

March 10, 2025

PLANNING JUSTIFICATION REPORT

Kettle Creek Subdivision (Conversion of existing Golf Course to Residential)

Proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment Applications

320 Carlow Street

Municipality of Central Elgin (Port Stanley), Ontario

Prepared For:

G-Lover Holdings Inc.

(c/o James Glover)

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File #: 22-1800



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1. INTRODUCTION

1.1 Purpose

Monteith Brown Planning Consultants (MBPC) has been retained by G-Lover Holdings Inc. (c/o James Glover) to provide professional land use planning and urban design services relating to applications for Draft Plan of Subdivision and amendments to the Municipality of Central Elgin Official Plan and Village of Port Stanley Zoning By-law as it applies to 320 Carlow Street (“the subject lands”) in the Community of Port Stanley, Ontario. The purpose of the applications is to facilitate the conversion of the existing Kettle Creek Golf & Country Club lands into a mixed-density residential development.

Kettle Creek Subdivision (also referred to herein as “the proposed subdivision”), at full build out, will serve Port Stanley through the accommodation of a range and mix of housing options and densities, in proximity to key employment, commercial, public service facilities, recreation, parks and open space, services by transportation options with multi-modal access, designed to support a diverse and growing population.

The intent of this report is to analyze the land use planning merits of the proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications to determine the appropriateness of the proposed development. The proposal will be analyzed within the context of the surrounding community and the relevant planning documents, including the Provincial Planning Statement, the County of Elgin Official Plan, the Municipality of Central Elgin Official Plan, and the Village of Port Stanley Zoning By-law.

1.1 Site Description

Our client’s lands, currently operating as the Kettle Creek Golf & Country Club, have a total area of approximately 30.75 hectares (76 acres), with approximately 53 metres of frontage on Carlow Road (County Road). The subject lands are located southwest of the Carlow Street and Warren Street intersection, west of Kettle Creek, in a predominantly established residential community in the Easterly portion of the Port Stanley Settlement Area (See **Figure 1**).

The lands are, and have historically been, designated ‘Residential’ in the Municipality of Central Elgin Official Plan, are within the Built Area Limits, and are wholly situated within the serviced settlement area of Port Stanley. The current Port Stanley Urban Settlement Area Boundary runs along the westerly property limit.

The property is currently being used for the Kettle Creek Golf & Country Club; an 18-hole golf course with a Club House and Restaurant. Significant woodlands cultivate the south-easterly and south-westerly portion of the property (See **Figure 2**).

Figure 1 | Subject Lands



Source: County of Oxford, 2022

Figure 2 | View of Kettle Creek Golf Course



Source: Kettle Creek Golf & Country Club

1.2 Land Use Context

The following provides a description of the lands immediately adjacent to the subject lands.

North

To the immediate north of the subject lands (Strathroy Turf Farms) is a planned residential area (See **Figure 3**) – designated and zoned for residential development that is currently being advanced by our client for planning approvals to permit a residential subdivision (these lands are also in our client's ownership through a related corporate entity). The proposed development to the north proposes a mix of single-detached residential lots (70 units), semi-detached lots (18 units), and multi-unit townhouse lots (9 units).

Figure 3 | View Looking West from Lake Line Towards Vacant Residential Lands proposed for Residential Development



Source: Google Maps Street View, Captured: July 2014

East

The lands to the east are occupied by a street-fronting single-detached dwelling along Carlow Street, as well as Bridgeview Marina and a townhouse complex. Kettle Creek Public Elementary School and Port Stanley Arena and Community Centre are also located east of the subject lands (See **Figure 4**).

The Arena and Community Centre offers an 80' x 180', multi-purpose single pad ice arena equipped with 6 dressing rooms, bleacher seating with capacity of 780 seats, and auditorium for various events (with a capacity of 290 seats). The arena offers a wide range of winter activities, including recreational skating, skating lessons, figure skating, ringette, and hockey.

The Kettle Creek Public Elementary School, part of the Thames Valley District School Board, offers education for students from Junior Kindergarten to Grade 8.

An extension of the significant woodlands that intersect with the subject lands is located south-east of the subject lands.

Figure 4 | View Looking North from Carlow Street Towards Kettle Creek Public Elementary School, Port Stanley Arena & Community Centre, Single-Detached Dwellings and a Townhouse Complex



Source: Google Maps Street View, Captured: June 2023

South

The Kokomo Beach Club Subdivision (34T-CE1801) is located adjacent to the south of the subject lands (See **Figure 5**). Kokomo subdivision was approved in November 2018 for 146 single-detached dwellings, two apartment residential blocks (immediately south of the subject lands), and two future development blocks. At this time, the subdivision is rapidly being developed (a majority of the subdivision is already constructed).

An extension of the significant woodlands that intersect with the subject lands is located south-west of the subject lands.

Figure 5 | View Looking North-West on George Street Towards the Kokomo Beach Club Subdivision



Source: Google Maps Street View, Captured: June 2023

West

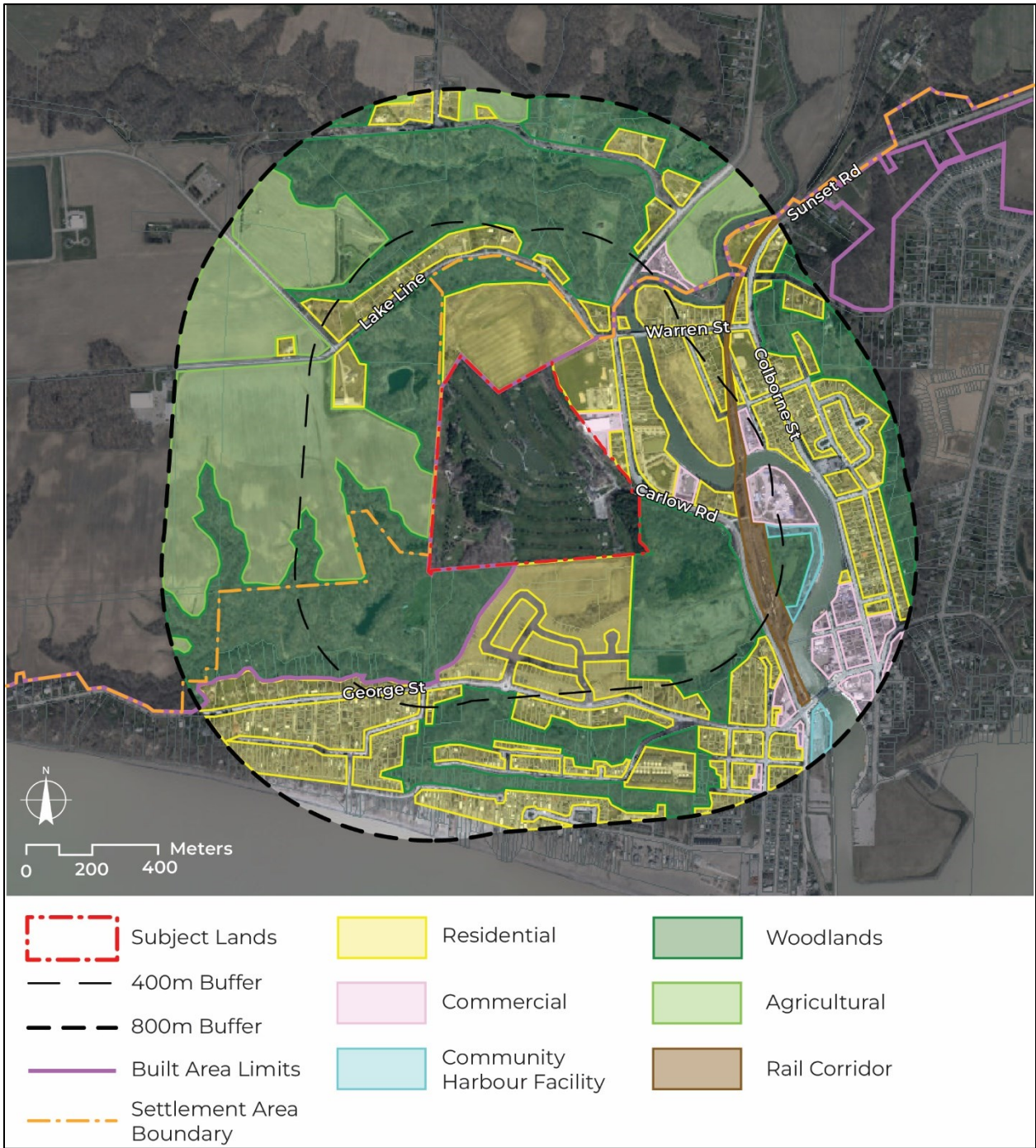
The Port Stanley Urban Settlement Boundary bounds the westerly property boundary. The lands immediately west are occupied by agricultural field crops and significant woodlands (See **Figure 6**).

Figure 6 | View Looking South on Lake Line Towards Agricultural Lands and Significant Woodlands



Source: Google Maps Street View, Captured: July 2014

Figure 7 | Regional Analysis at 400 and 800 metres of the Subject Lands



Source: MBPC, 2024

1.3 Pre-Application Consultation

A Pre-Consultation meeting was held on July 20, 2022, with County of Elgin, Municipality of Central Elgin, and Kettle Creek Conservation Authority (KCCA) staff to discuss the proposed residential development on the subject lands and to receive input and comments on the preliminary issues for consideration and requirements for the submission of a complete Plan of Condominium, Official Plan Amendment & Zoning By-Law Amendment application.

County, Municipal, and KCCA Staff confirmed that a Plan of Condominium, Official Plan Amendment & Zoning By-Law Amendment would be required to permit development of the property, along with the following supporting materials for a complete application submission:

- Planning Justification Report;
- Draft Plan of Subdivision/Condominium;
- Topographic Survey & Reference Plan;
- Geotechnical (Slope Stability) Report;
- Flood Impact Assessment;
- Traffic Impact Study – assessing impacts on the County Road system (the Terms of Reference of which shall be approved by the County prior to commencing);
- Archaeological Assessment;
- Preliminary Servicing Report – including confirmation that there is sufficient capacity in both the municipal water and sanitary sewage systems to accommodate the proposed development; and,
- Stormwater Management Report.

Since the original pre-consultation meeting, the development programming of the site has changed by removing the previously proposed 9-hole golf course and instead proposing a Plan of Subdivision over the entirety of the subject lands. As such, a follow up Pre-Consultation meeting was held on January 9, 2025, to re-confirm the requirements for a complete application submission package. No additional studies were required.

The studies required as part of a complete application (noted above) are provided as part of the complete submission package, and the findings are detailed in the sections below.

2. DEVELOPMENT PROPOSAL

Over the past decade, a significant decline in golf rounds played has resulted in the closure and/or reconfiguration of many golf course operations across Ontario. Our client's operation has been similarly impacted by this trend.

As a result, our client is proposing to convert the existing golf course lands, historically designated "Residential" in the Municipality of Central Elgin's Official Plan, into a new

residential community that is integrated into the existing and up-and-coming residential context of the surrounding area, and within walking distance to a number of institutional, commercial, residential, park, and recreational uses. The proposed subdivision design has been informed by consultation with the County, Municipality, and KCCA, as well as the results of the various technical studies undertaken, to ensure that the proposed development is appropriately integrated with the surrounding land-use context.

The ultimate development contemplates a total of 249 residential units in the form of street fronting, single-detached dwelling lots (97 units), street fronting, semi-detached dwellings (26 units), and two (2) medium density blocks – Blocks 131 and 132 on the Draft Plan – which contemplates 26 three storey townhome units and 100 one storey townhomes, respectively. The single-detached lots provide a range of frontages (between 12.2 metres and 20.2 metres). The design of the proposed development intends to provide a greater mix of residential housing types, based on discussions with the Municipality and in keeping with Provincial and County Policies. The number of proposed single detached dwellings is to acknowledge that this form of housing development is dominant and consistent with the existing development in Port Stanley.

Central to the proposed development is an expansive Parkland (Blocks 133 and 134) and Stormwater Management Block (Block 135), utilizing the existing ponds (to be maintained) that currently provide amenity and irrigation for the current golf course operation. The parkland block and stormwater management block are anticipated to provide outdoor public amenity space, deliver view corridors and enhanced backyard views for residents of the subdivision, and support site porosity.

In addition, the Open Space Blocks (Blocks 136 and 137 on the Draft Plan), which runs along the easterly property limit, will serve as additional outdoor public amenity space, as well as protection of the existing wetland in the north-east corner of the development site.

The Natural Environment Blocks (Blocks 138 and Block 139 on the Draft Plan) are intended to protect and preserve the existing natural heritage features that bisect through the development site. The south-west portion of Block 139 may serve as future development opportunity, at such time that access is provided west of the subject lands (currently agricultural and outside the settlement area boundary limit). At this time, the future potential development lands are consolidated with the Natural Environment Block and will be subject to future planning application.

Four (4) new streets are proposed as part of the Draft Plan of Subdivision. Street 'A', in particular, is proposed to provide an extension of the proposed subdivision lands to the north into the development site and provide connection to Carlow Road. This allows for a seamless connection between the two planned subdivisions. Streets 'B', 'C', and 'D' will serve as additional local roads servicing the proposed Draft Plan, connecting to the main Street 'A'.

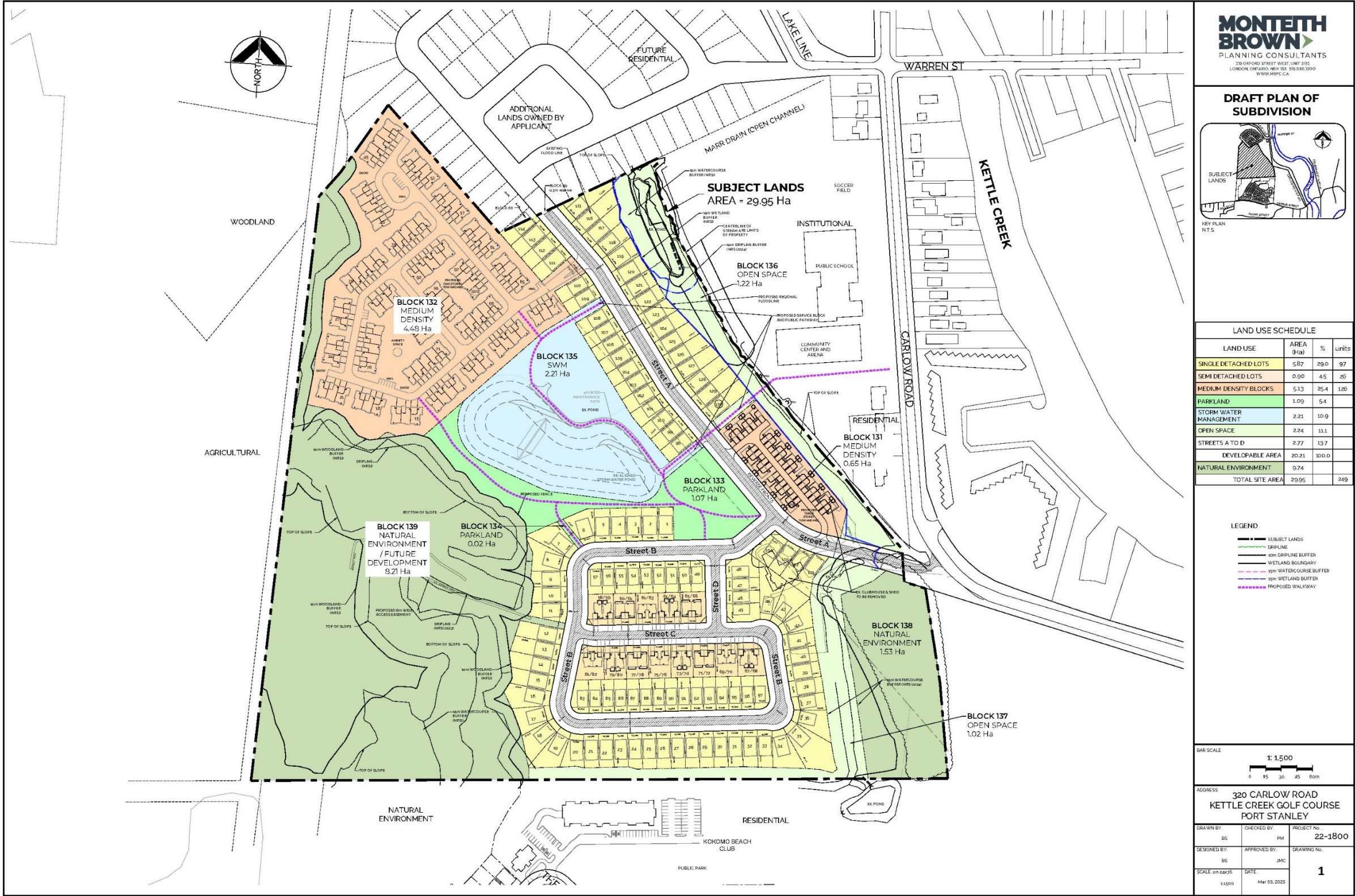
The proposed land use composition is detailed in **Table 1**, below.

Table 1 | Proposed Land-Use Composition

Lot / Block Number	Land Use	Ha	% of land area	Units	Net Density (u/ha)
Lots 1 to 57, 83 – 130	Single Detached Lots	5.87 Ha	29.0%	97	16.5 units per Ha
Lots 58 to 82	Semi-Detached Lots	0.90 Ha	4.5%	26	28.9 units per Ha
Blocks 131 and 132	Medium Density	5.13 Ha	25.4%	126	24.5 units per Ha
Blocks 133 and 134	Parkland	1.09 Ha	5.4%	--	--
Block 135	SWM Block	2.21 Ha	10.9%	--	--
Blocks 136 and 137	Open Space	2.24 Ha	11.1%		
--	Roads & Reserves	2.77 Ha	13.7%	--	--
DEVELOPABLE AREA		20.21 Ha	100%	249	20.9 units per hectare
Block 138	Natural Environment Block	1.53 Ha	--	--	--
Block 139	Natural Environment / Future Development Block	8.21 Ha	--	--	--
TOTALS		29.95 Ha	--	--	--

The Draft Plan of Subdivision and Rendered Concept Plan, prepared by MBPC (2025), is provided as **Figure 8** and **Figure 9**, below; a full-size copy of the Draft Plan is included as part of the complete application submission package.

Figure 8 | Coloured Draft Plan



Source: MBPC, 2025

Figure 9 | Land Use Concept – Rendered



Source: MBPC, 2025

3. BACKGROUND AND TECHNICAL STUDIES

3.1 Geotechnical Investigation & Hydrogeological Assessment (Stonecairn, 2025)

Stonecairn Consulting Inc. ('Stonecairn') was retained to conduct a Geotechnical Investigation & Hydrogeological Assessment for a proposed development. A Slope Stability Assessment was also undertaken. Preparation of the Geotechnical Investigation & Hydrogeological Assessment report relies partially on information collected by LDS Consultants Inc., which ceased operations in September 2024. The report, however, was prepared by the supervising engineer who oversaw the original geotechnical site assessment work, and provides updated information to satisfy current requirements.

LDS carried out a field program consisting of a series of ten (10) boreholes, drilled on March 27 & 29, and May 10, 2023. Two additional boreholes were added in January 2025 to confirm the soil conditions in the area of the Port Stanley Arena parking lot, where site servicing for the subdivision is expected to run for connection to municipal services. The boreholes were advanced to depths ranging from 5.0 m (16.5 feet) to 18.7 m (61.5 feet) below existing grade.

Monitoring wells were installed in five of the boreholes (BH1, BH4, BH5, BH7, and BH10) to allow for monitoring the stabilized groundwater level at the site. Boreholes were advanced at the site to examine soil and shallow groundwater conditions. In general, soils observed in the boreholes consisted of topsoil overlying interlayered deposits of sand, silt, and sand and gravel, overlying silt till.

Short term water level observations were recorded from the open boreholes at the completion of drilling. In general, boreholes located within the eastern/south-eastern limits site were found to be open and dry through the full depth of the borehole excavation. Shallow groundwater was recorded to be present within the near-surface sandy soils, and/or intermittent sand layers at variable depths throughout the soil strata. Shallow groundwater will vary in response to climatic or seasonal conditions, and, as such, may differ at the time of construction, with higher levels possible during mild weather conditions which create melting conditions, and during wet periods.

The manual groundwater measurements recorded in the monitoring wells confirmed a local groundwater flow direction in a north-easterly direction, towards Kettle Creek.

Section 4 of the Geotechnical Study provides recommendations to assist with design and construction of the proposed development, including:

- Site preparation, including guidance for cut and fill operations, the re-use of excavated materials as engineered fill / structural fill and guidance for engineered fill placement;

- Temporary excavations, including maximum slope inclinations to provide stable excavation side slopes in accordance with OHSA requirements, excavation support (shoring methods, if required), and lateral earth pressures;
- Groundwater Control, including the need for a Permit to Take Water (PTTW) or Environmental Activity Sector Registry (EASR) submission for construction dewatering, if required;
- Foundation design, including soil bearing capacity, subgrade preparation and allowable settlements;
- Concrete slab and basement construction (including lateral earth pressures and provisions for shallow groundwater conditions);
- Seismic design considerations based on borehole data and published information for soil conditions below the depth of exploration;
- Site servicing, including recommendations for pipe bedding and trench backfill;
- Pavement design recommendations for local roadways, construction access routes, and restoration of existing site pavements where servicing tie-ins may be expected to occur; and,
- Excess soil management discussion to assist contractors in understanding the characteristics of excess soils which may be generated from onsite excavations, and which may require disposal offsite.

In addition, LDS carried out a slope stability assessment to assess the condition of the slopes located within the southwest portion of the subject site. This slope stability assessment was conducted to support the proposed residential development located in proximity to the top of the slope.

Section 3.2 of the Central Elgin Official Plan outlines the requirements and policies associated with Natural Hazards, as it relates to defining slope and flooding hazards. The intent of the Natural Hazard policies related to slope stability are to determine appropriate development setbacks, as defined by the Erosion Hazard Limit. The Erosion Hazard limit is based on a 100-year planning horizon, and includes allowances for stable slope configurations, emergency access, and toe erosion which can occur along the toe of the slope.

Toe erosion allowance is applied to slopes which are in close proximity to watercourses, to allow for potential erosion or recession of the slope toe. None of the slopes assessed are located within 15 metres of an active watercourse, as such toe erosion setbacks were not applied.

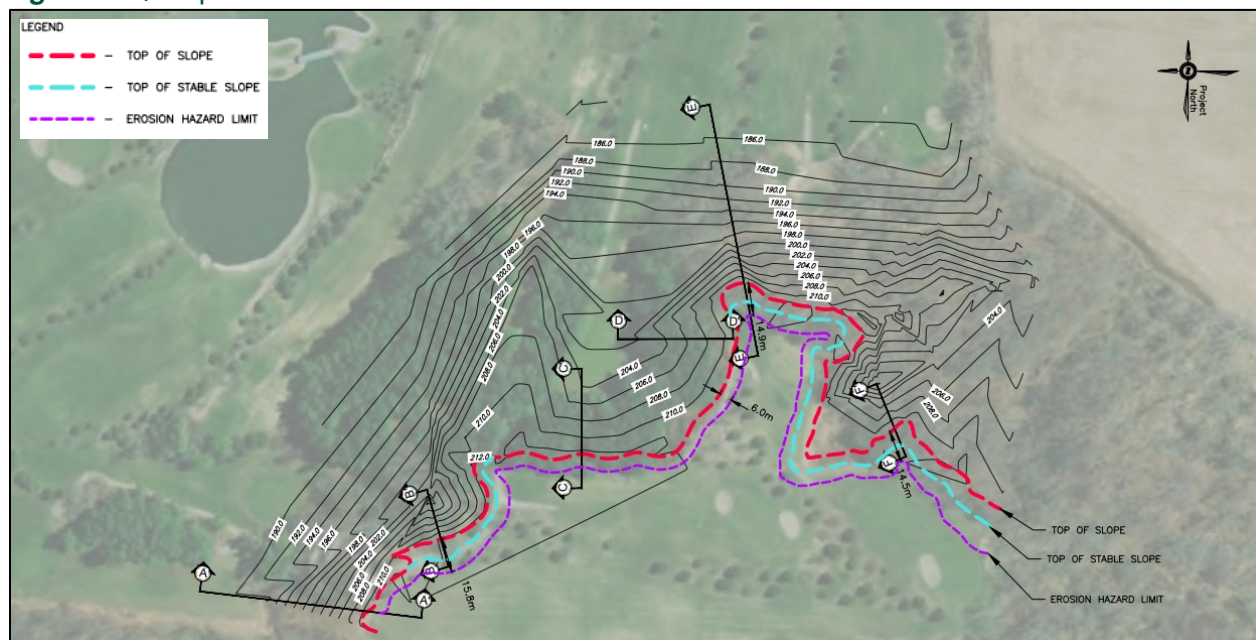
The Erosion Hazard Limit defines the development setback limit, and is identified by combining the stable slope configuration, the toe erosion allowance and the emergency access allowance as described above. **Table 2**, below, summarizes the applicable setbacks for each assessed slope profile:

Table 2 | Calculated Development Setbacks

Slope Section	Toe Erosion Allowance, m	Stable Slope Allowance, m	Emergency Access Allowance, m	Erosion Hazard Limit, m (measured from existing top of slope)
Profile A-A	0.0	0.0	6.0	6.0
Profile B-B	0.0	9.8	6.0	15.8
Profile C-C	0.0	0.0	6.0	6.0
Profile D-D	0.0	0.0	6.0	6.0
Profile E-E	0.0	8.5	6.0	14.5
Profile F-F	0.0	8.9	6.0	14.9

The slope sections defined in **Table 2**, above, are illustrated below in **Figure 10**.

Figure 10 | Slope Plan



Source: LDS, 2023

No significant hydrogeological impacts are anticipated from the residential development.

A copy of the Geotechnical Investigation & Hydrogeological Assessment (and Slope Stability Assessment) Report is provided as part of the complete application submission package.

3.2 Flood Impact Assessment (DevEng, 2025)

A flood impact analysis was undertaken by DevEng in support of the proposed development. The floodplain mapping prepared by TRUE Consulting for (Figure 6 in the Flood Impact Assessment Report) Kettle Creek delineates a portion of the subject development located

within the inundation limits. Within these limits is an open municipal drain known as the Marr Drain.

Currently the Marr Drain conveys the subject site's stormwater runoff and is proposed to undergo maintenance as part of the Kettle Creek Subdivision's work. Updated drain grading will be included in the maintenance, which results in updated floodplain limits.

An analysis to ensure floodplain storage compensation has been completed. **Table 3** below summarizes the storage comparison.

Table 2 | Floodplain Storage Compensation Summary (m³)

<i>Floodplain Storage (m³)</i>	Existing Conditions ⁽¹⁾	Proposed Conditions ⁽²⁾	Total Net Storage
360 Carlow Road	41,471	43,927	+2,456
37719 Lake Line	1,378	8	-1,370
Totals	42,849	43,935	+1,086

In addition, the subject development is proposed to be outside of the updated floodplain delineation (illustrated in the proposed Draft Plan). The post-development flood limits / storage is illustrated in **Figure 11**, below.

It is notable that a portion of Carlow Road, including the existing entrance to the subject site, is within the floodplain limits. Safe access for vehicles and pedestrians entering and exiting the development during times of flooding may be required. A proposed entrance at Lake Line and a proposed municipal right-of-way (ROW; Street A) are part of the Kettle Creek Subdivision development and will be outside of the updated floodplain limits. This future ROW is proposed to connect to the subject development; therefore, satisfying the safe access requirement for vehicles and pedestrians during times of flooding.

Figure 11 | Post-Development Flood Limits/Storage



Source: DevEng, 2025

A copy of the Flood Impact Assessment Report is provided as part of the complete application submission package.

3.3 Preliminary Servicing & Stormwater Management Report (DevEng, 2025)

Development Engineering (London) Limited ('DevEng') was retained to prepare a Preliminary Servicing & Stormwater Management (SWM) Report. Based on the servicing assessment, the following conclusion have been presented.

The 29.95-hectare site consists of an 18-hole golf course, with a low imperviousness of approximately 2%. However, the total tributary area to the site spans 60.33 hectares. The proposed development will increase the total tributary area imperviousness from 2% to 24%. Existing grading patterns for the total tributary area direct flows to the existing pond centrally located within the subject site, which ultimately outlets to the municipal open channel known as the Marr Drain.

The site is serviced by existing municipal water and sanitary infrastructure. Specifically, 250 mm and 200 mm watermains are present on Carlow Road and Lake Line, respectively, and will service the subject development and the Kettle Creek Subdivision abutting to the north.

Additionally, a 300 mm municipal sanitary sewer conveys flows to Pumping Station 51 on Carlow Street, which then transfers wastewater via forcemain to the existing treatment facility on Scotch Line.

Currently, there is no municipally operated storm infrastructure in proximity of the subject site. A valve-controlled outlet pipe currently conveys flows from the existing pond, though location and size have not been confirmed.

Proposed on-site grading for the development will generally follow the site's existing topographic constraints and drainage patterns, directing stormwater flows to the planned Stormwater Management Facility ("SWMF"). The proposed development will ultimately outlet to the Marr Drain located on the east limits of the subject lands.

Two watermain connections are proposed: one at the main entrance on Carlow Road and another at the site's northern boundary, connecting to the Kettle Creek Subdivision watermain. Preliminary modeling suggests sufficient water flows and pressures are available to meet both water demand and fire protection needs, as confirmed by a hydrant flow test conducted for the Kettle Creek Subdivision.

As part of the external works for the Kettle Creek Subdivision, the proposed sanitary will service both developments and connect into the sanitary sewer network on Carlow Road, which has sufficient capacity to support both developments.

With respect to stormwater management, quantity control will be provided and will ensure that post-development peak outflows align with allowable conditions for storms ranging from the 2-year to the 100-year design events. Additionally, as per the Central Elgin Draft Design Guidelines, stormwater quality control will target an Enhanced Level of Protection, aiming for an 80% Total Suspended Solids (TSS) removal rate as specified by the Ministry of Environment, Conservation, and Parks (MECP). To meet these requirements, the SWMF design will involve modifications to the existing pond, including footprint adjustments, the addition of a berm to create a forebay and quantity cell, and a multi-stage outlet system. The final design, including the SWMF, outlet configuration, and 1350 mm outlet pipes, will be capable of detaining and conveying flows from a Hurricane Hazel-level event to the Marr Drain.

A copy of the Preliminary Servicing & Stormwater Management Report is provided as part of the complete application submission package.

3.4 Environmental Impact Study & Tree Inventory and Protection Plan (NRSI, 2025)

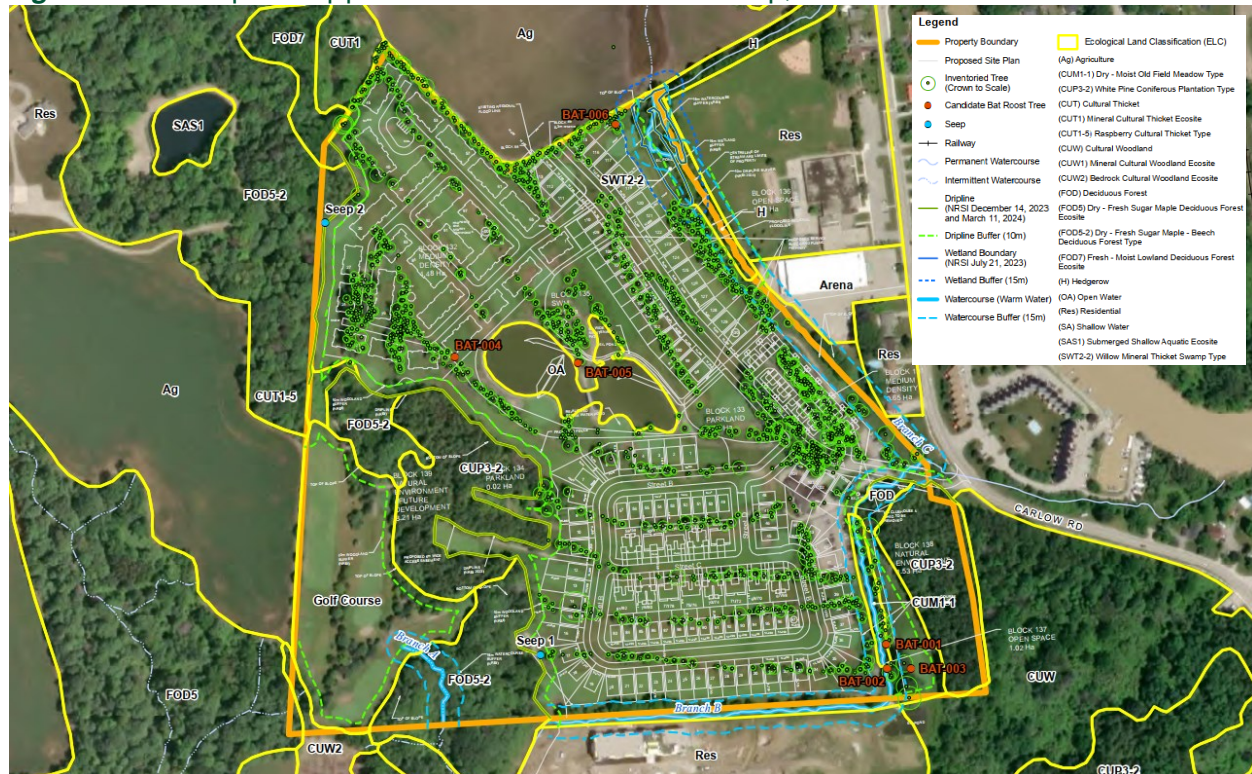
Natural Resource Solutions Inc. ('NRSI') was retained to complete an Environmental Impact Study ("EIS") for the proposed development site. An EIS is a requirement for development or site alteration within or adjacent to an area designated as "Natural Heritage" on the

Municipality of Central Elgin Official Plan Land Use Schedules, development or site alteration within 50 metres of an Earth Science ANSI shown on Schedule A2 of the Municipality of Central Elgin Official Plan, and/or unmapped natural features. The purpose of the EIS is to demonstrate that the proposed development and/or site alteration will not have a negative impact on natural heritage features or their ecological function.

Based on the analysis undertaken, the proposed development is not anticipated to result in significant negative impacts to the natural features and wildlife habitat within the subject property if the recommended mitigation and protection measures are implemented. To minimize the impact of the development on the ecological features and functions of the subject property, the following mitigation measures are recommended:

- Implement a 15 metre buffer around the Mineral Shallow Marsh Ecosite (MAS2) (See **Figure 12**, below) wetland and all watercourse branches;
- Implement a 10 metre buffer around all woodlands, based on the dripline;
- Design a native planting plan for all buffer areas;
- The buffer planting plan should be designed to incorporate species that provide forage and nectaring opportunities for wildlife, including meadow openings among tree and shrub plantings
- A minimum of 30cm of topsoil should be applied to the final graded site to allow for productive vegetative establishment and growth for the new community;
- Where the existing entranceway runs along the edge of treed features, proposed hardscaping and related construction is to be confined to the existing hardscaping limits;
- Follow recommendations for tree protection as outlined in the Tree Inventory and Protection Plan ('TIPP');
- Conduct construction activities outside of the migratory bird breeding window;
- Artificial lighting used for construction purposes should be turned off daily following construction activities or directed away from natural features;
- Areas of bare soil should be moistened with water during construction activities to suppress dust;
- The limit of all construction activities should be clearly delineated to avoid unnecessary encroachment into natural features and habitats;
- Machinery maintenance should occur at a designated location away from the natural areas on-site. No storage of equipment, materials or fill is to occur within the natural areas;
- Implement a Salt Management Plan (SMP) to reduce the impact of road salt chlorides;
- Permanent fencing between properties and natural areas should be erected to assist in preventing human-induced impacts to natural areas;
- Implement an Erosion and Sediment Control (ESC) Plan; and
- Daily construction activities should be restricted to between 7:00am and 7:00pm to reduce impacts to wildlife from noise, vibrations and light from construction equipment.

Figure 12 | Excerpt of Opportunities and Constraints Map, EIS



Source: NRSI, 2025

NRSI also completed a Tree Inventory and Protection Plan ('TIPP') for the proposed development. NRSI Certified Arborists conducted a comprehensive inventory and assessment of trees within the subject property on several visits between July 7, 2023, to January 23, 2024. Trees located at the boundary of the subject property, as well as trees adjacent to the subject property with the potential to be impacted by the proposed development, were also included in the inventory and assessment.

Please note that approximately 800 trees were planted on the property for the Golf course as landscaping and scenic terrain.¹

A total of 1124 trees belonging to 48 native and non-native species were inventoried and assessed within the subject property and boundaries. Of the total trees inventoried, 905 are proposed for removal. It is recommended that all proposed tree removals (above 10 cm diameter at breast height (dbh)) occur with consideration to the protection and general

¹ See: <https://kettlecreekgolf.ca/about>

timing windows for migratory birds, raptors, and species at risk bats, and that written permission from impacted adjacent landowners be sought out and granted in advance of any boundary tree removals.

Tree Protection Fencing ('TPF') is to be installed prior to any on-site work, in order to provide adequate protection for retained trees and their root systems. In the absence of specifications from the County of Elgin or the Municipality of Central Elgin, it is recommended that fencing conform to the standards of the nearby City of St. Thomas Municipal Tree Preservation By-law (2019).

NRSI suggests that all trees proposed to be removed that are in Fair to Excellent condition (comprising 732 trees) should be replaced at a 2:1 ratio, for a total of 1464 trees. These are expected to be planted within buffers and lands adjacent to buffers or within the stormwater block, if needed. The compensation areas will be defined at the time of detailed design, through the appropriate planting plan or landscape plan.

A copy of the EIS and TIPP Reports are provided as part of the complete application submission package.

3.5 Traffic Impact Study & Supplementary Memo (RC Spencer, 2024; 2025)

RC Spencer Associates Inc. ("RC Spencer") was retained to complete a Traffic Impact Study to identify transportation impacts, or lack thereof, associated with the proposed development on the subject lands. For context, the study was prepared based on a former concept plan, prepared by MBPC and dated February 26, 2024, consisting of 222 single-family residential units.

Based on the traffic data collection and trip generation and distribution analysis undertaken, it was concluded that:

- The stop-controlled site access at Carlow Road is anticipated to operate favourably in the studied horizon years; a single egress lane should sufficiently accommodate the peak hour traffic demand;
- The stop-controlled intersection of Lake Line / Warren Street at Carlow Road / Union Road is operating at excellent levels of service under existing traffic conditions; within the studied horizon scenarios, post-development, this intersection is expected to operate satisfactorily without any geometric and/or traffic control improvements;
- The stop-controlled intersection of Warren Street at Colborne Street is operating at excellent levels of service under existing traffic conditions; however, within the studied horizon traffic scenarios, post-development (and due to other area developments), the eastbound approach deteriorates to a point of "failure" in the PM peak hours, so geometric and/or traffic control improvements are likely warranted;

- By Horizon Year 2040, a dedicated northbound left turn lane (with 25 metre storage length) is warranted at the intersection of the site access at Carlow Road; the developer should be responsible for the implementation;
- By Horizon Year 2040, a dedicated northbound left turn lane (with 30 metre storage length) is warranted at the intersection of Warren Street at Colborne Street; the road authority (and other area developments) should be responsible for its implementation;
- Traffic signals are not warranted at any of the studied intersections, but at its discretion, the road authority can implement signalization (even if the warrants are not met);
- The intersection of Warren Street at Colborne Street can remain eastbound stop-controlled; however, the road authority should continue to monitor the peak hour traffic operations as area developments become built out; and,
- Sufficient sight distance is provided for safe egress from the site.

Based on the results of this study, it is the engineers' opinion that the proposed development will not adversely impact area traffic operations. However, the recommended geometric and/or traffic control improvements should be implemented within a five-year horizon (i.e., 15 metre northbound left turn lane on Colborne Street) to ensure that the proposed area developments do not negatively impact the overall traffic operations and safety in the area.

Since the preparation of the original Traffic Impact Study, the concept plan was updated (based on discussions with the County and Municipality at the follow up pre-consultation meeting), and now proposes 249 single-detached and single-attached homes. County Transportation Staff indicated that a supplement memo was appropriate to address the increase in units and corresponding trip generated, updating the sight line analysis for the proposed site access, addressing the location of the proposed access onto Carlow Road, and completing a signal warrant analysis for the intersection of Warren Street (CR 21) at Colbourne (CR 4).

With respect to trip generation estimates, the analysis determined that, although the number of units have increased, it was observed that the amended land uses would generate less traffic when compared to the estimates from the original study; total site generated traffic in the AM peak hour is reduced from 155 peak hour trips to 149 peak hour trips, while the total site generated traffic in the PM peak hour is reduced from 209 peak hour trips to 189 peak hour trips.

Northbound left turn lane warrants were revisited for the intersection of Warren Street at Carlow Street to confirm the original study results; the conclusions remain the same. Although a northbound left turn lane is not warranted in the existing scenario, a 25 metre lane is warranted by the 2040 horizon year.

With respect to signal warrants, as a result of the slight changes in volumes due to the proposed new trip generation estimates, the tee intersection still does not meet the criteria for signalization in the horizon traffic scenarios.

With respect to the sight line analysis, County staff expressed safety concerns regarding the location of the proposed Carlow Road site access. However, these concerns are addressed through a modified 90-degree angle site access with Carlow Road, which will ensure more standard sight lines for motorists' decision-making. Further, the proposed location of the access results in a "*best case scenario*" for sight lines; locating the access opposite to the existing condominium block east of the subject lands (not possible as the owner does not own the lands immediately across from the condominium block) would create worse sight lines for the proposed Street 'A' access.

Due to the curvature of the road, RC Spencer recommended that some of the existing trees/brush along the west side of Carlow Road (north of the access) and along the inside of the curve (on the northeast side of Carlow Road, south of the access) be trimmed back to eliminate potential right-of-way obstructions; if this is addressed, it is the engineers' opinion that the all-directional site access as proposed should safely accommodate egress from the proposed development.

Based on the review of the technical results outlined in the supplementary memo, it is the engineers' opinion that the conclusions stated in the original March 2024 report are still valid; the proposed development will not have an adverse impact on area traffic operations.

A copy of the Traffic Impact Study Report and Supplementary Memo are provided as part of the complete application submission package.

3.6 Stage 1-2 Archaeological Assessment (LEC, 2024)

Lincoln Environmental Consulting Corp. (LEC) was retained to complete a Stage 1-2 archaeological assessment to meet the requirements of the *Planning Act*. This assessment was triggered by the Provincial Policy Statement (now the Provincial Planning Statement) that is informed by the *Planning Act*, which states that decisions affecting planning matters must be consistent with the policies outlined in the larger Ontario Heritage Act (1990b).

In accordance with Section 1.3.1 of the Ministry of Tourism, Culture and Sport's (MHSTCI) 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), the Stage 1 archaeological assessment of 320 Carlow Road has determined that the study area exhibits high potential for the identification and recovery of archaeological resources and a Stage 2 archaeological assessment is recommended.

The Stage 2 assessment was conducted on July 17th-20th, 2023, under archaeological consulting license P1289 issued to Kara Adams, MSc, of LEC by the MHSTCI. **No**

archaeological resources were recovered during the stage 2 assessment, and as such, no further assessment is recommended.

A copy of the Stage 1-2 Archaeological Assessment Report is provided as part of the complete application submission.

4. PLANNING FRAMEWORK AND ANALYSIS

The following section will provide an overview and analysis of the existing planning framework, identify the key policies and by-laws that relate to the subject lands, and discuss the Official Plan and Zoning By-law Amendments required to permit the proposed development.

4.1 Provincial Planning Statement, 2024

On August 20, 2024, the Ontario government released the Provincial Planning Statement, 2024 ("2024 PPS"), introducing fundamental changes in how growth planning is carried out in the Province. The 2024 PPS is anticipated to consolidate and replace the primary policy documents that govern land use planning in southern Ontario, being the current Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

The 2024 PPS came into effect on October 20, 2024, and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after that date.

Building Homes, Sustaining Strong and Competitive Communities

The proposed planning approvals are consistent with PPS policies with respect to building homes and sustaining strong and competitive communities by proposing growth and development within the Community of Port Stanley Settlement Area, through infill and intensification, and providing opportunities for a range and mix of housing (low-density and medium-density) which efficiently use land and resources, optimize existing infrastructure and public service facilities, and support active transportation (Policy 2.3.1.1, 2.3.1.2, 2.3.1.3, 2.4.1.1).

The proposed development will contribute to the provision of a range and mix of residential housing options within the Community of Port Stanley, which opportunities for active transportation (through the use of sidewalks and pedestrian trail networks), in proximity to commercial, employment, parks, and recreational uses, as well as other residential uses, to support a mixed-use neighbourhood and the achievement of complete communities (Policy 2.1.6, 2.4.1.1, 2.4.1.2, 2.4.1.3).

To support energy conservation, air quality and climate change (Policy 2.9.1), the proposed development will promote infill and intensification that is compact in urban form, support the achievement of a complete community, protect existing natural heritage features, and consider energy conservation and efficiency through appropriate built form and site design, including sustainable development approaches (i.e., pedestrian and bicycle pathway networks, increased glazing for buildings to improve availability of natural light and ventilation internally, enhanced landscaping, and the potential use of full cut-off LED lighting to minimize energy consumption).

Infrastructure and Facilities

The proposed development is intended to be supported by municipal services (water and wastewater) and infrastructure (existing municipal roads, maintained year-round), and the lands are adequately located in proximity to infrastructure and public service facilities for the effective and efficient delivery of emergency management services, to ensure the protection of public health and safety (Policy 3.1.1, 3.1.3). More specifically, the Central Elgin Fire Station #1 is located 2.8 kilometres north-east of the subject lands (4-minute drive), along Sunset Road (County Road 4), and the Ontario Provincial Police– Elgin County Station is located 9.3 kilometres north-east of the subject lands (9-minute drive), along John Wise Line.

The subject lands are also located in proximity to key public service facilities (i.e., Kettle Creek Public Elementary School, Port Stanley Arena and Community Centre). The Draft Plan also contemplates a 1.93 hectare Parkland Block (Block 152), promoting active and passive recreation through publicly accessible parkland and amenity space (Policy 3.1.4, 3.9.1).

Based on the Traffic Impact / Parking Study (and supplementary memo) completed by RC Spencer, the proposed development will not adversely impact traffic operations. Any recommended geometric and/or traffic control improvements will be implemented within a five-year horizon to ensure that the proposed area developments do not negatively impact on the overall traffic operations and safety in the area. As such, it is anticipated that transportation systems will continue to appropriately provide safe and efficient movement of people and goods to appropriately address projected needs (Policy 3.2). Major goods movement facilities and corridors will be protected for the long term (Policy 3.3.2).

As previously discussed, full municipal services are available for the proposed development, to promote the efficient use and optimization of existing services and to support protection of the environment and minimize potential risks to human health and safety (Policy 3.6).

Wise Use and Management of Resources

The westerly and southeasterly portion of the subject lands contain a significant woodland feature that is designated natural heritage and natural hazard on Schedule 'G' of the Central Elgin Official Plan. In addition, the EIS identified a mineral shallow marsh ecosite (MAS2), which

is considered a wetland, in the northeasterly portion of the site along the Marr Drain. Based on the EIS completed for the subject lands, an appropriate development limit has been recommended which has been incorporated into the proposed Draft Plan. Further, provided that the appropriate recommendations for mitigation (provided in the EIS report) are followed during all stages of proposed construction, no significant impacts to the adjacent natural heritage features are expected. As such, it is not anticipated that the proposed development will impact long term protection of natural features (Policy 4.1.1), nor have any impact on water resource systems (Policy 4.2).

With respect to the general agriculture policies of the PPS (Policy 4.3), the proposed infill development is contemplated within the built-up area of the Port Stanley Settlement Area, and thus will not remove land from the prime agricultural areas within Elgin County.

As previously discussed, a Stage 1-2 Archaeological Assessment was completed by LEC in July 2023 which identified no archaeological resources recovered during the stage 2 assessment, and as such, no further assessment was recommended (Policy 4.6). Further, the subject lands are not located on, or adjacent to, protected heritage properties or properties with built heritage resources or cultural heritage landscapes (Policy 4.6).

Protecting Public Health and Safety

Based on the Geotechnical Study and the Flood Plan Assessment, an appropriate development limit has been established, in keeping with the General Policies for Natural and Human-Made Hazards (Policy 5.1, 5.2, and 5.3), which seeks to direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

Summary

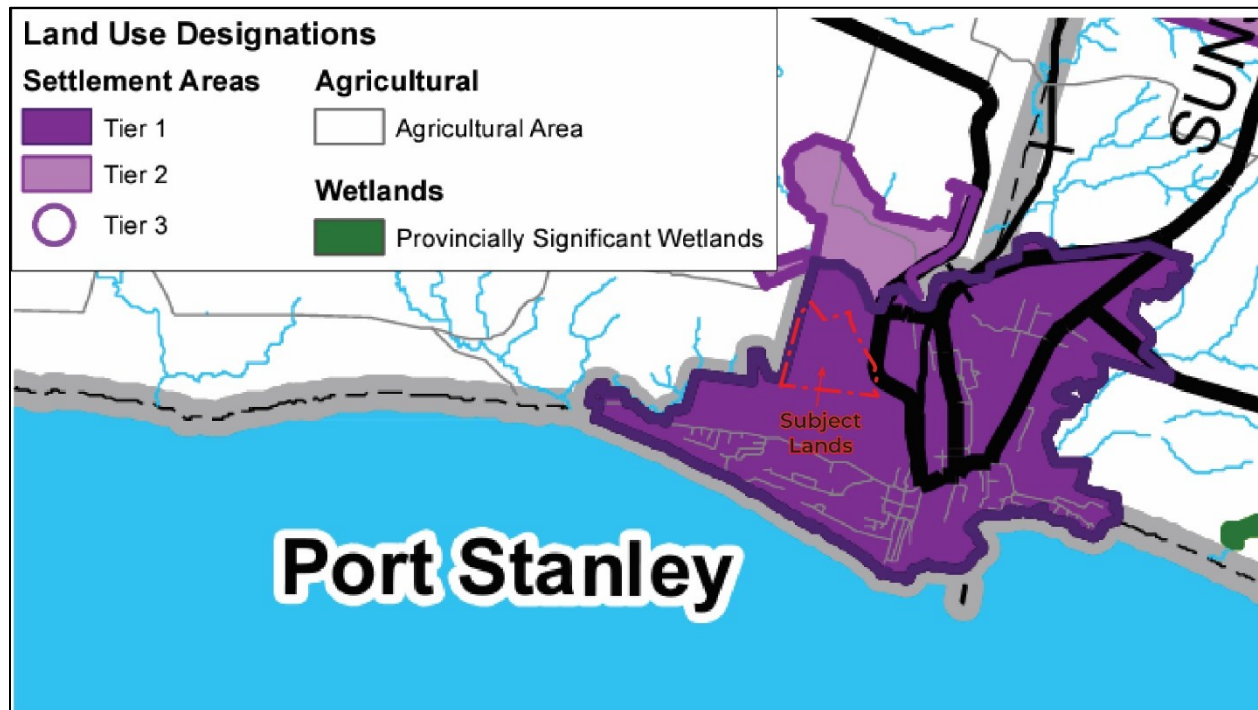
In light of the above, the proposed Draft Plan of Subdivision and Official Plan and Zoning By-law Amendments are consistent with the Provincial Planning Statement.

4.2 County of Elgin Official Plan (Current)

The County of Elgin operates under a two-tier planning system that divides planning responsibilities between the County and the local municipalities within the County. Under this system, the current County Official Plan (hereafter, "County OP") provides the overall County planning policy framework for local planning authorities and all local Official Plans and planning decisions must be in conformity with the County OP.

Schedule 'A' (County Structure Plan) of the County OP designates the subject lands as 'Settlement Areas', with Port Stanley, in which the subject lands are located, delineated as a Tier 1 Settlement Area (See **Figure 13**).

Figure 13 | Excerpt from Schedule 'A' – Land Use, County of Elgin Official Plan (current)

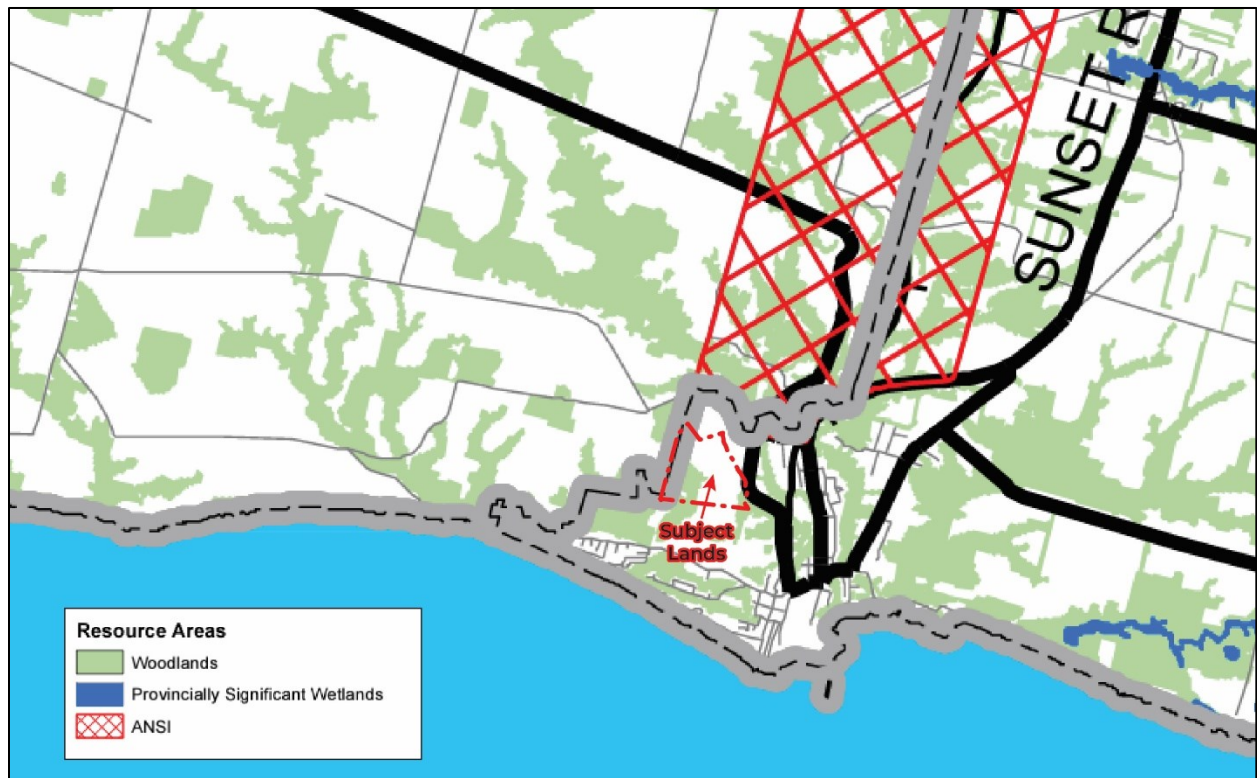


Source: County of Elgin Official Plan

Appendix 'I' of the County OP delineates 'Woodlands' on the westerly and southeasterly portion of the subject lands (See **Figure 14**). The County considers woodlands 10 hectares or greater, or woodlands within 30 metres of the boundary of a significant natural heritage feature (i.e., significant wetland, significant valleyland, fish habitat and/or watercourse) as significant. Development and site alteration shall not be permitted in significant woodlands unless it has been demonstrated through an Environmental Impact Study that there will be no negative impact on the natural features or their ecological functions (s.s. D1.2.6).

Based on the analysis undertaken through the EIS by NRSI, provided that the appropriate recommendations for mitigation (provided in the EIS report) are followed during all stages of proposed construction, no significant impacts to the adjacent natural heritage features are expected. The significant Woodland feature will further be protected through appropriate development setbacks established through the Geotechnical Investigation and EIS, submitted as part of the complete application submission package.

Figure 14 | Excerpt from Appendix 1 – Natural Heritage Features and Areas, County of Elgin Official Plan (current)



Source: County of Elgin Official Plan

Tier 1 Settlement Areas generally have the largest populations in the County have full municipal services (municipal water and sewage services). Given the type of servicing that is provided in these settlement areas and the potential for these settlement areas to be central communities where a range of uses and opportunities are and can be provided, the County OP directs the majority of new growth to Tier 1 settlement areas (s.s. 2.5d)

The proposed development is consistent with the primary goals of the Elgin County Official Plan (s.s. A3), namely:

- Directing development to urban areas where full municipal services are available and to support the efficient use of land and infrastructure to meet the needs of present and future residents and businesses;
- Protecting and enhance the character of the Port Stanley settlement areas, and to maintain them as diverse, livable, safe, thriving and attractive communities;
- Protecting as much of the County's prime agricultural area by directing development to residentially designated lands within the Settlement Boundary;
- Contributing to the supply of housing choices are available for present and future residents; and,

- Protecting significant natural heritage features and areas and their associated ecological and hydrological functions from incompatible development and directing development away from natural and man-made hazardous areas.

Further, the proposed development supports the Strategic Objectives set out in section A4 of the County OP, namely:

- Supporting the creation of compact communities;
- Encouraging the efficient use of land to make the best use of infrastructure and services;
- Promoting the creation of pedestrian-oriented built environments that provide comfort, safety, accessibility and encourage the creation of safe and barrier-free linkages between residential, commercial, institutional and other areas;
- Ensuring that housing is available to all ages, abilities, incomes and household sizes;
- Focusing new development in settlement areas;
- Protecting natural heritage features and areas and their associated ecological functions so that they can be enjoyed by future generations and serve as a legacy to all peoples within our communities;
- Directing development and site alteration to areas outside of hazardous lands to minimize the loss of life and property damage caused by natural hazard processes associated with natural systems; and,
- Protecting the County's cultural heritage resources (by directing development outside of these areas) in order to maintain and enhance economic development and tourism opportunities.

The proposed development is further consistent with section B2.6 (New Development in Existing Settlement Areas) by providing for new development which serves as a logical extension to the existing built up area (planned to the north, recently constructed to the south, and established to the east), is compact and minimizes the consumption of lands, supporting a range of housing choices, on available municipal services, consistent with the Tier 1 Settlement Area policies of the County OP.

The proposed development supports the objectives of residential areas (s.s. C1.1.1) and the housing policies (s.s. C1.3.1) of the County OP by supporting development that maintains and enhances the character and identity of existing surrounding residential areas, contributes to a range of housing types and densities that also encourages increased density in new development areas to maximize the use of infrastructure and land, promotes the efficient use of existing and planned infrastructure, and directs development to an area complemented by compatible land uses including other residential uses, public facilities, convenience commercial uses (existing and planned), institutional uses (i.e., Kettle Creek Public Elementary School), parks (i.e., Selbourne Park), and recreation uses (i.e., Port Stanley Arena and Community Centre).

Based on the EIS (2025) completed by NRSI, provided that the appropriate recommendations for mitigation (provided in the EIS report) are followed during all stages of proposed construction, no significant impacts to the adjacent natural heritage features are expected. NRSI has determined that potential impacts to natural heritage features on adjacent lands will be avoided and/or mitigated with the recommendations set out in the EIS report. Further, As such, the proposed development is consistent with the Natural Heritage, Water and Natural Hazards Policies (s.s. D1.1, D1.2, D3.1, D3.4) of the County OP, which aim to identify and protect natural heritage features and their ecological functions from incompatible uses and direct development and site alteration to areas outside of hazardous lands.

As previously discussed, a Stage 1-2 Archaeological Assessment was completed by LEC in July 2023 which identified no archaeological resources recovered during the stage 2 assessment, and as such, no further assessment was recommended. As such, the proposed applications are in keeping with subsection E2.1 (Archaeological Resources) of the County OP.

The proposed development has regard for the Subdivision Development Policies (s.s. E1.2.3.5) of the County OP, namely:

a) the approval of the development is not premature and is in the public interest;

The proposed development will provide for compact and efficient residential development on residentially designated lands within the Port Stanley Settlement Area, on full municipal services, contiguous with surrounding residential development. The proposed development will supply Port Stanley with additional residential units in response to the ongoing housing crisis and demand for housing.

b) the lands will be appropriately serviced with infrastructure, schools, parkland and open space, community facilities and other amenities;

The proposed development will be appropriately serviced with municipal infrastructure – including roads and servicing – in proximity to schools (i.e., Kettle Creek Public Elementary School), parkland and open space (i.e., Selbourne Park), community facilities (i.e., Port Stanley Arena and Community Centre), and other amenities.

c) the density of the development is appropriate for the area;

The proposed development maintains the general character of the area, specifically the planned low-density form proposed immediately adjacent to the north of the subject lands, by providing low-density, single detached lots. Opportunities for medium-density development (townhouse dwellings) is consistent with established medium-density

development in the surrounding community (i.e., 2-storey townhomes to the east of the subject lands, 4-storey apartment buildings to the south of the subject lands).

d) the application, if approved, conforms to this Plan and the lower-tier Official Plan;

The proposed Draft Plan of Subdivision application conforms to the County OP and the lower-tier Official Plan (being the Central Elgin Official Plan). Justification on how the proposed development conforms to the Central Elgin Official Plan is provided in detail in section 4.4, below.

e) the subdivision, when developed, will be appropriately integrated with other development in the area; and,

The subdivision is intended to serve as a logical extension of the developing residential development immediately adjacent to the north of the subject lands, which will allow the proposed development to appropriately integrate with other development in the area.

f) the proposal has regard to Section 51 (24) of the Planning Act, as amended.

The proposal, and proposed development concept, has regard to Section 51(24) of the Planning Act, as amended.

It is anticipated that any residential blocks with more than 10 residential units will be subject to Site Plan Control (s.s. F5).

In light of the above, the proposed Draft Plan of Subdivision, Official Plan Amendment (local) and Zoning By-law Amendment conforms to the County OP; no amendment to the County OP is required.

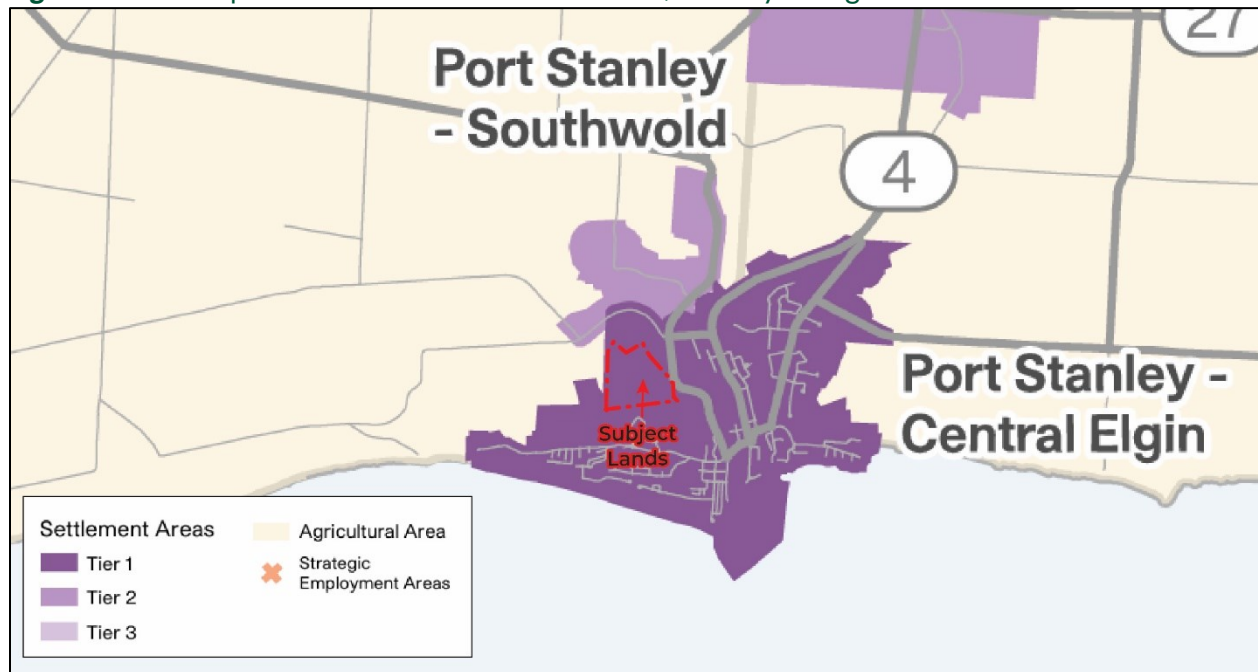
4.3 County of Elgin Official Plan (Adopted)

The County of Elgin undertook a comprehensive review of their current Official Plan, which began in the winter of 2021 with the anticipation of the final review and adoption between Winter 2023 and Spring 2024. On May 14, 2024, County Council passed By-law No. 24-17 to adopt a new Official Plan for the County of Elgin. This newly adopted Official Plan ("adopted County OP") has been submitted to the Province for final approval, as the approval authority.

Schedule 'A' (County Structure Plan) of the adopted County OP continues to designate the subject lands as 'Settlement Areas', with Port Stanley, in which the subject lands are located, delineated as a Tier 1 Settlement Area (See **Figure 15**). Schedule 'C' (The Natural System) of the adopted County OP also continues to delineate 'Woodlands' on the westerly and southeasterly portion of the subject lands (See **Figure 16**).

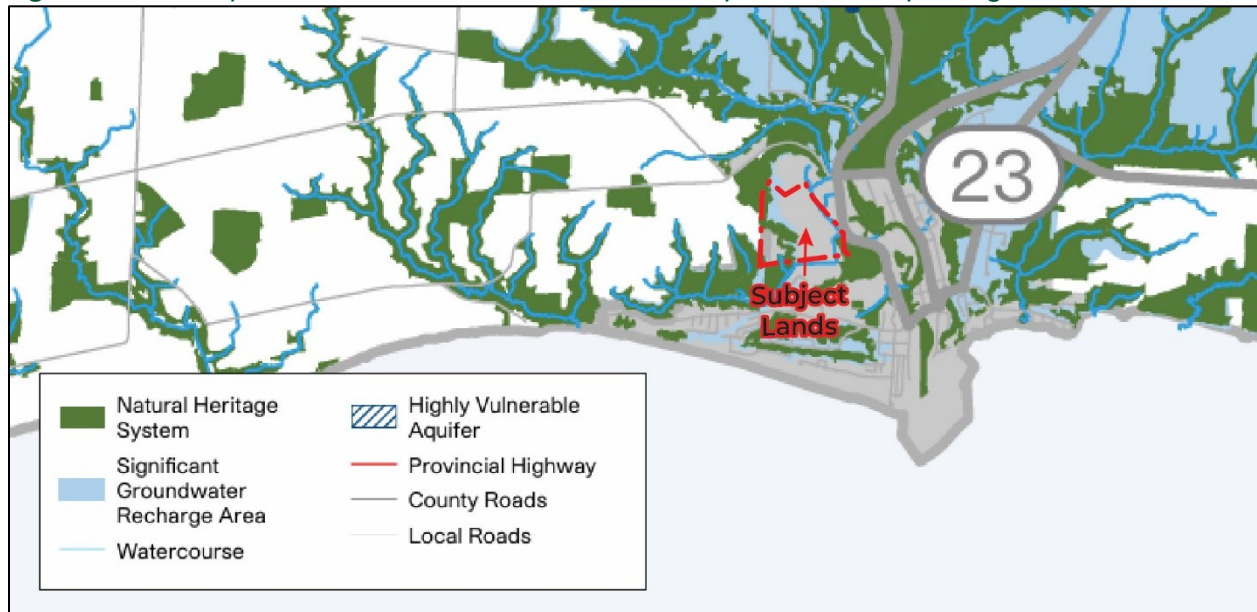
The boundaries between land uses designated on the schedules to this Plan are considered approximate except where they meet with roads, railway lines, rivers, transmission lines, lot lines or another clearly defined physical feature. Where the general intent of the document is maintained, minor adjustments to boundaries will not require an amendment to the adopted County OP (s.s. 13.9).

Figure 15 | Excerpt from Schedule 'A' – Land Use, County of Elgin Official Plan



Source: County of Elgin Official Plan

Figure 16 | Excerpt from Schedule 'C' – The Natural System, County of Elgin Official Plan



Source: County of Elgin Official Plan

The proposed development has regard for the adopted County OP policies by:

- Directing new growth and development to settlement areas (Tier 1 Settlements) that can accommodate it with sufficient levels of servicing (full municipal services) and infrastructure (s.s. 2.0b, 8.19);
- Ensure that new development extends logically from existing built-up areas and the orderly progression of new development (s.s. 2.4a, 2.4b, 6.8a);
- Protecting the agricultural system by directing development within the Port Stanley Settlement Area (s.s. 3.11);
- Ensuring a healthy supply of residentially designated lands and an adequate mix of housing types and tenures to address the current and future needs of households in the County, and to maintain options for households at all stages of their lifecycle (s.s. 4.0a, 4.0b, 4.3);
- Supporting the creation of compact, complete, and pedestrian-friendly communities, and encouraging the use of environmental best practices for development (s.s. 6.0b, 6.0e);
- Incorporating sustainable construction materials or practices, green infrastructure, energy conservation standards, water efficient technologies, and low impact development, where possible, to mitigate and adapt to the impacts of climate change (s.s. 6.11);
- Identifying and protecting the Natural System including its ecological features and functions, from development, and directing development to areas outside hazardous lands regulated by conservation authorities (s.s. 7.0a, 10.0a);

- Ensuring safe and efficient transportation systems, including automobiles, trucks, cycling, and walking (s.s. 8.0a); and,
- Ensuring new development occurs in a manner that respects the County's rich cultural heritage by protecting, conserving, and enhancing cultural heritage resources (s.s. 11.0).

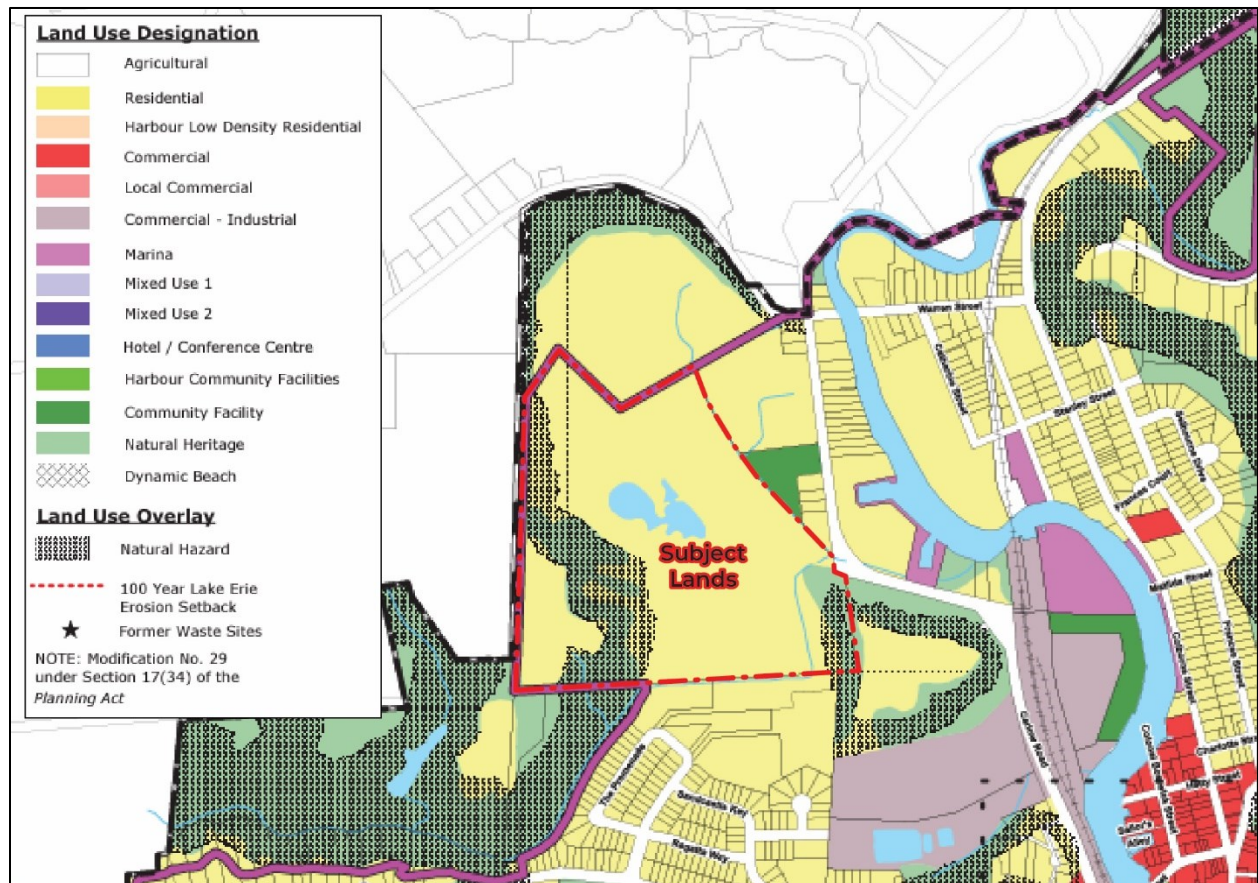
With respect to density, subsection 6.8d) directs development in Tier 1 Settlement Areas to achieve a minimum net density of 20 units per net hectare where residential development is proposed. The proposed development provides a net density of 20.9 units per hectare. However, the same policy states that, *"should the County or a local municipality be satisfied that this is not appropriate in certain circumstances due to geography, topography, or other similar factors, **this requirement may be waived**"*.

Based on the discussion above, the proposed development and associated applications are able to conform to the policies of the adopted County of Elgin Official Plan. No amendments to the adopted County OP are required.

4.4 Municipality of Central Elgin Official Plan

Schedule 'G' (Community of Port Stanley Land Use Plan) of the Municipality of Central Elgin Official Plan ("CEOP") designates the majority of the subject lands as 'Residential', with the westerly and southeasterly portion on the subject lands, associated with the Woodland feature, as 'Natural Heritage' and 'Natural Hazard' (See **Figure 17**).

Figure 17 | Excerpt from Schedule 'G' – Community of Port Stanley Land Use Plan, Municipality of Central Elgin Official Plan



Source: Municipality of Central Elgin Official Plan

Land Use Structure

The proposed development is in keeping with the Land Use Structure (section 2.1) of the CEOP, by supporting the creation of sustainable, healthy and complete communities. More specifically, the proposed development directs compact urban development to the Port Stanley Urban Settlement Area, on full municipal services, and supports a mix of housing options, in proximity to economic and recreational uses, while preserving the environment through the protection of natural heritage features on-site, and preparing for a changing climate through appropriate built form and site design that takes into consideration approaches for sustainable development (i.e., opportunities for bicycle parking spaces, increased glazing for buildings to improve availability of natural light and ventilation internally, enhanced landscaping, and the potential use of full cut-off LED lighting to minimize energy consumption).

Housing

The proposed development supports the goals and conforms to the Housing Policies (section 2.3) of the CEOP by contributing to the supply of housing in the Port Stanley Community and supporting a mix and range of housing options to meet present and future resident needs, and to support opportunities for aging-in-place.

Cultural Heritage and Archaeology

As previously discussed, the Stage 1–2 Archaeological Assessment (LEC, 2024) identified no archaeological resources recovered during the stage 2 assessment, and as such, no further assessment was recommended. As such, the proposed development is in keeping with the Cultural Heritage and Archaeology policies (specifically subsection 2.4.4.1) of the CEOP, which states that, *"for a proposed development within an area of archaeological potential, an archaeological assessment will be required prior to final planning approval, **or as a condition of final planning approval**".*

The subject lands are not located on, or adjacent to, built up heritage resources (i.e., Heritage Properties or Districts) (s.s. 2.4.3.1).

Recreation and Leisure

As previously discussed, the subject lands are also located in proximity to a number of parks, open space, and recreational uses, including Selbourne Park and Port Stanley Arena & Community Centre to the east, and Little Creek Park, Little Beach, and Port Stanley Beach to the west and south. In addition, the Elgin Hiking Trail is east along Carlow Road and extends north of the property, providing opportunities for active and passive recreation (s.s. 2.5.1.2, 2.5.2.1).

The proposed development will provide parkland on-site (5.4% of development area) to support structured and unstructured, active and passive leisure pursuits for residents of all ages. Subsection 2.5.1.2b) of the CEOP requires 5% of development land be conveyed to the Municipality for park or other public recreation purposes. In this case, the proposed development exceeds this requirement. The development is also well-served by nearby parks and recreation facilities (s.s. 2.5.1.2).

Public Service Facilities

In keeping with the Public Service Facilities (section 2.7), the proposed development is appropriately and conveniently located in proximity to key public service facilities, including:

- Schools (i.e., Kettle Creek Public School adjacent to the east of the subject lands);

- Emergency services (i.e., Central Elgin Fire Rescue Station located 2.8 kilometres northeast of the subject lands, and OPP Station located 9.3 kilometres (10-minute drive) northeast of the subject lands);
- Places of worship (i.e., Port Stanley United Church and Port Stanley Presbyterian Church located 1.5 kilometres southeast of the subject lands);
- Museums (i.e., Port Stanley Terminal Rail located 1.1 kilometres southeast of the subject lands); and,
- Recreation facilities (i.e., Port Stanley Arena & Community Centre located adjacent to the east of the subject lands).

Infrastructure

The proposed development will be serviced by municipal water and sanitary services, in keeping with subsection 2.8.1.1.1 (Full Municipal Services) which states that, “*all development in the Urban Settlement Areas shall be fully serviced by municipal piped water supply and sewage disposal systems*”. The proposed development will further be supported by a SWM facility – utilizing the existing ponds on site – to address stormwater servicing in keeping with subsection 2.8.4 (stormwater Management) of the CEOP.

Based on the Traffic Impact Study (and supplementary memo) completed by RC Spencer (2024; 2025), the proposed development will not adversely impact traffic operations. Any recommended geometric and/or traffic control improvements will be implemented within a five-year horizon to ensure that the proposed area developments do not negatively impact on the overall traffic operations and safety in the area. As such, it is anticipated that transportation systems will continue to appropriately provide safe and efficient movement of people and goods to appropriately address projected needs (s.s. 2.8.5.1.1).

Section 2.8.5.1.1e) of the CEOP recognizes that the automobile will continue to be the predominant mode of transportation within Central Elgin due to the largely rural character of the majority of its land area. However, the proposed development supports compact building form and efficient land use patterns, supported by an expansive parkland block, to encourage alternative modes of transportation, including active transportation (s.s. 2.8.5.4).

Energy

In keeping with the Energy policies (section 2.9) of the CEOP, opportunities for energy conservation techniques and methods will be explored through appropriate built form and site design, and the proposed development will take into consideration approaches for sustainable development, including, but not limited to, opportunities for bicycle parking spaces, increased glazing for buildings to improve availability of natural light and ventilation internally, enhanced landscaping, and the potential use of full cut-off LED lighting to minimize energy consumption; these design elements will be considered at the time of Site Plan Approval for the higher-density development blocks.

Complete and Healthy Communities

The CEOP states that a complete community, *“meets the daily needs of people throughout their lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing options, and access to community infrastructure like affordable housing, schools, recreation and open space areas. They are designed to promote transit-supportive infrastructure and be safe and walkable communities”* (s.s. 2.13). The proposed development supports the creation of a complete community by proposing a residential community with a mix of low-density and medium-density housing opportunities, in proximity to jobs, local services, community infrastructure, parks and open space, active transportation facilities, and public services. The proposed development promotes compact urban form, an appropriate mix of housing types on residentially designated lands, while protecting and preserving the natural environment features associated with the property. The proposed development is compatible with the neighbouring residential land uses and serves as a seamless extension of the planned and existing residential development to the north and south, respectively. It is anticipated that sidewalks will be provided on at least one side of the street throughout the Subdivision Plan, consistent with the subdivision immediately abutting to the west of the subject lands, to encourage safe and convenient active transportation for pedestrians and cyclists.

Natural Heritage and Natural Hazards

Section 3.1 and 3.2 of the CEOP outlines the Natural Heritage and Natural Hazard Policies, respectively. Generally speaking, permitted uses within the Natural Heritage designation include, but are not limited to, passive open space, walking/biking trails, conservation uses, forest and resource management uses, erosion and flood control, low-intensity public and private recreation uses, and necessary public utilities and services, among other uses (s.s. 3.1.1a). Notwithstanding, new permitted uses – including buildings or structures – within a Natural Heritage designation that require a Planning Act approval may be permitted, *“only if it can be demonstrated through an **Environmental Impact Study (EIS)**, prepared to the satisfaction of the Municipality in accordance with the policies contained in section 3.4 of this Plan, that there will be no negative impacts to the natural heritage features and/or their ecological functions”* (s.s. 3.1.1.b).

Further, Schedule ‘A2’ of the CEOP specifically identifies the natural heritage features (designated Natural Heritage on the Land Use Schedule) associate with the property as ‘Wooded Area’. The boundaries have been established through interpretation of aerial photography (2005). **The boundaries may be refined through the preparation of an Environmental Impact Study without an amendment to the Local OP** (s.s. 3.1.1.2 b)).

The Natural Hazard overlay on Schedule ‘G’ identifies lands which have the potential for hazardous condition due to their susceptibility to flooding, erosion, subsidence, slumping, inundation, the presence of steep slopes or other physical limitations (s.s. 3.2.1a). It is the

policy of the CEOP that where Natural Hazard designation overlaps with the limits of another land use designation, the uses permitted in the Natural Hazard designation shall be the same as those in the underlying land use designation (s.s. 3.2.1b). With regard to development, no buildings, structures or additions thereto are permitted, with the exception of buildings or structures required for flood control, erosion control or other conservation purposes, without the approval of the Municipality and the conservation authority having jurisdiction in the area.

For development or site alteration adjacent to Natural Hazard lands, the site-specific limits of the natural hazard(s) shall be determined through relevant studies prepared by a qualified professional with recognized expertise in the appropriate principles using accepted methodologies to the satisfaction of the Municipality and the conservation authority having jurisdiction in the area (s.s. 3.2.1c). **Those limits shall be interpreted as the correct limits of the Natural Hazard designation and such interpretation shall not require amendment to this Plan** (s.s. 3.2.1d).

As such, the development setback limits established through the Geotechnical Investigation & Hydrogeological Assessment, the EIS, and the Flood Impact Assessment, have been incorporated into the design of the proposed development are in keeping with the Natural Heritage Policies in subsection 3.1 and the Natural Hazard Policies in subsection 3.2 of the CEOP.

Air Quality and Climate Change

In keeping with the Air Quality and Climate Change policies (3.6.2) of the CEOP, the proposed development will:

- Promote compact, efficient development that are transit-supportive (i.e., active transportation), pedestrian-friendly, and in proximity to key services and facility to aid in minimizing the reliance on private automobiles;
- Where feasible and appropriate, promote sustainable design and construction standards, and the use of renewable energy systems, as a means of improving air quality and minimizing contributions to climate change. Such standards could include LEED and Low Impact Development approaches to community design;
- Encourage tree planting and landscaping to maintain, restore, and enhance urban forest cover and the natural environment, while also protecting the existing natural heritage features on site and in the surrounding area; and,
- Providing for appropriate stormwater management techniques to recognize the importance of watershed planning for protecting and identifying water resource systems, and mitigating potential risk associated with natural hazards.

Residential Designation

Lands designated as “Residential” on the Land Use Schedules provide the main locations for housing in Central Elgin. A broad range of housing types and compatible services and amenities are permitted within the fully serviced Urban Settlement Areas, in keeping with both local and provincial priorities and to make the most efficient use of available infrastructure.

More specifically, lands designated “Residential” permit a wide range of residential dwelling types and densities, including, but not limited to, single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings. Conversion of existing dwellings to increase the number of dwelling units is also permitted (s.s. 4.3.1a). In addition, ancillary uses such as schools, neighbourhood and community parks, trail connections, places of worship, home occupations, and community and social service facilities, may also be permitted (s.s. 4.3.1c). Accordingly, the proposed single-detached dwellings proposed for the proposed development is in keeping with the permitted uses in the “Residential” designation.

The proposed development is consistent with the “Residential” Goals (s.s. 4.3) by:

- Promoting sustainable, efficient and diverse residential neighbourhoods;
- Supporting a diverse range of attainable, market-based housing types and densities;
- Encouraging development that is walkable and supported by all modes of transportation; and,
- Supporting development in proximity to institutional, convenience commercial, personal services and other complementary non-residential uses that service residential areas.

With respect to density, low-density residential uses shall permit up to a maximum density of 22 units per net hectare (9 units per net acre) and shall not exceed 3 storeys or 11 metres in height (s.s. 4.3.2b). The proposed single-detached lots will provide for a net density of less than 22 units per hectare and will not exceed 3 storeys in height.

An amendment to the CEOP is required to add a site-specific special policy that provides relief from subsection 4.3.2b) of the CEOP (policy stated above) to allow for low-density residential uses, in the form of semi-detached dwellings, with a net density of up to 30 units per hectare. The proposed site specific special policy is discussed further below (under “Proposed Official Plan Amendment”). The proposed amendment will support the creation of compact communities and a mix and range of housing forms, consistent with contemporary development standards.

Medium-density residential uses, which includes street townhouse dwellings, are permitted with a net density greater than 22 units per hectare (9 units per acre) up to a maximum of

35 units per net hectare (14 units per net acre) and shall not exceed 6 storeys (or 22 metres) in height (s.s. 4.3.2c)). The proposed cluster towns within Blocks 131 and 132 will provide an overall net density of 40 units per hectare (Block 131) and 23 units per hectare (Block 132), respectively. Similarly to the requested site-specific special policy for the semi-detached dwellings, an amendment to the CEOP is required to add a site-specific special policy that provides relief from subsection 4.3.2c) of the CEOP (policy stated above) to allow for medium-density residential uses, in the form of clustered townhouse dwellings, with a net density of up to 40 units per hectare. The proposed site specific special policy is discussed further below (under "Proposed Official Plan Amendment"). As previously mentioned, the proposed amendment will support the creation of compact communities and a mix and range of housing forms, consistent with contemporary development standards.

The following development criteria also apply to medium density residential uses:

1. The proposed design of the residential development is compatible with the built form and the physical character of surrounding uses, and is consistent with the policy direction in the Community Design and Complete and Healthy Communities sections of the Plan;

The proposed clustered townhouse developments within Blocks 131 and 132 are compatible with the low-rise and mid-rise form and character of the surrounding residential uses, while introducing a higher-density, more attainable housing product to support a mix and range of housing types in the community, supportive of aging-in-place opportunities. The proposed residential use is also consistent with policy direction in the Community Design and Complete and Healthy Communities sections of the CEOP (discussed in this Planning Justification Report).

2. The site is physically suited to accommodate the proposed development. Consideration will be given to the preservation of features of the natural environment which may be compromised with more dispersed low-density development;

The property is physically suited to accommodate the proposed development, acknowledging that the proposed development provides for a seamless extension of existing residential development planned to the north and existing to the east and south, on lands designated for residential development, on full municipal services, in proximity to key services and public services. The proposed development serves as an opportunity to support greater density opportunities – consistent with Provincial, County, and Local Policies – on lands constrained by surrounding natural environment features.

3. Adequate recreational and amenities are provided on site;

Adequate recreational and amenity space may be provided via individual unit backyards.

4. The site is in general proximity to a park, natural area, institutional use, or commercial facilities;

The property is in general proximity to parks (i.e., Selbourne Park), as well as the expansive public parkland proposed on-site, natural areas, institutional and recreational uses (i.e., Kettle Creek Public Elementary School, Port Stanley Arena & Community Centre, Port Stanley United Church, Port Stanley Presbyterian Church), and commercial facilities (i.e., downtown Port Stanley).

5. Medium density buildings will not exceed 6 storeys or 22 metres in height at the highest grade elevation to ensure building heights and built forms are compatible with the built form and physical character of the neighbourhood. Exceptions may be considered where properties with unusual grade conditions exist.

The proposed townhouse dwellings will not exceed 6 storeys in height.

6. The proposed site can be serviced with adequate water supply and sanitary sewage disposal in accordance with the policies contained in Section 2.8 of this Plan;

The proposed development will be serviced with municipal water and sanitary services. See Functional Servicing & SWM Report, prepared by DevEng (2025), submitted as part of the complete application submission package.

7. The property shall have direct access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site;

The proposed clustered townhomes will have vehicular access to new Street 'A' and Street 'C', which are anticipated to be considered Local Roads (per Schedule 'G1' (Road Classification) of the Official Plan). An amendment to the CEOP is required to add a site-specific special policy that provides relief from subsection 4.3.2c)7. of the CEOP (policy stated above) to allow medium-density (clustered townhouse dwellings) to have direct access to a local road maintained to a municipal standard with capacity to accommodate traffic generated from the site. The proposed site specific special policy is discussed further below (under "Proposed Official Plan Amendment").

8. Sufficient off-street parking facilities are provided in accordance with the standards set out in the Zoning By-law. Surface parking should be minimized in favour of more intensive parking; and,

Sufficient off-street parking will be provided in accordance with the standards set out in the Zoning By-law.

9. Consideration shall be given to matters related to land use compatibility, traffic impacts and proximity effects such as noise and visual impacts.

No adverse impacts are anticipated with respect to land use compatibility, traffic impacts (see submitted Traffic Impact Study), and noise and visual impacts.

Community Design

The proposed development will have regard for the Community Design policies (s.s. 2.10.3) of the CEOP. Namely:

- Implement high-quality urban design techniques and standards, including high quality architecture and site design that complements and enhances the surrounding neighbourhood character and context;
- Promote efficient and cost-effective development patterns that minimize land consumption, are transit supportive, and create pedestrian-friendly streets;
- Promote walkable neighbourhoods with interesting streetscapes, focal points and destinations;
- Support a mix of land uses in the community, including a variety of housing types, park spaces, schools, shopping areas and employment opportunities in community design;
- Promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks with an emphasis on pedestrians and cyclists through universal principles of Crime Prevention Through Environmental Design;
- Encourage the conservation and incorporation of natural and cultural heritage resources;
- Continue the existing and traditional street patterns and neighbourhood structure, such as the adjacent Sunset Bluffs subdivision, including aspects related to residential street-scaping, landscaping, setbacks, signage, garage placement, and architectural treatment;
- Consideration for building design, massing, and scale that respects and reinforces the human scale and creates attractive and vibrant streetscapes;
- Consideration for shadowing impacts on adjacent lands and/or impacts to existing views and vistas;
- Implement appropriate compatibility measures, where appropriate, including but not limited to, adequate setbacks, building articulation, separation buffering or screening, and enhanced landscaping; and,
- Consideration for LEED-ND and Low Impact Development approaches to community design, where appropriate.

Proposed Official Plan Amendment

As previously discussed, a site-specific special policy is being sought for the proposed semi-detached dwellings as well as the medium-density blocks contemplated within the proposed Draft Plan. The specific requested relief is as follows:

Semi-detached Dwellings

A site-specific policy is being requested that provides relief from subsection 4.3.2b) of the CEOP, which states, *"Low density: includes single detached dwellings, semi-detached dwellings, additional residential units, duplex dwellings, triplex dwellings, street townhouse dwellings, townhouse dwellings in a cluster development, low-rise multiple dwellings, special needs housing, and other forms of low-rise housing up to a maximum density of 22 units per net hectare (9 units per net acre)"*. The site-specific policy request is as follows:

Notwithstanding subsection 4.3.2.b) of the Central Elgin Official Plan, for lands legally described as Lot 15, Part Lot 16, and Part of Clergy Reserve Lot "D" Range 1 North of Lake Road (320 Carlow Road) and forming part of Draft Approved Plan XXT-CEXXXX, semi-detached dwellings may be permitted up to a maximum density of 30 units per hectare.

As previously mentioned, the proposed amendment will support the creation of compact communities and a mix and range of housing forms, consistent with contemporary development standards.

Medium-Density Blocks (Townhouse Dwellings)

A site-specific special policy is being sought for Blocks 131 and 132 (Medium Density) in the proposed Draft Plan, which provides relief from subsection 4.3.2c)7. of the CEOP, which states, *"the property shall have direct access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site"* for properties proposed for medium-density development.

Accordingly, the site-specific special policy request is as follows:

Notwithstanding subsection 4.3.2c)7. of the Central Elgin Official Plan, for lands legally described as Lot 15, Part Lot 16, and Part of Clergy Reserve Lot "D" Range 1 North of Lake Road (320 Carlow Road) and forming part of Draft Approved Plan XXT-CEXXXX, medium-density residential uses may be permitted to have direct access to a local road maintained to a municipal standard.

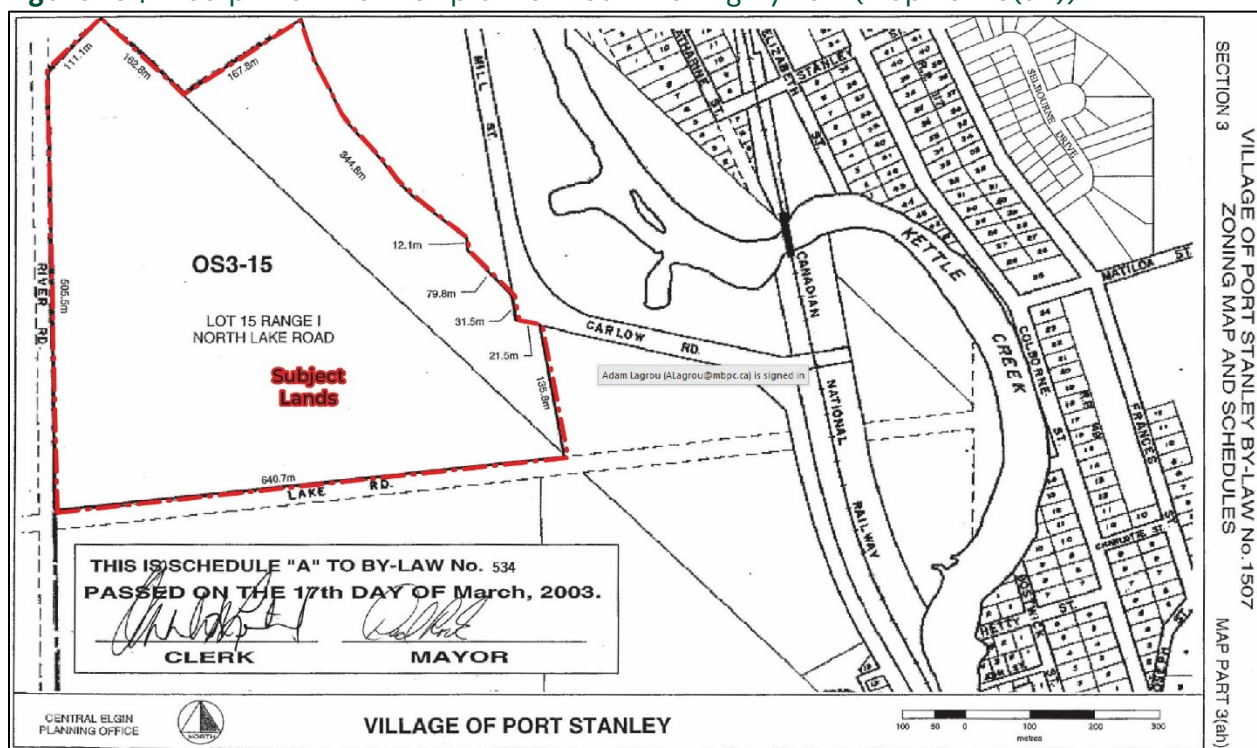
The site-specific special policy would support a mix and range of higher-density housing choices along the proposed public roads and will permit a housing form anticipated to be low intensity and not anticipated to create undue traffic hazards.

4.5 Township of Yarmouth Zoning By-law No. 1998

The Municipality of Central Elgin does not have a comprehensive Zoning By-law. Instead, the Zoning By-laws from former Townships and communities continue to be used to establish permitted uses and regulations on properties throughout the Municipality.

Zoning of the subject lands is regulated by the Township of Yarmouth Zoning By-Law No. 1998 which zones the subject lands 'Open Space 3, Special Zone 15' ('OS3-15') (See **Figure 18**), which permits golf courses, golf driving range, and accessory uses.

Figure 18 | Excerpt from Township of Yarmouth Zoning By-law (Map Part 3(a))



Source: Township of Yarmouth Zoning By-law

Proposed Zoning By-law Amendment

To permit the proposed development, a Zoning By-law Amendment is required.

It is proposed that the subject lands be re-zoned **FROM** 'OS3-15' **TO** 'Residential Zone 1, Special Provision' ('R1-(*)', 'R1-(**)', and 'R1-(***)'), and 'Open Space 3, Special Provision' ('OS3-(*)').

See **Figure 19**, below, illustrating the proposed Zoning By-law Amendment Schedule.

Proposed R1-(*) Zone (Single Detached & Semi-Detached Dwellings)

The requested R1-(*) Zone is proposed to be applied to the single-detached and semi-detached lots (Lots 1 to 130) in the proposed Draft Plan. Special provisions relating to modernizing the requirements for minimum lot area, minimum lot frontage, minimum lot depth, minimum front yard setback, minimum exterior side yard setback, maximum coverage, and minimum off-street parking are being sought through the proposed amendment to the Zoning By-law.

The special provisions requested are consistent with the lot frontage, front yard setback, coverage, and off-street parking provisions that apply to other low-density residential subdivisions in Port Stanley, including the Sunset Bluffs Subdivision (zoned R1-75) east of the subject lands, which will allow for consistent development standards in the community. The special provisions requested are also consistent with a number of other R1 special zones in the Municipality (i.e., R1-18, R1-39, R1-43, R1-48, R1-85).

Further, the proposed minimum lot area and reduced frontages and setbacks allows for smaller residential lots to provide for the efficient use of land and a compact urban form, responds to market demand, land costs, and housing supply shortages, and is consistent with contemporary development standards. More specifically, the proposed lot frontages are consistent with what is permitted under the R1-43 Zone.

A reduction in minimum lot depth is also being requested consistent with contemporary building lot standards. The minor deviation (30 metres requested, whereas 30.48 metres is required) continues to provide sufficient front, rear, and side yards and an appropriate building envelope continues to be achievable with the proposed minor deviation from the standard lot depth in the R1 zone. Similar reduced lot depths have been provided in other R1 Special Zones (i.e., R1-11 Zone permits a Lot Depth of 29 metres).

The proposed off-street parking provision requested is consistent with standard parking requirements in other urban-rural municipalities across southwestern Ontario.

See **Table 3** below for the proposed R1-(*) Zone Regulations, mentioned above. The single-detached lots proposed as part of the Draft Plan satisfy all other regulations of the standard R1 zone.

Table 3 | Proposed 'R1-*' Zone Provisions (Single Detached & Semi-Detached Dwellings)

Regulation	Standard R1 Zone Regulations	Proposed R1-(*) Zone Regulations
Permitted Use	Residential use; Institutional uses lawfully existing on the day of the passing of this	No change

	by-law; Home Occupations; Accessory uses	
Lot Area (min)	Where public sanitary sewage disposal facilities and piped public water supply is available: 464.5 square metres.	360 square metres (single detached) 340 square metres (semi-detached)
Lot Frontage (min)	15.0 metres	12.0 metres (single detached) 10 metres (semi-detached)
Lot Depth (min)	30.48 metres	30.0 metres
Front Yard Setback (min)	7.5 metres	6.0 metres
Interior Side Yard Setback (min)	1.0 metre	No change
Exterior Side Yard Setback (min)	3.5 metres	2.5 metres
Rear Yard Setback (min)	6.0 metres	No change
Coverage (max)	35%	50%
Building Height (max)	Two (2) storeys	No change
Ground Floor Area (min)	74.3 square metres (one storey); 69.7 square metres (more than one storey)	No change
Off-Street Parking (min)	1-1/2 parking spaces per dwelling unit on the lot on which the dwelling is located plus one additional parking space for every 100 square feet or portion thereof over the first 100 square feet of floor area devoted to or used for the purposes of a home occupation;	2 parking spaces per unit

*** Special Provisions Required**

Proposed R1-() Zone (Townhouse Block 131)**

The requested R1-(**) Zone is proposed to apply to Block 131 in the Draft Plan. Special provisions to establish the use, minimum front yard depth, maximum building height, and

minimum off-street parking are being requested. The special provision for the R1-(**) zone allows for the efficient use of land and a compact urban form, responds to market demand, land costs, and housing supply shortages, and is consistent with contemporary development standards.

The current Township of Yarmouth Zoning By-law does not explicitly categorize under what Residential Zone (i.e., R1, R2, or R3 (Estate Residential Zone)) a townhouse dwelling is permitted. However, townhouse dwellings have been permitted within site-specific R1 zones within the By-law (i.e., R1-40, R1-43, R1-87). The current R1 parent zone permits “Residential Use”, which is not defined in the By-law. As such, it is proposed that a special provision be included to define townhouse dwellings as an additional permitted use.

The proposed reduced front yard setback provides for compact and efficient urban form that maximizes development potential through site configuration that provides parking internal to the site, while also contributing to providing a well-defined and continuous street edge to establish a pedestrian supportive environment. No driveways are required along the frontage (parking provided internal to the site), and thus, the built form can be pulled closer to the front property line.

A minor uplift in permitted height to three (3) storeys, whereas two (2) storeys is permitted, is to allow for greater flexibility in built form and greater range and mix of housing types, while also maintaining the general character and built form of the surrounding area (notably the four (4) storey apartment buildings to the south of the subject lands). Opportunities for enhanced landscaping, defined at the time of Site Plan Approval, will help alleviate concerns for privacy and intensity.

The proposed off-street parking provision requested is consistent with standard parking requirements in other urban-rural municipalities across southwestern Ontario. The request is also consistent with the parking requirements established in other R1 special zones which permit townhouse dwellings (i.e., R1-43).

See **Table 4** below for the proposed R1-(**) Zone Regulations, mentioned above. The townhouse dwellings proposed in Block 131 as part of the Draft Plan satisfy all other regulations of the standard R1 zone.

Table 4 | Proposed ‘R1-()’ Zone Provisions (3 Storey Townhouse Dwellings – Block 131)**

Regulation	Standard R1 Zone Regulations	Proposed R1-(**) Zone Regulations
Permitted Use	Residential use; Institutional uses lawfully existing on the day of the passing of this by-law; Home Occupations; Accessory uses	Residential use; Institutional uses lawfully existing on the day of the passing of this by-law; Home Occupations;

		Accessory uses; Townhouse Dwelling
Lot Area (min)	Where public sanitary sewage disposal facilities and piped public water supply is available: 464.5 square metres.	No change
Lot Frontage (min)	15.0 metres	No change
Lot Depth (min)	30.48 metres	No change
Front Yard Setback (min)	7.5 metres	3.0 metres
Interior Side Yard Setback (min)	1.0 metre	No change
Exterior Side Yard Setback (min)	3.5 metres	No change
Rear Yard Setback (min)	6.0 metres	No change
Coverage (max)	35%	No change
Building Height (max)	Two (2) storeys	Three (3) storeys
Ground Floor Area (min)	74.3 square metres (one storey); 69.7 square metres (more than one storey)	No change
Off-Street Parking (min)	1-1/2 parking spaces per dwelling unit on the lot on which the dwelling is located plus one additional parking space for every 100 square feet or portion thereof over the first 100 square feet of floor area devoted to or used for the purposes of a home occupation;	2 parking spaces per unit

*** Special Provisions Required**

Proposed R1-(*) Zone (Townhouse Block 132)**

The requested R1-(***) Zone is proposed to apply to Block 132 in the Draft Plan. The only special provision requested is to establish the townhouse dwelling use, similarly to what is requested for Townhouse Block 131.

The current Township of Yarmouth Zoning By-law does not explicitly categorize under what Residential Zone a townhouse dwelling is permitted. As such, it is proposed that a special

provision be included to define townhouse dwellings as an additional permitted use in the R1-(***) Zone.

See **Table 5** below for the proposed R1-(***) Zone Regulations, mentioned above. The townhouse dwellings proposed in Block 132 as part of the Draft Plan satisfy all other regulations of the standard R1 zone.

Table 5 | Proposed 'R1-(*)' Zone Provisions (1 Storey Townhouse Dwellings – Block 132)**

Regulation	Standard R1 Zone Regulations	Proposed R1-(***) Zone Regulations
Permitted Use	Residential use; Institutional uses lawfully existing on the day of the passing of this by-law; Home Occupations; Accessory uses	Residential use; Institutional uses lawfully existing on the day of the passing of this by-law; Home Occupations; Accessory uses; Townhouse Dwelling
Lot Area (min)	Where public sanitary sewage disposal facilities and piped public water supply is available: 464.5 square metres.	No change
Lot Frontage (min)	15.0 metres	No change
Lot Depth (min)	30.48 metres	No change
Front Yard Setback (min)	7.5 metres	No change
Interior Side Yard Setback (min)	1.0 metre	No change
Exterior Side Yard Setback (min)	3.5 metres	No change
Rear Yard Setback (min)	6.0 metres	No change
Coverage (max)	35%	No change
Building Height (max)	Two (2) storeys	No change
Ground Floor Area (min)	74.3 square metres (one storey); 69.7 square metres (more than one storey)	No change
Off-Street Parking (min)	1-1/2 parking spaces per dwelling unit on the lot on which the dwelling is located plus one additional parking space for every 100 square feet or portion thereof over the first	No change

	100 square feet of floor area devoted to or used for the purposes of a home occupation;	
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*** Special Provisions Required**

Proposed OS3-* Zone

The proposed OS3-* Zone is proposed to be applied to the stormwater management Block (Block 135 on the Draft Plan), the parkland and open space blocks (Blocks 133, 134, 136, and 137), and the Natural Heritage / Hazard Lands (Blocks 138 and 139 on the Draft Plan).

For context, subsection 7.1.1 of the Local ZBL states that facilities essential to the operation of any public utility – such as stormwater management systems including any utility service building or structure associated therewith – may be permitted in any zone.

However, the stormwater management block and natural heritage block in the Kokomo Beach Club (“Kokomo”) (formerly known as the Seaglass in Port Stanley subdivision) has been zoned OS3-19 through the passing of By-law No. 2296 (the Zoning By-law Amendment that was submitted for Kokomo). As such, for consistency, similar zoning is proposed to apply to the Stormwater Management block, parkland and open space, and Natural Heritage / Hazard Block on the subject lands.

Special Provisions for reduced minimum lot area and reduced lot frontage are also being requested for the OS3-* zone to recognize proposed conditions as a result of the proposed Draft Plan (i.e., lot area and frontage of Block 134, intended to be a pedestrian access/walkway). However, no buildings or structures are proposed for lands designated OS3-*.

The above-noted blocks satisfy all other regulations of the standard OS3 zone.

5. PROPOSED PLANNING APPROVALS

5.1 Draft Plan of Subdivision

An application for Draft Plan of Subdivision is being submitted to support the creation of residential lots and blocks.

The proposed Plan of Subdivision has a total site area of approximately 29.95 hectares (74 acres) and contemplates the development of 97 single-detached, freehold lots fronting onto public streets, 26 semi-detached dwellings fronting onto public streets, and two (2) medium-density blocks proposing townhouse dwellings with a total of 126 units

contemplated between the two blocks. In total, the subdivision contemplates 249 dwelling units. Additional blocks for stormwater management, parkland, open space, natural environment, and streets and reserves are proposed.

The proposed Land-Use Composition is provided in **Table 1** in Section 2 (Development Proposal) of this Report. Further, the proposed Draft Plan of Subdivision is provided as **Figure 7**, in Section 2 (Development Proposal) of this Report. A full size copy of the Draft Plan is submitted as part of the complete application submission package.

5.2 Official Plan Amendment

As previously discussed, a site-specific special policy is being sought for the proposed semi-detached dwellings as well as the medium-density blocks contemplated within the proposed Draft Plan. The specific requested relief is as follows:

Semi-detached Dwellings

A site-specific policy is being requested that provides relief from subsection 4.3.2b) of the CEOP. The site-specific policy request is as follows:

Notwithstanding subsection 4.3.2.b) of the Central Elgin Official Plan, for lands legally described as Lot 15, Part Lot 16, and Part of Clergy Reserve Lot "D" Range 1 North of Lake Road (320 Carlow Road) and forming part of Draft Approved Plan XXT-CEXXXX, semi-detached dwellings may be permitted up to a maximum density of 30 units per hectare.

Medium-Density Blocks (Townhouse Dwellings)

A site-specific special policy is being sought for Blocks 131 and 132 (Medium Density) in the proposed Draft Plan, which provides relief from subsection 4.3.2c)7. of the CEOP. The site-specific special policy request is as follows:

Notwithstanding subsection 4.3.2c)7. of the Central Elgin Official Plan, for lands legally described as Lot 15, Part Lot 16, and Part of Clergy Reserve Lot "D" Range 1 North of Lake Road (320 Carlow Road) and forming part of Draft Approved Plan XXT-CEXXXX, medium-density residential uses may be permitted to have direct access to a local road maintained to a municipal standard.

5.3 Zoning By-law Amendment

It is proposed that the subject lands be re-zoned **FROM** 'OS3-15" TO 'Residential Zone 1, Special Provision' ('R1-(*)', 'R1-(**)', and 'R1-(***)'), and 'Open Space 3, Special Provision' ('OS3-(*)').

The draft Zoning By-law Provisions are listed below, and a proposed Zoning By-law Amendment sketch is shown in **Figure 19**.

9.2.2.x

9.2.2.x.x	<u>Defined Area:</u>	R1-(*) as shown on Zoning Map Part 3(ah))
9.2.2.x.x	<u>Minimum Lot Area:</u>	Single Detached Dwelling – 360 square metres. Semi-Detached Dwelling – 340 square metres
9.2.2.x.x	<u>Minimum Lot Frontage:</u>	Single Detached Dwelling – 12 metres. Semi-Detached Dwelling – 10 metres.
9.2.2.x.x	<u>Minimum Lot Depth:</u>	30 metres.
9.2.2.x.x	<u>Minimum Front Yard Depth:</u>	6 metres.
9.2.2.x.x	<u>Minimum Exterior Side Yard Setback:</u>	2.5 metres.
9.2.2.x.x	<u>Maximum Coverage:</u>	50% maximum.
9.2.2.x.x	<u>Minimum Off-Street Parking:</u>	2 spaces per dwelling unit.

9.2.2.x

9.2.2.x.x	<u>Defined Area:</u>	R1-(**) as shown on Zoning Map Part 3(ah)).
9.2.2.x.x	<u>Additional Permitted Uses:</u>	Townhouse Dwelling
9.2.2.x.x	<u>Minimum Front Yard Depth:</u>	3 metres.
9.2.2.x.x	<u>Maximum Building Height:</u>	3 storeys.

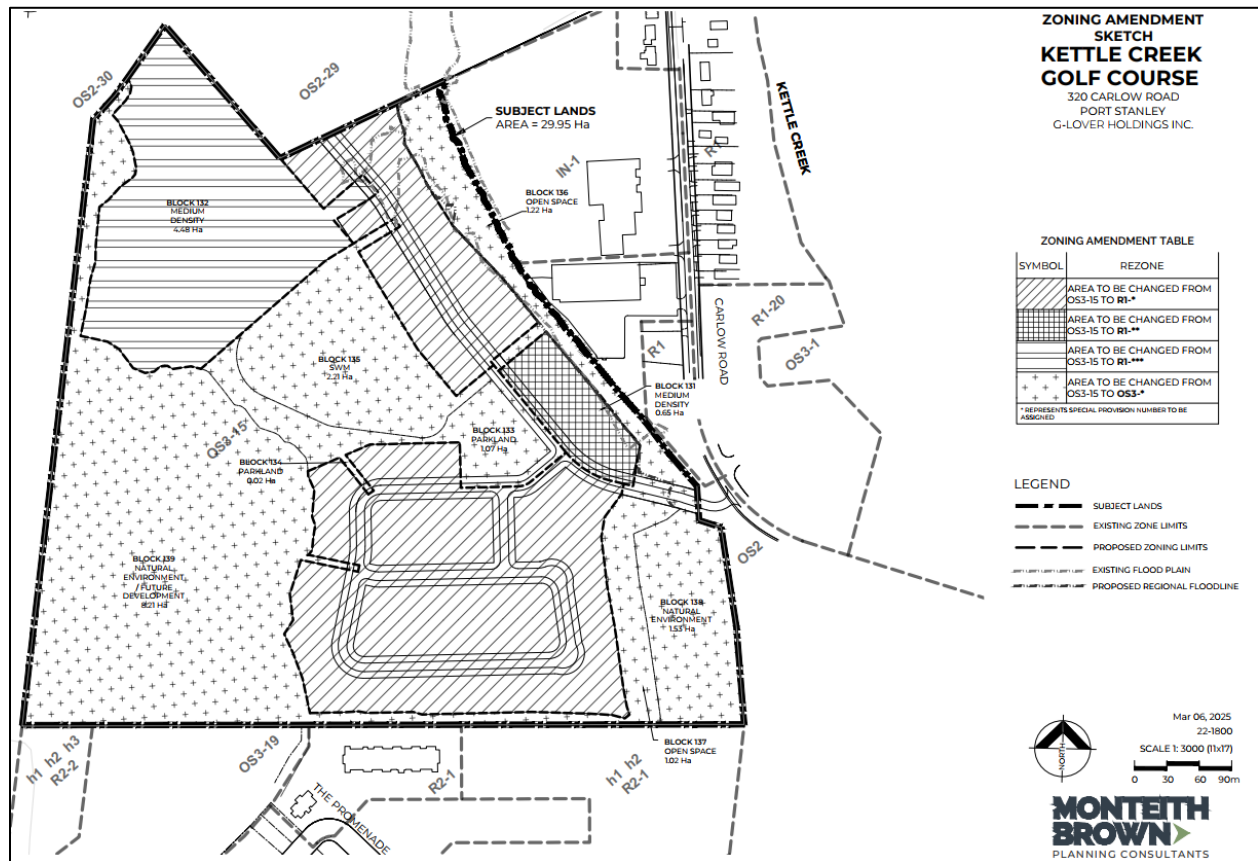
9.2.2.x

9.2.2.x.x	<u>Defined Area:</u>	R1-(**) as shown on Zoning Map Part 3(ah)).
9.2.2.x.x	<u>Additional Permitted Uses:</u>	Townhouse Dwelling

8.4.2.x

8.4.2.x.x	<u>Defined Area:</u>	OS3-(*) as shown on Zoning Map Part 3(ah)).
8.4.2.x.x	<u>Additional Permitted Uses:</u>	(a) Park (b) Stormwater management (c) Conservation purposes
8.4.2.x.x	<u>Minimum Lot Area:</u>	0.02 Hectares.
8.4.2.x.x	<u>Minimum Lot Frontage:</u>	6.0 metres

Figure 19 | Zoning By-law Amendment Sketch



Source: MBPC, 2025

6. CONCLUSION

Based on the above analysis, the proposed development, and associated Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment applications, are consistent with the Provincial Planning Statement, are in conformity with both the current and adopted County of Elgin Official Plan, maintains the general intent and purpose of the Municipality of Central Elgin Official Plan and Township of Yarmouth Zoning By-law No. 1998, and represent good land use planning.

Respectfully submitted,

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