s allow for phasing of developments but do not specify the requirements or criteria for phasing, which should be detailed to allow for considerations such as capacity of local schools, recreational facilities, emergency services, etc. The phasing policies should therefore not only be for individual development proposals but also for the rate of development within the County and each local Municipality as a whole, thereby not allowing one or two large multi-year developments to get approved and control the servicing capacities or the housing market.

5. Land Use Patterns: The PPS states

(Part V 1.1.3.2), "Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which.... minimize negative impacts to air quality and climate change, and promote energy efficiency."; and
(Part V 1.8.1.f), "Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and *green infrastructure*".

Requirement: The O.P.s need to **include policies and design guidelines** for public facilities and new developments to reduce energy consumption, promote connectivity and walkability, and maximises opportunities for passive energy conservation.

6. Housing Affordability: The PPS states (Part V 6) "**Affordable:** means

a) in the case of ownership housing, the least expensive of:

housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or

housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the *regional market area*;

b) in the case of rental housing, the least expensive of:

a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or

a unit for which the rent is at or below the average market rent of a unit in the *regional market area*."

The present O. P.s speak to the need for affordable housing but do not define "affordable", nor specify how MC or TC can ensure it occurs. It only provides a range of ways that the requirements placed on new developments can be modified to increase densities and assist in reducing the cost of land and servicing, but this only allows the developer/builder to reduce their costs, without having to reduce the customer's cost to buy or rent.

Requirement: More detailed policies and means for implementation and control are needed to ensure a range of housing affordability.

7. **Public Notification:** The Planning Act specifies the **minimum** requirements for Public Notice and Meetings for all planning documents. The present O. P.s adopt these bare **minimums** without regard to the impact of specific proposals to a larger area.

Requirement: Include enhanced criteria and methods to be used for varying types of planning applications in order that residents, business owners and landowners can be made aware of proposals that may impact them beyond the minimum 120 metres.

8. **Thames Centre O.P. Review:**

- a. The present Review program only provides for **only one** public meeting and open house **after all** the research and the draft updating Official Plan Amendment is **already prepared**.

Requirement: To properly inform the residents, business owners and landowners and provide them an opportunity to respond beyond a formal Council presentation meeting, a public meeting should be held once the **Background Research is completed** and documents are available for review for at least **2 weeks**, and again once the draft **Official Plan Amendment** is available for review for at least **2 weeks**. This also allows municipal staff to consider all the comments received prior to advancing to the next stage and allows the residents, business owners and landowners to provide Council with more informed comments at the planned Council presentations.

- b. During Mr. Bancroft's presentation to Council on October 4th, he specifically noted that one of the "Key Areas To Review" was "High density (i.e. apartments 4 storeys or more) no current policy direction to allow this form of density".

Requirement: Higher density issues, even for 3 storey heights, such as setbacks, sun shadowing, wind deflection, landscape buffering, etc. **need serious consideration**. These are very important policy requirements and standards that will **shape the future and livability** for the residents, the adjacent neighbours and the municipality, and we look forward to reviewing the research and proposed policy details.

TAB 0

From: [REDACTED]
To: [Comments; Marc Bancroft](#)
Cc: [REDACTED]
Subject: Municipality of Thames Centre - Official Plan Review
Date: Tuesday, May 3, 2022 5:50:18 PM
Attachments: [image001.png](#)

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Hello Marc,

On behalf of our client, Hydro One Network Inc (HONI), I am reaching out pertaining to the Municipality of Thames Centre Official Plan Review feedback period. Specifically, HONI has brought us on to review the Official Plan on their behalf.

Hereby, we would like to let you know that we will be submitting comments on behalf of HONI.

Please feel free to contact me.

Sincerely,

Evan Turunen

Planner



From: [REDACTED]
To: [Paul Hunter](#)
Cc: [Marc Bancroft](#)
Subject: Official Plan/Improving cycling infrastructure in Thames Centre
Date: Saturday, May 28, 2022 6:28:47 PM
Attachments: [TT00001.txt](#)
[TT00002.htm](#)

Dear Councillor Hunter,

As municipalities across the province turn their attention toward reducing use of fossil fuels, cycling will be an increasingly important strategy for both commuting and recreation. As residents of Thames Centre, we note that Middlesex County developed a Cycling Strategy in 2018 (including maps of proposed improvements in Thames Centre), and this is referenced in the Discussion Paper on Climate Change Strategies for the review of the municipality's Official Plan. However, the proposed changes to the official plan are exceedingly modest, suggesting that "the active transportation policies within the Thames Centre OP are updated to include the benefits of active transportation in relation to climate change and reducing greenhouse gas emissions."

Additional proposed changes to the Thames Centre Official Plan transportation policies referencing active transportation are welcome. However, such policies don't accomplish much unless they are accompanied by concrete plans for action. Reviewing the Middlesex County Cycling Strategy, it appears that most of the "short-term" strategy (i.e. over the next 10 years) for Thames Centre consists of "bike route" signs; the only plans for improving the infrastructure on which bicycles actually travel is some paving on Thorndale Rd. between Rebecca and Fairview, and the addition of a very short stretch of buffered paved shoulder on Dorchester Rd. between Donnybrook Rd. and the 401. While we recognize that infrastructure investments are costly, lack of investment is costly as well; I (Joel) can speak from experience, as I am still recovering from serious injuries sustained when I was struck from behind by a large truck while cycling on Hamilton Rd (between Dorchester and Putnam; incidentally, the Middlesex Plan calls for a buffered paved shoulder in this stretch, but it won't be implemented for at least another decade).

Unfortunately, dedicated on-road bicycle infrastructure in Dorchester doesn't have a great track record. Byron Avenue was rebuilt with a designated bicycle lane; however, this was never respected (vehicles were frequently parked in this lane), and the markings have been allowed to fade. It's interesting that the Middlesex County plan only lists Byron Ave. as a "proposed sign route" rather than a true bicycle lane.

We have a few suggestions about how cycling can be improved in Thames Centre:

1. Seek provincial funding to assist with improving the east-west Catherine St. link between the communities of Ingersoll and Woodstock in Oxford County, Dorchester, and east London. This is the only corridor in Thames Centre that aligns with the Ontario Province-Wide Cycling Network, so it's possible that provincial agencies could be persuaded to help with funding. The traffic here is lighter than on Hamilton Road, so it may not require a paved shoulder (although that would be ideal), but the road itself isn't in great shape (and has been treated with tar and gravel in sections in the past, which is not great for cyclists).
2. Encourage the local school population to cycle. This might require


policies limiting the use of existing paved shoulders on Hamilton Rd. and Catherine St. by vehicles for parking. There's very little point in designating "paved shoulders" on a cycling plan when cars are able to park there, which forces bicycles out into traffic.

3. The consideration of a north-south route into southern Thames Centre is important, but Dorchester Road south of the 401 is not for the faint of heart. There isn't a paved shoulder here, and vehicular traffic is moderate and moving quickly. Since there is a plan for adding a shoulder on the section between Donnybrook and the 401, our recommendation would be to continue this south of the 401 (possibly at least as far as Crampton). Providing residents with a means to get to Lake Whittaker would be a significant accomplishment.

4. The designated route between Dorchester and Thorndale contains a section of Heritage Rd. (between Hwy 2 and Evelyn) that is gravel. This creates a problem for some road bikes, and gravel roads aren't designed/maintained in the same way that a gravel multi-purpose trail is. The plan would benefit from consideration of what to do with this section of road.

As Thames Centre residents, we appreciate the fact that Thames Centre is incorporating "active transportation" into its Official Plan! Thank you for considering our suggestions above; we would be happy to have further discussion about our ideas.

Katrina Wohlgemut, student, University of Waterloo
Joel Wohlgemut, local family physician



May 12, 2022

To: Mr. Marc Bancroft
Director of Planning and Development Services
(sent via email)

RE: Thames County Official Plan Review: 23311 Nissouri Rd & 1598 Richmond Street Dorchester

Please be advised that we have reviewed the background information provided and offer the following for consideration and modification to the proposed Official Plan.


The extent and magnitude of the Natural Heritage & Hazzard mapping has increased significantly without supporting background studies. Specifically, the existing residential lands on Nissouri Rd are shown as Natural Hazzard & Natural Heritage whereas the existing Official Plan has it designated Residential. Where is the background justification studies to support this increase? This impacts existing single-family homes as well as potential developable lands. It appears that the Hazzard limits coordinate with the UTRCA regulation limit. This does not represent Hazzard lands and therefore should not be designated as such unless there is supporting background studies.

The obvious overstatement of Hazzard lands without additional justification prejudices the future as well as the continued residential uses. We do not support this change and seek reinstatement of the Residential Land Use and reduction to the Natural Hazard consistent with previous Official Plan.

Additionally, we anticipate making an application to develop the Hunter property in 1598 Richmond St, Dorchester soon and strongly believe that the Natural Heritage & Natural Hazzard designation is overstated without merit. We seek additional justification be forwarded for our review prior to any adoption of this Official Plan and associated Land Use Schedules.

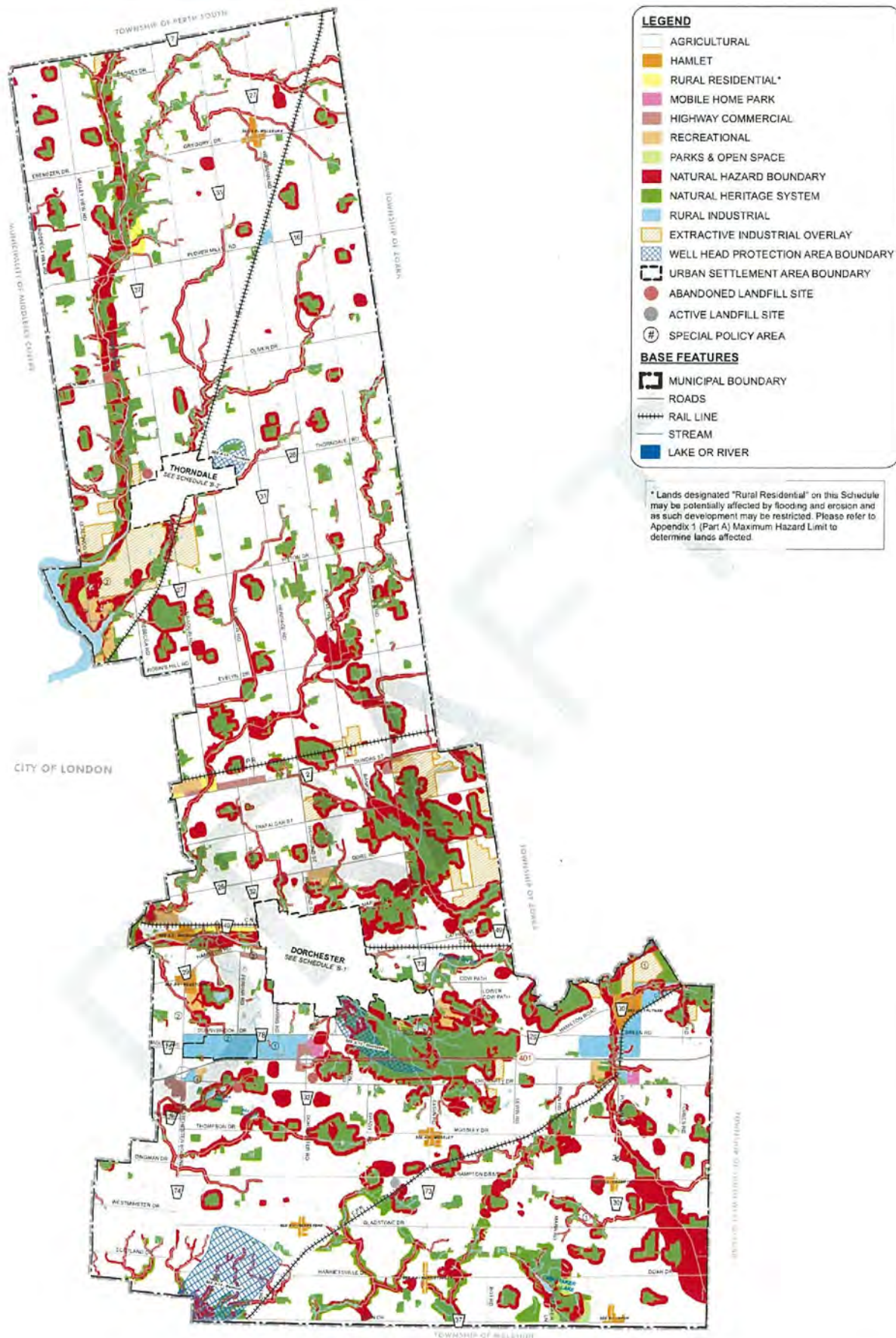
We would appreciate additional dialogue on these matters. We respectfully request a referral back to staff for additional clarification and modification. We are pleased to meet and work through these items if afforded the opportunity.

Sincerely;
Auburn Developments Inc.

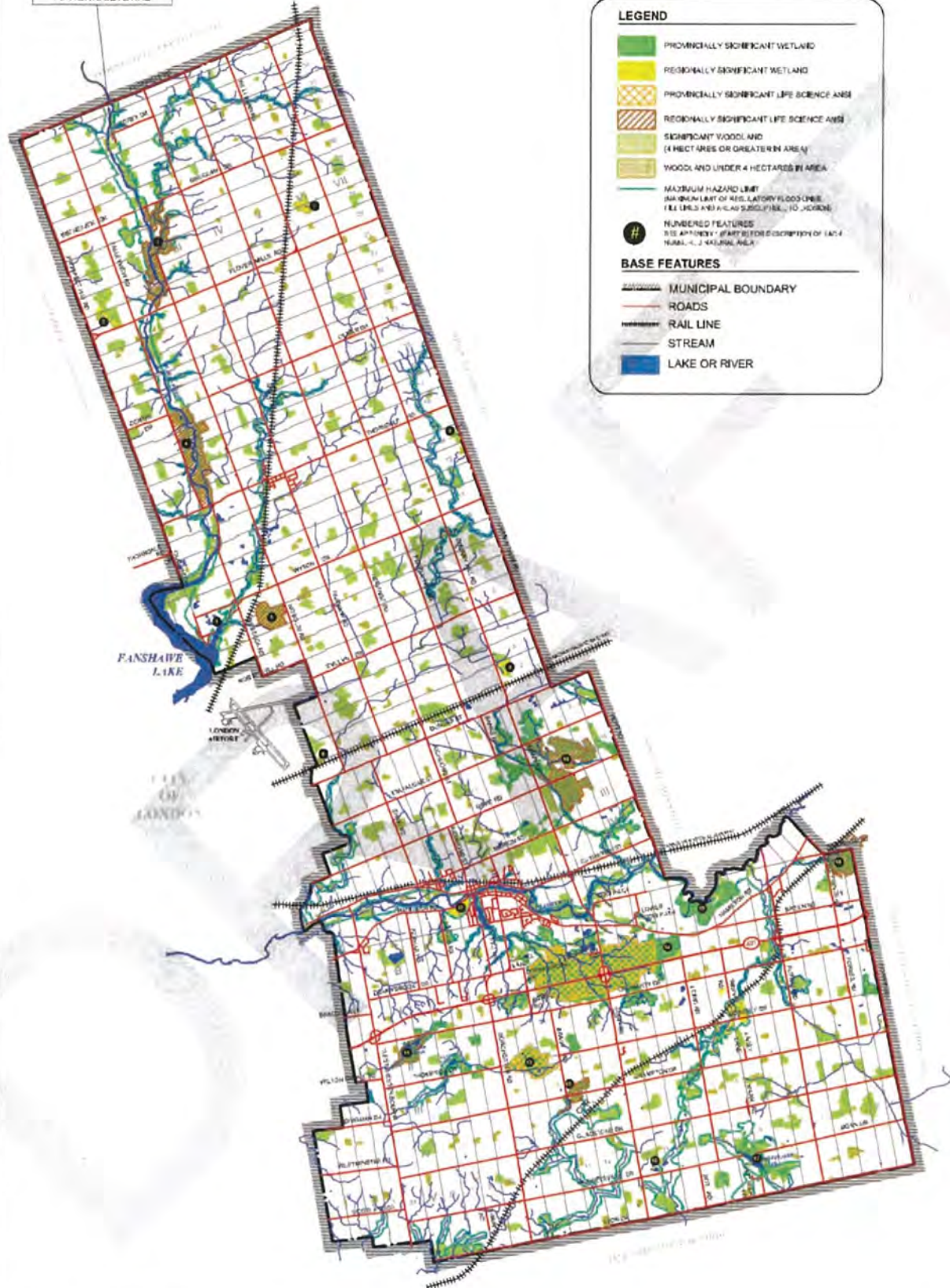

Per Stephen Stapleton
Vice- President

Cc: Mayor Alison Warwick
Deputy Mayor Kelly Elliott
Councilor Ward 1 Tom Heeman,
Planner Alana Kertesz

Attachments: Thames Center Official Plan Land Use Schedule & Natural Heritage Feature



OMB DECISION No. 2682
TO AGRICULTURAL



OFFICE CONSOLIDATION - JANUARY 2009



APPENDIX 1 (PART A) NATURAL HERITAGE FEATURES

MUNICIPALITY OF THAMES CENTRE

OFFICIAL PLAN



The natural heritage features are shown for informational purposes only. The data is not intended to be used for regulatory purposes. The data is not intended to be used for regulatory purposes. The data is not intended to be used for regulatory purposes.

Prepared by
mbpc

Marc Bancroft

From: Stephen Stapleton [REDACTED] >
Sent: Tuesday, May 24, 2022 8:19 AM
To: Marc Bancroft; Durk Vanderwerff (dvanderwerff@county.middlesex.on.ca)
Cc: Alison Warwick
Subject: Official PPlan Review-Environmental/Hazard designations
Attachments: Stantecnissourimay18ltr.pdf

Importance: High

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Durk/Marc, please find attached my submissions to the UTRCA regarding their modelling and its impacts. You will note that there are significant errors in the model, errors that were also found as part of the Dingman EA in which the City has also identified and as such has not supported in any implementation.

It is contingent on the part of any OP review to include justification for any changes to land uses and given the County and the Town of Thames Centre have utilized the information from the UTRCA, without supporting documentation, we would request that this now be discarded and that changes to the Official Plan cannot be justified.

We continue to seek proper analysis and peer review which is required by the UTRCA **prior** to implementation. This required process has yet to be initiated let alone completed and as such the information that you have included in your OP is premature and given our review, is not appropriate, would not hold up to scrutiny of public review and therefore is not legitimate.

We trust that you will make the appropriate modifications to previous land uses as it does impact the current rights enjoyed by many residents, not just my home.



STEPHEN STAPLETON
Vice President

560 Wellington St, 2nd Floor, London, ON
N6A 3R4
t. 519.434.1808 ext. 221

AUBURNDEV.COM



From: Stephen Stapleton
Sent: May 18, 2022 1:58 PM
To: allainj@thamesriver.on.ca
Cc: Tracy Annett <ANNETTT@thamesriver.on.ca>; Karen Winfield <winfieldk@thamesriver.on.ca>; Cari Ramsey <ramseyc@thamesriver.on.ca>
Subject: 23311 Nissouri Rd Model Analysis-Section 28 Permit
Importance: High

Jenna et al, please be advised that Stantec has completed the analysis of the 'new' model information provided (notwithstanding that we have yet to receive the associated background reports) and submit the attached letter for your consideration and anticipated approval of our Section 28 permit.

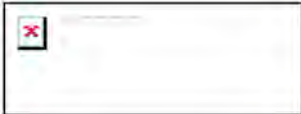
Stantec has determined that our proposed addition is outside the modelled 'new' regional floodplain (see attached letter and associated drawings). Notwithstanding the model shows the proposed addition is outside the Regional Floodplain (as calculated by the 'new' model), there are significant issues with the parameters that were utilized in this calculation and determination of the extent of the floodplain which is shown in purple.

Stantec's analysis identifies 'significant' issues with your model including issues associated with the process, the model parameters/characterization used and the premature modification of floodplain standard in advance of a peer and public review. In addition to the model acknowledging the dwelling addition can be built, the parameters utilized in delineating the extent of flood are miscategorized and overstated sufficiently enough to confirm the proposed pool and patio are also safe and do not contribute to any additional adverse impact and therefore should also be approved as submitted.

It remains our position that the 'new model cannot be considered legitimate, nor should it be used in your review process until you fulfill the obligations associated with a modification to a Floodplain Standard that are articulated in the Provinces Technical Guide. Our review illustrates why a peer review is required as it presumably would have identified the issues prior to application in specific review such as for this Permit. It does however, certainty confirms that there is a lot of work to be done to change a floodplain standard.

As previously stated, and now confirmed by Stantec, our application for an addition to our home, is not within the Regional Floodplain whether you use your 'new' model or the current model and the errors in categorization also enable the construction of the pool and patio without any anticipated adverse impact. I trust that our Section 28 permit can now be approved expeditiously as we have proven that it doesn't pose any adverse impacts. I trust that there will no further delay and that you will also undertake the appropriate level of review of your model, make the appropriate adjustments and involve us in any future consultations regarding any Floodplain Standard modifications so that we can assure that a public process and suitable peer review has been completed and receives approval from the Province of Ontario.

I look forward to the approval of the Permit and would appreciate confirmation by the end of the month.



STEPHEN STAPLETON

Vice President

560 Wellington St, 2nd Floor, London, ON
N6A 3R4
t. 519.434.1808 ext. 221

AUBURNDEV.COM





Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

May 18, 2022
File: 1614-14259

Attention: Mr. Stephen Stapleton – Vice President
Auburn Developments
560 Wellington St, 2nd Floor
London, On
N6A 3R4

Dear Mr. Stephen Stapleton,

Reference: 23311 Nissouri Road, Thames Centre

Further to your request, we have undertaken a review of the proposed addition in relation to the existing and 'new' flood plain modelling provided to us by UTRCA and offer the following in regard to your proposed addition to your existing dwelling at 23311 Nissouri Rd.

It is noted that the existing dwelling was constructed and floodproofed to the existing Regional Floodplain elevation of 279.8. The addition to this dwelling proposes only a single window to the basement and we understand you have also suggested that this could be eliminated if required which would eliminate any openings to the proposed addition.

This review is a consequence of the UTRCA advising of a 'new' floodplain for the area and proposes to change to the current "Floodplain Standard" for the Thames River basin in which this property is within. As noted the current Regional Floodplain elevation is 279.8 and we are not aware that the existing model has been confirmed through peer and public review. We have made requests for additional information to complete this analysis, some of which we have yet to receive including hydraulics study and hydrogeologic and mapping reports, however, we did receive the model for both the existing and the proposed 'new' model and over the following cursory review.

We 'ran' the proposed model and it resulted in the attached overlay found attached colour mapping. It is noted that the proposed addition is outside the anticipated 'new' Regional Floodplain with minor encroachments only (Purple colour). Notwithstanding that this structure is primarily outside of the anticipated floodplain, we invested the modeling further in order to address the patio and pool area impacts. In this review it was discovered that the inputs into the modeling are not accurate and prove to exaggerate the outputs of the model, meaning they exaggerate the extent and depths of the 'new' floodplain. The 'n' values in the model are miscategorized and do not reflect the physical characteristics and as such, impact proper calibration of the model. A specific example is the cross section 10907 at 23311 Nissouri Rd, the floodplain 'n' value in the model used 0.18. As per the HEC-RAS Reference manual, this value is excessive and is on the extreme conservative side for a channel description of "5. Dense Willows", the most restrictive category. After a site visit, it is Stantec's opinion that the correct 'n' value category is "3. Heavy stand timber, few down tree, little under growth, flow below branches which would have a corresponding 'n' of 0.1. Similarly for this section, the 'n' value used in the 'new' model for the "Main Channel" is "g. Sluggish reaches weedy, deep pools" of 0.07. Again, based on our site visits, it is our opinion the correct 'n' value

May 18, 2022

Mr. Stephen Stapleton – Vice President

Page 2 of 2

Reference: 23311 Nissouri Road, Thames Centre

categorization should be “e. clean, winding, some pools and shoals, lower stages, more ineffective slopes and sections- 0.048”—see attached Mannings ‘n’ Values excepts.

These revisions result in a significant impact to the final flood elevation and depths and should be corrected for not only this stretch of the Thames, but likely throughout. This analysis highlights the importance of a thorough peer review and public process to calibrate a model that reflects the basin and given the lack of documentation provided, we only assume that the mapping and background reports are not completed. It is these reports that are required to justify a change to the existing Flood Standard and it's the obligation of 'new' models to be based on acceptable and accurate parameters and procedures and be subject to scrutiny of peers and approved by the Ministry of Natural Resources. In this case, this has not been done and therefore there should not be any recognition of this proposed model, notwithstanding the proposed addition is outside the 'new' limits of the floodplain as per the UTRCA (new model).

In conclusion, it is our opinion that the legitimacy of the 'new' floodplain is in question until the peer review and approval process is concluded especially given the lack of background justification and the obvious errors associated with the modelling provided by UTRCA. The proposed addition and associated pool/patio does not impact the existing or the 'new' floodplain given the review above and should not be restricted as it is outside the regional floodplain elevations and would not impact or cause adverse impacts or aggravate or increase hazards. It is therefore our opinion that the Section 28 permit application should be approved.

Regards,

Stantec Consulting Ltd.

Tim Stubgen P.Eng.

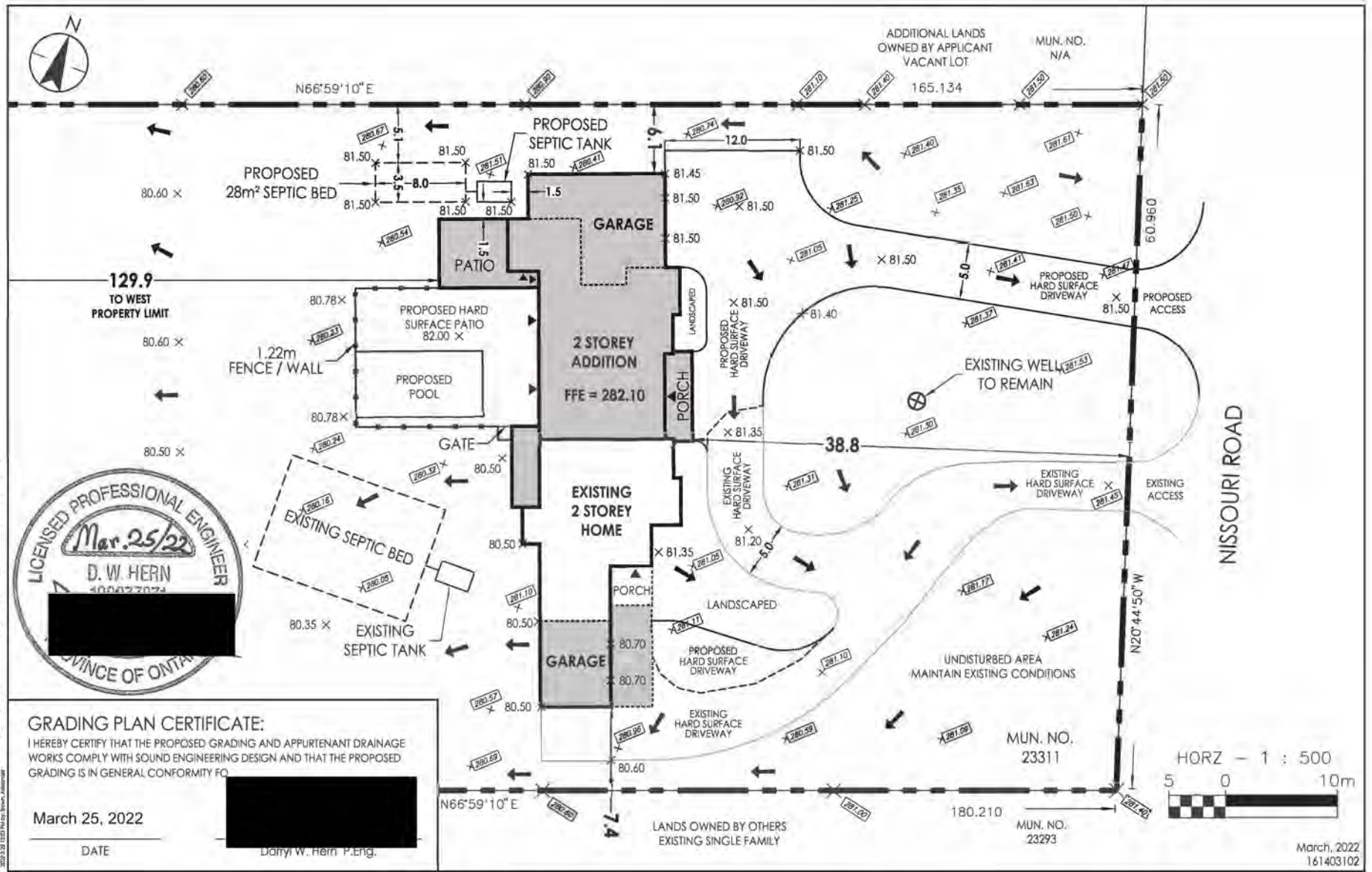
Vice President, Community Development

Phone: 519 675 6616

tim.stubgen@stantec.com

Attachment: Nissourri Rd Site Plan UTRCA Flood A
Nissourri Rd Site plan
Hec-Ras-6.0_reference-manual
Nissourri Rd Cross Section 10907

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600-171 Queens Avenue
London ON N6A 5J7
Tel. 519-645-2007
www.stantec.com

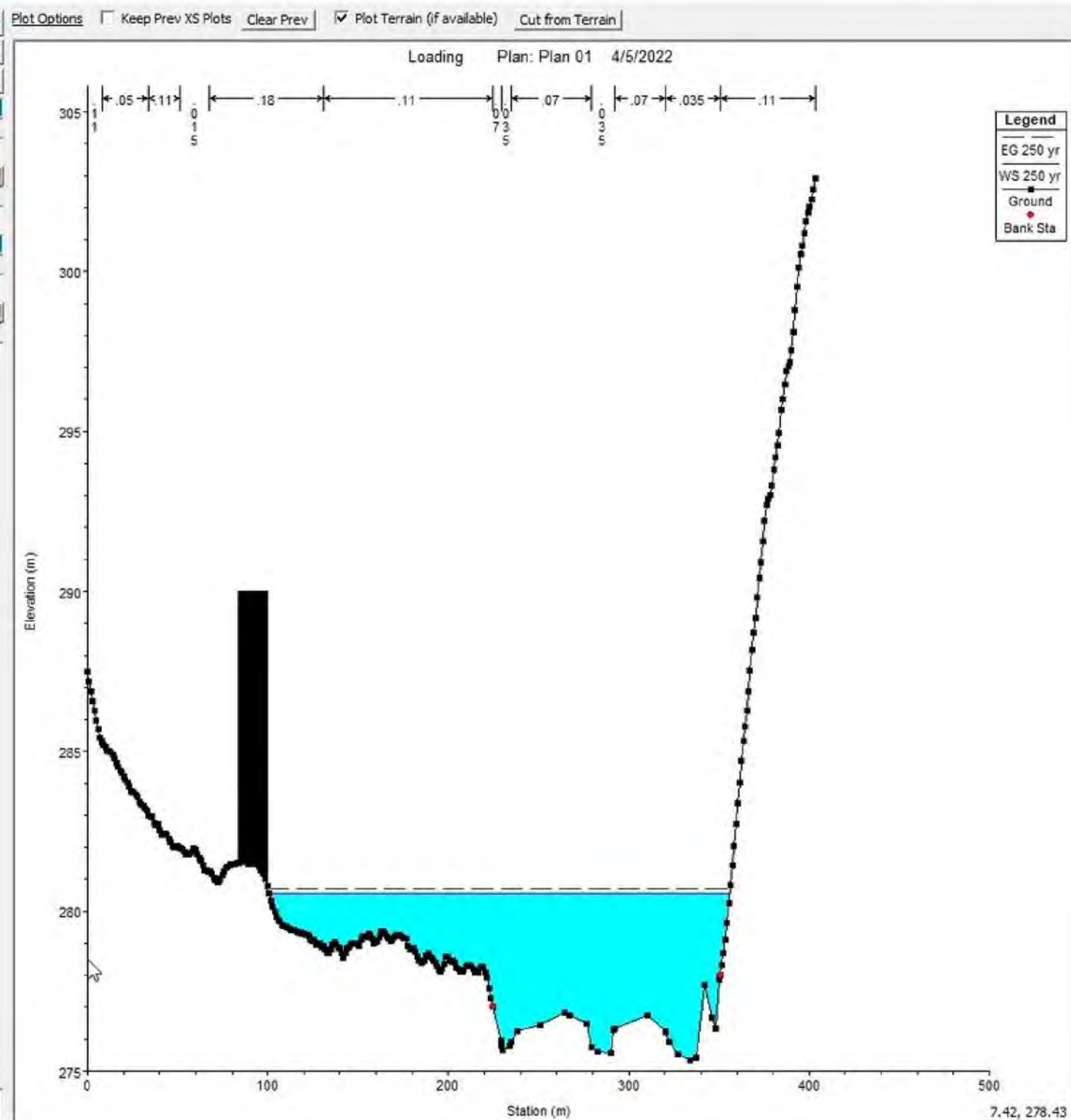
Table 3-1 Manning's 'n' Values

| Type of Channel and Description | Minimum | Normal | Maximum |
|--|---------|--------|---------|
| <i>A. Natural Streams</i> | | | |
| 1. Main Channels | | | |
| a. Clean, straight, full, no rifts or deep pools | 0.025 | 0.030 | 0.033 |
| b. Same as above, but more stones and weeds | 0.030 | 0.035 | 0.040 |
| c. Clean, winding, some pools and shoals | 0.033 | 0.040 | 0.045 |
| d. Same as above, but some weeds and stones | 0.035 | 0.045 | 0.050 |
| e. Same as above, lower stages, more ineffective slopes and sections | 0.040 | 0.048 | 0.055 |
| f. Same as "d" but more stones | 0.045 | 0.050 | 0.060 |
| g. Sluggish reaches, weedy, deep pools | 0.050 | 0.070 | 0.080 |
| h. Very weedy reaches, deep pools, or floodways with heavy stands of timber and brush | 0.070 | 0.100 | 0.150 |
| 2. Flood Plains | | | |
| a. Pasture no brush | 0.025 | 0.030 | 0.035 |
| 1. Short grass | 0.030 | 0.035 | 0.050 |
| 2. High grass | | | |
| b. Cultivated areas | 0.020 | 0.030 | 0.040 |
| 1. No crop | 0.025 | 0.035 | 0.045 |
| 2. Mature row crops | 0.030 | 0.040 | 0.050 |
| 3. Mature field crops | | | |
| c. Brush | 0.035 | 0.050 | 0.070 |
| 1. Scattered brush, heavy weeds | 0.035 | 0.050 | 0.060 |
| 2. Light brush and trees, in winter | 0.040 | 0.060 | 0.080 |
| 3. Light brush and trees, in summer | 0.045 | 0.070 | 0.110 |
| 4. Medium to dense brush, in winter | 0.070 | 0.100 | 0.160 |
| 5. Medium to dense brush, in summer | | | |
| d. Trees | 0.030 | 0.040 | 0.050 |
| 1. Cleared land with tree stumps, no sprouts | 0.050 | 0.060 | 0.080 |
| 2. Same as above, but heavy sprouts | 0.080 | 0.100 | 0.120 |
| 3. Heavy stand of timber, few down trees, little undergrowth, flow below branches | 0.100 | 0.120 | 0.160 |
| 4. Same as above, but with flow into branches | | | |
| 5. Dense willows, summer, straight | 0.110 | 0.150 | 0.200 |
| 3. Mountain Streams, no vegetation in channel, banks usually steep, with trees and brush on banks submerged | | | |
| a. Bottom: gravels, cobbles, and few boulders | 0.030 | 0.040 | 0.050 |
| b. Bottom: cobbles with large boulders | 0.040 | 0.050 | 0.070 |

| Project: | North Thames R. | Apply Data | | | | <input checked="" type="checkbox"/> Plot Terrain (if available) | Cut from Terrain |
|---------------------------|-----------------|-------------|-------|--|--|---|------------------|
| Channel: | DAM-STM | River Sta.: | 10907 | | | | |
| Description: | | | | | | | |
| Del Row | Ins Row | | | | | | |
| Cross Section Coordinates | | | | | | | |
| Station | Elevation | n Val | | | | | |
| 206.66 | 278.14 | | | | | | |
| 207.65 | 278.11 | | | | | | |
| 208.65 | 278.17 | | | | | | |
| 209.65 | 278.27 | | | | | | |
| 210.65 | 278.3 | | | | | | |
| 211.65 | 278.31 | | | | | | |
| 212.65 | 278.26 | | | | | | |
| 213.64 | 278.18 | | | | | | |
| 214.64 | 278.09 | | | | | | |
| 215.64 | 278.11 | | | | | | |
| 216.64 | 278.1 | | | | | | |
| 217.64 | 278.23 | | | | | | |
| 218.64 | 278.28 | | | | | | |
| 219.63 | 278.23 | | | | | | |
| 220.63 | 278.07 | | | | | | |
| 221.63 | 277.94 | | | | | | |
| 222.63 | 277.57 | | | | | | |
| 223.27 | 277.3 | | | | | | |
| 224.65 | 277 | 0.07 | | | | | |
| 229.44 | 275.97 | | | | | | |
| 229.7 | 275.8 | 0.035 | | | | | |
| 229.92 | 275.66 | | | | | | |
| 233.82 | 275.8 | | | | | | |
| 234.81 | 275.91 | 0.07 | | | | | |
| 238.25 | 276.27 | | | | | | |
| 251.15 | 276.44 | | | | | | |
| 264.82 | 276.84 | | | | | | |
| 267 | 276.77 | | | | | | |
| 276.96 | 276.48 | | | | | | |
| 279.27 | 275.77 | | | | | | |
| 279.35 | 275.77 | 0.035 | | | | | |
| 282.89 | 275.6 | | | | | | |
| 289.96 | 275.57 | | | | | | |
| 291.5 | 276.3 | | | | | | |
| 292.25 | 276.32 | 0.07 | | | | | |
| 310.14 | 276.76 | | | | | | |
| 320.36 | 276.27 | | | | | | |
| 320.75 | 276.21 | 0.035 | | | | | |
| 322.82 | 275.9 | | | | | | |
| 327.46 | 275.53 | | | | | | |
| 333.81 | 275.35 | | | | | | |
| 337.68 | 275.42 | | | | | | |
| 341.78 | 277.72 | | | | | | |
| 346.42 | 276.68 | | | | | | |
| 347.94 | 276.34 | | | | | | |
| 350.21 | 277.86 | | | | | | |
| 350.42 | 277.93 | | | | | | |

Multiple Block obstruction(s)

Station Elevation Data (m)



Good day,

TAB R

Please find attached the following comments on Thames Centre's Draft Official Plan, provided by Masonry Works Council of Ontario

As the professional association representing Ontario's producers, manufacturers and builders of brick, stone and block masonry, Masonry Works is pleased to see Thames Centre making progress through the Official Plan Update. For the past several years, our team has been traveling throughout Ontario, working with communities to promote best practices in planning policy to raise the bar on urban design and built form at all levels of development. Our recommendations here reflect progressive policies utilized in communities leading the way in urban design in Ontario, and they make the most of powers provided to planners and councils under the purview of the Planning Act.

Many progressive municipalities support Official and Secondary Plans by using Design Guidelines and other built form-focused policy guidelines to delineate preferred primary and secondary materials, supporting them through Official Plan language making clear that there is an expectation for design guidelines to be adhered to. Masonry Works emphasizes these policies and notes that appeals to panels such as LPAT consistently demonstrate that Council-approved design guidelines, backed by enabling policies in the Official Plan, have the force of policy behind them.

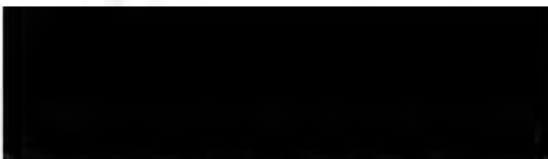
Masonry Works broadly recommends that such Guidelines call for clear, unambiguous policies in terms of materiality, not only to speed along the development process by eliminating areas of imperfect clarity, but to improve the overall quality, beauty and longevity of municipal building stock. In particular these guidelines should call for the use of brick, stone and architectural block as the primary materials, with other materials, such as stucco and siding, used as accents in concert with the primary materials.

In its current form, the Planning Act, through policies delineated in Section 41 of the legislation, gives municipalities the authority to have input into the exterior character of virtually any building constructed within the community. Exercising these powers at the infill level is vital in maintaining a cohesive, unified community character which respects and enhances the built character of the community.

The neighbourhoods and intensification developments Thames Centre approves today are destined to become the heritage neighbourhoods of the next generation. A strong Official Plan will approach these challenges with a mind towards building tomorrow's heritage neighbourhoods, today.

We hope to continue to engage with you as the OP process is finalized.

Yours,



Andrew Payne, Executive Director
Masonry Works

RECOMMENDATIONS

| Section | Existing Text | Recommended Changes |
|---------|--|--|
| 1.6 | Purpose of the Plan | Add a bullet: (22) Establishing policies to preserve and enhance the architectural and community character of Thames Centre by supporting a high quality of building design. |
| 1.10.6 | Summation of Issues and Strategies | Add a policy: 13. All new development in the Municipality will achieve a high standard of architectural excellence and urban design, consistent with any Council-approved Urban Design Guidelines or other relevant design documents. |
| 2.9 (2) | The noise evaluation study shall identify the total noise impact on the development site from all sources and shall demonstrate whether noise control measures are required to satisfy the Ministry of Environment's sound level criteria. The study shall be prepared to the satisfaction of the Ministry of Environment, and the Municipality in consultation with the owner/operator of the railway. Where a need is demonstrated, the study shall recommend the appropriate noise reduction measures to be applied. | The noise evaluation study shall identify the total noise impact on the development site from all sources and shall demonstrate whether noise control measures are required to satisfy the Ministry of Environment's sound level criteria. The study shall be prepared to the satisfaction of the Ministry of Environment, and the Municipality in consultation with the owner/operator of the railway. Where a need is demonstrated, the study shall recommend the appropriate noise reduction measures to be applied, with particular attention to be given to the use of noise-mitigating exterior building materials such as masonry. |
| 2.14 | The Municipality shall also support construction methods which support the development of new sustainable buildings as well as retrofitting and redevelopment opportunities of existing buildings. Sustainable features encouraged by the Municipality include renewable energy systems such as wind, geothermal and solar power installations; energy efficient building standards (including LEED, net-zero); green roofs that reduce water run-off and urban heat island effects; and, permeable paving and other innovative stormwater management. | The Municipality shall also support construction methods which support the development of new sustainable buildings as well as retrofitting and redevelopment opportunities of existing buildings. Sustainable features encouraged by the Municipality include renewable energy systems such as wind, geothermal and solar power installations; high thermal mass materials which promote passive temperature regulation; energy efficient building standards (including LEED, net-zero); green roofs that reduce water run-off and urban heat island effects; window-to-wall ratios for towers of higher-density buildings which reduce the percentage of glass to masonry, promoting reduced HVAC load; and, permeable-paving-a preference for permeable paving systems in open areas such as plazas, sidewalks and driveways; and other innovative stormwater management. |

| Section | Existing Text | Recommended Changes |
|---------|---|---|
| 2.25.1 | conformity with the provisions of the Site Plan Control By-law; | conformity with the provisions of the Site Plan Control By-law and all policies pertaining to matters of exterior design, including Council-approved Urban Design Guidelines; |
| 4.1.2 | <p>(8) To ensure that new development and redevelopment are compatible with existing or planned land uses.</p> <p>(9) To encourage infilling and redevelopment in Urban Settlement Areas that in a manner that reflects the needs of a growing community.</p> <p>(10) To preserve the historic character of Settlement Areas by requiring new development to complement the positive elements of the existing built form.</p> | <p>(8) To ensure that new development and redevelopment are compatible with existing or planned land uses and meet a high standard of architectural design, consistent with any applicable Council-approved Urban Design Guidelines.</p> <p>(9) To encourage infilling and redevelopment in Urban Settlement Areas that in a manner that reflects the needs of a growing community.</p> <p>(10) To preserve the historic character of Settlement Areas by requiring new development to complement and enhance the positive elements of the existing built form.</p> |

| Section | Existing Text | Recommended Changes |
|---------|---|--|
| 4.1.3 | Policies – All Settlement Area Designations | <p>Add a new Urban Design subsection, including the following suggested bullets:</p> <p>4.1.3.x – General Urban Design Policies</p> <p>The following policies, unless otherwise stated, shall apply to all lands within the Municipality so designated:</p> <ul style="list-style-type: none"> (1) All development shall be designed to a high standard of built form and site design. (2) From time to time, Council may approve documents such as Urban Design Guidelines which provide guidance for public-realm design and façade design in all or part of the Municipality. All development in areas of the Municipality in which such Guidelines apply shall demonstrate compliance with these Guidelines, as delineated through the Site Plan Control process. (3) In general, site designs that conserve energy shall be encouraged at the design phase. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and retain solar heat in winter and minimize penetration in summer. (4) Street-facing facades should be of the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the neighbouring or public view at the side or rear. (5) Exterior building materials should be chosen for their functional and aesthetic quality, sustainability, ease of maintenance, long-term durability and consistency with the cultural heritage of the community. High-quality natural materials, particularly brick and stone, should be used as the primary cladding materials wherever possible. (6) A variety of architectural styles and articulation shall be encouraged, consistent with the primary building materials established by approved design policies. |

| Section | Existing Text | Recommended Changes |
|------------|---|---|
| 6.2.4 (23) | The construction of new buildings on vacant lots in the heritage areas shall be encouraged. | The construction of new buildings on vacant lots in the heritage areas shall be encouraged. New construction shall demonstrate architectural consistency with the built form of the heritage district, comply with all applicable Urban Design Guidelines and provide for a sympathetic visual transition between the heritage district and, if applicable, any adjacent non-heritage development. |



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TAB 5

May 31, 2022

Municipality of Thames Centre
4305 Hamilton Road
Dorchester, ON N0L 1G3

Attention: Mayor Alison Warwick and Members of Council

RE: Thames Centre: Municipal Comprehensive Review – Official Plan Amendment (Thorndale)

Dear Mayor Warwick and Members of Council,

Please consider this letter as a summary of comments regarding the Municipality of Thames Centre Official Plan Amendment (TCOPA) and associated materials, specifically the policy changes to the Official Plan and the Housing Discussion Paper.

In our review of the TCOPA, we would like to provide support in regards to the proposed addition of the following policies:

- Policy 2.14 to encourage development which minimizes energy consumption as well as supporting sustainable construction methods inclusive of LEED and Net Zero Ready/Net Zero, in accordance with the Provincial Policy Statement (PPS) 2020;
- Policy 2.28.3 (4) to encourage a mix of housing types and establish targets for low and medium density residential development of 65% and 35%, respectively, in accordance with the PPS 2020;
- Policy 3.2.3.2 to provide clarity in regards to when an Environmental Impact Study is required;
- Policy 4.1.3 (11) to provide for additional residential units, where appropriate, to assist with providing greater opportunities for rental housing, consistent with Middlesex County Official Plan Amendment No.3 (COPA) and in conformance with Bill 108, More Homes, More Choice Act;



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- Policy 4.3.3 (1a) to allow for street townhouse dwellings in low density residential settings to provide for a more intense land form and to make efficient use of land and infrastructure, while considering compatibility with primarily low-density residential land uses inclusive of single and semi-detached dwellings;
- Policy 4.3.3 (1c) to promote an increased level of medium density development by removing restrictive policies; and
- Policy 7.7.9 to allow temporary by-laws pertaining to garden suites to remain in effect for 20 years, in accordance with the Planning Act 2020.

However, and in review of the TCOPA, we have concerns with the proposed addition of the following policies:

Section 1.1.11.2 (1) Residential Growth

- The end of the planning period referenced within the policy provides for two different time periods (2045 and 2046). It is in our opinion that that the Municipality should revise this policy to ensure that the Year 2046 is referenced throughout;
- While it is acknowledged that the 2021 Census Statistics for the Municipality of Thames Centre were reviewed in preparation of the policy, it is in our opinion that a more detailed review of population & household growth trends experienced between 2016-2021 should be undertaken as part of an updated report; and
- It is to be noted that while the Housing Discussion Paper concluded that 83 ha of vacant, residentially designated land within the settlement area of Dorchester is available to meet 25-year land supply needs, the policy communicates that:

“due primarily to servicing constraints, much of the land on the north side of the Thames River cannot currently be developed”.



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The policy proceeds to conclude that:

"The Urban Settlement Areas currently offers an over-supply of undeveloped, residentially designated lands which exceeds the land requirements for the 25-year planning period of the Official Plan".

In addition to the above and in our review of proposed Schedule B-1 (Dorchester Settlement Area), the lands north, and south, of the Thames River are **heavily impacted** by natural heritage and natural hazard boundary designations. Please see Appendix A.

It is in our opinion that Municipality should look to allocating supply in other locations (such as Thorndale) to mitigate a potential supply issue if the servicing constraints for lands north of the Thames River in Dorchester are unable to be resolved within that 25-year planning period.

Section 4.1.3 (1) Expansion of Settlement Area Boundaries

- The policy notes that:

"The expansion of settlement area boundaries may only occur at the time of a comprehensive review where it has been demonstrated that..."

It is in our opinion that the Municipality should include a policy to allow for adjustments to settlement boundaries outside of an MCR, provided that a set of criteria are met, inclusive of that there would be no net increase. Inclusion of a policy of this nature would allow the Municipality to **swap land** outside a settlement boundary for lands inside a settlement boundary to mitigate a potential land supply issue within the 25 year-planning period. Addition of a **policy of this nature would be consistent with Section 1.3.3.9 of the PPS 2020.**



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In our review of Section 3.2 of the Development Charges Background Study prepared by Watson & Associates Economists Ltd (2021), it is acknowledged that forecasted population & household projections are in line with population & household projections from the 2021 Census. Please refer to Tables 1 and 2.

| Table 1 – Population Statistics | | |
|---------------------------------|-----------------------------------|--|
| Community | Watson 2021 Forecasted Population | Statistics Canada Actual 2021 Population |
| Thames Centre | 14,141 | 13,980 |

Source: Census Profile, 2021 Census Population, Statistics Canada

Source: 2021 Development Charges Background Study Municipality of Thames Centre, Watson & Associates Economists Ltd

| Table 2 – Household Statistic | | |
|-------------------------------|---------------------------------------|--|
| Community | Watson 2021 Forecasted # of Dwellings | Statistics Canada Actual 2021 # of Dwellings |
| Thames Centre | 5,318 | 5,316 |

Source: Census Profile, Population and dwelling counts: Canada, provinces and territories, census divisions and census subdivisions (municipalities), Statistics Canada

Source: 2021 Development Charges Background Study Municipality of Thames Centre, Watson & Associates Economists Ltd

However, and in comparison, to other Municipalities, Thames Centre has grown at a **significantly lower rate** within a 5-year period. Please see Figures 1 and 2 below for more information.

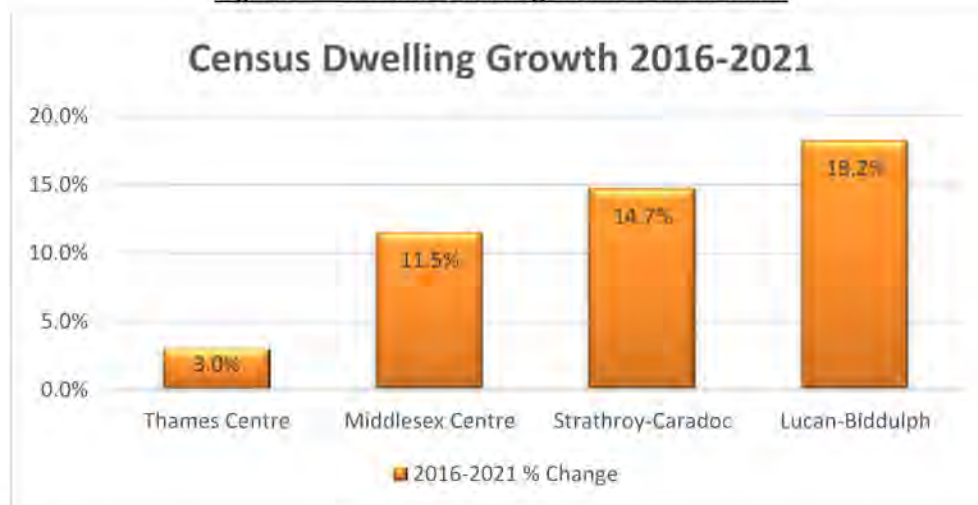
Figure 1 - Census Population Growth 2016-2021





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Figure 2 – Census Dwelling Growth 2016-2021



The Province of Ontario, through the Ontario Housing Affordability Task Force Report (2022) has proposed a **target of \$1.5 million homes to be constructed in Ontario within the next 10 years** to address housing affordability and supply shortages. Municipalities play an important role in ensuring that there is sufficient supply in order to meet Municipal growth targets within the 25-year planning period as well as provincial targets. **It is imperative that the Municipality of Thames Centre plans appropriately for growth within settlement areas.**

In our review of the Housing Discussion Paper, it is in our opinion that the household growth potential of 2,721 units and total forecasted residential supply of 3,339 should not be considered as accurate. Table 3 included in the Housing Discussion Paper provides housing unit forecast by location and unit type for the 25-year planning period. It is forecasted that there will be 602 single & semi-detached dwellings, 19 multiple dwellings and 30 apartment dwellings in Thorndale for a total of 651 housing units over the next 25 years.

Based on data compiled from Sifton's Rosewood Subdivision in Thorndale, we anticipate that Rosewood will be fully built out within 3 years' time – year 2025. Please see Table 3 below for more information. Further, it is to be noted that there are two other major subdivision developments within the settlement area of Thorndale known as Trails at Wye Creek and Foxborough. It is our understanding that these subdivision developments are relatively close to completion with final phases of development to be released this year for build out in 2023.



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| Table 3 – Rosewood Subdivision Unit Count per Phase by Type | | | | |
|---|------------------------|-----------------------|-----------|------------|
| Subdivision Phase | Single & Semi Detached | Multiples (Townhomes) | Apartment | Total |
| Phase 1 | 57 | 0 | 0 | 57 |
| Phase 2 | 180 | 0 | 0 | 180 |
| Phase 2, Block 187 | 0 | 67 | 0 | 67 |
| Phase 2, Block 188 | 0 | 18 | 0 | 18 |
| Totals | 237 | 85 | 0 | 322 |

Based on the information provided in Table 3, it appears that the forecasted count for multiple dwelling units included in the Housing Discussion Report is inaccurate, as Rosewood will solely generate 85 multiples (townhouse units), not factoring in multiple units proposed for other development sites. With regards to single & semi-detached dwellings, Rosewood will solely generate approximately 40% of the forecasted count for single & semi-detached dwelling units, to 2046, not factoring in other development sites. As aforementioned, we anticipate that Rosewood will be fully built out by 2025.

It is to be noted that the Housing Discussion Report communicated that Dorchester is to account for approximately 74% of total residential housing supply over the short and long term, with Thorndale taking up the balance, that being 26%. However, the report also notes that there is a more even split for the short term between Dorchester and Thorndale with 500 and 450 units, respectively. Based on the foregoing, it is in our opinion that Thorndale has been undervalued in terms of the ability to accommodate long term growth as a land supply analysis was not conducted as part of the Housing Discussion Report.

While it is acknowledged that there is a surplus of vacant, residentially designated land in the settlement area of Dorchester, we are concerned that environmental and servicing constraints associated with the lands north and south of the Thames River, may significantly impact ability for development within the next 25 years, thereby potentially leaving the Municipality of Thames Centre with a shortage of land supply. It is important that the Municipality consider the aggregate need for land supply over settlement areas of Dorchester and Thorndale, through a comprehensive land supply analysis of the Municipality as a whole.



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Sifton is concerned that if additional land supply is not provided for in Thorndale, builders may choose to stretch out their inventory over a longer period of time which would not assist with providing supply to meet demand or assist with efforts to address housing affordability, which directly contradicts the primary goal of the Ontario Housing Affordability Task Force. If the Municipality is concerned about providing an excess supply of land, planning tools inclusive of applying a holding symbol could be used to bring on additional land supply as necessary to meet demand.

Based on the foregoing, we would like to recommend that the Municipality complete a land supply analysis for the settlement area of Thorold and look to the following areas:

- Northeast and South, Southeast and Southwest quadrants outside of the current settlement boundary. Please see Appendix B.

Sifton is interested in pursuing opportunities for development within these key areas. It is in our opinion that expansion to the settlement boundary to include lands to the northeast, south, southeast and southwest of the existing settlement areas of Thorndale would be:

- A logical expansion of built up residential area; and
- Accommodated by a servicing plan prepared by Sifton (south of Rosewood Subdivision).

We would like to note that Sifton would like to request a meeting with Municipal Staff and Middlesex County within the next month to discuss the housing unit forecasts, land supply needs by location and our interest in development of the aforementioned areas of Thorndale. Sifton sees potential for growth in Thorndale and would appreciate the opportunity to work with municipal and County Staff to ensure that the 25-year land supply need is met for the Municipality.



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In summary, we request Council resolution on the following:

- That the Municipality revise Policy 1.1.11.2. (1) to ensure that the end of the planning period to year 2046 is referenced;
- That the Municipality add a policy which permits adjustments to settlement boundaries outside of an MCR that is consistent with Policy 1.3.3.9 of the PPS 2020;
- That the Municipality complete an updated Housing Discussion Report, based on accurate housing unit data as well as a comprehensive land supply analysis including the areas of Dorchester and Thorndale;
- Consideration by the Municipality for the expansion of the Thorndale settlement boundary to the south and east as identified in Appendix B.

Your consideration to this request is appreciated.

Yours Truly,

Sifton Properties Limited



Phillip Masschelein
Senior Vice President

Attach. (if any)

Cc: Durk Vanderwerff



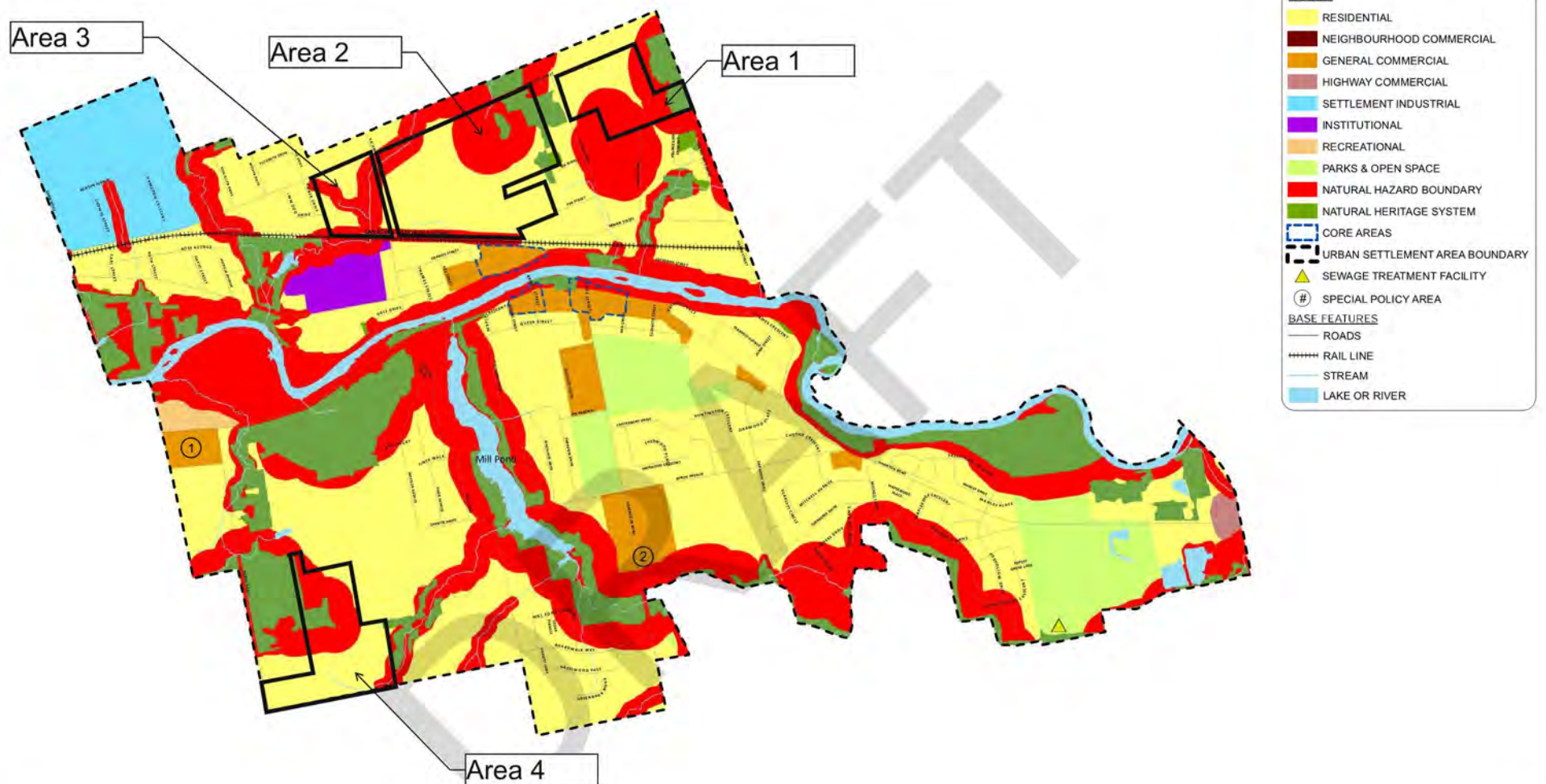
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APPENDIX A

Sifton Properties Limited | Sifton.com

1295 Riverbend Road, Suite 300, London, ON N6K 0G2
519.434.1000 • Fax: 519.434.1009





SCHEDULE 'B-1'
LAND USE PLAN - DORCHESTER SETTLEMENT AREA
 MUNICIPALITY OF THAMES CENTRE
 OFFICIAL PLAN



Please note, area boundary limits are approximate



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APPENDIX B

Sifton Properties Limited | Sifton.com

1295 Riverbend Road, Suite 300, London, ON N6K 0G2
519.434.1000 Fax 519.434.1009







May 31, 2022

Memorandum to: Phillip R. Masschelein, Senior Vice President
Sifton Properties Limited

From: Jeannette Gillezeau, BES, MA
Altus Group Economic Consulting

Subject: **Thames Centre Draft OPA**
Our File: **P- 6900B**

Altus Group Economic Consulting has reviewed the draft amendments to the Thames Centre Official Plan from the perspective of growth management. The purpose of Official Plan Amendment is to update the Municipality's Official Plan to ensure the land use planning policies are current, reflect Provincial Policy, and reflect changing community needs for the next 25-years.

Section 1.11.2 of the OP as it would be amended by the Draft OP would:

- Establish 2046 population and housing forecasts for the Municipality of Thames Centre; and
- State that the designated housing supply in the Urban Settlement Areas exceeds the land requirements for the 25-year planning horizon.

The 2046 forecasts for Thames Centre were derived from forecasts prepared by Watson & Associates Economists Ltd. for Middlesex County in 2020. The Watson forecasts for the County did not take into account the Spring 2021 population forecasts prepared by the Ministry of Finance for the Middlesex Census Division or data from the 2021 Census of Canada.

Furthermore, the allocation of the Watson forecasts to the lower-tier municipalities of Middlesex County, including Thames Centre, did not take into account the policies of the Provincial Policy Statement including:

- Policy 1.1.1 a) that says healthy, liveable and safe communities are sustained by, among other matters:

"Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term",

and

- Policy 1.4.3 c) that says planning authorities shall provide for an appropriate range and mix of housing options to meet projected market-based and affordable housing needs by:

"Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs."



Thames Centre Official Plan Review
May 31, 2022
Page 2

The assessment of the adequacy of the residential land supply in the Housing Policies Discussion Paper takes a narrow, short-term approach to the housing policies in the Provincial Policy Statement. Part III of the Provincial Policy Statement says:

"The Provincial Policy Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. Where more than one policy is relevant, a decision maker should consider all of the relevant policies to understand how they work together."

Although Thames Centre may currently have at least a three-year supply of land with servicing capacity zoned and in draft approved and registered plans, the concentration of the remaining supply in the Dorchester Urban Settlement Area and servicing constraints on much of that supply will be an impediment to the ability of the Municipality to maintain "at all times" (from today to 2046) the minimum three-year supply required under policy 1.4.1.b) of the Provincial Policy Statement.

The remaining housing supply in the Thorndale Urban Settlement Area is limited and will be exhausted well before the 2046 planning horizon. The potential public policy implications of restricting long-term residential development in Thorndale was not considered in the Housing Policies Discussion Paper.

Providing sufficient land to accommodate residential development in Thorndale to 2046 would contribute to the efficient use of infrastructure and public service facilities in the community (Provincial Policy Statement policies 1.1.1.a) , 1.6.1 and 1.7.1.c)), provide opportunities to accommodate an affordable and market-based range and mix of housing options (Provincial Policy Statement policies 1.1.1.b and 1.4.3.c), and help maintain and enhance the vitality and viability of Downtown Thorndale (Provincial Policy Statement policy 1.7.1.d)) .

The population and housing forecasts in the Draft Official Plan Amendment should be reconsidered in light of new data available regarding population and housing trends and forecasts. The need for a settlement area boundary expansion for the Thorndale Urban Settlement Area should be reassessed using a comprehensive, integrated and long-term approach to planning, recognizing the linkages among policy areas (as per Part III of the Provincial Policy Statement).

TAB T

Mr. Marc Bancroft
Director of Planning and Development Services
Municipality of Thames Centre
4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

Dear Mr. Bancroft,


This is a follow up to our discussion regarding the 37.3 hectare property owned by Farhi Farming Corporation (Roll No. 392600004009000) on the south side of Breen Road just east of Putnam Road (See attached aerial photo and Zoning By-Law Schedule). I indicated to you that my client wanted to have the lands designated and zoned for Rural Industrial type development, similar to the 18.9 hectare parcel (Roll No. 392600004009100) he owns immediately to the west of this parcel.

You indicated to me that as the Municipality of Thames Centre is currently undertaking a Municipal Comprehensive Review of the Official Plan, the most appropriate approach would be for a letter to be submitted for your consideration as part of the review. You consider this request as the expansion of a settlement area and that can only be considered at the time of a comprehensive review.


The owner has been made aware of several companies looking for large tracts of lands to locate their operations on in this area and he would like to be able to offer them his lands. The current designated and zoned parcel is not large enough in his opinion to attract them to Thames Centre. The location along the 401 corridor is excellent from a site location point of view and from the strategic location between Toronto and Detroit. There is also the potential for a spur line off the Canadian Pacific Railroad if additional lands could be purchased to the east. The topography of the site is generally flat and there is excellent visual frontage along Highway 401.

At this point, Thames Centre has no large parcels of land abutting the 401 in excess of 40.5 hectares which are designated and zoned Rural Industrial that we are aware of. This parcel in combination with the parcel already designated Rural Industrial would offer Thames Centre some very attractive industrial lands to compete with other centres in the region.

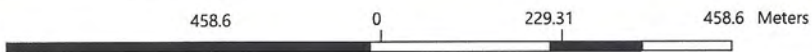
While no more specific information can be provided at this time, it is our hope that Thames Centre supports this request in order to spur economic development within the Municipality. I would suggest you may wish to review the Highway 401 Corridor Land Use Strategy prepared by Monteith, Brown for Thames Centre a number of years ago which identified these lands as a potential rural industrial site. Should you wish to discuss this further, please feel free to contact me at your convenience.



Stewart Findlater, MCIP, RPP
Findlater & Associates Inc.



Location Map



Description:

File Number:


Created By:

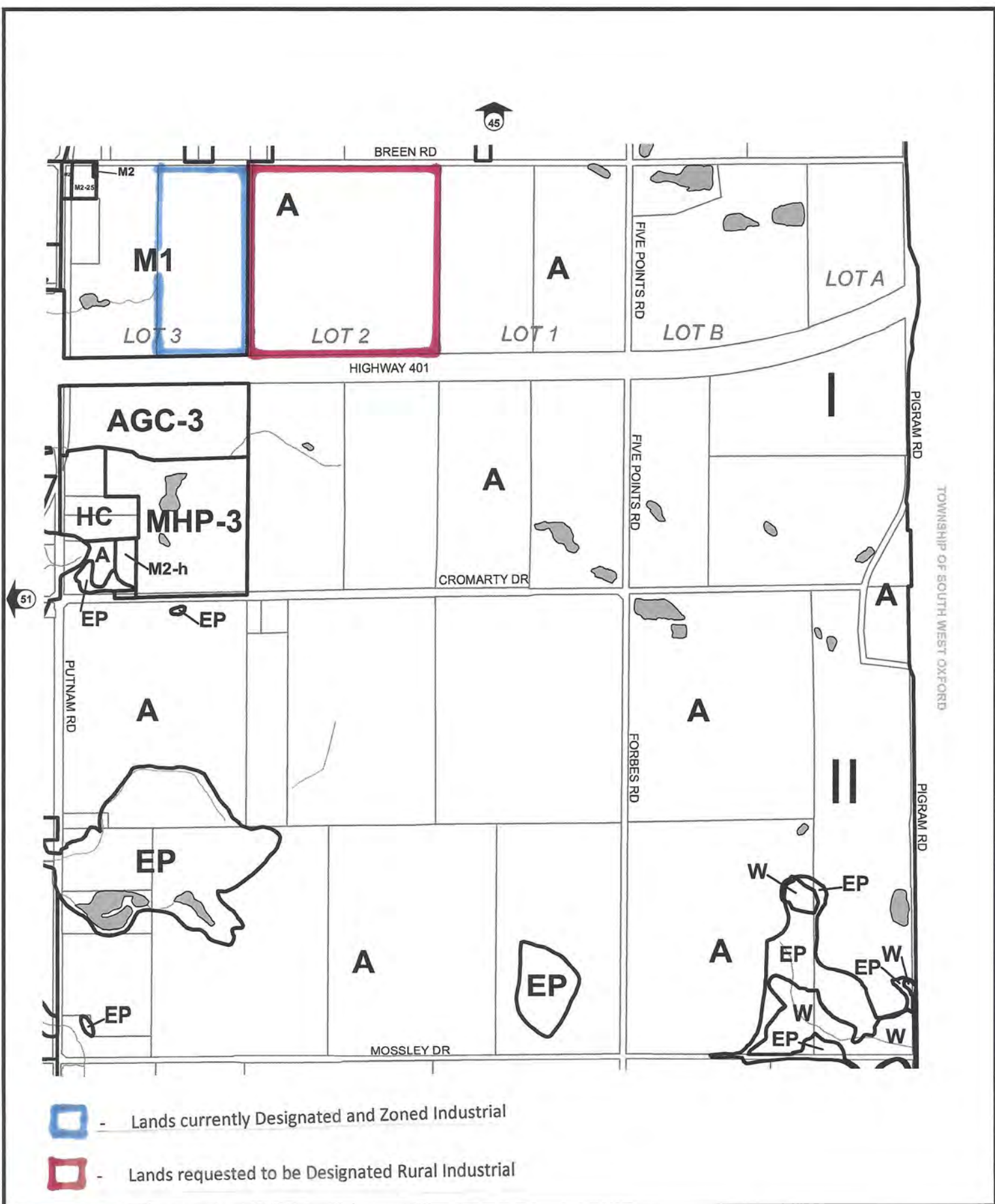
Date: 3/30/2022

Scale: 1: 9,028

Legend

Road Names

 Assessment Parcels





Description: De Jong- Part Lot 10, Con 1


File Number:

Created By:

Date: 7/05/2022

Scale: 1: 18,056

Legend

 Assessment Parcels

From: Don de Jong <[REDACTED]>

Sent: Tuesday, June 21, 2022 12:53 PM

To: comments@thamescentre.on.ca

Cc: ventures tridongroup.com <[REDACTED]>; Caroline Baker <[REDACTED]>

Subject: Lakeside dr Con 1 Lot 10

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CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hello,

Tridon Construction Ltd. Is the property owner at Lakeside drive 65.96 acres+/-

Over the many years of owning this property we have not had an ease with the ability to create a recreational vision as the Zoning would allow due to constraints with municipal agreements being required. We request that either there is an ability to enter servicing agreements with the Municipality/County or recognise that there needs to be additional zoning detailed for this land.

We request a meeting to discuss our request of agreement or additional change during this OP update.

Thank you

Don de Jong

