

# Planning Justification Report

1045 Donnybrook Inc.

1045 Donnybrook Drive

Thames Centre, ON



April 2022



Zelinka Priamo Ltd.  
LAND USE PLANNERS



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# INTRODUCTION

Zelinka Priamo Ltd., on behalf of 1045 Donnybrook Inc., is pleased to submit a Draft Plan of Subdivision application to the Municipality of Thames Centre for the lands known municipally as 1045 Donnybrook Drive.

The purpose of this report is to evaluate the proposed Draft Plan of Subdivision application within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the County of Middlesex Official Plan, the Municipality of Thames Centre Official Plan, and the Municipality of Thames Centre Zoning By-Law.

## SUBJECT LANDS

The subject lands consist of a single, irregular-shaped parcel of land located on Donnybrook Drive, north of Highway 401. The 22.28 hectare (55.06 acre) lands have approximate frontage of 275 metres (900 feet) along both Donnybrook Drive and Highway 401, and are currently comprised of a tilled agricultural field (Figure 1).

**Figure 1 – Subject Lands (Outlined in Red)**



Vehicular access to the subject lands is currently provided by a gravel driveway on the northwest corner of the property via Donnybrook Drive. There are no sidewalks or public transit available along Donnybrook Drive. Municipal services are not available to the subject lands.



The subject lands are generally flat in topography. Boundary trees are present along on the south property line abutting Highway 401, as well as a portion of the east property line abutting vacant lands to the east. Small vegetation patches are present on the north side of the subject lands. These patches are not identified as significant natural features according to Thames Centre mapping, Middlesex County mapping, and Upper Thames River Conservation Authority mapping. Drainage culverts, have been identified on the north and east side of the subject lands, these features are also not identified as significant natural features.

## **SURROUNDING LAND USES**

Surrounding land uses consist of single detached dwellings (within the "Agricultural (A)" Zone) that abut the subject lands the northeast of the site at 1045, 1063, 1083, 1095, and 1117 Donnybrook Drive, as well as adjacent to the site to the northeast across Donnybrook Drive at 1052, 1062, 1076, 1094, 1112, 1122, 1134, and 1160 Donnybrook Drive. Within that cluster of residential uses, another single detached dwelling with a clinic use in an accessory building appears to sell health products at 1067 Donnybrook Drive (within the "General Commercial (GC1-6) Zone). Another single detached dwelling with an industrial use in an accessory building appears to operate as a foodservice distribution facility at 1103 Donny Brook Drive (within the "Agricultural (A-15)" Zone).

An industrial/quasi-residential subdivision abuts the subject lands to the west, which includes all properties that front Stardust Drive, Moonlight Way, and Starlight Lane (within the "Residential Industrial (RM)" Zone). This subdivision permits contractor's yards or shops, non-effluent producing industrial uses, professional and/or service offices, and veterinary clinics. A retail use accessory to the above-noted uses may also be permitted within the main building. An automobile repair garage is also permitted solely at 2 Stardust Drive. One accessory single detached dwelling in the front or and attached to a main building containing a use listed above is permitted. Further to the west at 875 Donnybrook Drive includes a facility that manufactures and distributes pre-cast concrete stairs and traffic safety barriers (within the "Rural Industrial (M2)" Zone), with a broader range of industrial uses beyond.

A large, vacant lot abuts to the east with the same zoning that applies to the subject lands. The remainder of the surrounding lands is generally comprised of lands utilized for agriculture.

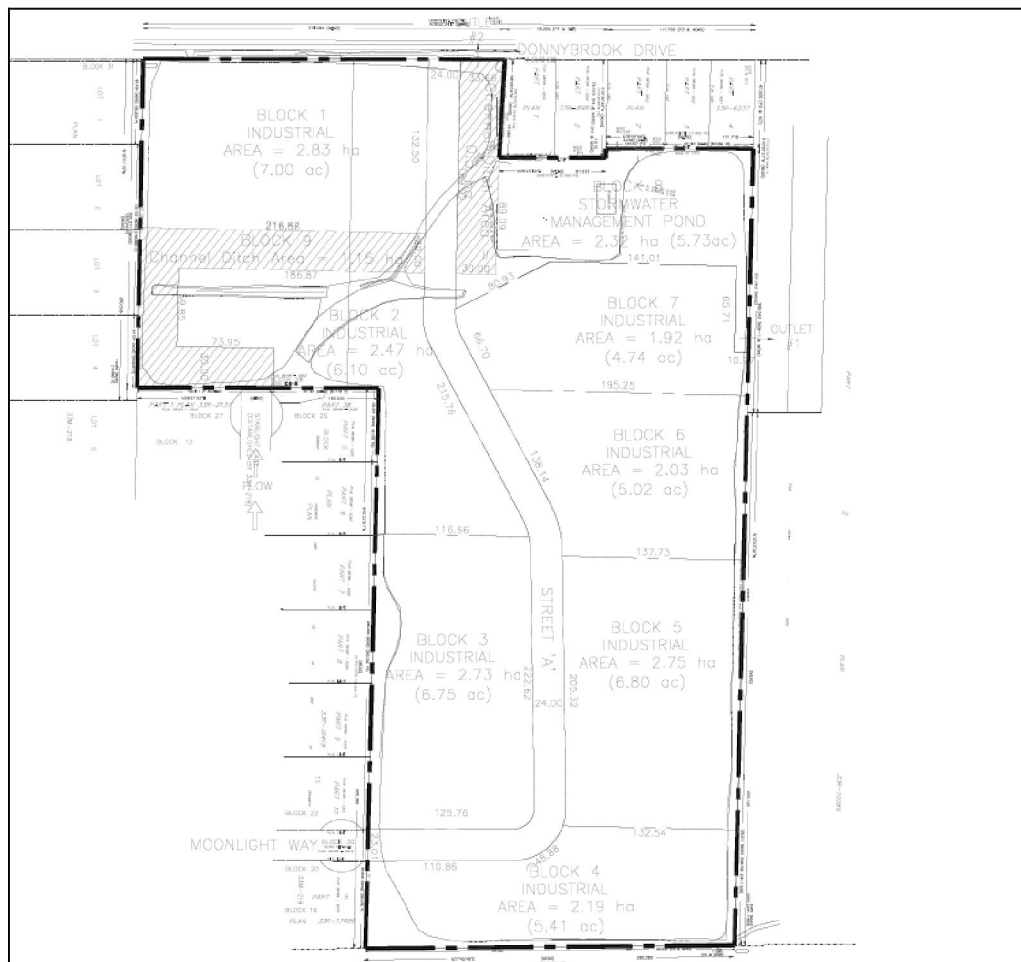
## **PROPOSED APPLICATION**

A draft plan of subdivision comprised of seven (7) industrial blocks, one (1) stormwater management block, one (1) channel ditch block, and (1) right-of-way (ROW) is proposed to facilitate the development of industrial uses permitted within the "Rural Industrial (M2)" Zone within the Municipality of Thames Centre Zoning By-Law (Figure 2). The proposed public right of way is to connect to the existing Moonlight Way through the subdivision from Donnybrook Drive. The proposed industrial blocks are shown as follows:

- Industrial Block 1: Frontage of 132.5 metres; Area of 2.83 ha.
- Industrial Block 2: Frontage of 215.76 metres; Area of 2.47 ha.
- Industrial Block 3: Frontage of 222.62 metres; Area of 2.73 ha.
- Industrial Block 4: Frontage of 159.74 metres; Area of 2.19 ha.
- Industrial Block 5: Frontage of 205.32 metres; Area of 2.75 ha.
- Industrial Block 6: Frontage of 138.14 metres; Area of 2.03 ha.
- Industrial Block 7: Frontage of 66.70 metres; Area of 1.92 ha.

The proposed width of the Street 'A' is to be 24.0 metres, and will be constructed to municipal standards, including curbs, gutters, street lighting, and any other necessary features required by the Municipality of Thames Centre.

**Figure 2 – Draft Plan of Subdivision**



The holding zone provision will remain until the appropriate provision of services can be utilized for the proposed subdivision.

# PLANNING POLICY ANALYSIS

## 2020 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications, including Draft Plan of Subdivision applications, are required to be consistent with these policies. The following policies discussed are relevant to the proposed application.

2020 Provincial Policy Statement Policy Analysis Table	
Policy	Response
<p><u>Section 1.1.2</u> 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 [...].</p>	<p>It is our understanding that there is an undersupply of draft approved, developable employment land. As such, this proposal adds to the supply of future industrial land uses.</p>
<p><u>Section 1.2.1.a)</u> A coordinated, integrated, and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single, and/or upper-tier municipal boundaries, and with other orders of government, agencies, and boards including: a) Managing and/promoting growth and development that is integrated with infrastructure planning.</p>	<p>Both the County of Middlesex and the Municipality of Thames Centre will evaluate this Draft Plan of Subdivision application, particularly with the interest of adding to the supply of draft approved, industrial developable land.</p>
<p><u>Section 1.2.6.2</u> [...] planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures: a) there is an identified need for the proposed use; b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; c) adverse effects to the proposed sensitive land use are minimized and mitigated; and d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</p>	<p>The proposed industrial land uses are necessary for this rural area within the Municipality of Thames Centre. The proposal is for Class 1 uses which are to have minimal impact on any surrounding sensitive land uses.</p>
<p><u>Section 1.3.1</u> Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and</p>	<p>The proposed rural industrial subdivision will add to the range of uses within Thames Centre and the broader area being within close proximity to the 401. The proposed subdivision supports future readily available and draft</p>

<p><b>broader mixed uses to meet long-term needs;</b></p> <ul style="list-style-type: none"> <li><b>b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</b></li> <li><b>c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;</b></li> <li><b>e) ensuring the necessary infrastructure is provided to support current and projected needs.</b></li> </ul>	<p>approved employment uses for future suitable investment. Through the proposed road connection to Moonlight Way, the necessary infrastructure will be in place to support future needs of this area.</p>
<p style="text-align: center;"><u>Section 1.6.6.7</u></p> <p><b>Planning for stormwater management shall:</b></p> <ul style="list-style-type: none"> <li><b>d) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; c)</b></li> <li><b>c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</b></li> <li><b>d) mitigate risks to human health, safety, property and the environment;</b></li> <li><b>e) maximize the extent and function of vegetative and pervious surfaces; and</b></li> <li><b>f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</b></li> </ul>	<p>As per the submitted preliminary Stormwater Management Report, the proposed SWM pond is feasible for the longevity of use of the proposed subdivision and supports on-site management using best practices for the safety of the environment.</p>
<p style="text-align: center;"><u>Section 1.7.1</u></p> <p><b>Long-Term Economic Prosperity 1.7.1 Long-term economic prosperity should be supported by:</b></p> <ul style="list-style-type: none"> <li><b>a) promoting opportunities for economic development and community investment-readiness;</b></li> <li><b>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</b></li> <li><b>i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;</b></li> </ul>	<p>The proposed industrial subdivision promotes employment opportunity for Thames Centre and optimizes the use of the currently vacant subject lands to promote better availability of 'shovel ready' industrial lands. The proposed subdivision supports agricultural and rural industrial related uses in order to minimize conflicts with surrounding agricultural uses.</p>

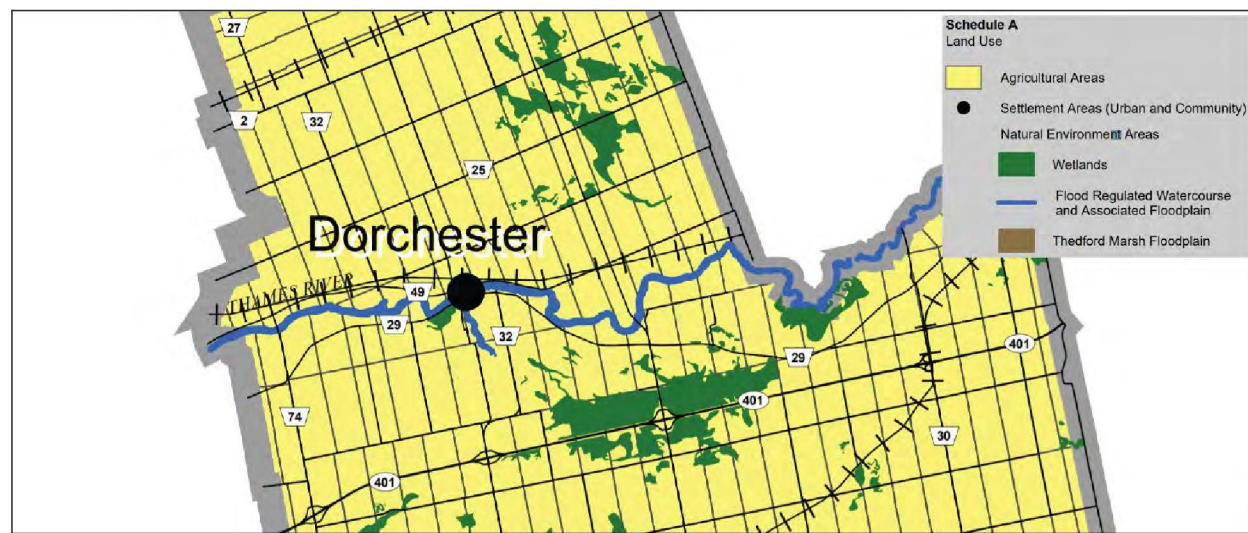


Based on the above, the proposed Draft Plan of Subdivision application is consistent with the 2020 Provincial Policy Statement.

## COUNTY OF MIDDLESEX OFFICIAL PLAN

The subject lands are designated “Agricultural Area” according to “Schedule A – Land Use” in the County of Middlesex Official Plan (Figure 4).

Figure 4 – County of Middlesex Official Plan: Schedule ‘A’ – Land Use (Excerpt)



The following policies are specific to the “Agricultural Area” land use designation:

County of Middlesex Official Plan Policy Analysis Table	
Policy	Response
<p><u>Agriculture – General Policies</u> Policy 2.2.2.2</p> <p>Non-agriculture development shall be encouraged to locate in identified Settlement Areas. Agriculture-related commercial and industrial uses shall only be permitted in the Agricultural Area where they are essential to the agriculture economy, require a location in close proximity to agriculture or cannot be located in identified Settlement Areas.</p>	<p>The proposed agricultural-related industrial subdivision is a necessary use for the economy of Thames Centre and provides a logical form of industrial uses proximate to agricultural uses outside of a Settlement area in order to avoid sensitive land uses.</p>
<p><u>Economic Development</u> Policy 2.3.4</p> <p>Through the policies of this plan the County will;</p> <ul style="list-style-type: none"> <li>a) monitor the supply of employment land to ensure that a sufficient supply is available throughout the County and particularly in those municipalities with access to provincial highways and major arterial roads;</li> <li>b) cooperate with local municipalities, the business community and other agencies to ensure that employment centres are served by modern infrastructure systems including road, rail, and</li> </ul>	<p>The subject lands provide convenient access to the 401 highway (no direct vehicular access will be permitted from the subject lands) and integrates well within the surrounding land uses for a logical connection to an existing road (Moonlight Way)</p>

<p>telecommunications networks; 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; and,</p>	
<p><u>Agricultural Area Policies</u> <i>Policy 2.3.9</i></p> <p>The policies of this Plan are intended to affirm that agriculture is a predominant activity in the County. Non-agricultural activities will be closely scrutinized and directed to Settlement Areas unless the activity is agriculturally related and a location in proximity to agriculture is necessary.</p> <p>The primary use of land in the Agricultural Area shall be agriculture, farm-related industrial and commercial uses in accordance with Section 3.3.5 and accessory uses.</p> <p>Agriculture-related uses shall be directed to Settlement Areas except where they are essential to the functioning of agriculture, require a location in close proximity to agriculture or would cause conflicts in Settlement Areas.</p> <p>Fragmentation of farm holdings is discouraged.</p>	<p>The proposed subdivision results in rural-related dry industrial uses I proximity to abutting agricultural uses which would provide for a well-functioning rural area in Thames Centre which could cause conflicts if it were in a Settlement Area due to sensitive land uses. Therefore, the location within an Agricultural area is a logical location for the proposed use.</p>
<p><u>Plan of Subdivision</u> <i>Policy 4.5.1</i></p> <p>County Council shall approve only those plans of subdivision or condominium which comply with the provisions of this Plan and the applicable local official plan. Under conditions of approval attached to plans of subdivision or condominium pursuant to the Planning Act:</p> <p>a) County Council shall require that the applicant(s) enter into appropriate agreements with the County or local municipality which may be registered against the title of the subject lands and which shall include such matters as services, financial requirements, County Road facilities, dedication of land for public uses, exclusive of parks and other requirements to implement the provisions of this Plan; and</p> <p>b) the Council of the local municipality may require that the applicant(s) enter into appropriate agreements which shall be registered against the title of the subject lands, and may include such matters as, but not limited to, financial requirements, local roads, drainage, grading and landscaping, sidewalks and dedication of land for public uses and other requirements to implement the provision of this Plan and the local official plan.</p>	<p>The applicant shall enter into all appropriate agreements with the Municipality of Thames Centre and the County of Middlesex to be registered on title of the subject lands.</p>

As per the above analysis, the proposed Draft Plan of Subdivision conforms to the policies of the County of Middlesex Official Plan and is appropriate for the subject lands.

## MUNICIPALITY OF THAMES CENTRE OFFICIAL PLAN

The subject lands are designated “Rural Industrial” in the Municipality of Thames Centre Official Plan on Schedule ‘A’ (Figure 5).

Figure 5 – Municipality of Thames Centre Official Plan: “Schedule A” (Excerpt) (outlined in yellow)



The following policies are specific to the “Rural Industrial” land use designation:

Municipality of Thames Centre Official Plan Policy Analysis Table	
Policy	Response
<p><u>Plans of Subdivision</u> Section 2.26</p> <p>When considering applications for plans of subdivision, the Municipality and/or County will ensure that the area to be subdivided can be provided with necessary services, roads and amenities and that the proposed development would not adversely affect the economy of the Municipality. All lots within a proposed plan of subdivision must have frontage on a public road that is of adequate construction and that is, or will be, opened and maintained year-round. For large plans of subdivision, consideration shall also be given to appropriate phasing. Other relevant factors may also be considered.</p> <p>It shall be the policy of this Plan that approval be granted only to those plans of subdivision which can comply with the policies of this Plan and which, to the satisfaction of Council, can be supplied with adequate public utilities and services such as schools, fire protection, water supply, sanitary sewers (including treatment capacity), and storm</p>	<p>The costs of the necessary service extension, roads will be assumed by the land owner, and the land owner will work jointly with the Municipality and the County to demonstrate to the Provincial government that there is draft approved, developable land available that is eligible for funding to add wastewater treatment capacity. All lots will have frontage onto a public road that is maintained year-round.</p> <p>Full build-out of industrial uses on each of the seven proposed lots will not occur without full servicing, as well as the removal of the existing holding zone provision. Existing infrastructure will appropriately and adequately serve the subject lands, without adding any notable strain to these services.</p> <p>The land owner may enter into appropriate agreements, registered on title, as necessary</p>



<p>drainage facilities as required by this Plan, and which by reason of such approval, would not adversely affect the economy of the Municipality. As a condition to the approval of a plan of subdivision or condominium, lands for pedestrian pathways and bicycle paths may be required to be dedicated to the Municipality.</p> <p>Under conditions of approval attached to plans of subdivision or condominium, County and/or Municipal Council may require that the applicant(s) enter into appropriate agreements which may be registered against the title of the subject lands. Such agreements may include matters such as, but not limited to, services, financial requirements, County and local roads and road facilities, dedication of land for public uses, drainage, grading and landscaping, sidewalks, and other requirements to implement the provisions of the County Plan and this Plan.</p>	<p>and agreed upon between the land owner, the Municipality, the County, and/or any third-party agency.</p>
<p><u>Industrial Designations</u> <i>Section 4.5.1</i></p> <p>Industrial activity will generally be directed toward the Urban Settlement Areas, although limited industrial opportunities exist in Hamlets for small-scale and “local” activities, in a limited number of rural areas containing existing industrial development, and at strategic locations along Provincial Highway 401. Farm-related industrial uses may also be permitted in agricultural areas if the applicable policies under the “Agricultural” designation can be met. Ensuring that adequate servicing is available and that impacts on adjacent sensitive land uses are appropriately mitigated are the most important factors in permitting new industrial development and redevelopment. The range of permitted industrial uses, location of uses, and timing of development will be dictated by the nature and availability of services necessary to support that development.</p>	<p>The proposed subdivision is located at a convenient rural location proximate to Highway 401 and the proposed uses would be farm-related. Impacts on adjacent land uses shall be mitigated as outlined in the preliminary servicing brief.</p>
<p><u>Goals</u> <i>Section 4.5.2</i></p> <ol style="list-style-type: none"> <li>1) To permit a wide range of industrial and employment uses</li> <li>3) To allow for non-serviced industrial development in areas well suited for these purposes.</li> <li>2) To ensure that lands developed for industrial purposes through previous Official Plans remain viable and to allow appropriate industrial development to proceed on lands designated for such purposes.</li> <li>3) To ensure that all industrial development and redevelopment is appropriately serviced.</li> <li>4) To ensure that all industrial development takes place in a logical and orderly fashion.</li> <li>5) To generally direct all new industrial development to lands abutting arterial roads.</li> <li>6) To ensure that all industrial development</li> </ol>	<p>The proposed subdivision is to support a wide range of dry-industrial employment uses. The proposed uses will not conflict with the ability for designated lands to proceed with supporting industrial employment uses. The order of development on these lands shall proceed in an orderly fashion and shall be adequately serviced to support the proposed uses. There is sufficient space on each of the proposed blocks to</p>



<p>and redevelopment is appropriately buffered from adjacent and surrounding residential or other sensitive land uses.</p> <p>7) To limit or mitigate any adverse impacts of industrial uses on surrounding agricultural lands and operations.</p> <p>8) To achieve a high standard of site development, design, appearance and maintenance in all industrial areas.</p>	
<p><u>"Rural Industrial" Policies</u> <i>Section 4.5.4</i></p> <p>The following policies shall apply to those lands designated "Rural Industrial" on Schedules "A" and "B" of this Plan:</p> <p>(1) Permitted uses shall be in accordance with the policies outlined in this Section and shall include: manufacturing, fabrication, assembling and processing of materials, goods or products; warehousing; wholesaling; outside storage of bulk goods; repair, servicing and maintenance operations; truck terminals; laboratories; crematoriums; production of marijuana for medical purposes; offices; recreational facilities; public uses; and accessory retail uses located within an industrial use. Each land use shall be established in the implementing Zoning By-law under an appropriate zone. All uses of "Rural Industrial" lands must be "dry" in nature.</p> <p>(2) It is not expected that the "Rural Industrial" designation will be expanded during the planning period. Any proposal to expand the designation shall require an amendment to the Plan [...].</p> <p>(3) Due to their location, full municipal serviced are not envisioned for "Rural Industrial" areas. All industrial development shall be "dry" in nature and, therefore, partial and private services may be permitted. Where partial municipal services are proposed, supporting studies must address all applicable servicing options and establish that the development may proceed appropriately on partial municipal services. Where private services are proposed, regard shall be had to the suitability of the soil conditions and surface and groundwater conditions to provide for an adequate potable water supply and to adequately support sub-surface sewage treatment to the standards of the approving agency having jurisdiction. If full municipal services are ultimately provided, industrial uses that are not "dry" in nature may be considered without amendments to this Plan.</p> <p>(4) Industrial developments must make efficient use of land resources. Proposals that are inefficient or wasteful of such land resources will be discouraged.</p> <p>(6) All new development and redevelopment on lands designated "Rural Industrial" must</p>	<p>Permitted uses for the proposed plan of subdivision shall comply with the existing zoning by law which is also in conformity with the Thames Centre Official Plan. The proposal does not propose an extension of the existing "Rural Industrial" designation. All proposed uses on these lands are to be "dry" industrial uses with the need for potential partial servicing. The proposed development makes full use of the available land resources on the property while also complying with provincial standard for rural industrial type development as it relates to noise, dust and vibrations as per the submitted Noise Study. The submitted Planning Justification Report provides sufficient planning impact analysis to assess the mitigation and minimal impacts on abutting properties. It is understood that each of these blocks are subject to Site Plan Control and the further refinement of development detail of the blocks are to be determined at that time.</p> <p>Donnybrook Drive is a public road in good condition which is maintained year-round and is road suitable for rural industrial uses. Direct access is not provided to an arterial road; however, the lands have reasonable access to and are proximate to Dorchester Road, which is an Arterial Road and is also located proximate to access to the 401.</p>

<p>comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.</p> <p>(5) Prior to approving major industrial development or redevelopment, the Municipality may require the submission of a Planning Impact Analysis if the Municipality determines that such impacts are uncertain and/or potentially significant.</p> <p>(9) All development shall be subject to Site Plan Control.</p> <p>(10) Vehicular access shall be available or made available from a public road of reasonable construction and year-round maintenance, subject to the approval of the authority having jurisdiction. Direct access to the development or the industrial subdivision from an arterial road is required. Access shall not be permitted where safety hazards could result due to poor sight lines, proximity to traffic intersections or railway crossings, or the traffic flow characteristics of the road.</p>	
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As per the above analysis, the proposed Draft Plan of Subdivision application conforms to the policies of Municipality of Thames Centre Official Plan and is appropriate for the subject lands.

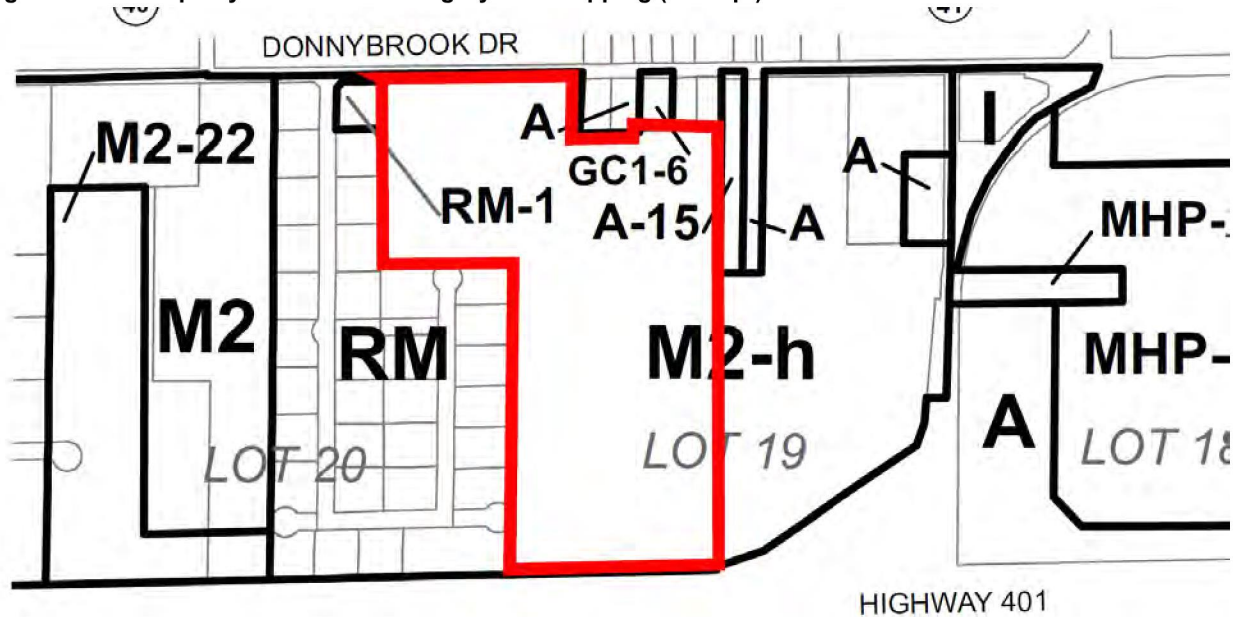
## **MUNICIPALITY OF THAMES CENTRE ZONING BY-LAW**

The subject lands are zoned “*Rural Industrial, Holding (M2-h)*” in the Municipality of Thames Centre Zoning By-Law (Figure 6). This zone category provides for and regulates Class 1 rural industrial uses. The proposed lots are intended to accommodate permitted uses within this zone category.

The permitted uses within the M2-h zone include:

- Abattoir;
- Agricultural service and supply establishment;
- Bulk sales establishment;
- Contractor’s yard or shop;
- Factory outlet;
- Feed mill;
- Flour mill;
- Food processing plant;
- Industrial use;
- Office, support;
- Processed goods industry;
- Propane transfer facility;
- Raw material processing industry;
- Sawmill;
- Service shop;
- Tradesman’s shop;
- Truck terminal;
- Vehicle repair garage;
- Vehicle service shop;
- Warehouse; and,
- Warehouse, public self-storage.

Figure 6 – Municipality of Thames Zoning By-Law Mapping (Excerpt)



The following zoning regulations apply to the subject lands:

<b>Zoning Regulations (M2-h)</b>	
Min. Lot Area (sq. m.)	4,000.0 m <sup>2</sup>
Min. Lot Frontage (m.)	50.0 m
Min. Front and Exterior Side Yard Depth (m)	25.0 m
Min. Rear Yard Depth (m)	18.0m
Min. Interior Side Yard Depth (m)	18.0m (west) / 5.0m-18.0m (east)
Max. Lot Coverage (%)	35%
Max. Building Height (m)	12.0 m
Min. Landscaped Open Space (%)	10%
Max. Open Storage (%)	40%

The “h” holding zone provision has been applied to the subject lands to ensure orderly development of land and the adequate provision of municipal services. It is understood that a removal of Holding Provision Application will also be required once a Subdivision Agreement or Development Agreement with the Municipality of Thames Centre has been entered into.

## OTHER CONSIDERATIONS

### **Preliminary Servicing Report**

All uses listed above within the *M2-h* zone are permitted on the subject lands, and as per the Municipality of Thames Centre Official Plan, are intended to be “dry” in nature and not require full municipal services.

### **Archaeological Report**

A Stage 1-2 Archaeological Assessment was completed by Lincoln Environmental Consulting, which concluded that no archaeological resources were found on the subject lands, and no further archaeological assessment of the property is required.

### **Geotechnical Report**

A Geotechnical Report was prepared by Sola Engineering. The purpose of this investigation was to collect information on the soil and groundwater conditions at the subject site and, based on the investigation data, to provide recommendations to assist with the preliminary design of the proposed industrial subdivision. These recommendations and conclusions are detailed in the full submitted report.

### **Noise Study**

A noise study assessment was completed by RWDI. Based on the modelling completed with the understanding that truck terminals and service shops are the preferred land use for this feasibility study, some restrictions will apply to the type of operations and equipment present on some of the blocks.

The restrictions listed below are elements of the model used to determine worst-case sound levels.

2. Noise from lot activities should be limited to the interior portions of each block and in front of on-site buildings (where present) to provide adequate screening for surrounding residential dwellings.
3. Any maintenance activities are restricted to operate during the daytime period only (07:00 -19:00).
4. Noise generating equipment for proposed block uses are required to meet the maximum allowable sound power levels listed in the Impact Assessment section listed above.

The recommendations listed below are in addition to the restrictions listed above and will serve as design parameters and should be implemented as detailed design progresses.



1. Locate and orientate the buildings as close to the proposed road development to keep as much spacing as possible with the surrounding residential dwellings.
2. To offset the worst-case scenario in this analysis, include a design requirement for bay doors to be kept closed to minimize noise emitted during service. This would be beneficial in the proposed blocks closest to the residential dwellings along Donnybrook Drive.
3. The location of the stormwater pond in the Draft Plan of Subdivision is ideal as it is in an area where there is a heightened sensitivity to act as a buffer to offset the truck terminal/service shop away from the closest residential dwelling. This location should be maintained in any changes going forward.

Based on the results of the submitted noise assessment, the proposed development is feasible provided that the restrictions and recommendations outlined are implemented.

### **Stormwater Management Report**

A preliminary Stormwater Management (SWM) report was prepared by MTE for the proposed subdivision, below are the proposed strategy summaries:

#### **Proposed Municipal Drain Strategy**

It will be necessary to reroute the Rath Harris Municipal Drain and Newton-Capstick Municipal Drain within the subject land to accommodate the proposed development. These Municipal Drain alterations will be subject to the regulations of Section 78 of the Drainage Act. The Rath Harris Municipal Drain is to be re-routed and sized to accommodate the controlled post-development flow from the neighbouring Silvermoon Subdivision (138 L/s for 2-year and 923 L/s for 100-year events).

#### **Proposed SWM Strategy**

The proposed SWM strategy was developed to meet Municipal, UTRCA and provincial requirements. Based on the SWM assessment it was determined the most efficient option to provide quantity and quality control for the proposed subdivision was through the implementation of a single wet pond. Due to the existing grading constraints, it is not feasible to provide outlets from the proposed SWM Pond to both the Newton-Capstick Municipal Drain and Rath Harris Municipal Drain. Therefore, it is proposed that the pond will outlet to the Rath Harris Drain only.

#### **Proposed SWM Pond**

The proposed SWM facility will be designed to meet the subdivision stormwater quality and quantity control requirements. The proposed facility will be designed as a wet pond in accordance with the guidance presented in the Stormwater Management Planning and Design Manual, MECP, 2003 (SMPDM).

The presented preliminary stormwater management strategy will meet corresponding local and provincial SWM policies and the proposed subdivision will not result in adverse impacts

downstream as detailed further in the full submitted report. The preliminary SWM wet pond design provides post-development peak flow attenuation to below the pre-development levels and will provide quality control to achieve water quality treatment. A more detailed SWM report will be prepared during the future subdivision engineering design process.

## **CONCLUSION**

The proposed Draft Plan of Subdivision application proposes seven (7) blocks to facilitate future dry industrial uses. Pending approval, this application would add to the supply of industrial lands available, and in turn would add to the employment land supply.

The proposed Draft Plan of Subdivision application is consistent with the Provincial Policy Statement, conforms to policies of the County of Middlesex Official Plan and the Municipality of Thames Centre Official Plan, and complies with the regulations of the Municipality of Thames Centre Zoning By-Law.

The proposed Draft Plan of Subdivision application represents a logical and orderly proposal, given the subject lands proximity to vacant lands, agricultural lands and future industrial lands, it is not anticipated that the proposed lots will create an adverse, undue impacts on surrounding land uses. As such, the proposed Draft Plan of Subdivision application represents good planning practice and is in the public interest.