



## **MUNICIPALITY OF THAMES CENTRE**

### **PLANNING & DEVELOPMENT SERVICES**

**REPORT NO:** PDS-42-22

**FILES:** 39T-TC1903, O3-21 & Z19-19

**TO:** Mayor and Members of Council

**FROM:** Marc Bancroft, Director of Planning and Development Services

**MEETING DATE:** August 8, 2022

**RE: APPLICATIONS FOR DRAFT PLAN OF SUBDIVISION,  
OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW  
AMENDMENT – SIFTON PROPERTIES LTD. (APPLICANT) –  
MONTEITH BROWN PLANNING CONSULTANTS (AGENT) –  
SOUTH OF BYRON AVENUE AND EAST OF DORCHESTER  
ROAD, DORCHESTER**

#### **1. PURPOSE**

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

It is important to note that the County of Middlesex is the delegated approval authority for plans of subdivision and official plan amendments. Before the County is in a position to render a decision on these matters, this proposal must be subject to a statutory public meeting to engage the public and prescribed agencies. The foregoing requirements were met considering the proposal has been subject to extensive public consultation with the last public meeting of Municipal Council held on September 27 2021. To assist in the processing of this proposal, the County of Middlesex is requesting the Municipality's position on this matter through a resolution of Council in regards to the application for draft plan approval.

#### **2. BACKGROUND (see attached maps)**

The subject property is a 20.8 hectare (51.5 ac) parcel of land located south of Byron Avenue and on the east side of Dorchester Road (County Road 32) in the village of Dorchester. The Dorchester Creek lies just south of the subject lands. The lands are used for agricultural purposes in the form of field crop cultivation and currently occupied by two farm buildings. Although the subject lands are not serviced, municipal services are available.

According to the Thames Centre Official Plan, the subject lands are designated 'Residential' for the most part, which generally permits a wide range of housing types and densities. Along Dorchester Road (County Road 32), the subject lands are however designated 'General Commercial Special Policy Area 2', which permits commercial uses along with medium density residential uses (i.e. townhouses, low-rise apartments, etc.). In addition, a small portion of the subject lands to the southeast are designated Protection Area and Environmental Area.

Given the proximity of the subject lands to the well fields, which supply potable water to Dorchester, the property is located in a Well Head Protection Area (WHPA) and subject to the policies of the Thames, Sydenham and Region Source Protection Plan (SPP). Relevant policies and regulations under the SPP have been included in the Thames Centre Official Plan and Comprehensive Zoning By-law through previous amendments thereto. Within this area, it is important to note that these policies and regulations do not generally preclude residential or commercial development opportunities within WHPAs.

The majority of the subject lands are zoned site-specific Future Development (FD-3), which only allows existing uses. A small portion to the southeast corner of the subject lands are zoned Environmental Protection (EP), which prohibits development. Consistent with the Official Plan, the lands are located in a WHPA, which prohibits certain land uses and activities, which may pose a significant drinking water threat. Current zoning regulations do not preclude residential or commercial development within WHPAs.

Surrounding land uses vary and include: residential uses in the form of single detached dwellings to the north and east; also, north of the subject lands lies an institutional use in the form of a retirement home (Dorchester Terrace) located on the south side of Byron Avenue and a commercial use (Shoppers Drug Mart) located at the southeast corner of Dorchester Road and Byron Avenue; natural areas associated with the Dorchester Creek lie to the south; and, agricultural lands are located on the west side of Dorchester Road along with a residential use.

Council will recall that Sifton's original proposal was presented at a public meeting on November 25, 2019, which was revised based on comments received and subsequently heard at a public meeting on February 22, 2021. In response to comments received, Sifton has revised their proposal which was last presented at the September 27, 2021 public meeting, which includes an amendment to the Thames Centre Official Plan.



### **3. PROPOSAL**

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

- Eight (8) blocks for single-detached residential development (Blocks 1 to 8)
- Four (4) blocks for low and medium-density residential development (Blocks 9 to 12)
- Three (3) blocks for medium-density residential development (Blocks 13 to 15)
- Two (2) mixed-use commercial blocks (Blocks 16 and 17)
- Two (2) open space blocks for parkland (Blocks 18 and 19)
- Three (3) open space blocks for stormwater management and drainage (Blocks 20 to 22)
- Three (3) road widening reserve blocks (Blocks 23 to 25)
- One (1) open space block for an ecological buffer (Block 26)
- One (1) open space block for natural environment areas (Block 27)
- Five (5) new public streets

The effect of the proposed plan would facilitate primarily residential development and related amenity areas as well as limited commercial and institutional development opportunities, all serviced by municipal water and municipal sanitary sewers along with a stormwater management pond. The developer has indicated that the development will include a variety of housing types and tenure options including opportunities for rental and condominium units.

In support of the proposed approach to compound zoning and land use flexibility, Sifton is proposing three attached (3) concept plans which demonstrates how the proposed zoning could be implemented through the development of Blocks 13, 16 and 17 considering the proposed official plan policies and zoning framework permit the widest range of uses on these blocks. Draft plan approval would apply to a block plan which would be further subdivided through a redline amendment to the draft plan consistent with the direction offered by the concept plans.

As indicated by Sifton's consultant, all three concepts include the following common elements from a residential development standpoint:

- Single-detached dwellings along the northern and eastern areas of the subdivision adjacent to existing single detached residential uses to provide similar form and density transition.
- Over one-quarter (27.3%) of the subdivision would be developed for single detached dwellings.
- Blocks 9 to 12 are proposed be developed for low or medium density residential uses, comprised of single detached dwellings or street townhouse dwellings.
- Single-storey townhouse dwellings are proposed for Block 14 to meet the demand for more accessible housing.

- Highest density residential uses are directed along Dorchester Road on Blocks 16 and 17.

Below is a description of the unique features associated with each concept, as indicated by Sifton's consultants, which should be read in conjunction with the attached concept plans:

	<b>Concept #1</b>	<b>Concept #2</b>	<b>Concept #3</b>
<b>Block 13 (centrally located)</b>	3-storey townhouses totaling 51 units at a density of 34 units per hectare.	3.5 storey back-to-back stacked townhouse units totaling 116 units at a density of 78 units per hectare	3-storey townhouses totaling 51 units at a density of 34 units per hectare.
<b>Block 16 (Dorchester Road)</b>	3-storey townhouses totaling 34 units and 6-storey apartment building totaling 90 units.	2 six-storey apartment buildings with combined total of 154 units.	2-storey building with commercial space on the main floor and medical/dental offices on the second floor and 1-storey commercial building. 6-storey apartment building totaling 96 units.
<b>Block 17 (Dorchester Road)</b>	two 1-storey commercial buildings facing Dorchester Road along with a 4-storey apartment building totaling 41 units and a 6-storey apartment building totaling 130 units.	1-storey commercial building and 2-storey building for medical/dental offices. 4-storey stacked townhouse units on the east side totaling 78 units.	1-storey commercial building and a 2-storey building for commercial space on the main level and medical/dental offices on the second floor. 4-storey long-term care home with 220 beds.
<b>Notes</b>	Of all concepts, Concept #1 has the highest residential density for Blocks 16 and 17 at 71 units per hectare.	Overall residential density for Blocks 16 and 17 is 64 units per hectare	Lowest combined residential density for Blocks 16 and 17 of all three concepts at 27 units per hectare, as long-term care homes are institutional and do not count towards density calculations.



At the time of the original submission, eleven (11) studies/reports were provided by the applicant in support of the subject proposal, namely: geotechnical investigation; hydrogeological assessment; archaeological assessment; preliminary servicing; preliminary phasing plan; conceptual water distribution analysis; conceptual stormwater management report and water balance; transportation impact study; planning justification report; noise assessment report; and, environmental impact study. To supplement the latest submission, the applicant has provided (3) three revised studies/reports, namely: an updated conceptual stormwater management and water distribution analysis, an updated conceptual water distribution analysis and a sanitary servicing memo. It is important to note that an update transportation impact study has yet to be provided.

Vehicular access for the subdivision would be provided through an extension of Canterbury Drive south of Byron Avenue and a new street at Dorchester Road. No direct road connection is proposed to Oakwood Drive considering existing natural heritage features in the area. The new subdivision would however include a pedestrian connection through proposed open space areas at the southeast corner of the site adjacent to the stormwater management pond on Oakwood Drive.

To implement the latest draft plan proposal, Sifton is seeking to amend the Thames Centre Official Plan to allow the following (which should be read in conjunction with the attached official plan amendment sketch):

- A new Residential Special Policy Area limited to Block 13 to permit an increased range of medium-density uses including stacked back-to-back townhouse dwellings with a maximum height of 3.5 storeys and an overall density of 80 units per hectare;
- Limited to the mixed-use development Blocks 16 and 17 along Dorchester Road (County Road 32), a modified General Commercial Special Policy Area 2 designation to permit medium density residential uses including townhouse and apartment buildings as well as retirement homes and long-term care homes with new residential development in this area limited to a maximum of 6 storeys and an overall density of 74 units per hectare; and
- The re-designation of certain lands generally located along the south side of the site to Parks and Open Space.

To allow the development of the subdivision, a Zoning By-law Amendment has also been submitted to rezone the subject lands from the site-specific Future Development (FD-3) Zone and the Environmental Protection (EP) Zone to the following zones (which should be read in conjunction with the attached zoning sketch):

- a) **Site-specific Residential First Density (R1-#) Zone** proposed for Blocks 1, 2, 3, 4, 6, 7 and 8 subject to the following standards in addition to the regulations associated with the parent R1 Zone:

Minimum Lot Area	400 square metres
Minimum Lot Frontage	12 metres



Maximum Lot Coverage                      50%

- b) Site-Specific Residential Third Density (R3-#) Zone** proposed for Blocks 14 and 15 to accommodate fourplex dwelling; stacked townhouse dwelling; street townhouse dwelling; townhouse dwelling; triplex dwelling, subject to the following standards in addition to the regulations associated with the parent R3 Zone:

Front Yard Depth (minimum)	6 metres
Exterior Side Yard Depth (minimum)	6 metres
Interior Side Yard Width (minimum)	1.4 metres
Rear Yard Depth (minimum)	7.5 metres
Maximum Lot Coverage	50%
Maximum Density	35 units per hectare

- c) Dual zoning - Site-Specific Residential First Density (R1-#) Zone/Residential Third Density (R3-#) Zone** proposed for Blocks 9, 10, 11 and 12 which would provide opportunities for either low density residential in the form of single detached dwelling or medium density residential in the form of fourplex dwelling; stacked townhouse dwelling; street townhouse dwelling; townhouse dwelling; triplex dwelling, subject to the standards described in a)/b) above in addition to the regulations associated with the parent R1/R3 Zone:

- d) Site-Specific Residential Third Density (R3-##) Zone** proposed for Blocks 16 and 17 along Dorchester road to accommodate apartment dwelling; fourplex dwelling; stacked/back to back townhouse dwellings, street townhouse dwelling; townhouse dwelling; triplex dwelling; retirement home, subject to the following standards in addition to the regulations associated with the parent R3 Zone:

Minimum Lot Area	200 m <sup>2</sup> /unit
Front Yard Depth (minimum)	6 metres
Exterior Side Yard Depth (minimum)	6 metres
Interior Side Yard Width (minimum)	3 metres
Rear Yard Depth (minimum)	9 metres
Maximum Building Height	22 metres (6 storey)
Maximum Density	84 units per hectare

- e) Dual zoning – site-specific General Commercial 2 (GC2-#) in conjunction with the R3-## Zone** would also apply to Blocks 16 and 17 along Dorchester Road allow commercial uses, residential uses in the form of apartment units, or a mix of both. In addition to the commercial uses permitted, medical/dental offices are being requested as additional uses, subject to following standards in addition to the regulations associated with the parent GC2 zone:

Front Yard Depth (minimum)	6 metres
Exterior Side Yard Depth (minimum)	6 metres



- f) **Open Space (OS) Zone** proposed for Block 18, 20, 21 to accommodate a multi-use trail, parkland and stormwater management facilities; for Block 19, a reduced front yard depth of 5 metres and side yard of 2 metres is being requested.
- g) **Environmental Protection (EP) Zone** proposed for Blocks 26 and 27 to function as a natural buffer and to protect existing natural areas identified in the Environmental Impact Study.

### 3.1 Agency Comments

In the circulation of the notice of public meeting to prescribed agencies, the following comments were received:

- 3.1.1 County Engineer: The Plan shows the required widening dedication to the County Road 32 (Dorchester Road) measured 18 metres to the centreline of construction and 0.3 metre reserves to limit access onto the County Road to a single access point at Street "A". The developer will be required to enter into an agreement with Middlesex County for the construction of left and right turn lanes on County Road 32 (Dorchester Road) at the intersection with Street 'A'. All costs with regards to the design and construction of these lanes will be the responsibility of the developer. The County would also want to approve storm water management and grading plans for the development. The developer should also conduct a noise study to determine the presence and address any impacts of road noise on the proposed residential development.
- 3.1.2 Hydro One: No comment.
- 3.1.3 Enbridge: No concerns.
- 3.1.4 Drainage Superintendent: No comment.
- 3.1.5 Director of Public Works: The entire area is inside a Well Head Protection Area (WHPA A&B) and must be considered a vulnerable area.
- 3.1.6 Upper Thames River Conservation Authority:

The CA is recommending the issuance of draft plan approval subject to the following conditions:

1. That a response memo be prepared to address the Stormwater Management comments contained herein.
2. That a response memo be prepared to address the comments contained in this correspondence regarding the DAR and that a Final DAR be submitted to the satisfaction of the UTRCA.

3. That a response letter prepared to the satisfaction of the Conservation Authority to address the UTRCA's April 29, 2022 comments/ correspondence on The Hydrogeological Assessment. A Final Hydrogeological Assessment and Water Balance Analysis Report is also required and shall be prepared to the satisfaction of the UTRCA. If newly provided information impacts the buffers/setbacks which are proposed in the DAR [See Comment 12], the Draft Plan may need to be redlined to address the Conservation Authority's interests.
4. That the applicant secure the necessary written approvals in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the Conservation Authorities Act prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

### **3.2 Public Comments**

In the circulation of the notice of public meeting, several written submissions were received which are appended to this report.

Key areas of concern include:

- Density of the development
- Inadequate housing to support seniors and young families
- Compatibility with surrounding neighbourhood
- Traffic impacts
- Servicing capacity
- Parking
- Impact on the Dorchester well fields

### **3.3 Minutes of Public Meeting of Municipal Council – September 27, 2021**

Mayor Warwick advised that the County of Middlesex is the approval authority for plans of subdivisions. Mayor Warwick further advised the purpose of this Public Meeting is to obtain feedback from public before making a decision at a future Council meeting date, and any written feedback received will be considered by Council when making a decision. Mayor Warwick explained the process for public participation during this meeting.

The Director of Planning advised that notice of this proposal has been circulated to property owners within 120 m (400 ft) of the subject lands and to prescribed agencies under the Planning Act, as well as the posting of signage on the property and the notice being provided on the municipal website. Further, all participants who submitted comments in writing from the previous iteration were sent an email with a copy of the latest proposal.



The Director of Planning advised that the purpose of this public meeting is to facilitate community feedback. Following the public meeting, staff will consider all public and agency comments received and provide an evaluation report including a recommendation for Council's consideration to be heard at a future meeting.

The Director of Planning presented Report No. PDS-060-21 to provide background information regarding Sifton's latest revised submission, including an amendment to the Thames Centre Official Plan. The Director of Planning advised that comments received from the circulated agencies were summarized in planning report. The Director of Planning informed Council there were several written submissions received from the public at the time of the writing of the report, including the following key areas of concern:

- density of the development — significant number of housing units
- inadequate housing to support seniors and young families
- traffic impacts
- servicing capacity
- compatibility with surrounding neighbourhood
- parking
- general "fit" within the community
- affect on the Dorchester wellfields considering this site is located in a designated Well-Head Protection Area (WHPA)

The Director of Planning advised that the following members of the public had submitted written comments at the time of the writing of the report:

- Miranda Thrasher
- Renate & Peter Westedt
- Gary McMillan
- Chris & Judi Pink
- Sharron McMillan
- Ron & Mary Swanson
- Delia Reiche
- Rob Fisher
- Linda Clarke
- Denise Baljko
- Carolyn — no last name provided
- Michelle Blackburn
- Doug Crockett & Renee Lammers
- There was also a petition that was circulated with a number of individual names

The Director of Planning advised that the following additional comments were received by Gary McMillan after the writing of the report:

- request that proposal is deferred until Official Plan review has been conducted
- request that studies and reports be available to the public at least 30 days in advance of a meeting

The Director of Planning recommended that Report No. PDS-060-21 , in regards to the latest revised applications for Draft Plan of Subdivision (39T-TC1903), Official Plan Amendment (03-21) and Zoning By-law Amendment (Z19-19) for lands owned by Sifton Properties Ltd., be received; and that staff provide a subsequent report evaluating the said Applications with a recommendation for Council's consideration at a future meeting.

Council inquired about the impact to fire protection services with the addition of new height proposals. The Director of Planning advised that if Council were to approve these applications, there will be a need for Council to consider an investment in fire protection services, such as potential expansion to the fire hall or purchase of an additional fire truck. In the short term, the developer will have to ensure conformity and satisfy requirements under both the fire and building codes.

Council inquired if the subsequent planning report will address servicing capacity of water and wastewater. The Director of Planning advised that the subsequent report will cover servicing capacity.

Phil Masschelein and Maureen Zunti, Applicants, as well as Jay McGuffin and Hannah Shirliff, Agents, were in attendance remotely and provided a presentation on the following topics included on the agenda:

- Discussion
  - o Previous Public Meetings & Draft Plan Changes
  - o We Heard You
  - o Development Objectives
  - o Proposed Planning Approvals
  - o Concept Plans
- Summary

Council inquired about water and wastewater servicing capacity and Mr. McGuffin provided the following comments:

- 38 lots are serviced by Oakwood Drive outlet
- remainder be serviced by pumping station 3 — may require upgrades at full buildout



- 500 people allocation with 924 people forecasted in the February 2021 concept
- pumping station 3 — preliminary designs were completed by Stantec
- Aecom has identified has water distribution system meets all design criteria
- hydraulic simulations were completed for the average day demand, peak hour demand and maximum day demand plus fire flow
- no issues were identified using connections from Dorchester Road and Byron Avenue

The following members of the public were in attendance remotely and made oral submissions:

Gary McMillan

- going to make comments that were brought up by vast majority of people we spoke to while canvassing for the petition that was submitted to Council
- will also speak to second submission as a concerned citizen who is knowledgeable in planning and development process
- proposal is unacceptable — going from bad to worse
- original proposal was for 250 units, second proposal was for 443 units, and this latest proposal is for 640 units — further increase of almost 50%
- Sifton received no to original proposal — why is there need for public input for a proposal that is worse than the last one
- why can't planning department, with Council's approval, tell Sifton it's unacceptable
- recommends everyone drive through new Boardwalk subdivision — that area has average of 5 units per acre — picture having 2.5x that (12-13 units per acre) — this is what Sifton is proposing
- only a week away from starting the necessary comprehensive review of the Official Plan's policies based on today's knowledge
- consideration of a proposed multi-year development of this size and type, and that could increase population of about 4,000 by upwards 25% to 5,000 should be considered premature and inappropriate until the comprehensive review is complete and we have updated policies and criteria to guide Council in its decision regarding such issues as permitted heights, density bonuses, sun shadows, and other physical, environmental, social and economic impacts
- residential policies of present OP limit multi-residential heights to a maximum of 3 stories and 35 units per hectare — allowing a 6-storey building at 84 units per hectare is 140% increase — should not be considered an amendment, but rather demonstrate the need for comprehensive review
- Council and public should have necessary information to appropriately review developments of this size and type, to have the basis to provide knowledgeable and meaningful comments and questions — it is essential that

all required studies be readily available for at least 30 days prior to a Public Meeting

The Director of Planning advised that through the circulation of the notice of Public Meeting, which needs to be provided at least 20 days in advance of the meeting, the public is asked to contact the municipality should they require any additional information. Should there be a request made for copies of studies, that information is available, as the planning file is part of the public record.

The Director of Planning further advised that in the past, the municipality has posted some studies relating to planning applications, such as aggregate extraction proposals. On a going forward basis, the municipality can look at being proactive and using a similar approach by automatically posting these documents on the municipal website.

Delia Reiche

- Sifton presentation addressed the need for affordable housing — will this development provide affordable and attainable housing?
- are you intending to build \$500,000 — 600,000 homes?
- blocks are to maximize space — is this convenient for the project or the applicant?
- we don't currently have this sort of building in this community
- zoning decreased almost 50% what's existing from our plan right now — considerable amount
- not addressing parking issue again
- concerned about traffic impact on Dorchester Road and Byron Avenue
- retirement home just built — do we need second long-term care, or is this more seniors housing
- parking/traffic/affordability and attainability — how are you going to promise to deliver on that?

Mr. McGuffin advised on the following:

- does not have proposal to build any units and client has not established price points
- timing for product to be put on market is 3-5 years away and cannot identify what those price points will be
- have provided comparables, based on Thorndale and southeast London and the gap between various types of development
- we can provide the range but not exact price point
- parking is a site plan issue — plans that were prepared met parking requirements — if there is impact regarding not being able to provide parking, this is addressed in site plan process and results in reduction of units to be accommodated on site



- no specific plans to develop, there was request from community to have senior housing — we provided concept to illustrate conceptually how that can be brought to market in future
- nothing specific, no plan to build, no market research to undertake to do it, simply a response to comments from community in terms of having flexibility in future

Council commented on the following:

- attainable and affordable housing is a big topic for the public and recent federal election
- zoning/density is one of limited capabilities that we have — we have to look at how we provide a range of housing
- Ontario Federation of Agriculture released Home Grown platform, which addresses housing, growth and protecting agricultural land, encourages municipal Councils to grow up and not out and provide higher density options when growing our communities
- farmers have done an incredible job in last 2 years producing more food on less land; we have to do the same for housing, more houses on less land
- we are listening to public concerns and working on things behind the scenes
- Accessibility & Inclusivity Advisory Committee recently established a Healthy Mobility Options subcommittee, looking at mobility options, growth, new subdivisions, and connecting to community
- lots of concern about schools and how growth is being accommodated — Council has established Local School Advisory Committee and the Mayor/Deputy Mayor recently met with Thames Valley District School Board trustees to discuss
- nice to see more diverse options presented
- understand the need for flexibility and challenges to meet this housing situation
- attainable is not a definable word — it just means you are able to sell the units you are building
- we need to figure out how we are doing this so people aren't getting left behind
- our community needs some certainty in terms of what you are willing to put on the table, for us to move forward with our own planning requirements
- long term care is interesting solution — anyone around here looking for long term care forced to look outside of community— to think about something like that here is new consideration

Mayor Warwick advised that the public meeting portion for this application was completed. Mayor Warwick thanked those in attendance for their input and advised that when Council makes at a future meeting, that the prescribed information will be submitted to the approval authority, County of Middlesex. Mayor Warwick further advised that any person or public body may make

written submissions to the approval authority before it makes its decision under the Planning Act.

Resolution: 259-2021

Moved by: K. Elliott

Seconded by: P. Hunter

THAT the Report No. PDS-060-21, in regards to Revised - Applications for Draft Plan of Subdivision (39T-TC1903), Official Plan Amendment (O3-21) and Zoning By-law Amendment (Z19/19) and for lands owned by Sifton Properties Ltd., be received;

AND THAT staff provide a subsequent report evaluating the said Applications with a recommendation for Council's consideration at a future meeting.

Carried.

#### **4. ANALYSIS**

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

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

To sustain healthy, liveable and safe communities, efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term are encouraged according to the PPS. The proposed subdivision reflects an efficient development and land use pattern. Specifically, all three concepts include single detached dwellings along the northern and eastern edges of the subdivision adjacent to existing single detached residential uses fronting Byron Avenue and Oakwood Drive providing similar built-form and density transition with higher-density land uses focuses towards the central portion of the property and along Dorchester Road.

The PPS also states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. This proposed subdivision is situated in a designated growth area and adjacent to the existing built up area with road connectivity to an existing subdivision. It also offers a mix of housing types and demonstrates an efficient use of land and infrastructure.

The County of Middlesex Official Plan encourages a range of housing types, housing



densities and housing options to meet the needs of their share of current and future County residents. This proposed development reflects the foregoing given that it accommodate a wide range of housing options.

According to the County of Middlesex Official Plan and the Thames Centre Official Plan and echoing the PPS, policy direction is provided at establishing a land use pattern that ensures services and utilities are efficiently utilized. As noted previously, the proposed subdivision meets this policy direction.

Under the Thames Centre Official Plan, one of the themes repeated throughout the document calls for development to accommodate a mix of housing types to cater to all stages of life. More specifically, the Plan encourages a broad range of housing types which are suitable for different age groups, lifestyles, and household structures of existing and future residents. In particular, housing types that promote continuum of lifestyle and allow residents to remain within the community throughout the course of their lives shall be encouraged. This proposed development follows that policy direction by offering housing choices including singles, townhouses, stacked back to back townhouses and apartment dwellings. More housing choices, to which this development demonstrates, means fostering a more sustainable community and encouraging existing residents to stay in the area.

Given the proximity of the subject lands to the Dorchester well fields, the property is largely located in a Well Head Protection Area (WHPA) and subject to the policies of the Thames, Sydenham and Region Source Protection Plan (SPP). Relevant policies and regulations under the SPP have been included in the Thames Centre Official Plan and Zoning By-law. The vulnerability score for WHPAs can range from 1 to 10, with 10 being the most vulnerable. The vulnerability score is used, together with a Table of drinking water threats published by the Ministry of Environment and Climate Change, to determine whether a drinking water threat is significant, moderate or low. Most of the subdivision falls under a vulnerability score of 10. Residential uses are considered to be low risk and generally do not normally pose a threat to drinking water systems. Within this area, it is important to note that these policies and regulations do not prohibit residential development opportunities. Before this development can proceed, clearance from the Municipality's Risk Management Officer will be required, especially as it applies to the development of the commercial portion of the development including the potential application of road salt. To be implemented through the site plan approval process, a Salt Management Plan will need to be developed to ensure that the application of road salt during winter months does not adversely affect groundwater conditions.

For medium density residential uses proposed on Blocks 9 to 15 (excluding Block 13), the Thames Centre Official Plan requires at least two of the following location criteria be satisfied to allow these uses in a Residential designation appropriate for medium-density residential development opportunities (including townhouses and low-rise apartments):

- Frontage on an arterial road as indicated on Schedule 'C' of the Official Plan;
- Abutting major public parks as indicated on Schedule 'B' of the Official Plan;



- Abutting a commercial area as indicated on Schedule 'B' of the Official Plan;
- The overall development application involves a land area of at least 2 hectares.

The development of Blocks 9 to 15 for medium density residential uses is appropriate considering the overall development application exceeds 20 hectares (50 ac) and those Blocks are adjacent to lands designated General Commercial – Special Policy Area #2 on Schedule 'B' of the Official Plan; thereby confirming two of the foregoing location criteria.

Lands designated Protection Area and Environmental Area along the southerly limit of the development are to remain undeveloped and function as an ecological buffer. A 30-metre buffer shall also apply from the adjacent provincially significant wetland consistent with the recommendations of the EIS. Although currently designated General Commercial – Special Policy Area #2 and Residential, the buffer area is being redesignated to Parks and Open Space through the proposed Official Plan Amendment.

#### **4.1 Official Plan Amendment**

To implement the latest draft plan proposal, Sifton is seeking to amend the Thames Centre Official Plan to allow the following (which should be read in conjunction with the attached official plan amendment sketch):

- A new Residential Special Policy Area limited to Block 13 to permit an increased range of medium-density uses including stacked back-to-back townhouse dwellings with a maximum height of 3.5 storeys and an overall density of 80 units per hectare;
- Limited to the mixed-use development Blocks 16 and 17 along Dorchester Road (County Road 32), a modified General Commercial Special Policy Area 2 designation to permit medium density residential uses including townhouse and apartment buildings as well as retirement homes and long-term care homes with new residential development in this area limited to a maximum of 6 storeys and an overall density of 74 units per hectare; and
- The re-designation of certain lands generally located along the south side of the site to Parks and Open Space.

In considering an Amendment as noted under Section 7.20 of the Official Plan, Council shall have regard to the following items (in priority):

##### **1) The Provincial Policy Statement:**

As previously indicated, consistency with the PPS has been demonstrated in regards to accommodating a broader mix of housing types. Also, the redesignation of lands along the south side of the site to Parks and Open Space will ensure that these lands remain undeveloped to ensure no adverse impacts on adjacent natural heritage features.

##### **2) The desirability and appropriateness of changing the Official Plan to accommodate**



the proposed use in light of the basic objectives and intent of the Official Plan;

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

3) The goals and policies of this Plan;

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

4) Conformity with County policy;

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

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

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

6) Whether the subject lands are within 120 metres of lands designated “Natural Area” and the results of an Environmental Impact Study (EIS) as outlined in Section 3.2.3.1 of this Plan;

The subject lands are adjacent to natural heritage features to the south. To ensure the protection of the features, a buffer area of 30 metres is to be included where these lands are to remain undeveloped. The undertaking of an EIS is required as a condition of development as recommended by the Upper Thames River Conservation Authority and is included as a recommended draft plan approval condition including the implementation of any recommended and approved mitigation measures.

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

The proposed development will provide employment opportunities for the area. It will also provide an opportunity for additional tax assessment. Due to the density and form of



development, it will demonstrate an efficient use of infrastructure.

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

The proposed development is compatible with existing neighbouring uses including the commercial block and retirement home located northwest of the site at the intersection of Byron Avenue and Dorchester Road, as well as existing single detached residential uses located along the northern and eastern edges of the site. Lands directly adjacent to existing single detached dwellings are to be limited to single detached dwellings to offer similar form and density. The central portion of the site will provide a transition for low/medium residential uses between high-density development to the west along Dorchester Road and low-density residential uses to the north and east. To mitigate impacts on the natural environment, an approved Environmental Impact Study will be required as a condition of draft plan approval.

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

The road system appears to be adequate to accommodate projected increases in traffic considering this subdivision will have two access points via Dorchester Road (County Road 32) and Byron Avenue. Although a traffic impact study was undertaken in support of this development, it will need to be updated to reflect this latest proposal and noted as a recommended condition of draft plan approval. As confirmed by Servicing Report, the subdivision is proposed to be serviced with new watermains, sanitary sewers, storm sewers and a stormwater management facility. Servicing requirements will also need to be addressed to ensure consistency with municipal and provincial design standards. In all, this development is capable of being adequately serviced to support the proposed uses.

10) The physical suitability of the land for the proposed use;

The site is relatively flat from a topographical standpoint with surface drainage provided from north to south towards the Dorchester Creek. A natural heritage corridor related to the Dorchester Creek containing the South Dorchester Swamp Provincially Significant Wetland (PSW) along with a Significant Woodlot are situated south of the subject lands. Overall, this site is physically suitable to accommodate the proposed residential uses.

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

Medium density residential uses are generally non-existent in this part of the Municipality. The community will significantly benefit from the introduction of this housing type being a more affordable housing option compared to the current housing stock limited to single



detached dwellings.

- 12) Whether the subject lands contain natural features or natural hazard lands that should be subject to an Environmental Impact Study as outlined in Section 3.2.3.1 of this Plan.

An Environmental Impact Study (EIS) has been prepared in support of the proposed development. To mitigate potential impacts on adjacent natural heritage features, a naturalized buffer area is proposed on Block 26 to provide additional separation between the proposed residential development and the South Dorchester Swamp PSW and the Significant Woodlot. An approved EIS is required as a condition of development as recommended by the Upper Thames River Conservation Authority and included as a recommended draft plan approval condition.

#### **4.2 Zoning By-law Amendment**

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

- 1) Soil and drainage conditions are suitable to permit the proper siting of buildings:

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

- 2) The services and utilities, whether they are municipal or private, can adequately accommodate the proposed development. Full municipal or communal sanitary and water services will be the preferred method of servicing development:

Full municipal services can adequately accommodate the proposed development as indicated in the Servicing Report.

- 3) The road system is adequate to accommodate projected increases in traffic:

The road system is adequate to accommodate projected increases in traffic considering this subdivision will have two access points via Dorchester Road (County Road 32) and Byron Avenue. Any recommended and approved mitigation measures from the updated traffic impact study would be implemented through the subdivision agreement as noted in the recommended draft plan approval condition.

- 4) The land fronts on a public road (unless specifically noted as an approved private road) which is of a reasonable standard of construction and maintenance:

The development of this subdivision will also require new public roads that will tie into the existing public road network. These new public roads are to be constructed to municipal standards.

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

The lots and blocks proposed would comply with the minimum lot frontage and minimum lot area requirements of the requested zoning by-law amendment.

- 6) Adequate measures will be taken to alleviate or prevent any adverse effects that the proposed use may possibly have upon any proposed or existing adjacent use or on the natural heritage features and functions:

Unacceptable adverse effects on surrounding uses are not anticipated. Given the proximity of existing natural heritage features, an EIS has been undertaken in that recommended and approved mitigation measures will need to be implemented through a subdivision agreement as a recommended condition of draft plan approval.

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

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

The proposed development is compatible with existing neighbouring uses including the commercial block and retirement home located northwest of the site at the intersection of Byron Avenue and Dorchester Road, as well as existing single detached residential uses located along the northern and eastern edges of the site. Lands directly adjacent to existing single detached dwellings are to be limited to single detached dwellings to offer similar form and density. The central portion of the site will provide a transition for low/medium residential uses between high-density development to the west along Dorchester Road and low-density residential uses to the north and east.

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

Access to the proposed subdivision is proposed via Dorchester Road (County Road 32) and Byron Avenue. The County Engineer and the Director of Public Works indicated no concern with the anticipated increase in traffic considering the requirement for the developer to install turning lanes at the intersection of the new street and Dorchester Road. Any recommended and approved mitigation measures from the updated traffic impact study would be implemented through the subdivision agreement as noted in the recommended draft plan approval condition.

- 3) The adequacy of services to serve the proposed development:



As confirmed by Servicing Report, the subdivision is proposed to be serviced with new watermain, sanitary sewers, storm sewers and a stormwater management facility. The Report has also demonstrated an effective approach to addressing servicing requirements while also meeting municipal and provincial design standards. In all, this development is capable of being adequately serviced to support the proposed medium density residential uses.

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

These matters can be appropriately addressed as part of the site plan approval process considering medium density residential uses are subject to site plan control.

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

These matters can be appropriately addressed as part of the site plan approval process considering medium density residential uses are subject to site plan control.

6) Consistency with the Provincial Policy Statement (PPS):

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

#### **4.3 Key Areas of Public Concern**

Key areas of concern provided by the public during the consultation process are described below (in no particular order) followed by a staff response:

<b>CONCERN</b>	<b>STAFF RESPONSE</b>
Density of the development  Inadequate housing to support seniors and young families  Compatibility with surrounding neighbourhood	One of the key policy directions under the Thames Centre Official Plan is for new development to accommodate a mix of housing types to cater to all stages of life. The Plan encourages a broad range of housing types which are suitable for different age groups, lifestyles, and household structures of existing and future residents. In particular, housing types that promote continuum of lifestyle and allow residents to remain within the community throughout the course of their lives shall be encouraged. This proposed development follows that policy direction by offering housing choice. (i.e. singles, townhouses, stacked back to back townhouses and apartment dwellings). More housing choice means fostering a more sustainable community and encouraging existing residents to stay in Thames Centre. Also, the density of this development demonstrates an efficient use of land and infrastructure

	<p>and protect farmland from urban development opportunities.</p> <p>The proposed development is compatible with existing neighbouring uses. Lands directly adjacent to existing single detached dwellings are to be limited to single detached dwellings to offer similar form and density. The central portion of the site will provide a transition for low/medium residential uses between high-density development to the west along Dorchester Road and low-density residential uses to the north and east.</p>
Traffic impacts	<p>As a recommended condition of draft plan approval, an addendum to the traffic impact study shall be required to address traffic impacts relative to the latest concepts and that any recommended and approved measures to mitigate traffic impacts are to be implemented through the subdivision agreement.</p> <p>The County Engineer is requiring the installation of turning lanes where the new subdivision street meets Dorchester Road (County Road 32).</p>
Servicing capacity	<p>The subdivision is proposed to be serviced with new watermain, sanitary sewers, storm sewers and a stormwater management facility, subject to municipal and provincial design standards. There were no concerns identified by Municipality's Director of Public Works in this regard.</p>
Parking	<p>Parking are matters to be addressed through the site plan approval process on a per block basis.</p>
Impact on the Dorchester well fields	<p>The subject lands are located in a Wellhead Protection Area (WPA) under the Thames Sydenham and Region Source Protection Plan. Being applicable law under Ontario Building Code and as a recommended condition of draft plan approval, the development will need to be to the satisfaction of the Municipality's Risk Management Official and include the undertaking of a Risk Management Plan by a qualified person. Any recommended mitigation measures would be implemented through a subdivision agreement or site plan approval.</p>

All comments received have been considered and have been generally addressed or can be appropriately generally addressed as conditions of draft plan approval.



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

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

## **5. RECOMMENDATION**

**THAT** Council for the Municipality of Thames Centre recommends the issuance of draft plan approval to the County of Middlesex in regards to Application for Plan of Subdivision (File No. 39T-TC1903) and subject to the conditions attached to Report No. PDS-42-22;

**AND THAT** Application for Official Plan Amendment (File No. O3-21) be adopted in principle and that the Director of Planning and Development Services be directed to forward the implementing Official Plan Amendment at the next regular meeting of Thames Centre Council for consideration of adoption, which is to be forwarded subsequently to the County of Middlesex for consideration of approval;

**AND THAT** Application for Zoning By-law Amendment (File No. Z19-19) be approved in principle and that upon the granting of draft plan of subdivision approval (File No. 39T-TC1903) and the approval of the Official Plan Amendment (File No. O3-21) both by the County of Middlesex, that the Director of Planning and Development Services be directed to forward the implementing Zoning By-law Amendment to Thames Centre Council for consideration of approval.

The following attachments are included with this report:

- Location Map
- Draft Plan of Subdivision
- Concepts #1, #2 and #3
- Official Plan Amendment Sketch
- Zoning Sketch
- Public Submissions
- Conditions of Draft Plan Approval

Prepared by: Marc Bancroft, Director of Planning & Development Services

Reviewed by: Mike Henry, Chief Administrative Officer



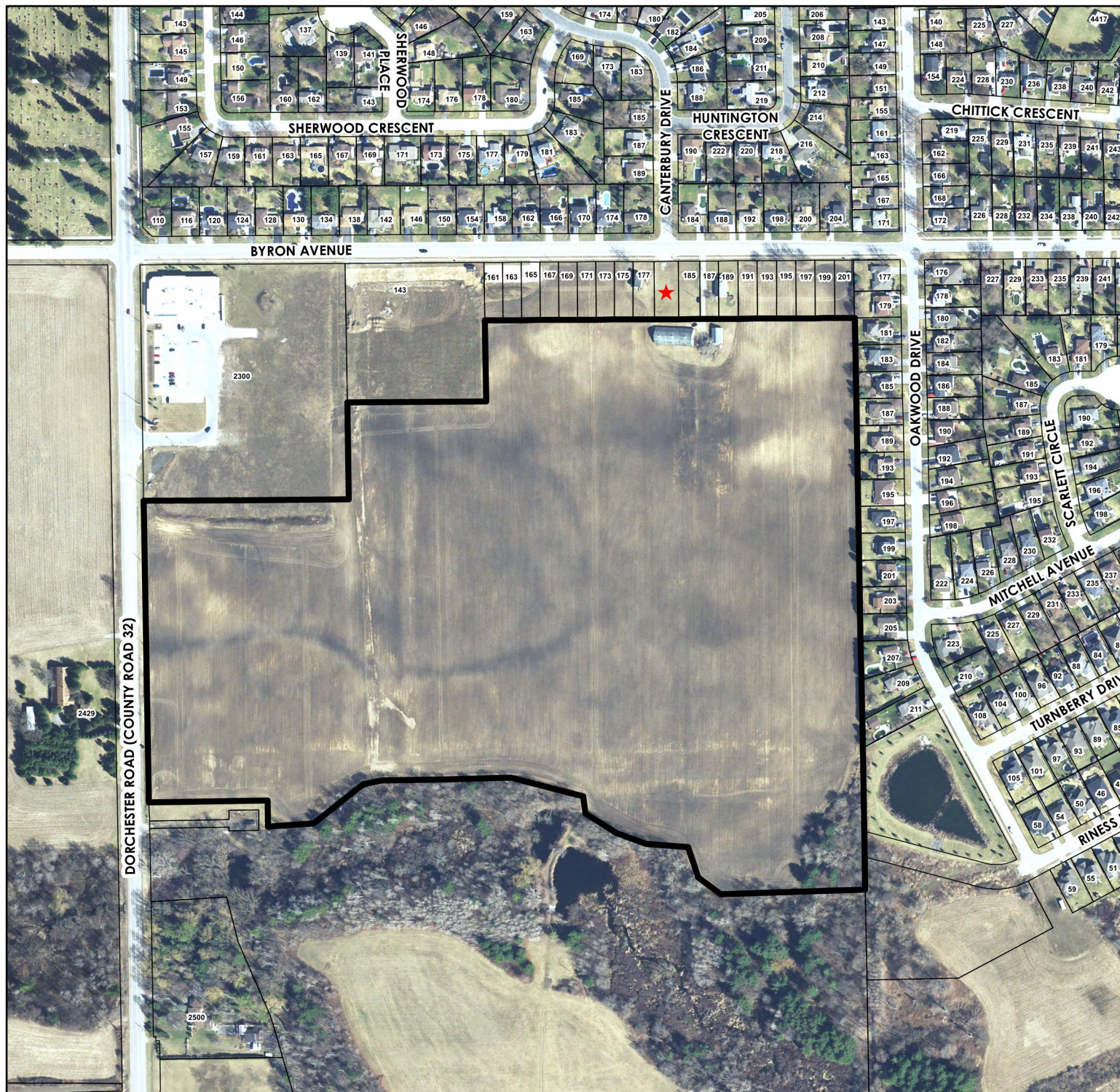
# APPLICATIONS FOR PROPOSED PLAN OF SUBDIVISION (39T-TC1903), OFFICIAL PLAN AMENDMENT (O3-21) and ZONING BY-LAW AMENDMENT (Z19-19)

Applicant: Sifton Properties Limited  
Agent: Monteith Brown Planning Consultants



Location: East side of Dorchester Road and south of Byron Avenue,  
Village of Dorchester

**Municipality of THAMES CENTRE**



**FUTURE STREET CONNECTION**



**SUBJECT LANDS**

1:4,500

0 25 50 100 150 200 Metres

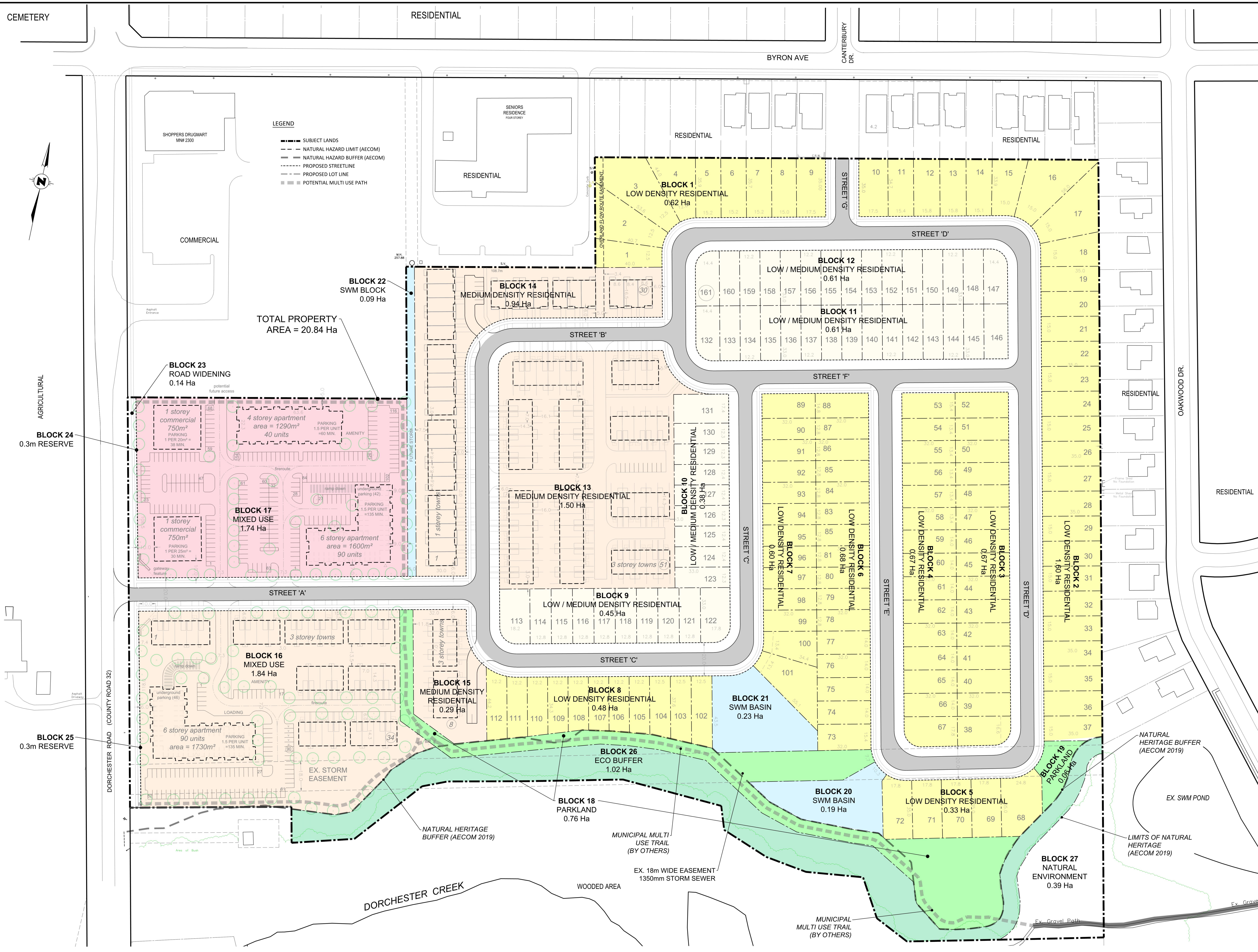
ORTHOPHOTOGRAPHY: SWOOP 2015



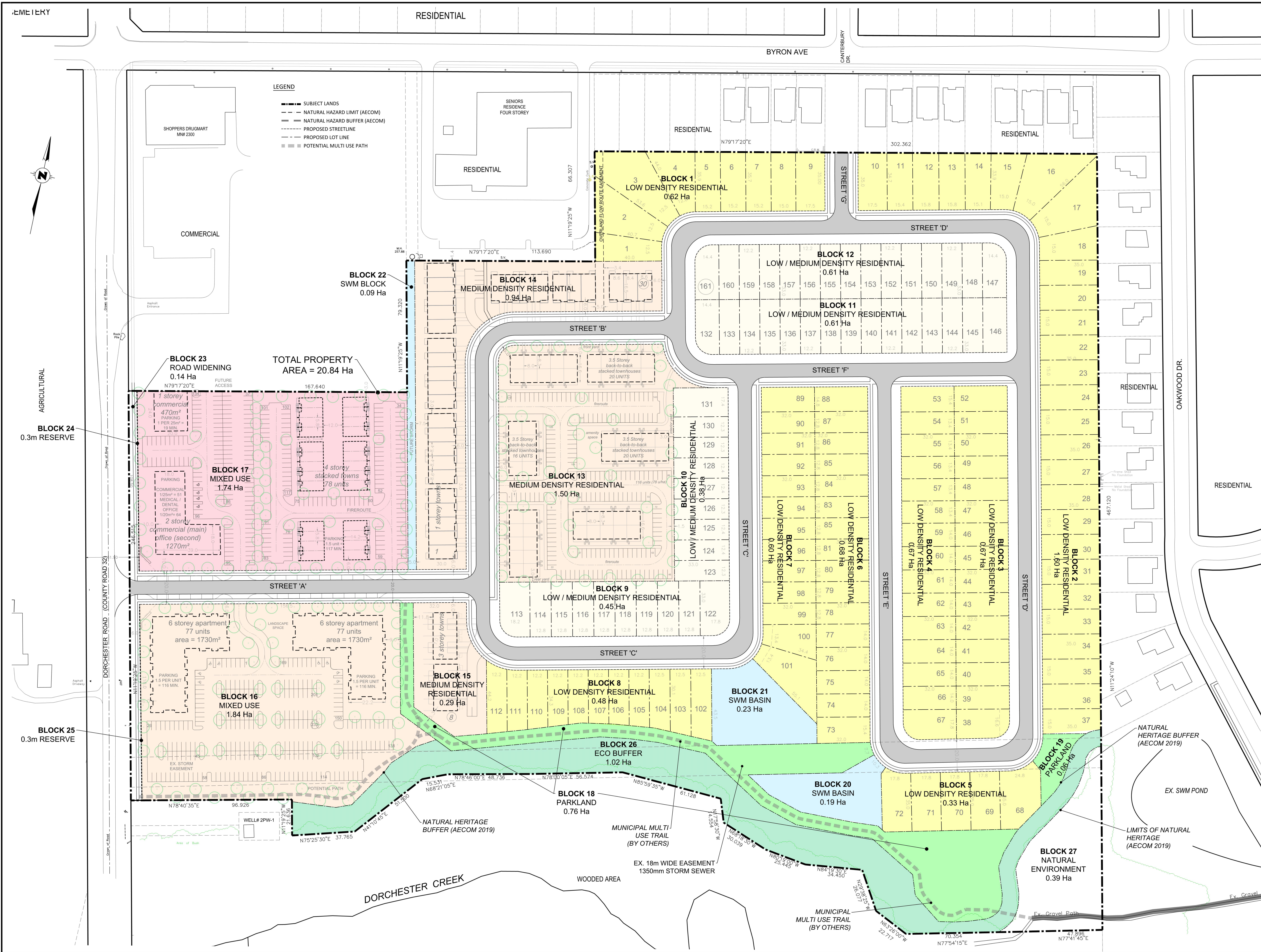












**Monteith+Brown**  
planning consultants  
610 PRINCESS AVENUE, LONDON, ONTARIO N6B 2B9  
Tel: (519) 866-1300 E-mail: mbc@mbpc.ca

**DRAFT PLAN OF SUBDIVISION**

PART LOT 17 CONCESSION B, SOUTH OF THAMES RIVER, 33R-16963 PART 1 NORTH DORCHESTER MUNICIPALITY OF THAMES CENTRE

KEY PLAN N.T.S.

**PRELIMINARY**

LAND USE SCHEDULE					
LAND USE	AREA in Ha	PERCENT	C-2 UNITS	C-2 DENSITY	
LOW DENSITY RESIDENTIAL BLOCKS 1 to 8	5.71	27.4	112	19.6	
LOW / MEDIUM DENSITY RESIDENTIAL BLOCKS 9 to 12	2.06	9.9	49	23.8	
MEDIUM DENSITY RESIDENTIAL BLOCKS 13 to 15	2.73	13.1	154	56.4	
MIXED USED BLOCKS 16 & 17	3.58	17.2	232	64.8	
OPEN SPACE - PARKLAND BLOCKS 18 & 19	0.82	3.9			
OPEN SPACE - SWM DRAINAGE BLOCKS 20 to 22	0.52	2.5			
ROAD WIDENING, RESERVES BLOCKS 23 to 25	0.14	0.7			
STREETS A to E	3.87	18.6			
OPEN SPACE - ECO BUFFER BLOCK 26	1.02	4.9			
OPEN SPACE - NATURAL ENVIRONMENT BLOCK 27	0.39	1.9			
<b>TOTAL SITE AREA</b>	<b>20.84</b>	<b>100.00</b>	<b>547</b>	<b>41.15</b>	

**HAWTHORNE PARK**

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BAR SCALE

1: 1,000

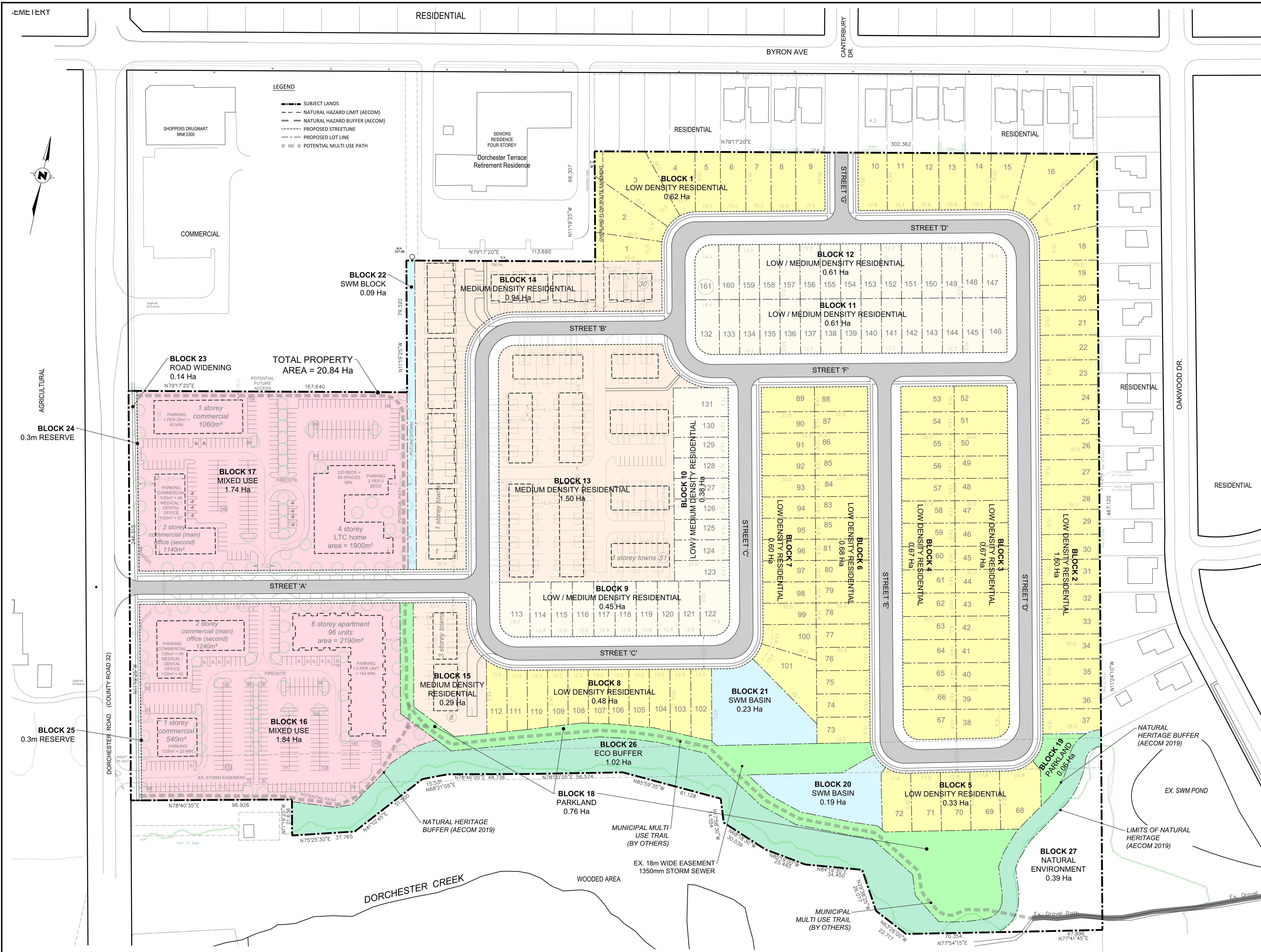
ADDRESS

**CONCEPT 2**  
**HAWTHORNE PARK SUBDIVISION**  
**187 Dorchester Road**

DRAWN BY:	CHECKED BY:	PROJECT No.:
BS	JMC	12-827
DESIGNED BY:	APPROVED BY:	DRAWING No.
BS		
SCALE: on 24x36	DATE:	
1:1000	May 03, 2021	

**C2**





**Monteith+Brown**  
planning consultants  
610 PRINCESS AVENUE, LONDON, ONTARIO N6B 2B9  
Tel: (519) 866-1300 E-mail: mbc@mbpc.ca

**DRAFT PLAN OF SUBDIVISION**

PART LOT 17 CONCESSION B, SOUTH OF THAMES RIVER, 33R-16963 PART 1 NORTH DORCHESTER MUNICIPALITY OF THAMES CENTRE

**PRELIMINARY**

LAND USE SCHEDULE				
LAND USE	AREA in Ha	PERCENT	C-3 UNITS	C-3 DENSITY
LOW DENSITY RESIDENTIAL BLOCKS 1 to 8	5.71	27.4	112	19.6
LOW / MEDIUM DENSITY RESIDENTIAL BLOCKS 9 to 12	2.06	9.9	49	23.8
MEDIUM DENSITY RESIDENTIAL BLOCKS 13 to 15	2.73	13.1	89	32.6
MIXED USED BLOCKS 16 & 17	3.58	17.2	96	26.8
OPEN SPACE - PARKLAND BLOCKS 18 & 19	0.82	3.9		
OPEN SPACE - SWM DRAINAGE BLOCKS 20 to 22	0.52	2.5		
ROAD WIDENING, RESERVES BLOCKS 23 to 25	0.14	0.7		
STREETS A to E	3.87	18.6		
OPEN SPACE - ECO BUFFER BLOCK 26	1.02	4.9		
OPEN SPACE - NATURAL ENVIRONMENT BLOCK 27	0.39	1.9		
<b>TOTAL SITE AREA</b>	<b>20.84</b>	<b>100.00</b>	<b>346</b>	<b>25.70</b>

**HAWTHORNE PARK**

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BAR SCALE

1: 1,000

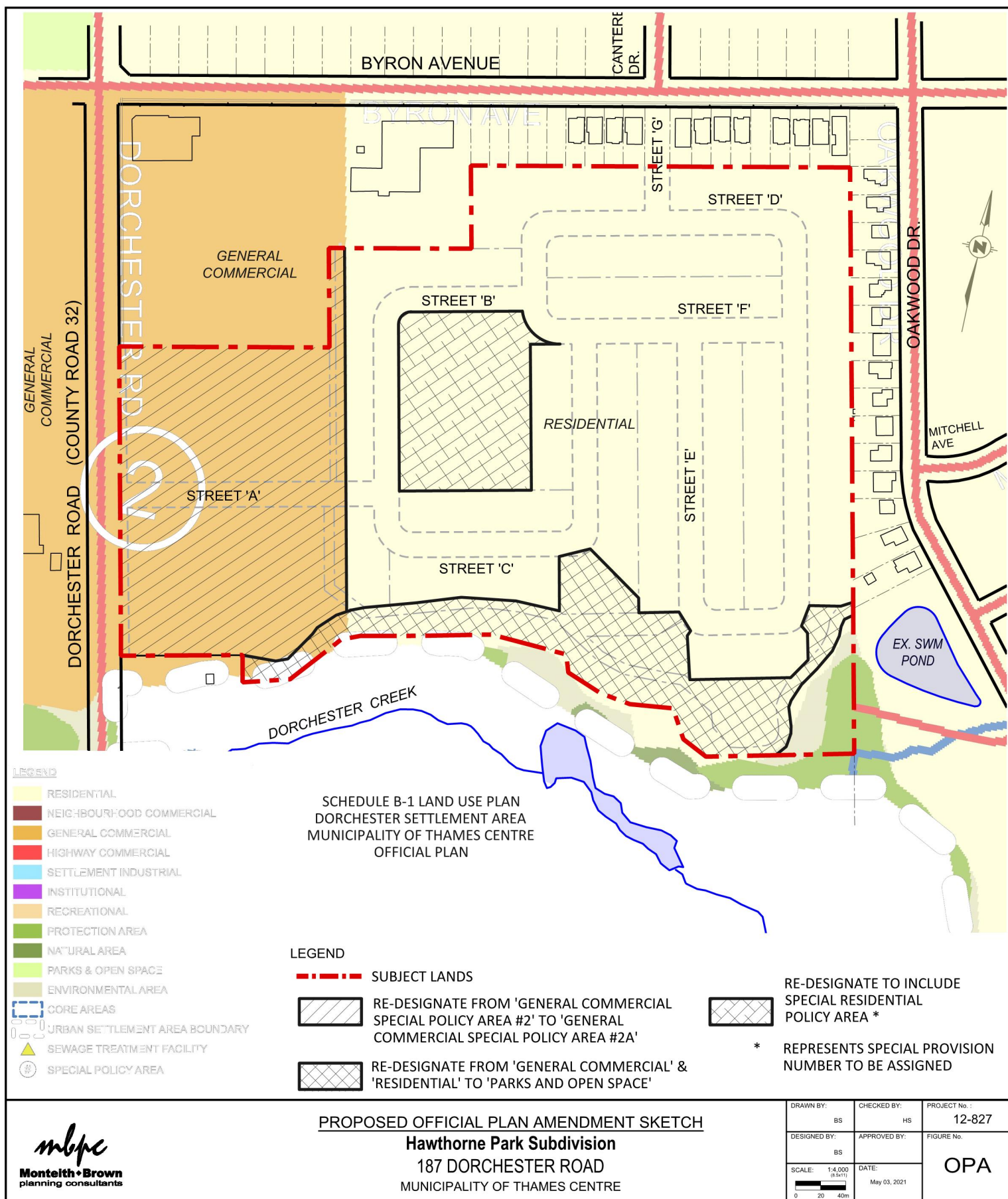
ADDRESS

**CONCEPT 3**  
**HAWTHORNE PARK SUBDIVISION**  
**187 Dorchester Road**

DRAWN BY:	CHECKED BY:	PROJECT No.:
BS	JMC	12-827
DESIGNED BY:	APPROVED BY:	DRAWING No.
BS		
SCALE: on 24x36	DATE:	
1:1000	May 03, 2021	

**C3**

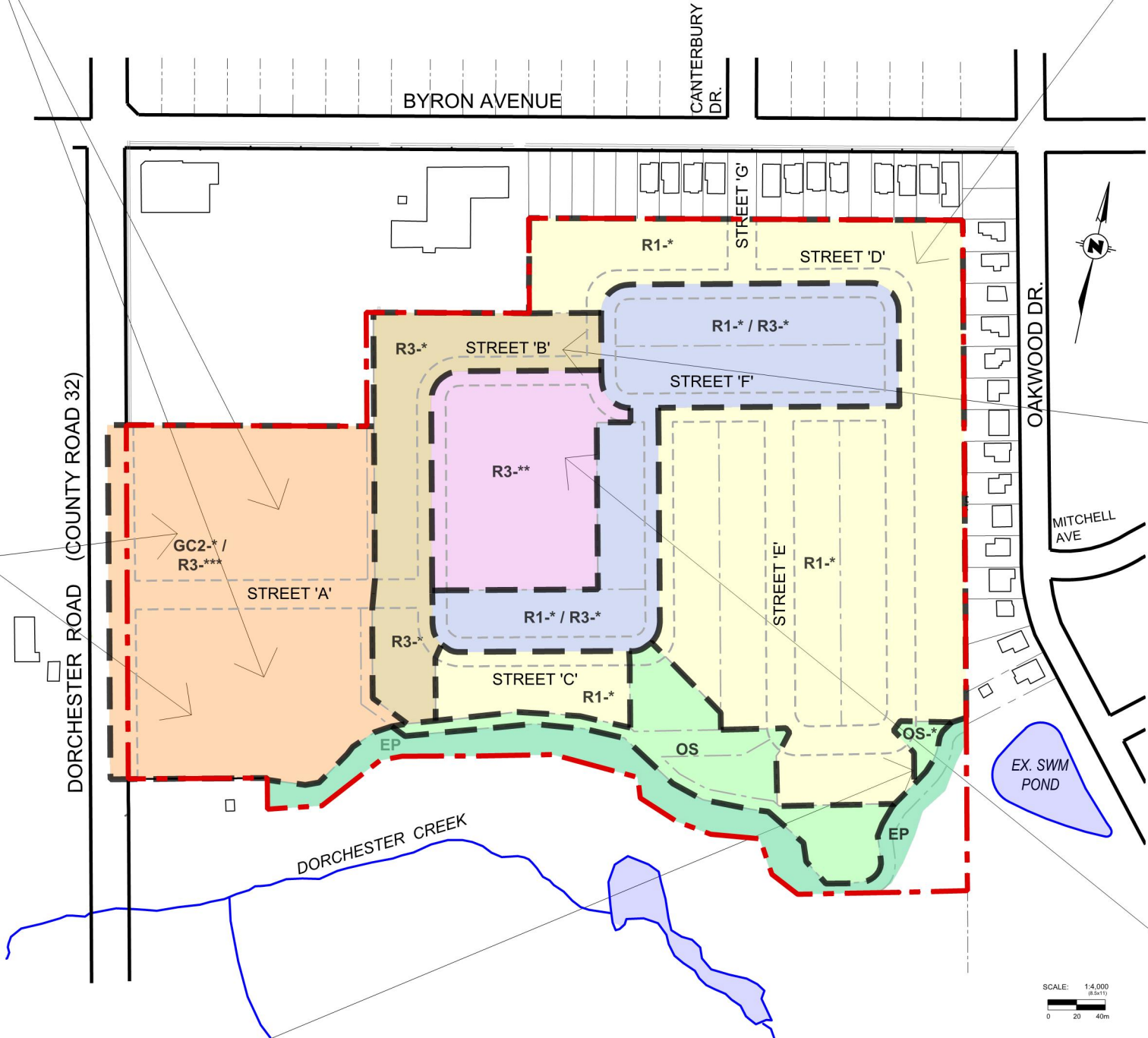




Regulated	Zone GC2	Proposed GC2-*
PERMITTED USES	ART GALLERY; ASSEMBLY HALL; AUTO SUPPLY STORE; BAKE SHOP; BANQUET HALL; BREWING ON PREMISES ESTABLISHMENT; CATERER'S ESTABLISHMENT; CLINIC; CLUB; COMMUNITY CENTRE; CONVENIENCE STORE; DATA PROCESSING ESTABLISHMENT; DAY NURSERY; DRIVE-THROUGH FACILITY; DRY CLEANER'S DISTRIBUTION STATION; DUPLICATING SHOP; FILM PROCESSING DEPOT; FINANCIAL INSTITUTION; FLORIST SHOP; FOOD STORE; HOTEL/MOTEL; LODGING HOUSE TYPE 1; MUSEUM; OFFICE; PARKING AREA OR LOT; PERSONAL SERVICE ESTABLISHMENT; PHARMACY; PLACE OF ENTERTAINMENT OR AMUSEMENT; PLACE OF WORSHIP; REPAIR AND RENTAL ESTABLISHMENT; RESTAURANT; RETAIL STORE; RESTAURANT, COFFEE SHOP; STUDIO; TAVERN; THEATRE; VETERINARY CLINIC, SMALL ANIMAL.	<b>* PLUS OFFICE, MEDICAL / DENTAL</b>
LOT AREA	700m² Min.	700m²
LOT FRONTAGE	15m Min.	15m
FRONT & EXTERIOR SIDE YARD DEPTH	No Minimum.	<b>* 6m</b>
INTERIOR SIDE YARD DEPTH	7.5m Min. Abutting residential & 0.0m all other cases	SAME
REAR YARD DEPTH	6.0m Min.	6m
LANDSCAPE OPEN SPACE	10% Min.	10%
LOT COVERAGE	60% Max.	60%
BUILDING HEIGHT	10m Max.	10m

Regulated	Zone R3	Proposed R3-***
PERMITTED USES	APARTMENT; FOURPLEX; RESIDENTIAL HOME OCCUPATION, STACKED TOWNHOUSE; STREET TOWNHOUSE; TOWNHOUSE; TRIPLEX	APARTMENT; FOURPLEX; RESIDENTIAL HOME OCCUPATION, <b>* RETIREMENT HOME / LODGE</b> ; STACKED / <b>BACK TO BACK</b> TOWNHOUSE DWELLINGS; STREET TOWNHOUSE; TOWNHOUSE; TRIPLEX
LOT AREA	250m² / UNIT Min.	<b>* 200m² / UNIT</b>
	250m² / UNIT for first 4 units PLUS 100m² / UNIT	250m² / UNIT for first 4 units PLUS 100m² / UNIT
LOT FRONTAGE	30m Min. 6m / unit street town	30m 6m / unit street town
FRONT YARD DEPTH	10m Min.	<b>*6.0m</b>
EXTERIOR YARD DEPTH	10m Min.	<b>*6.0m</b>
INTERIOR SIDE YARD DEPTH	10m Min.	<b>*3.0m</b>
REAR YARD DEPTH	10m Min.	<b>*9.0m</b>
LANDSCAPE OPEN SPACE	30% Min.	30%
LOT COVERAGE	35% Max.	35%
BUILDING HEIGHT	15m Max.	<b>*22m (6 storey)</b>
PARKING	1.5 Spaces / Unit Min.	1.5 Spaces / Unit
DENSITY		<b>*84 u/Ha</b>

Regulated	Zone OS	Proposed OS-*
PERMITTED USES	CONSERVATION USE; FORESTRY USE; OPEN SPACE; PARK, PUBLIC; WILDLIFE RESERVE; WORKS OF A CONSERVATION AUTHORITY.	
LOT AREA	No Minimum	
LOT FRONTAGE	No Minimum	
FRONT, SIDE, EXTERIOR AND REAR YARD DEPTH	15m Min.	<b>* 5m FRONT YARD * 2m SIDE YARD</b>
COVERAGE	25% Max.	
LANDSCAPE OPEN SPACE	10% Min.	
BUILDING HEIGHT	10m Max.	



PROPOSED ZONING BY-LAW AMENDMENT SKETCH  
Hawthorne Park Subdivision  
187 DORCHESTER ROAD  
MUNICIPALITY OF THAMES CENTRE

Regulated	Zone R1	Proposed R1-*
PERMITTED USES	Single Detached Dwelling	Single Detached Dwelling
LOT AREA	700m² Min.	<b>* 400m²</b>
LOT FRONTAGE	15m Min.	<b>* 12.0m</b>
FRONT YARD DEPTH	7.5m Min.	7.5m
EXTERIOR YARD DEPTH	7.5m Min.  4.34 - When a corner lot is sited so that its rear lot line abuts an adjacent rear lot line or a non-residential interior side yard, the exterior side yard shall be subject to the regulations of an interior side yard.	7.5m  2.0m
INTERIOR SIDE YARD DEPTH	2.0m Min.	2.0m
REAR YARD DEPTH	8.0m Min.	8.0m
LANDSCAPE OPEN SPACE	30% Min.	30%
LOT COVERAGE	35% Max.	<b>* 50%</b>
BUILDING HEIGHT	10m Max.	10m

Regulated	Zone R3	Proposed R3-*
PERMITTED USES	APARTMENT; FOURPLEX; RESIDENTIAL HOME OCCUPATION, STACKED TOWNHOUSE; STREET TOWNHOUSE; TOWNHOUSE; TRIPLEX	FOURPLEX; STACKED TOWNHOUSE; STREET TOWNHOUSE; TRIPLEX DWELLINGS
LOT AREA	250m² / UNIT Min.	250m² / UNIT
LOT FRONTAGE	30m Min. 6m / unit street town Min.	30m 6m / unit street town
FRONT YARD DEPTH	10m Min.	<b>* 6.0m</b>
EXTERIOR SIDE YARD DEPTH	10m Min.	<b>* 6.0m</b>
INTERIOR SIDE YARD DEPTH	10m Min.	<b>* 1.4m</b>
REAR YARD DEPTH	10m Min.	<b>* 7.5m</b>
LANDSCAPE OPEN SPACE	30% Min.	30%
LOT COVERAGE	35% Max.	<b>* 50%</b>
BUILDING HEIGHT	15m Max.	15m
DENSITY		<b>*35 u/Ha</b>

Regulated	Zone R3	Proposed R3-**
PERMITTED USES	APARTMENT; FOURPLEX; RESIDENTIAL HOME OCCUPATION, STACKED TOWNHOUSE; STREET TOWNHOUSE; TOWNHOUSE; TRIPLEX	APARTMENT; FOURPLEX; RESIDENTIAL HOME OCCUPATION, STACKED / <b>BACK TO BACK</b> TOWNHOUSE DWELLINGS; STREET TOWNHOUSE; TOWNHOUSE; TRIPLEX
LOT AREA	250m² / UNIT Min.	<b>* 125m² / UNIT</b>
LOT FRONTAGE	30m Min. 6m / unit street town	30m 6m / unit street town
FRONT YARD DEPTH	10m Min.	<b>* 6.0m</b>
EXTERIOR SIDE YARD DEPTH	10m Min.	<b>* 4.0m</b>
INTERIOR SIDE YARD DEPTH	10m Min.	<b>* 3.0m</b>
REAR YARD DEPTH	10m Min.	<b>* 3.0m</b>
LANDSCAPE OPEN SPACE	30% Min.	30%
LOT COVERAGE	35% Max.	35%
BUILDING HEIGHT	15m Max.	15m
DENSITY		<b>* 78 u/Ha</b>



## Recommended Conditions of Draft Plan Approval

The conditions and amendments to final plan of approval for registration of this Subdivision as provided by the County of Middlesex ("the County") are as follows:

No.	Conditions
1.	<p>That this approval applies to the draft plan of subdivision prepared by AGM and signed by Jason Wilband, OLS dated May 5, 2021 and last revised May 2021 showing the following:</p> <ul style="list-style-type: none"><li>• eight (8) blocks to support low density residential uses (Blocks 1 to 8)</li><li>• four (4) blocks to support low density residential uses or medium density residential uses (Blocks 9, 10, 11 and 12)</li><li>• three (3) blocks to support medium density residential uses (Blocks 13, 14 and 15)</li><li>• two (2) blocks to support mixed use development (Blocks 16 &amp; 17)</li><li>• two (2) blocks for open space purposes (Blocks 18 and 19)</li><li>• three (3) blocks for stormwater management purposes (Blocks 20, 21 and 22)</li><li>• three (3) blocks for road widenings and 0.3 m reserves (Blocks 23, 24 and 25)</li><li>• two (2) blocks for a natural buffer and natural heritage features (Blocks 26 and 27)</li></ul>
1.1	<p>The blocks contained on the draft plan of subdivision that are to be further subdivided through a redline amendment shall be generally consistent with the concept plans prepared by Monteith Brown Planning Consultants dated May 3, 2021 and identified as "Concept 1", "Concept 2" and "Concept 3".</p>
2.	<p>That the development of the draft plan of subdivision may be phased subject to the approval of an overall phasing plan for the development of the entire site to the satisfaction of the Municipality. For the purposes of this condition, the development of a phase may only proceed when the Municipality is satisfied that all of the external infrastructure/services for that stage are "in place" as described in condition 4.</p>
3.	<p>That the draft plan of subdivision shall be developed on full municipal services, including sanitary sewers, municipal water and urban storm water management practices. Prior to final approval of each phase of the development, the Municipality shall confirm that full municipal services are 'in place' as described in condition 4.</p>

4. That no development of the draft plan of subdivision shall commence until all external infrastructure and services required for the development of the lands affected are in place including municipal water supply, treatment and conveyance infrastructure and sewage treatment and waste water conveyance infrastructure. For the purpose of these conditions, services being “in place” means that the infrastructure exists and is operational to the satisfaction of the Municipality and that capacity in such infrastructure has been formally allocated by the Municipality for use in connection with the development of the draft plan of subdivision.
5. That the road allowances included on the draft plan of subdivision shall be shown and dedicated to the Municipality as public highways.
6. That all streets, including any unopened road allowance to be dedicated as a public highway, shall be named and the lots addressed on the draft plan of subdivision to the satisfaction of the Municipality and the County.
7. That any open sides of road allowances, including any lands to be conveyed to the Municipality, created by this draft plan shall be terminated in 0.3 metre reserves to be conveyed to and held in trust by the Municipality.
8. That the Owner convey 0.3 metres reserves to the County of Middlesex to prevent direct access for Blocks 16 and 17 located along the east side of Dorchester Road (County Road 32). Notwithstanding the foregoing, a 0.3 metre reserve shall not be required where Street ‘A’ intersects with Dorchester Road (County Road 32).
9. That the Owner dedicate a road widening measuring up to 18 metres from the centreline of Dorchester Road (County Road 32) to the County if the right of way is not already to that width.
10. That the Owner shall be required to enter into an agreement with the County of Middlesex for the construction of left turn and right turn lanes on Dorchester Road (County Road 32) at the intersection with Street ‘A’. All costs with regards to the design and construction of these lanes shall be borne by the Owner and an entrance permit shall be required prior to any construction work within the County road allowance.
11. That prior final approval, grading and stormwater management plans shall be to the satisfaction of the County.



12. That the Owner shall have a noise impact assessment undertaken by a qualified person to determine noise impact levels related to County Road 32 (Dorchester Road) in regards to the development of Blocks 16 and 17 and to the satisfaction of the Municipality and the County; and furthermore, that any recommended approved noise mitigation measures be implemented by the Owner through the subdivision agreement to the satisfaction of the Municipality.
13. That the Owner shall convey Blocks 18, 19, 20, 21, 22, 26 and 27 to the Municipality.
14. That prior to final approval, that an Official Plan Amendment be required to facilitate the development of Blocks 16 and 17 for mixed use development purposes, Block 13 to allow medium density residential uses, Blocks 18, 19, 20, 21, 26 to allow parks and open space uses.
15. That prior to final approval, the County is to be advised by the Municipality that appropriate zoning is in effect for the draft plan of subdivision.
16. That the Owner and the Municipality enter into a subdivision agreement ("Subdivision Agreement") pursuant to Section 51 (26) of the Planning Act to be registered on title of the lands to which it applies prior to the Plan of Subdivision being registered. Further that the Subdivision Agreement shall include provisions that it will also be registered against the lands to which it applies once the plan of subdivision has been registered.
17. That the Subdivision Agreement satisfy all requirements of the Municipality related to financial, legal, planning and engineering matters including but not limited to the provision of roads, temporary roads and turning circles, pedestrian walkways, sidewalks, grading and drainage, planting of trees, landscaping, provision of community mailboxes, fencing, buffering, recommended and approved EIS mitigation requirements, street lighting and other amenities, the provision and installation of full municipal water and sanitary services, the installation of underground electrical services, any recommended and approved sourcewater protection mitigation requirements and other matters which may be required by the Municipality respecting the development of the Plan of Subdivision.
18. The Owner shall enter into an agreement with Canada Post Corporation for the installation of community mailboxes.
19. The Owner shall enter into an agreement with the appropriate service providers for the installation of underground communication / telecommunication utility services for these lands to enable, at a minimum, the effective delivery of the broadband internet services and communication / telecommunication services for 911 Emergency Services.



20. That prior to final approval, that the Owner shall obtain any necessary approval(s) under the Drainage Act to facilitate legal outlet to discharge stormwater.
21. That the Subdivision Agreement shall ensure that the persons who first purchase the subdivided land after the final approval of the plan of subdivision are informed, at the time the land is transferred, of all the development charges related to the development, pursuant to Section 59(4) of the Development Charges Act.
22. That such easements as may be required for utility, servicing, or drainage purposes shall be granted to the appropriate authority.
23. That prior to final approval, arrangements shall be made to the satisfaction of the Municipality for the relocation of any utilities required for the development of the Plan, which relocation shall be undertaken and provided at the expense of the Owner.
24. That prior to final approval, the Owner shall submit for the review and approval of the Upper Thames River Conservation Authority (UTRCA) and the Municipality, a final stormwater management plan and sediment and erosion control plan incorporating necessary measures to enhance the quality of stormwater discharges and to control erosion and sedimentation during and after construction. The final stormwater management plan and sediment and erosion control plan, and final detailed servicing and grading plans shall identify drainage and sediment and erosion control strategies. The final stormwater management plan shall also provide detail with respect to the monitoring and maintenance of the stormwater management facilities.
25. That prior to final approval, the owner shall submit a final Environmental Impact Study which addresses the UTRCA's outstanding comments and concerns, to be prepared to the satisfaction of the UTRCA.
26. That prior to final approval, the owner shall obtain a Section 28 permit under the Conservation Authorities Act shall be obtained from the UTRCA prior to the commencement of any development or site alteration within the UTRCA's Regulated Area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.
27. That prior to final approval, the Owner shall submit a final Hydrogeological Assessment and a final Water Balance Analysis Report for review and approval by the UTRCA. If newly provided information impacts the buffers and setbacks proposed by the EIS, this draft plan of subdivision may need to be redlined to the satisfaction of the UTRCA and the Municipality.
28. That prior to final approval, the Owner shall submit a final Geotechnical Assessment for review and approval by the Municipality.



32. That prior to final approval, the Municipality shall advise the County that the Subdivision Agreement between the Municipality and the Owner provides for the following:
  - a. municipal assumption and ownership of any facilities required for the detention and enhancement of storm water quality, and for the purpose of ensuring perpetual maintenance and operation; and
  - b. the inclusion of any environmental protection measures recommended in the final stormwater management plan required by condition 24 that are not capable of being addressed under the Ontario Water Resources Act.
33. That prior to final approval, the Owner shall submit a Risk Management Plan undertaken by a qualified person to the satisfaction of the Municipality's Risk Management Official to ensure compliance with the Thames Sydenham and Region Source Protection Plan and the Clean Water Act, 2006; and that any recommended and approved mitigation measures be implemented through the subdivision agreement as well as any applicable site plan agreement.
34. That prior to final approval, the Transportation Impact Study dated June 2019 and prepared by Paradigm Transportation Solutions Limited be revised to include an addendum which addresses the traffic impacts relative to the 2021 Concepts outlined in condition 1.1 to the satisfaction of the Municipality and the County and that any recommended and approved measures to mitigate traffic impacts be implemented through the subdivision agreement.
35. That prior to final approval, that all existing buildings and structures be removed from the subject lands to the satisfaction of the Municipality subject to any applicable permits that may be required.
35. That prior to final approval, the County is to be advised in writing by the Municipality how conditions 1 and 1.1 to 35 (inclusive) have been satisfied.
36. That prior to final approval, the County is to be advised in writing by the County Engineer how conditions 8, 9, 10, 11, 12 and 35 have been satisfied.
37. That prior to final approval, the County is to be advised in writing by the Upper Thames River Conservation Authority how conditions 24, 25, 26 and 27 have been satisfied.