

Planning Justification Report

Proposed Official Plan and Zoning By-Law Amendment and
Draft Plan of Subdivision

For development of **Buchanan Crossings Subdivision** at
Saulsbury Street and Albert Street in the
Municipality of Strathroy-Caradoc

Prepared by B.M. Ross & Associates Limited for

SLD Group Inc.

File No. 21020

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Planning Justification Report for the Proposed Buchanan Crossings Subdivision in Strathroy

1.0 INTRODUCTION

This report has been prepared on behalf of SLD Group Inc. in support of an application for an Official Plan Amendment, a Zoning By-law Amendment, and a Draft Plan of Subdivision for a proposed residential development in west Strathroy. The proposal includes 359 dwelling units in a variety of housing types, as well as parkland and open space.

The purpose of this report is to provide a detailed description of the proposed development and to review current Provincial, County and Municipal planning policies as they relate to the application. The report includes the following components:

- description of the site and its location
- description of the proposal
- description of land uses and zoning in the surrounding area
- review of planning framework and
- review of relevant planning documents and subdivision criteria in the Planning Act.

2.0 LOCATION AND SITE DESCRIPTION

The subject lands are located on the north side of County Road #39 (Albert Street/Napperton Drive), south of Saulsbury Street, east of the Cable Drain, and west of Dominion Street. The subject land is primarily used for agriculture and is surrounded by institutional, residential, and agricultural uses. The site has frontage of 133.6 metres on Albert Street, irregular depth of approximately 776 metres, and an area of approximately 15.1 hectares (37.4 acres).

The lands are described as Part of Lot 19, Concession 4 S.E.R (Geographic Township of Adelaide) and Part of Lot 20, Concession 4 South of the Egremont Road (Geographic Township of Adelaide) (Formerly Town of Strathroy). The lands were formally owned by the County of Middlesex and were sold to SLD Group Inc., along with lands to the west that are currently located outside of the Municipality's Settlement Area.

A map of the general location of the subject lands is shown in Figure 1 and images of the subject lands are shown in Figure 2.

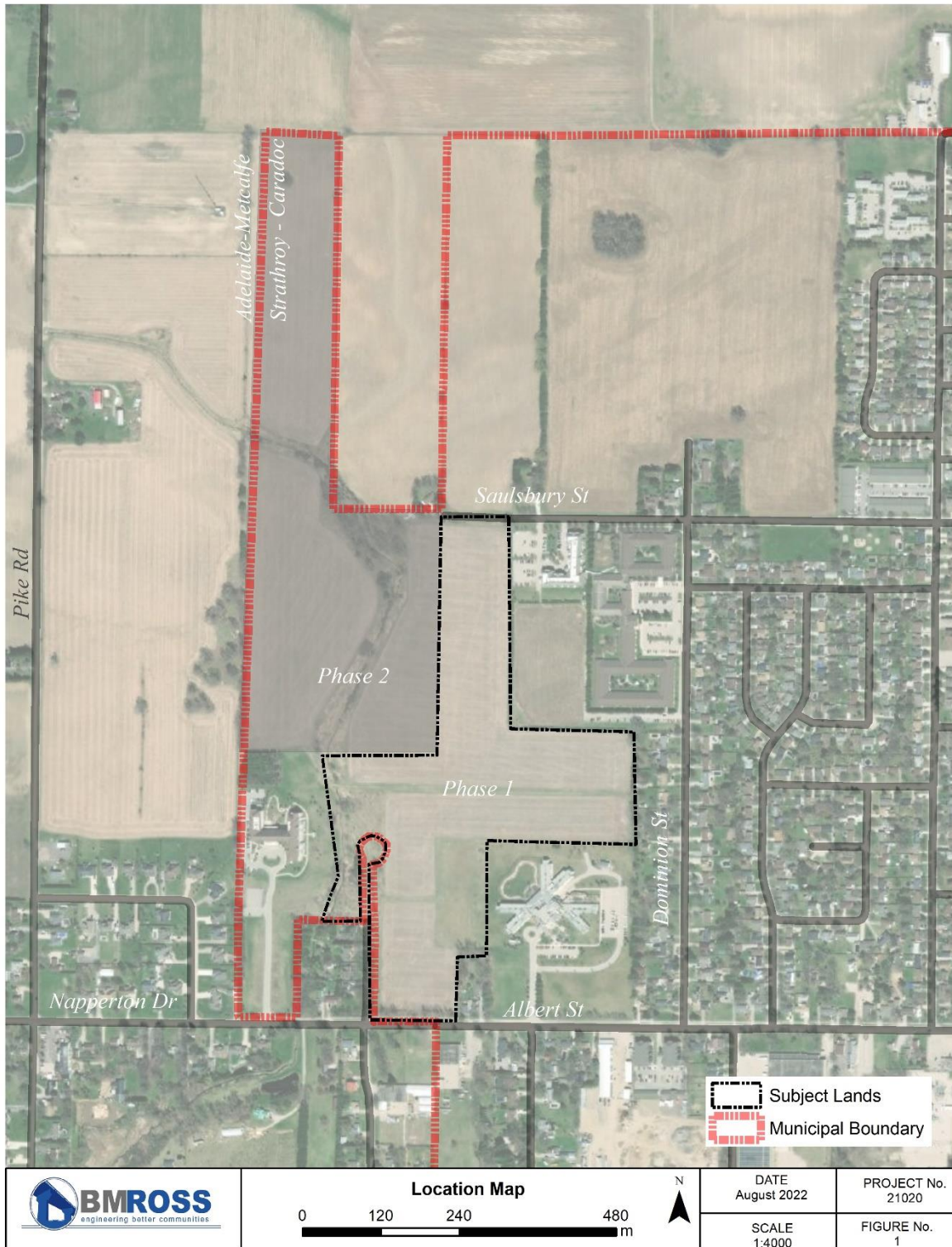


Figure 1 – Location Map



East Side of Subject Lands – Viewing North from Strathmere Lodge



East Side of Subject Lands - Viewing North from County Road #39



North Side of Subject Lands – Viewing South from Saulsbury Street



West Side of Subject Lands - Viewing North from County Road #39

Figure 2 – Images of Subject Lands

3.0 SURROUNDING AREA

The subject lands are located in the Community of Strathroy on the western extent of Strathroy-Caradoc. The northern part of the site is in the Saulsbury Secondary Plan area, which is designated for future residential development. The site is adjacent to the built boundary of Strathroy (east and south) and a recently approved draft plan of subdivision (north). The site is also adjacent to a variety of land uses shown in Table 1 and Figure 3.

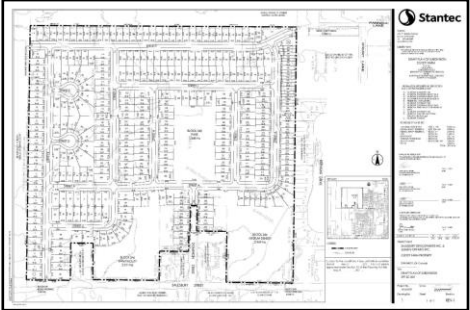



	Uses	Zoning	Images
North	Vacant land and a recently approved draft plan of subdivision.	General Agriculture (A) Zone (Township of Adelaide-Metcalfe) Low-Density Residential 1 (R1) and R1-19-H-5 (R1-19-H-5)	
East	Nursing home, retirement home, and single detached dwellings.	Institutional (I), Residential (R1), High Density Residential (R3), and Future Development (FD)	
West	Retirement home, single detached dwellings, and agriculture.	Urban Residential (UR) (Township of Adelaide-Metcalfe) High Density Residential (R3) and (A1)	
South	Industrial use (service shop), apartment dwelling, vacant land, and single detached dwellings.	Light Industrial (M1), Institutional (I) and Urban Residential (UR)	

Table 1 – Surrounding Land Uses

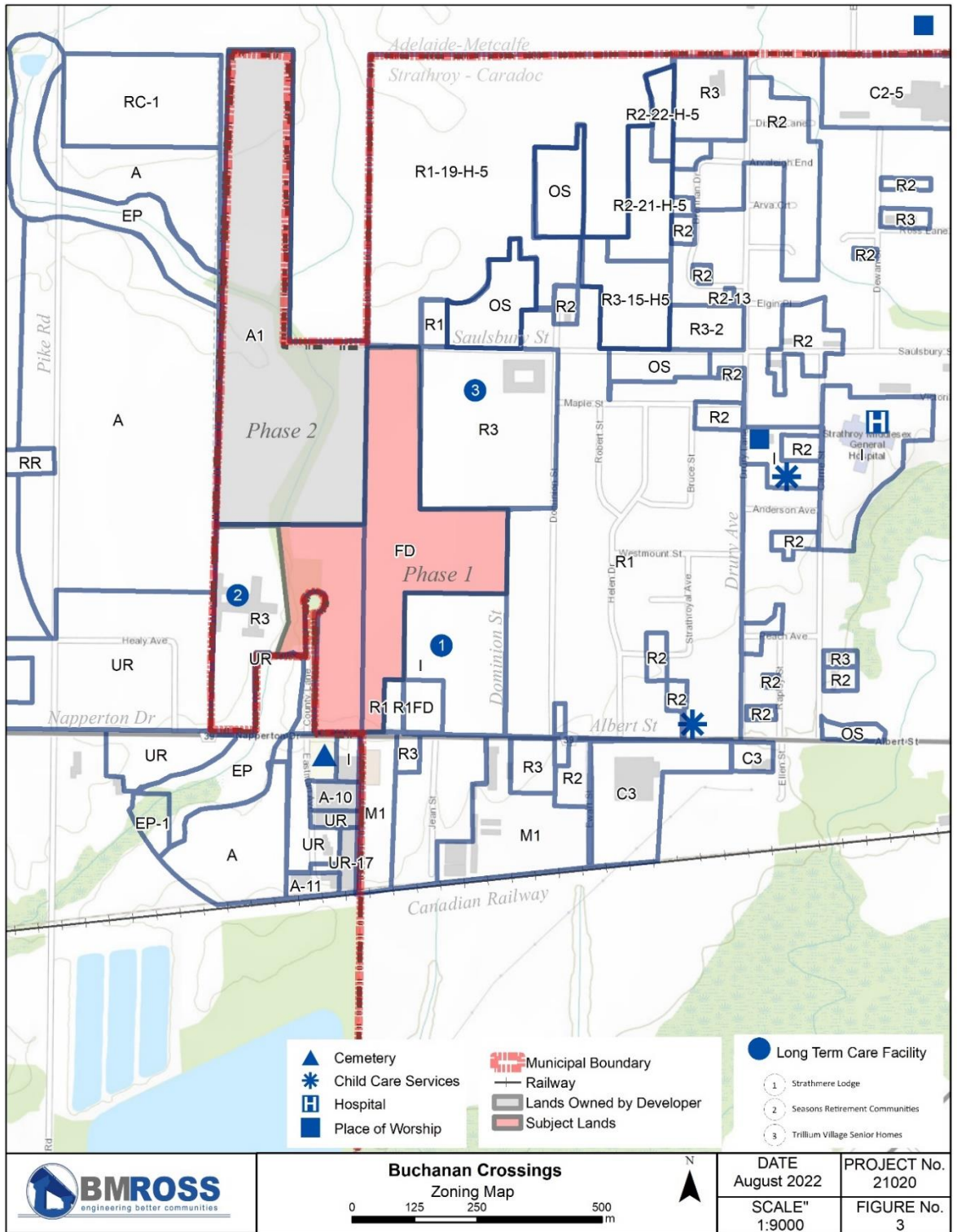


Figure 3 – Zoning Map

4.0 DEVELOPMENT VISION

The vision for Buchanan Crossings is to create a healthy, safe, and attractive community that is inclusive, and fits well with its surroundings. This vision is to be achieved through the following guiding principles:

- Provide a wide range of housing options and a compact development pattern
- Provide aesthetical streetscapes and achieve good urban design
- Efficient transportation network (including active means of transportation)
- Accessible open space system (including private and public recreation areas)
- Conserve natural heritage features and archaeological resources and
- Direct development away from lands susceptible to flooding and erosion.

These guiding principles were developed through extensive consultation with the Municipality, County Planner, and Conservation Authority and with consideration given to relevant land use policies, including the recently approved Official Plan for the Municipality of Strathroy-Caradoc.

4.1 Description of Proposed Development

The above guiding principles were used in the proposed 359-lot subdivision in west Strathroy and consists of 12 single detached, 103 semi-detached (link homes), and 19 townhome dwelling lots on a plan of subdivision; two blocks for future condominiums with a total of 225 townhomes; and one block for parkland and a regional stormwater management facility.

Access to the neighbourhood would be provided from a future north/south road (Street 'A'), with connections to both County Road #39 (Albert Street) to the south and a future extension of Saulsbury Street to the north. This road would provide two connections to each condominium block, as well as access to a proposed crescent at the east side of the property, and two future connections to the west. The primary entrance into the community is proposed on Albert Street, which would include signage and landscape elements, similar to those shown in Figure 4. The proposed development is shown on Figure 5.



Figure 4 – Conceptual Entrance to Buchanan Crossings

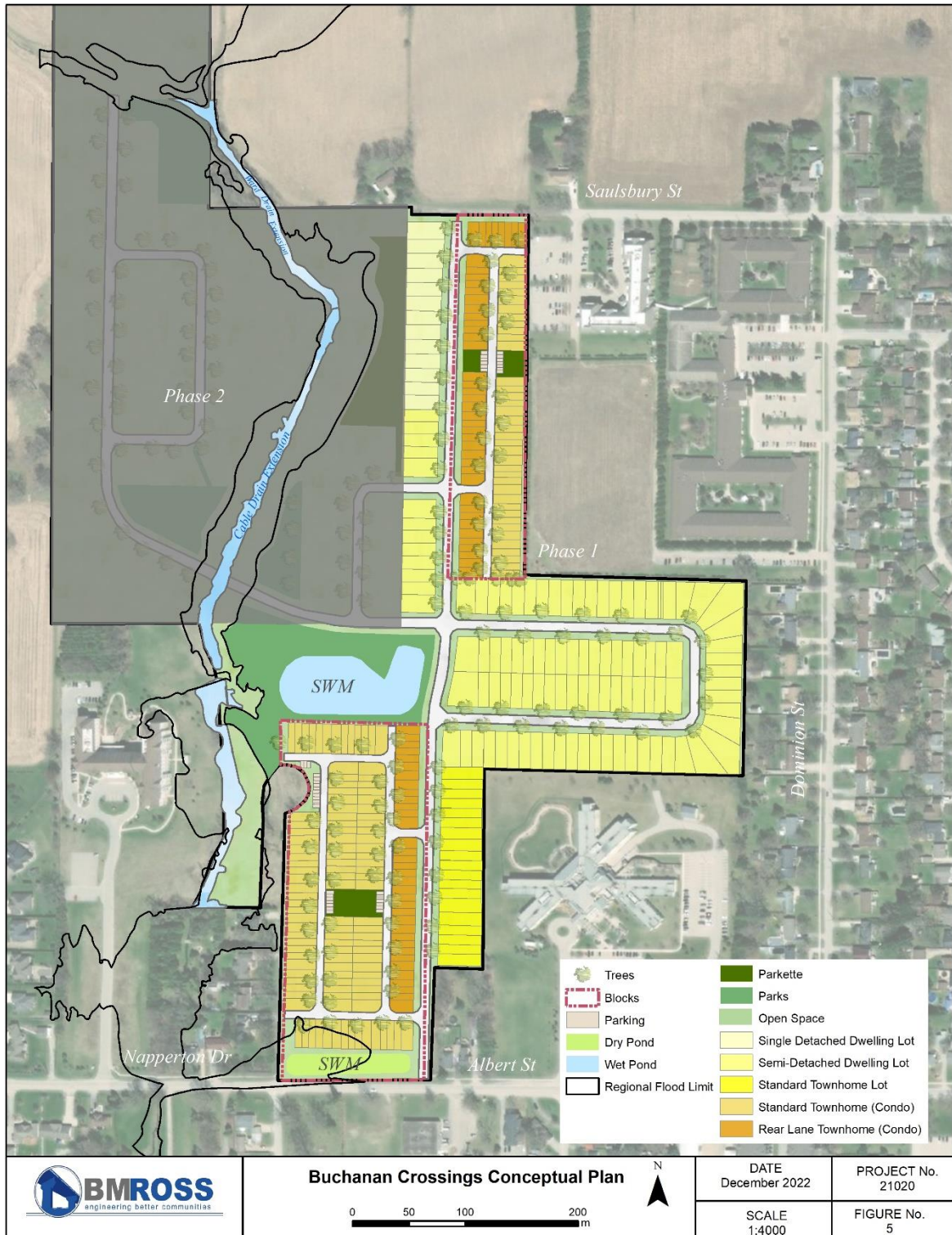


Figure 5 – Conceptual Plan of Buchanan Crossings

4.2 Provide a Wide Range of Housing Options

The first guiding principle is to have a wide range of housing options in Buchanan Crossings, which is to be provided with the following dwelling types and ownership models.






Dwelling Type	Description	Example
Single Detached Dwelling (12 proposed)	This dwelling type is completely detached and is the lowest density housing type proposed in Buchanan Crossings. These dwellings are on freehold lots (Lots 1 to 12) and are the largest in the neighbourhood.	
Semi-Detached Dwellings (103 proposed)	This dwelling type will be provided primarily through 'link homes', which have foundations that are shared with another semi-detached dwelling but are detached above grade.	
Standard Townhouses (19 Proposed)	This dwelling type is attached to another dwelling both above and below grade. These townhouses will be freehold and are intended to be a single storey in height.	
Standard Townhouses on a Plan of Condominium (148 Proposed)	This dwelling type is a townhouse that would be located on a vacant land condominium. The lot size will be slightly smaller than freehold townhouses and the dwellings would have a height of 2-3 storeys, in order to maximize gross floor area without increasing the building footprint.	
Rear Lane Townhouses on a Condominium (77 Proposed)	This dwelling type is a townhouse on a vacant land condominium. These units face a public road and have garages at the rear, with access from a private road.	

Table 2 – Housing Types

4.3 Provide a Compact Development Pattern

Buchanan Crossings is designed to be a compact community, in order to provide additional housing and provide a more walkable neighbourhood. This development concept will also make efficient use of land and Municipal services.

The above planning principle is identified in the Municipality’s adopted Official Plan (OP), which encourages new developments to have a minimum of 45% of units for medium and high density housing. As shown in Figure 6, the proposed development exceeds this density target with 68% of the dwelling units classified as medium-density housing (e.g., townhomes) and the remaining 32% of dwelling units classified as low-density housing (e.g., single detached and semi-detached dwellings).

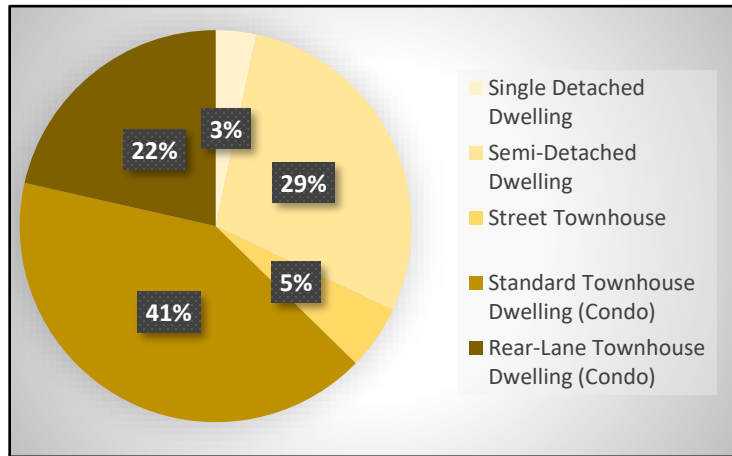


Figure 6 – Housing Type Pie Graph

While the development contains more townhouse dwellings than what has traditionally been built in Strathroy, this housing type was chosen to address a recognized need in the community and provide housing that is more attainable than lower density housing types. This was identified in the Municipality’s Residential Land Needs Assessment report, which as shown in Table 3, shows additional medium-density housing is needed to meet demand.

Timeline	Supply	Demand
3 Year	22 Units	157 Units
15 Year	An additional 588 medium-density housing units required.	
25 Year	An additional 1,118 medium-density housing units required.	

Table 3 – Demand and Supply of Housing (R2 Zone)

4.4 Provide aesthetical streetscapes and achieve good urban design

Buchanan Crossings is designed to contain aesthetic streetscapes that encourage active transportation and create a sense of place. This is to be achieved through the following:

- signage and landscaped island as gateway into community
- tree-lined boulevards
- centrally located parkland/open space system
- stormwater management facilities enhanced with natural vegetation
- sidewalks on all public right-of-ways
- dwellings that front onto streets with minimal ‘blank’ facades

A conceptual streetscape of the north/south road at the south end of the development is shown in Figure 7. This image shows the proposed rear-lane townhouses (vacant land condominium) on the left, which would front onto the proposed north/south road. This is intended to create an active and interesting streetscape, compared to reverse frontages (homes backing onto the street with fences). All other dwellings in the community would face a street and the presence of 'blank' facades would be minimal.



Figure 7 – Conceptual Rendering of Buchanan Crossings

4.5 Efficient transportation network

The transportation network has been designed to be integrated with the surrounding area. It offers connections to Albert Street to the south, Saulsbury Street to the north, and two future road connections to the west. The street layout consists of roads that are either north/south or east/west in their orientation, with minimal 'dead-ends'. The roads are designed to provide for the efficient movement of vehicles and pedestrians, provide access for emergency vehicles and make it easy to navigate throughout the neighbourhood.

More specifically, the proposal contains the following:

- One through street (Street "A") that connects Albert Street to the south and Saulsbury Street to the north
- One crescent (Street "B") with two connections to the through street
- Two streets to provide access to the west (Streets "C" and "D")
- Internal roads in future condominium blocks, each with two connections to future Municipal roads
- Sidewalks on one side of all public roads

The proposed transportation network is shown in Figure 8.

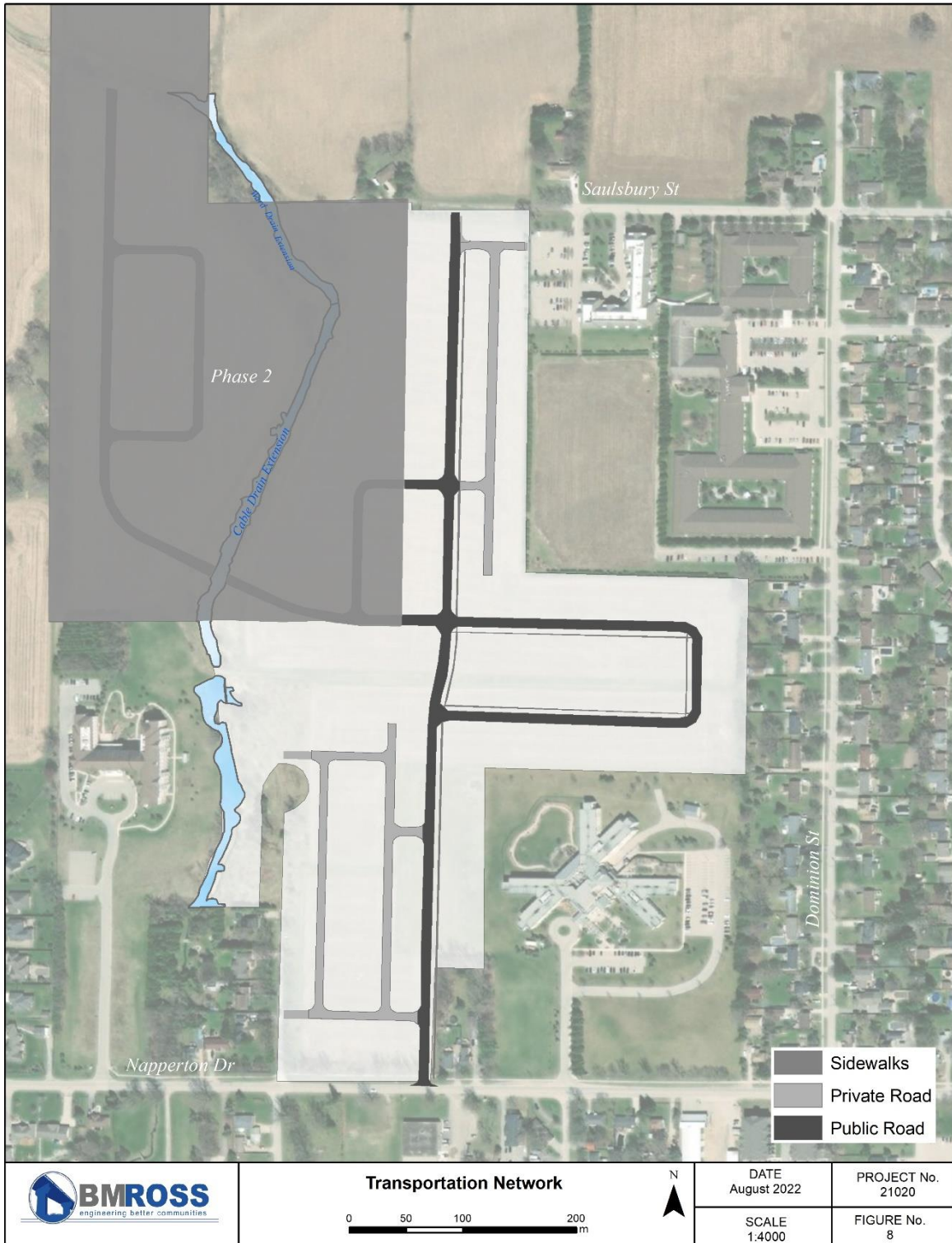


Figure 8 – Transportation Network Plan

4.6 Accessible open space system

The neighbourhood is designed to provide both private and public recreational areas, including parkland, private parkettes, as well as open space areas that are in the floodplain or used as stormwater management facilities. These are shown on Figure 9 and described in Table 4.

Type	Area
Parkland / stormwater management facility	2.37 ha (5.9 ac.)
Private parkettes in the north condominium development	773m ² (8,324ft ²)
Private parkette in the south condominium development	993m ² (10,689ft ²)
Open Space area in the south condominium development	2,716m ² (29,235ft ²)

Table 4 – Description of Parkland and Open Space

4.7 Conserve natural heritage features

The subject lands are primarily used for agriculture and do not contain many trees. However, the lands to the west (also owned by the proponent) contains the Cable Drain and an area considered a significant natural feature. These features have been assessed and Buchanan Crossings has been designed to ensure no adverse impacts to them.

The natural heritage features and Cable Drain are shown on Figure 9.

4.8 Direct development away from lands susceptible to flooding and erosion

A detailed flood assessment was prepared by Greck and Associates in 2021, which mapped the extent of the 100 year and regional flood events, as well as a 0.3 metre freeboard. The proposed development, with exception of a small area at the south side of the development, would be located outside of the regional flood hazard. Any development in the regional flood line + freeboard area would be subject to floodproofing requirements.

The proposed development in the floodplain is proposed to be “filled” to an elevation that wouldn’t be impacted during the regional flood event. To account for the change in floodplain storage (approximately 700m³), an area at the southwest of the site would be “cut”. These areas are shown in Figure 9 and explained in more detail in a Cut/Fill Analysis report completed by Greck and Associates Limited.

4.9 Conserve archaeological resources and recognize Strathroy’s history

Buchanan Crossings is named after John Stewart Buchanan, the founding father of Strathroy. This name was chosen to recognize the origins of Strathroy.

As the site is along a historical transportation route (County Road #39) and a waterway (Cable Drain), the lands are recognized as an area of archaeological potential. It is the intent of this development proposal to conserve any archaeological resources on the site.



Figure 9 – Natural Areas Map

5.0 PLANNING FRAMEWORK

5.1 County of Middlesex Official Plan

The County of Middlesex Official Plan (County OP) contains a planning policy framework that provides guidelines to plan and develop healthy and efficient communities. Local Official Plan and Zoning By-law documents, as well as draft plans of subdivision shall conform to these policies.

The County OP was adopted by County Council on September 9, 1997 and approved by the Minister of Municipal Affairs and Housing (MMAH) on December 17, 1997. County Council recently approved an amendment to the Plan on July 19, 2022, which was an update that must be approved by the MMAH before it comes into effect.

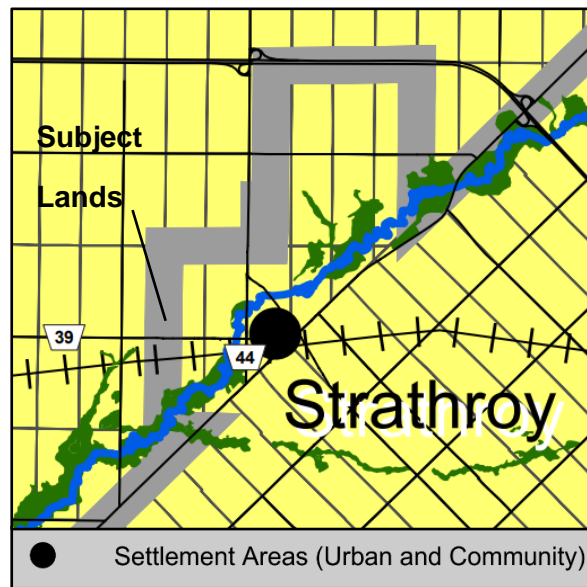


Figure 10 – Excerpt from County OP

The subject lands are designated as a 'Settlement Area' in Schedule A (Land Use Plan) of the County OP (See Figure 10). The County OP directs urban growth to Settlement Areas with full Municipal services (subsection 2.3.1). More specifically, the County OP directs the majority of growth (including residential development) to 'Urban Areas', which are areas that have the highest concentration and intensity of land uses in the County (subsections 2.3.8).

The proposed development will implement these policies by providing a variety of housing options in a fully serviced Settlement Area that is adjacent to the built-up area of Strathroy.

For these reasons, we are of the opinion the proposed development conforms to the general intent of the County OP and does not require an amendment. Further analysis of relevant County OP policies is provided in Section 7.2 of this report.

5.2 Municipality of Strathroy-Caradoc Official Plan

Building on the County policies, the Municipality's Official Plan (OP) provides more detailed guidance that reflects local circumstances, directing development to the most appropriate locations. It sets out provisions to achieve a number of purposes, including setting out the type, form, intensity, character, and desired pattern of land use in the Municipality (subsection 1.1).

The subject lands are designated as a 'Settlement Area' in Schedule A Structure Plan of the OP and as "Residential" and "Community Facilities" in Schedule B Land Use and Transportation Plan of the OP. The "Community Facilities" designation does not permit residential dwellings. Moreover, the subject lands are identified as part of the Saulsbury Secondary Plan (Schedule C), which requires preparation of a Secondary Plan before development can occur (subsection 3.3.4.13).

The Municipality of Strathroy-Caradoc has recently approved an updated Official Plan, which is not yet in effect. The subject lands are designated as “Neighbourhood” in Schedule B1 Strathroy Land Use Plan, which encourages the development of residential dwellings. The subject lands are also identified as part of the Saulsbury Special Study Area in Schedule C, which requires development applications to provide appropriate stormwater management facilities and access to a storm drain.

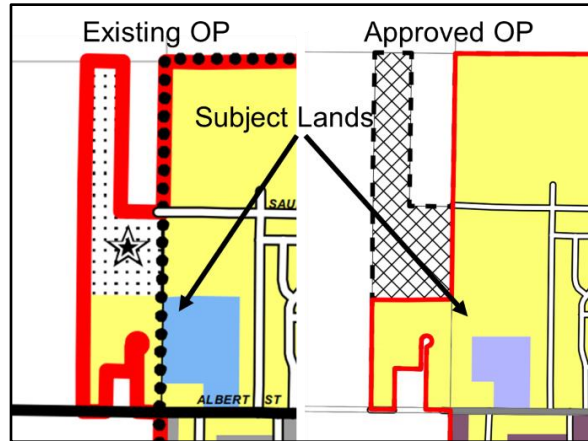


Figure 11 - OP Designations

The updated OP still needs to be approved by the County and is not yet in effect (as of the writing of this report). Under current OP policies, the proposed development will require the following Official Plan amendments:

- change the designation of “Community Facilities” to “Residential” and
- allow the development to proceed without completion of a Secondary Plan.

Designation Change

The current OP has a ‘Community Facilities’ designation (shown as blue on Figures 11 and 12) around Strathmere Lodge, which is a County operated long-term care facility. As the subject lands were owned by the County, this designation allowed future expansion of the facility.

The Municipality intends for these lands to be developed for future residential uses, as indicated by staff’s report on the Municipality’s residential land inventory. As such, this designation has been changed to “Neighbourhoods” in the updated OP, to permit residential development. However, these changes are not yet in effect.

Secondary Plan

The Saulsbury Secondary Plan area covers approximately 63.5 hectares and three properties. The northern half of the Secondary Plan area recently received approval for development to proceed without a Secondary Plan. This requirement has been removed from the updated OP, as the subject lands are one of the last two remaining properties in the Secondary Plan area.

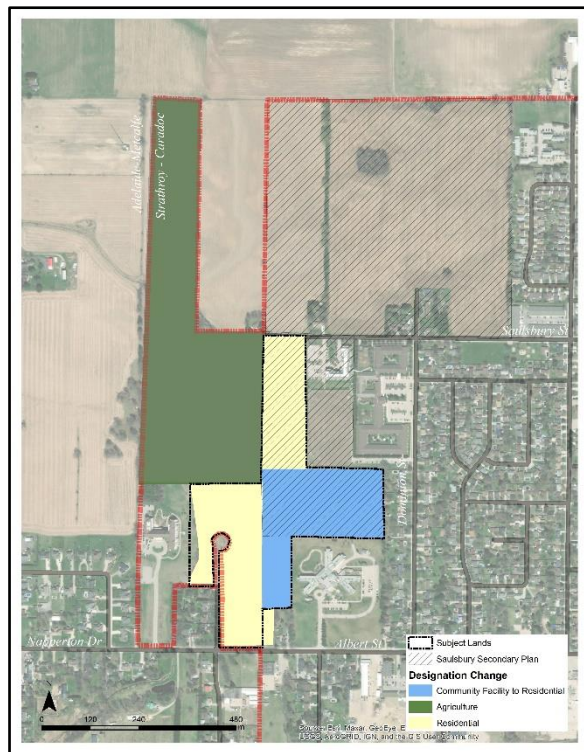


Figure 12 – Designation Change and Secondary Plan Boundary

The proposed amendment to the OP is provided in Appendix 'A'. Further information on the OP Amendment is provided in Section 7.3 of this report.

5.3 Municipality of Strathroy-Caradoc Zoning By-Law

Zoning By-laws are regulatory documents that implement the policies in an OP. The Municipality's Zoning By-law came into effect in 2008 and the subject lands are zoned High Density Residential 3 (R3) and Future Development (FD) in this document.

The R3 Zone is the most intense residential zoning category in the Municipality and is located in the southwest portion of the site. It allows apartment dwellings, multiple-unit dwellings, townhouse dwellings, grouped housing, and long-term care facilities up to a net density of approximately 77 units per hectare.

The Future Development Zone applies to undeveloped lands in Strathroy to ensure future development occurs in an orderly manner. The proposed residential uses are not permitted in this zone, as it only allows agricultural, forestry, and existing uses. Therefore, a zoning change is proposed on these lands to allow residential development.

The proposed development will require a Zoning By-law amendment for the following:

- 1) Rezone the R3 Zone to a site-specific R3 Zone, to provide regulations for rear lane and traditional townhouse dwellings on a future plan of condominium (summarized in Table 5)

Regulation Type	Existing R3 Zone Regulations (Townhouses)	Proposed Site-Specific R3 Zone Regulations (Townhouses)
Lot Area	210m ² min.	130m² min. (rear lane) 156m² min. (traditional)
Lot Frontage	6m	6m
Front Yard Depth	4.5m	3.0m (rear lane) 6.0m (traditional)
Rear Yard Depth	9m	6.0m (rear lane) 6.0m (traditional)
Side Yard Width (Interior)	2m	2m
Side Yard Width (Exterior)	4.5m	4.5m
Lot Coverage	45%	50%
Landscaped Open Space	30%	30%
Outdoor Common Amenity Area	20m ² per unit	9m² per unit
Parking	1.5 per unit	2 per unit (provided in tandem, with 1 space in an attached garage)
Visitor Parking	0.15 per unit	0.15 per unit

Table 5 – R3 to R3* Zoning Comparison

- 2) Rezone the FD Zone to a site-specific R2 Zone, to permit and provide regulations for single detached, semi-detached, and townhouse dwellings on a plan of subdivision (summarized in Table 6)

Regulation Type	R2 Zone Regulations			Proposed Site-Specific R2 Zone Regulations		
	Single	Semi	Town	Single	Semi	Town
Lot Area	350m ²	300m ²	250m ²	350m ²	300m ²	250m ²
Lot Frontage	12m	10m	8m	12m	9.7m	8m
Front Yard Depth	5m			5m		
Rear Yard Depth	8m			8m		
Side Yard Width (Interior)	1.2m	2m		1.2m	2m	
Side Yard Width (Exterior)	5m			5m		
Lot Coverage	40%			40%		
Landscaped Open Space	30%			30%		
Parking	1.5 per unit			2 per unit (in tandem)		
Visitor Parking	N/A			N/A		
Number of Attached Units	6 (Townhouse)			7 (Townhouse)		

Table 6 – R2 to R2 Zone Comparison*

- 3) Rezone the FD Zone to a R2 zone, to permit single detached, semi-detached, and townhouse dwellings on a plan of subdivision
- 4) Rezone the FD Zone to a site-specific R3 Zone, to permit and provide regulations for townhouse dwellings on a future plan of condominium (same zoning provisions as those proposed in Table 5)

The location of the zone changes is shown on Figure 13. The proposed changes are included in Appendix 'B' and described in more detail in Section 7.5 of this report.

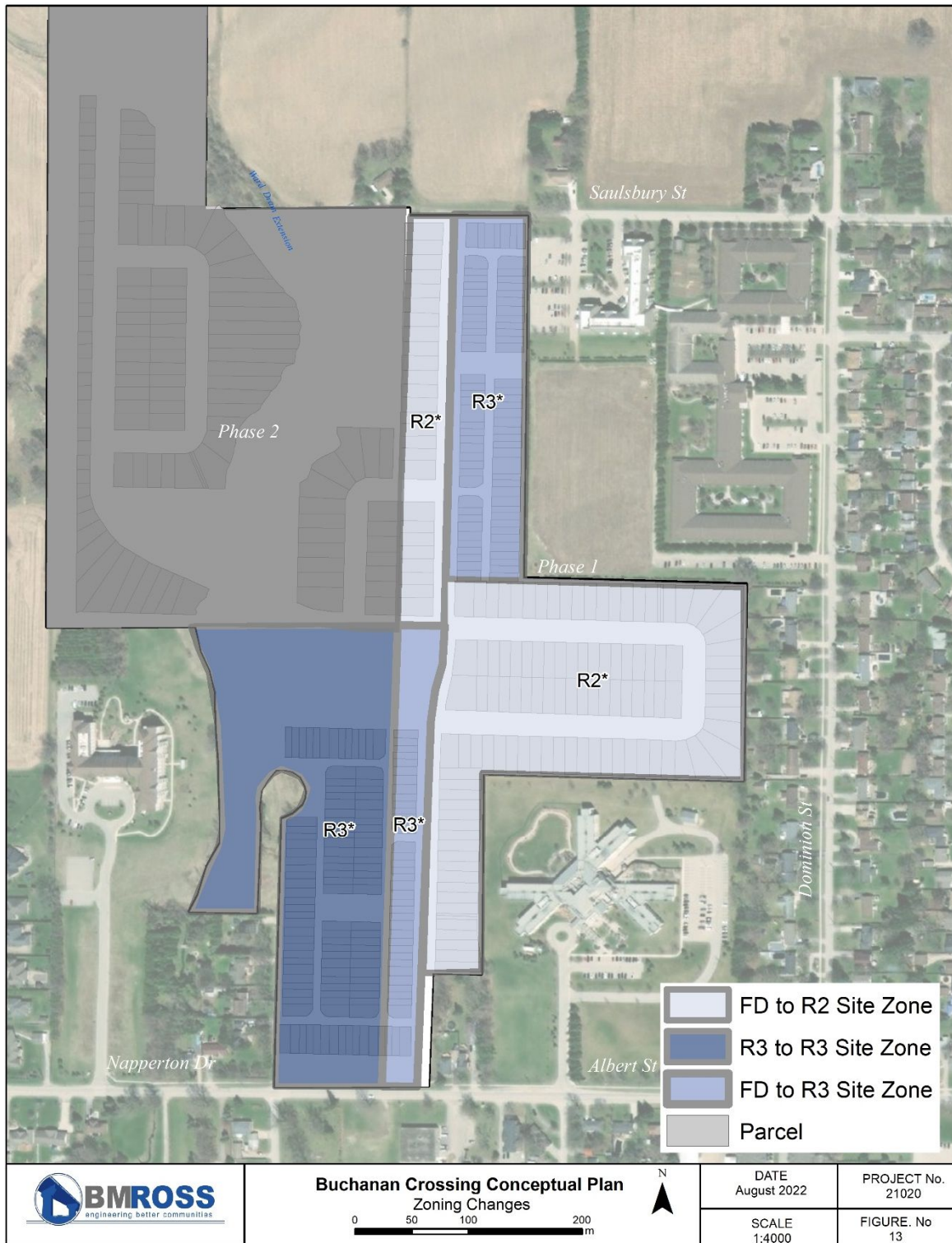


Figure 13 – Zoning Changes Map

6.0 SUPPORTING STUDIES

The following studies and reports have been completed, as required by the Municipality/County for a complete application.

- Draft Plan of Subdivision (Archibald, Gray & McKay Ltd.)
- Conceptual Plans for Condominium Blocks (BMROSS)
- Archaeological Assessment (Stages 1 to 4) (Timmins Martelle Heritage Consultants and Lincoln Environmental Consulting)
- Transportation Impact Study (TIS) (Paradigm Transportation Solutions Limited)
- Flood Hazard Assessment (FHA) (Greck & Associates)
- Development Assessment Report (DAR) (Chris Hart)
- Functional Servicing Report (FSR) (BMROSS)
- Stormwater Management Report (Included in FSR) (BMROSS)
- Preliminary Geotechnical Investigation (Exp)
- Community Engagement Strategy

6.1 Draft Plan of Subdivision

A Draft Plan of Subdivision was prepared by Archibald, Gray & McKay Ltd. (AGM) on August 18, 2022, and includes the following:

Description	Lot/Block	# of Units	Area	Density
Standard Townhouse Dwelling Lots	1 to 19	19	0.66 ha. (1.6 ac.)	28.9 uph (11.9 upa)
Semi-Detached Dwelling (Link Home) Lots	20 to 122	103	3.84 ha. (9.5 ac.)	26.8 uph (10.8 upa)
Single Detached Dwelling Lots	123 to 134	12	0.45 ha. (1.1 ac.)	26.5 uph (10.9 upa)
Future Vacant Land of Condominium Block	135 and 136	225	5.1701 ha. (12.8 ac.)	43.5 uph (17.6 upa)
Parkland / Open Space / Stormwater Management Facility Block	137	0	2.37 ha. (5.9 ac.)	N/A
Reserves	138 and 139	0	2.65 ha. (6.6 ac.)	
Roads	"A", "B", "C", and "D"	0		
Total	134 Lots, 5 Blocks, and 4 Roads	359	15.14 ha. (37.4 ac.)	23.7 uph (9.6 upa)

Table 7 – Draft Plan of Subdivision Site Statistics

The Draft Plan of Subdivision is shown in Figure 14 and is attached as Appendix 'C' to this report.

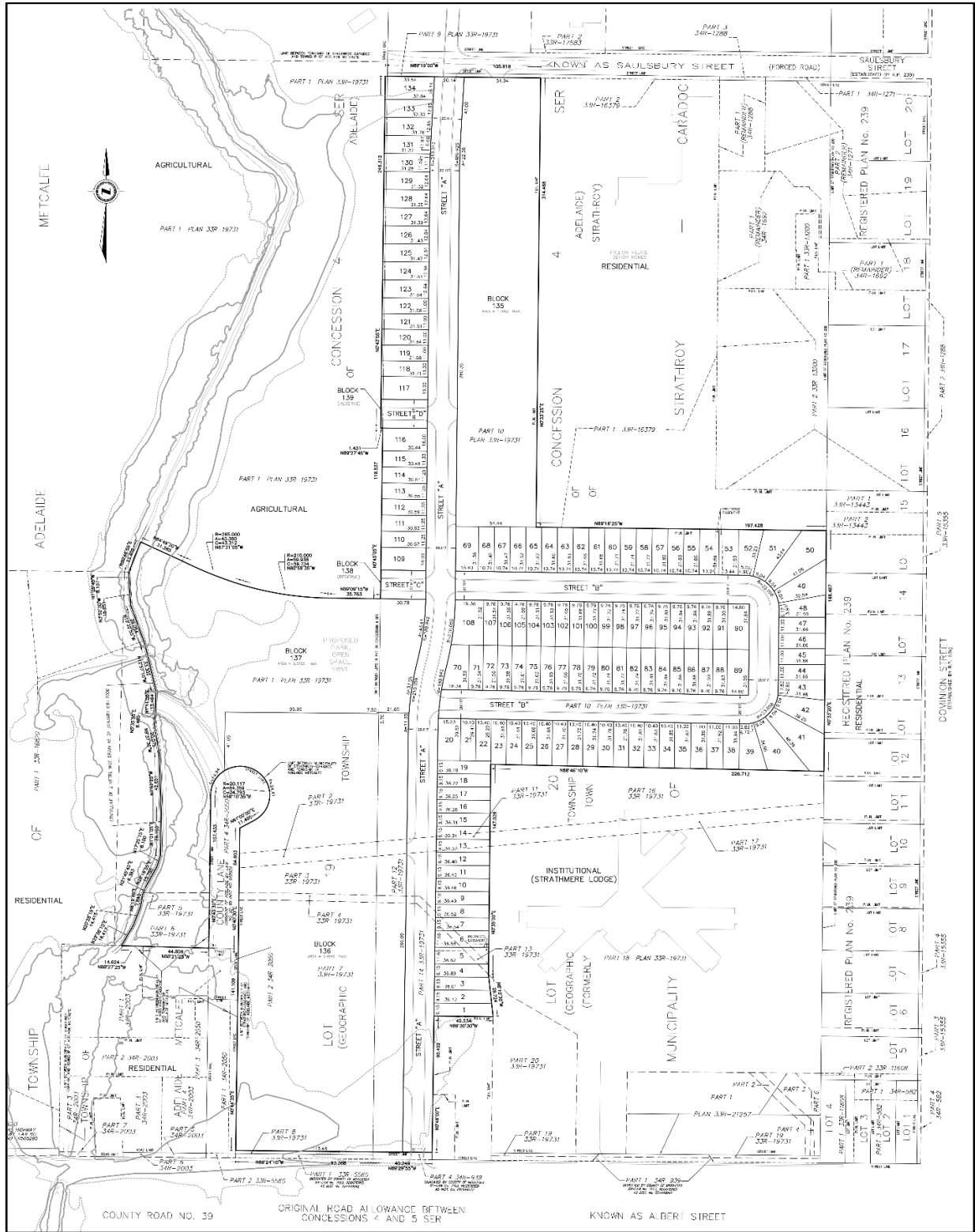


Figure 14 – Excerpt from Draft Plan of Subdivision

6.2 Conceptual Plan for Condominium Blocks

Conceptual plans for the Vacant Land Condominium blocks were prepared by BMROSS and are shown in Appendix 'D' (Overall Road Layout Plan) and include the following:

Condominium North	Condominium South
<ul style="list-style-type: none"> • North/South private road with two connections to the west • 42 'Rear-Lane' Townhomes facing Saulsbury Street and Street 'A' • 35 'Standard' Townhomes • Two private amenity space areas (i.e., parkettes) 	<ul style="list-style-type: none"> • Two North/South private roads with two connections to the east • 35 'Rear-Lane' Townhomes facing Street 'A' • 102 'Standard' Townhomes • One private amenity space area • Two open space areas, including a stormwater management facility adjacent to Albert Street
	

Table 8 – Conceptual Plans of Condominium Blocks

6.3 Archaeological Assessment

Stage 1 and 2 Archaeological Assessments were completed on the subject lands by Timmins Martelle Heritage Consultants (TMHC) in June 2021 and entered into the registry in April 2022 (See Appendix 'E'). Based on the assessment, there were several areas that had cultural heritage value and qualified for Stage 3 assessment.

A Stage 3 Archaeological Assessment was completed by TMHC in September 2022 and was entered into the registry in September 2022 (See Appendix 'F'). The report recommended Stage 4 archaeological mitigation.

A Stage 4 Archaeological Assessment was conducted by Lincoln Environmental Consulting from April 25 to May 30, 2022. During Stage 4 mitigation of development impacts, there were burial sites discovered. This triggered a legal requirement to complete a Stage 3 Burial Assessment, which was carried out by Lincoln Environmental Consulting on May 9 and May 11 of 2022.

6.4 Transportation Impact Study

A Transportation Impact Study (TIS) was completed in August 2022 by Paradigm Transportation Solutions Limited. The report reviewed existing traffic volumes and service levels, assessed the anticipated traffic demands from the proposed development, and reviewed any impact on the road network.

The TIS indicated that there were existing traffic conditions at the Victoria Street/Albert Street and Caradoc Street/Metcalf Street intersections. The TIS recommended that the development be considered for approval as proposed, as the development was projected to have minimal impacts. The report also concluded that left-turn lanes were not warranted at the proposed access locations on Albert Street and on Saulsbury Street.

The TIS is attached to this report as Appendix 'G'.

“2035 Total Traffic Conditions: The study area intersections are forecast to operate with similar levels of service as under background traffic conditions, indicating minimal impacts due to the subject development. (Page 30 of TIS)”

6.5 Flood Hazard Assessment

A Flood Hazard Assessment (FHA) was completed by Greck and Associates on July 29, 2021. The report included a hydrologic analysis to determine the peak flow rates of the Cable Drain, which is located west of the property. This was used to generate water flows from the 2-year to the Regional storm events and determine the extent of the floodplain on the property. The FHA is attached to this report as Appendix 'H'.

Greck and Associates also completed a Cut/Fill Analysis report, which reviewed conceptual grading proposed for the site to accommodate development. This included a review of elevations proposed to be raised (e.g., filled) and proposed elevations to be reduced (e.g., cut). It was concluded that *“the proposed cut-fill works provide a net improvement throughout the property limits and will have no adverse effects to watershed wide hydrology and hydraulics of the Cable Drain”* (Page 7 of Cut/Fill Analysis Report).

6.6 Development Assessment Report (DAR)

A Development Assessment Report (DAR) was prepared by Chris Hart in December, 2022. The report includes a description of the natural features found on lands adjacent to the property, the anticipated impact of the development would have on the features, and recommended mitigation measures to ensure no negative impact on the feature.

According to the DAR, the *“proposed development can be undertaken with minimal impact on the Cable Drain and the Middlesex Natural Heritage System”*. The study also mentions that *“it is anticipated that there will be no negative impact on the natural system or ecological processes that cannot be adequately mitigated”*. Mitigation measures indicated in the report include the following:

- Maintain a 30 metre setback from the top of bank of the Cable Drain
- Have stormwater quantity control measures incorporated into the subdivision, including stormwater management facilities that control discharge into the Cable Drain to pre-development levels and
- Have stormwater quality control measures incorporated into the subdivision, through a combination of lot level and end-of-pipe quality control measures, which are inspected annually and properly maintained.

The DAR is included as Appendix ‘J’ to this report.

6.7 Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by BMROSS in December, 2022 (See Appendix ‘K’). It reviewed information on the road, water, sanitary, and storm networks proposed in the development, and is summarized below.

Roads

The proposed development would contain 20.117 metre right-of-way widths, which includes 8.0 metre wide asphalt roads and semi-mountable curbs, for a combined width of 8.55 metres. The private roads in the condominium blocks are proposed to be constructed with a 6.3 metre asphalt road and semi-mountable curb, with a combined width of 6.85 metres. Further information on the proposed road system is included in Section 2.0 of the FSR.

Water

The proposed development would be serviced with 200mm watermains with 25mm water service connections to each lot. The water system would be connected to a 300mm watermain on Napperton Drive/Albert Street and a future watermain to be constructed along Saulsbury Street. Further information on the proposed water system is included in Section 3.0 of the FSR.

Sanitary

Each lot in the subdivision would contain a 150mm service connection, in accordance with Municipal standards. Each service would be connected to gravity sanitary sewers (between 200mm and 250mm), which outlet to a wet well in the centre of the proposed development. Effluent is then pumped south through a 150mm sanitary forcemain, to the Albert Street

pump station via the existing 300mm sanitary sewer on Albert Street, and then to the Strathroy Wastewater Treatment Facility. Further information on the proposed sanitary system is included in Section 4.0 of the FSR.

Storm

Detailed analysis was completed for the area to determine catchment areas and predevelopment flows tributary to the Cable Drain. Based on this analysis, it was determined that stormwater from adjacent sites (Trillium Village and Strathmere Lodge) will need to connect to storm sewers in Buchanan Crossings and a regional stormwater management facility is required on the subject lands.

A stormwater management plan was included in the FSR, which provides additional information on storm servicing of the site and includes the following:

- Conventional gravity sewers would service the development
- Storm sewer would be 'oversized' on Street 'B', to accommodate flows from future development in Trillium Village
- Existing SWMF for Strathmere Lodge would be removed and routed towards a new SWMF in Buchanan Crossings
- A 'wet pond' SWMF is proposed in Block 137, and will receive water from the north part of the development and adjacent areas to the east
- An infiltration basin is proposed on the south side of Block 136, and will receive water from Block 136, as well as from the south section of Street 'A' and Lots 1 to 6
- Both SWMFs will provide quantity control, as they are designed to provide storage from a 100 year storm event and control flows to pre-development levels
- Quality control will be provided through lot level (e.g. overland flow) and end-of-pipe (oil grit separator and wet pond) measures

The FSR states that the stormwater management approach is designed to meet Ministry guidelines for quality and quantity control and all features will comply with Strathroy-Caradoc standards. The proposed servicing plans are included in the FSR (Appendix 'K').

6.8 Public Engagement Strategy

While there have been discussions between representatives of the proponent and adjacent landowners, a formal public meeting has not taken place. However, the Planning Act requires a minimum of one public meeting to take place as part of the planning process for the Official Plan/ Zoning By-law amendments and draft plan of subdivision applications. The public engagement strategy includes this meeting, and any additional meetings required by the County of Middlesex or Municipality of Strathroy-Caradoc.

7.0 PLANNING ANALYSIS

7.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Decisions made by approval authorities shall be consistent with the policies found in the PPS, including the following:

- Building Strong Communities
- Housing
- Public Spaces, Parks & Open Space
- Energy & Air Quality
- Long-Term Economic Prosperity
- Natural Heritage
- Natural Hazards
- Water Quality & Quantity

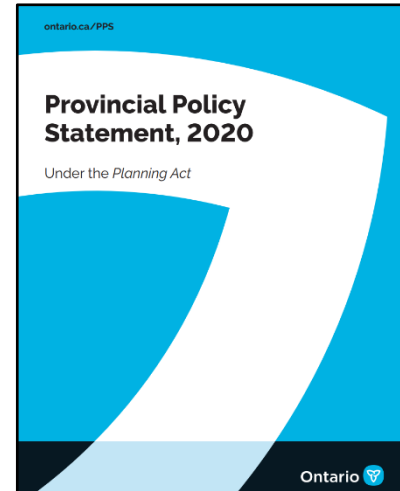


Figure 15 – PPS Cover

Building Strong Communities

The PPS promotes efficient land use and development patterns to provide for strong, liveable, healthy, and resilient communities, while protecting the environment and public health and safety, and facilitating economic growth. More specifically, healthy, liveable, and safe communities are sustained by:

“Accommodating an appropriate affordable and market-based range and mix of residential types... to meet long-term needs” (subsection 1.1.1(b))

The proposed development would provide a range of housing options, including single detached dwellings, semi-detached dwellings, and townhouse dwellings.

“Avoiding development and land use patterns which may cause environmental or public health and safety concerns” (subsection 1.1.1(c))

A Development Assessment Report (DAR) and Flood Hazard Assessment (FHA) have been prepared and demonstrate no adverse impact on adjacent natural features and that the development would be located outside of areas subject to flooding.

“Promoting the integration of land use planning...intensification, and infrastructure planning to achieve cost-effective development patterns...and standards to minimize land consumption and servicing costs” (subsection 1.1.1(e))

Buchanan Crossings is designed to be a compact neighbourhood, that would make efficient use of land and infrastructure.

The PPS directs growth and development to Settlement Areas (subsection 1.1.3.1) and requires new developments to provide a *“mix of land uses which efficiently use land and resources, are appropriate for, and efficiently use, the infrastructure and public service*

facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion and support active transportation” (subsection 1.1.3.2(a, b, and e)).

The proposed development is in a Settlement Area designated for residential land uses. As discussed in the Functional Servicing Report (FSR), the subject lands are in a fully serviced area that is capable of servicing the development. The proposed subdivision will provide a mix of residential types including single detached, semi-detached, and townhouse dwellings and make efficient use of land and Municipal services. For these reasons, we are of the opinion the proposal is consistent with subsections 1.1.1 and 1.1.3 of the PPS.

Housing

PPS policies require planning authorities to provide for an appropriate range of housing to accommodate the needs of the regional market area. More specifically, the policies require planning authorities to maintain sufficient land to accommodate residential growth for 15 years, including three years for lands zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans (subsection 1.4.1(a) and (b)).

The subject land is designated as a Settlement Area that is intended for residential development and to accommodate growth. The proposed subdivision will contain 359 residential dwelling units which will contribute to meeting the housing needs of a growing Municipality, whose population has increased 16.4% between 2016 and 2021 (Source: Statistics Canada 2021 Census).

Planning authorities shall also *“provide for an appropriate **range and mix of housing options** and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by **promoting densities for new housing** which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and establishing development standards for new residential development which minimize the cost of housing and **facilitate compact form...**” (subsections 1.4.3 (c, d, and f)).*

As mentioned, the proposed development is in a Settlement Area that is fully capable of being serviced with full Municipal infrastructure. The development will contain low and medium density housing, in a manner that would provide a compact urban form. It will also provide a large amount of ‘middle housing’, which is in demand in the community.

For these reasons, we are of the opinion the proposal is consistent with the Housing policies in the PPS.

Public Spaces, Parks & Open Space

The PPS states that healthy, active communities should be promoted by:

*“Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity”
(subsection 1.5.1(a))*

The proposed development includes sidewalks that will connect to Albert Street to the south and to an extension of Saulsbury Street to the north. All public roads will provide sidewalks, in order to provide the necessary infrastructure needed to create a walkable community.

*“Planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open spaces areas, trails and linkages, and, where practical, water-based resources”
(subsection 1.5.1(b))*

The proposed development also includes a centrally located neighbourhood park and several private parkettes, which will provide opportunities for recreation and social interaction among residents. For these reasons, we are of the opinion the proposal is consistent with the policies found in subsection 1.5 of the PPS.

Long-Term Economic Prosperity

Provincial policies also state that the long-term economic prosperity should be supported by:

*“Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce”
(subsection 1.7.1 (b))*

As mentioned, the proposed development will contribute 359 dwelling units to the housing supply and provide a wide variety of housing types in the community. The surrounding area includes institutional uses, and the subject land is adjacent to an Arterial Road (Albert Street) that is near industrial uses and connects to the Downtown Core of Strathroy, which makes the location well suited for a range and supply of housing for a diverse workforce.

“Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes” (subsection 1.7.1 (e))

The proposed development is designed to respect the character and identity of the neighbourhood, while providing a new type of housing that is well-designed and would create a sense of place. For these reasons, we are of the opinion the proposal complies with subsection 1.7 of the PPS.

Energy & Air Quality

The PPS also supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote compact form and maximizes vegetation within settlement areas (subsections 1.8.1 (a) and (g)).

The proposed development will have a compact urban form, which will provide a more walkable community that relies less on the automobile. Minimal vegetation, if any, will be removed and the development will include the planting of numerous trees on Municipal

boulevards. For these reasons, we are of the opinion the proposal is consistent with the Energy and Air Quality policies found in subsection 1.8 of the PPS.

Natural Heritage

The PPS contains policies that intend to protect natural features and areas over the long-term. To provide this protection, development and site alteration is not allowed in significant woodlands, or on adjacent lands, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (subsections 2.1.5(f) and 2.1.8).

An environmental study (DAR) was completed to study natural features in the area and identify impacts the development would have on the natural feature. The study concluded the proposed development would have minimal impact on the Cable Drain and natural heritage system. The study also concluded that it was anticipated that there would be no negative impact on the natural system or the ecological processes that could not be mitigated.

For these reasons, we are of the opinion the proposal is consistent with subsection 2.1 of the PPS.

Natural Hazards

To mitigate potential risk to public health or safety or of property damage, the PPS directs development to areas outside of *“hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards”* (subsection 3.1.1(b)). Development and site alteration is also not permitted within *“areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard”* (subsection 3.1.2(c)).

There is a municipal drain (Cable Drain) located west of the subject lands, which is identified as a natural hazard in the Municipality’s OP and is regulated by the SCRCA. The extent of the floodplain has been evaluated in a Flood Hazard Assessment (FHA). All development would be located a minimum of 30 metres from the top of bank of the Cable Drain and be located outside of the floodplain, after minor site grading is completed. The FHA also determined that safe access could be provided during times of flooding.

For these reasons we are of the opinion the proposed development conforms to the Natural Hazard policies of the PPS.

Water Quality and Quantity

According to the PPS, *“Planning authorities shall protect, improve, or restore the quality and quantity of water by implementing necessary restrictions on development and site alteration to protect all municipal drinking water supplies and designated vulnerable areas and protect, improve or restore vulnerable surface and ground water sensitive surface water features and sensitive ground water features and their hydrologic functions”* (subsection 2.2.1(f)).

The subject lands contain areas that are identified as a Significant Groundwater Recharge Area (SGRA) and a Highly Vulnerable Aquifer (HVA) with a score of 6 according to the Thames Sydenham Source Protection Plan (SPP). As mentioned in the FSR, the proposed subdivision will have quality and quantity control measures for stormwater management of the site. For these reasons, we are of the opinion the proposal is consistent with subsection 2.2 of the PPS.

The proposed subdivision will be an efficient use of land that will provide more housing and respect the existing physical character of the surrounding area. As demonstrated by the above policies and commentary, we are of the opinion the proposal would be consistent with the policies in the PPS.

7.2 County of Middlesex Official Plan

The County of Middlesex Official Plan (OP) provides a regional framework for managing growth. The policies direct growth in the County to Settlement Areas that are shown on Schedule A of the Plan (subsection 2.3.5). As mentioned, the subject lands are located in a Settlement Area that has the necessary utilities and services to support the proposed residential development.

The County also has the following relevant policies on housing, natural system, transportation, and subdivisions that need to be considered.

Housing

The County's OP encourages different types, sizes, and tenure of housing in new developments, in order to meet the needs of a growing population. Moreover, the County OP directs most of the population growth to Urban Areas that have the most potential to support new developments (subsection 2.3.7).

The proposed residential development is in an Urban Area and would increase the supply and range of housing, which would help the County reach its target of adding more residential units. This includes the development of single detached dwellings, semi-detached dwelling, and townhouses on both subdivisions and condominiums.

Natural System

The County's OP contains policies on "Natural Systems", which are Natural Environment Areas, Natural Heritage Features, Groundwater Features and Natural Hazards. Certain natural areas, such as wetlands, floodplains, and flood regulated water courses do not permit development. Other designated natural areas, including natural heritage features, allows development provided there is no negative impact on the natural feature or their ecological function (section 2.2.1.3).

The subject lands are not identified as a 'Natural Environment Area' on Schedule A of the County OP. However, adjacent lands contain a natural feature recognized as a significant

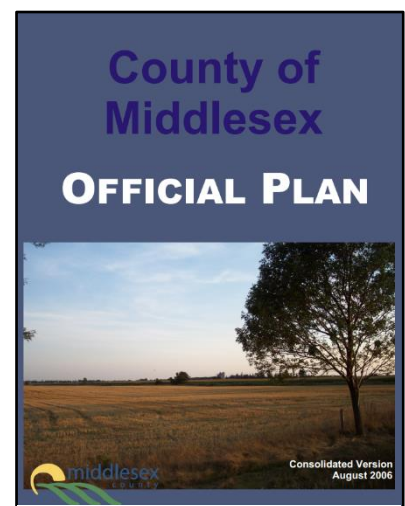


Figure 16 – County OP Cover

woodland, according to the County of Middlesex Natural Heritage Study MNHS). Due to the site's proximity to the natural feature, a DAR was completed, and it concluded that no impacts were anticipated on adjacent natural features.

Transportation

The County road system has an important role in moving people and goods throughout Strathroy. The County OP recognizes the relationship between transportation and urban form and prioritizes planning the transportation network focusing on the County Road system. Any development which is adjacent to an arterial road in an Urban Area is required to provide a minimum setback of 38 metres from the centre line.

The proposed development is adjacent to an arterial road (County Road #39) and all dwellings will provide the required setbacks. As mentioned in the Transportation Impact Study (TIS), the proposed development would have a road connection to County Road #39 and no impact on the level of service to the County roads is expected.

Plan of Subdivision and Site Plan Control

The County OP requires plans of subdivision or condominium to comply with the local OP and to enter into appropriate agreements, which may include provisions related to services, financial requirements, land dedications, drainage, sidewalks, and other requirements to implement the policies in the local OP. The OP also encourages the use of site plan control provisions of the Planning Act, to coordinate and enhance the physical development of the local Municipality.

As mentioned later in this report, the proposed development conforms to the policies of the Municipality's OP. These policies will be further implemented through development agreements, which are anticipated to be included as a condition of approval. The condominium development blocks will undergo further review under the Municipality's Site Plan Control process.

For these reasons, we are of the opinion the proposed development conforms to the policies in the County of Middlesex OP.

7.3 Strathroy-Caradoc Official Plan

Building on the County policies, the Municipality's OP provides more detailed guidance that reflects local circumstances, directing development to the most appropriate locations. This includes policies that define the form, intensity, character, and desired land use pattern in Strathroy, to ensure the health and well-being of the community.

The subject lands are designated Settlement Area in the OP, form part of the Saulsbury Secondary Plan and are designated 'Residential' and 'Community Facilities'. As mentioned, amendments are proposed to allow for

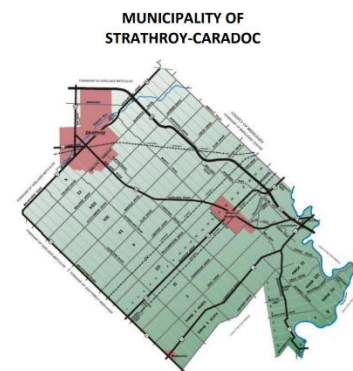


Figure 17 – Strathroy Caradoc OP Cover

residential development of the lands. The development proposal is also subject to the following policies in the Municipality's OP:

Housing

The housing policies in the OP encourage a wide variety of housing types to meet community needs and to achieve a greater density of residential development in designated settlements (subsection 2.4.1(a) and (b)). Policies also promote establishing minimum densities, to increase land utilization and minimizing the need for urbanization of agricultural land (subsection 2.4.5).

The proposed development would provide a density that exceeds Municipal targets and includes a wide range of housing options, including medium-density housing options (e.g., townhouses), which have been recognized as a need in the community.

Urban Design Principles

The OP also contains the following urban design principles, that shall be applied to strengthen and maintain the role, character, and function of the community of Strathroy.

"Urban development shall occur, wherever possible, in a contiguous fashion maintaining at all times a clear and distinct edge as opposed to taking place in an incremental fashion characterized by intervening un-developed lands" (subsection 2.6.3(a))

Buchanan Crossings is adjacent to the built boundary of Strathroy to the east and south, and Adelaide-Metcalf to the south-west. It is also adjacent to a recently approved draft plan of subdivision to the north. The development would proceed in an orderly fashion adjacent to other developments and would not constitute 'leap-frog' development.

"A high standard of design, quality and maintenance shall be encouraged along corridors/gateways leading into settlements and into downtown" (subsection 2.6.3(b))

The site is located along County Road #39 to the south, and acts as a gateway to both the Settlement Area of Strathroy and Municipality of Strathroy-Caradoc. The development includes landscaped open space, signage, and a landscaped median to provide a high standard of design and quality to this entryway.

"the health, safety and quiet enjoyment of residential neighbourhoods shall be respected" (subsection 2.6.3(d))

Buchanan Crossings is designed to promote active transportation with sidewalks and centrally located parkland. The community has been planned with consideration given to Crime Prevention Through Environmental Design (CPTED) principles, ensuring that natural surveillance is provided through building placement and unobstructed sightlines.

"adequate outdoor amenity areas for multi-unit residential developments shall be provided" (subsection 2.6.3(e))

There are two multi-unit residential developments proposed in Buchanan Crossings. Both of these developments would have private amenity space, as well as shared outdoor amenity areas.

“adequate buffering shall be provided between potentially conflicting uses” (subsection 2.6.3(f))

The site is located adjacent to residential and institutional uses and will be adjacent to open space uses. The nearest uses that are considered incompatible with residential uses include:

- Industrial uses located at 620 Albert Street (45 metres from the site and 70 metres from the nearest dwelling)
- Canadian National Railway (323 metres to the south)
- Wastewater Treatment Facility (535 metres to the south-west)
- Waste Treatment Facility (568 metres to the south-west)

The Ministry of Environment has land use guidelines for compatibility between incompatible land uses, with recommended distances. We have reviewed these guidelines and the proposed development exceeds the setbacks recommended by the Province.

“off-street parking areas shall be properly surfaced, graded, accessed, and landscaped.” (subsection 2.6.3(g))

All off-street parking areas will be asphalt, graded, and provided with adjacent landscaping.

Land Use

The Settlement Area of Strathroy is mostly designated Residential and contains vacant lands to accommodate future expansion. According to the OP, this includes lands west of Dominion Street (i.e., subject land), which is undeveloped land intended for residential development (section 3.3.4). The primary use of Residential land is for residential purposes, which includes a range of housing types and densities varying from single unit dwellings to high rise apartments. Public parkland is also permitted in the Residential designation as a secondary use.

Low and medium density residential developments are permitted in the Residential designation and are subject to the following guidelines in Tables 9 and 10.

Low Density OP Guideline (subsection 3.3.4.3)	Proposed Development	Was the guideline satisfied?
Create a sense of neighbourhood identity.	A gateway feature, street trees, parkland, and front facing dwellings will result in attractive and distinctive streetscapes and create a sense of neighbourhood identity.	✓
Result in attractive and distinctive streetscapes.		✓

Low Density OP Guideline (subsection 3.3.4.3)	Proposed Development	Was the guideline satisfied?
Incorporate public amenities and safety measures.	Sidewalks will be provided throughout the subdivision, which will provide access to a centrally located parkland facility.	✓
Utilize traffic calming measures.	Traffic calming would be provided by a stop sign, located along the middle section of Street 'A', as well as along Albert Street and Saulsbury Street intersections. Other streets are crescents and aren't expected to generate much traffic.	✓
Preserve and enhance natural features.	The proposed development will provide a large setback from natural features and will introduce a large amount of street trees.	✓
Provide a mix of housing types.	The proposed development will include single detached, and semi-detached dwellings, as well as various types of townhouses.	✓
Ensure appropriate and effective buffering from neighbouring non-residential uses.	Increased separation is proposed to provide buffering from non-residential uses to the south.	✓

Table 9 – Low Density OP Guidelines

Medium Density OP Guideline (subsection 3.3.4.5)	Proposed Development	Was the guideline satisfied?
Encouraged on lands that have access onto an arterial or collector road.	The subject land is adjacent to and has access to an arterial road (Albert Street) and on a future through street that would function as a secondary collector road.	✓
The height, density, arrangement and design of buildings and structures shall complement nearby neighbourhood.	The townhouses will have a maximum of three storeys, which is consistent with other developments in the area, including apartment dwellings located southeast of the site.	✓

Table 10 – Medium Density OP Guidelines

Hazard Lands

The western portion of the site is recognized as “Hazard Land” according to Schedule ‘K’ (Land Use & Development Sensitivity Areas) in the Municipality’s OP. Development proposals in this area are subject to more technical information, to determine the degree of the hazard, impact on buildings, and proposed methods to mitigate impacts and propose minimum building setbacks.

The extent of the hazard was determined using detailed mapping and analysis in a Flood Hazard Assessment (FHA) for the property. The FHA determined the extent of the regulatory storm and used a 300mm freeboard to account for sensitivity within the model. The FHA recommended that development be located outside of a meander belt erosion area (measured 30 metres from the centreline of the Cable Drain) and that all development maintain a 300mm freeboard from the regulatory flood elevation.

The OP also requires the placement or removal of fill to only be done in accordance with the approval of the authority. Discussions have been had with the conservation authority on the placement/removal of fill, as shown on Figure 11 and its our understanding that this approach has been deemed appropriate.

Natural Heritage

According to the OP policies, development adjacent to Natural Heritage features should be controlled and planned to minimize the impact on surrounding environment. Under the current OP, the subject land is not adjacent to a Natural Heritage feature. However, the Cable Drain is a designated natural heritage feature and is regulated by SCRCA.

A DAR was completed to assess the feature and recommend mitigation measures to ensure no negative impact on adjacent natural features. The proposed development maintains sufficient distance from the Cable Drain and adjacent natural features and has appropriate setback to minimize its impact on the surrounding environment. As mentioned in the FSR, stormwater quality and quantity measures are proposed to ensure no impact on the natural feature.

Infrastructure

The OP contains the following policies on infrastructure, which includes roads, sanitary sewers, storm sewers and stormwater management, as well as water services.

Roads

Strathroy’s road network contains arterial roads, collector roads, and local roads. Arterial roads, such as County Road #39 (Albert St./Napperton Dr.) south of the development, is a major road that is intended to carry high volumes of traffic over long distances within the settlement area. Collector roads are intended to provide a link between arterial roads and local streets. Local streets, such as Saulsbury Street to the north, provide direct access to abutting properties and have relatively low levels of traffic and private streets are provided in condominium developments.

A summary of the roads in the development and their classifications is shown in Table 11.

Secondary Collector Road	Local Streets	Private Roads
Street ‘A’	Streets ‘B’, ‘C’, and ‘D’	Roads on Blocks 135 and 136

Table 11 – Proposed Roads

The proposed streets in the draft plan of subdivision have right-of-way widths of 20.117 metres, which is the minimum designed width according to subsection 3.4.1.8 in the OP.

Stormwater Management

The OP requires the preparation of a Stormwater Management Plan (SWMP) for undeveloped area prior to any development to effectively control stormwater run-off (section 3.4.4.2). This is to be completed on a watershed or sub-watershed basis and include the following principles:

- Water quantity control measures shall be included
- Post development peak flows shall be controlled to pre-development peak flows
- Water quality enhancements shall be considered

A Stormwater Management Plan has been prepared for this proposed development and includes water quality and quantity controls, as well as restricting peak flows to pre-development levels. Details of the stormwater management strategy is included in the FSR.

Sanitary Sewers

All development within the Settlement Area of Strathroy is required to be serviced by the municipal sanitary sewage system (subsection 3.4.3.1). As mentioned in the FSR, the proposed development would be serviced by the municipal system.

Water Services

Strathroy receives water from the Lake Huron Primary Water Supply System and is serviced by a network of watermains (subsection 3.4.2). The Plan permits expansions to the system, provided the costs are borne by the development (subsection 3.4.2.2).

As mentioned in the FSR, the development requires expansion of the water network, which will connect to watermains on Albert Street (south) and a future watermain on Saulsbury Street (north).

Parkland and Open Space

The OP recognizes the importance of parks and recreation to the community and aims to maintain public parks and recreation facilities to a safe and high standard (subsection 2.5.1). The Plan also encourages walking trails and similar facilities to increase opportunities for physical fitness. To implement these goals, the OP has a standard that 8 hectares of parkland/open space be provided for every 1,000 people. These guidelines shall govern land acquisitions, in accordance with Table 12 (section 3.3.6.2).

Classification	Hectares/ Capita	Hectares Based on Proposed Development	Hectares Proposed
Neighbourhood Parks	0.5/1000	0.44	0
Community Parks	1.0/1000	0.88	0.77
Open Space	6.5/1000	5.72	1.60
Total	8.0/1000	7.04	2.37

Table 12 – Parkland / Open Space Areas

Lands for park purposes shall be acquired through dedications as a condition of subdivision approvals, or through purchase using monies from cash-in-lieu of parkland.

Parkland dedication for subdivisions is subject to the Municipality's Parkland Dedication By-law, which requires an area of land equal to five percent of the gross land area to be developed (does not include floodplains and similarly constrained lands). The By-law also states that the Municipality may accept additional lands into the park system, including land for stormwater management areas, and land unsuitable for development of corridors throughout the Municipality for such uses as wildlife, pedestrian, or biking trails.

The proposed development has an area of 15.14 hectares; however, 2.16 hectares is covered by the Cable Drain and its associated floodplain. This results in a gross land area (GLA) of 12.98 hectares. Based on this, 0.65 hectares of parkland is required to be conveyed to the Municipality as a condition of approval for the subdivision. As shown in Table 12, the proposed development includes 0.77 hectares of parkland, which includes the lands in Block 137 that are outside of the regional flood area and not used for a stormwater management facility. Therefore, the proposed development would provide more parkland than is required under the current policies.

The OP states that parkland shall be evaluated based on the following criteria, found in subsection 3.3.6.3:

"Proximity and access to existing recreation facilities and parks"

The proposed park is located a minimum walking distance of 800 metres from Saulsbury Park, and 1,000 metres from a future park on the former Cuddy lands, both of which are located north-east of the proposed park in Buchanan Crossings. For these reasons, we are of the opinion that parkland is required in this area, as other parks are located further than a 10 minute walk from most areas of the site.

"Proximity and access to users"

As the park is proposed in the centre of Buchanan Crossings, it would be located within a five minute walk (less than 400 metres) from all dwelling units in the proposed development (estimated 880 users).

"Size, shape, topography and drainage"

The proposed park is larger than what is required by the Municipality's Parkland Dedication By-law and is proposed adjacent to the Cable Drain and a future stormwater management facility (wet pond), in order to take advantage of the various recreational opportunities these features offer, including:

- Active recreational opportunities around a wet pond and the Cable Drain

- Seasonal active recreational opportunities of using the pond for an ice rink during the winter months and
- Passive recreational opportunities of seating areas around the water features.

“Potential for expansion”

There is potential for the park to be located along a future community trail adjacent to the Cable Drain, as future phases are developed.

7.4 New Official Plan

The Municipality of Strathroy-Caradoc recently approved a new Official Plan, which requires approval from the County of Middlesex. As mentioned, the proposed development conforms with the updated policies and an amendment to the new OP is not required. Although this Plan is not yet in effect, it is still important to consider the policies in the new OP, as it represents Council’s vision for new development in Strathroy-Caradoc. This section discusses the updated policies in the New OP.

Housing

The new OP contains updated policies to provide a more diverse and robust housing supply, with more emphasis on increased densities in new developments (subsection 2.5.2). The intent of these policies is to make more efficient use of land, resources, infrastructure and public service facilities, and support active transportation. Large development proposals are required to provide a range of housing types and densities, including a minimum of 20% of units used for medium-density residential uses (subsection 2.5.8).

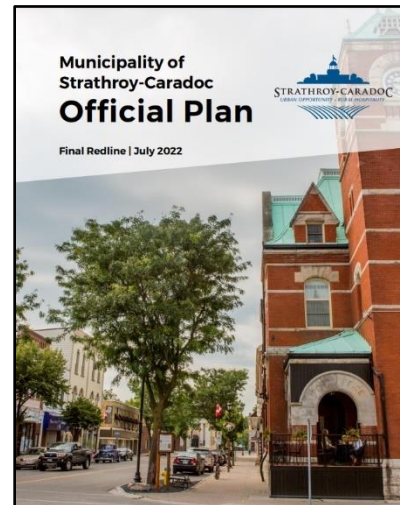


Figure 18 – Strathroy-Caradoc Redline OP Cover

As mentioned earlier in this report, the proposed development exceeds the minimum medium-density residential use targets and provides a range of housing options and densities.

Land Use

The subject lands are designated “Neighbourhood” on the updated Land Use Plan (Schedule B1) in the new OP. The “Neighbourhood” designation permits a range of residential uses, including single detached, semi-detached, and townhouse dwellings.

The proposed development is permitted by the new OP policies, including the neighbourhood park, which is permitted as a secondary use (subsections 3.3.5.1 and 3.3.5.2). More detailed Neighbourhood policies require a minimum of 45% of new units in Strathroy to be planned as medium and/or high-rise units on all sites larger than two hectares in size (subsection 3.3.5.3).

Updated policies are similar to those identified in Tables 7 and 8 of this report, with the following additions:

OP Guideline	Proposed Development	Was the guideline satisfied?
Require new development to demonstrate connectivity to an existing or proposed trail network and extend the network through new development as required.	The proposed development does not connect to an adjacent trail system, however the proposed parkland could have a multi-use trail and be developed into a future trail system.	✓
Promote the integration and accessibility of community uses including schools, municipal facilities, institutional uses, parks and open spaces and recreational uses through pedestrian, cycling and trail linkages.	The proposed parkland is centrally located and contains two street frontages, which makes it accessible to area residents.	✓

Table 13 – OP Guidelines

Parks and Recreation

The updated policies support a diverse range of accessible parks and recreation opportunities in the Municipality (subsection 2.4.1), as well as a linked open space network using linear parks and trails systems to connect larger parks.

A standard of 2 hectares of active parkland per 1000 residents is used as a guide governing land acquisitions, in accordance with the following table.

Classification	Hectares/capita
Neighbourhood Parks	0.5/1000
Community Parks	1.5/1000
Major Parks	N/A
Total	2.0/1000

Table 14 – New OP Park Area by Classification

For parkland dedication, the Municipality has a new policy for residential development to provide one hectare of parkland for every 300 dwelling units (subsection 2.4.4.1). The evaluation for land appropriate for parkland dedication remains unchanged. We note that proposed changes to the Planning Act state that parkland dedication cannot exceed 1 hectare of parkland per every 600 dwelling units (Bill 23).

The proposed development would provide 0.77 hectares of parkland, in addition to 1.6 hectares of open space areas. This amount of parkland would exceed the amount required under the proposed Planning Act changes (0.6 hectares) and the existing OP policies (0.65 hectares) but would not meet the requirements of the adopted OP policies (1.2 hectares).

However, these policies are not in effect and may be subject to modifications made by the County of Middlesex.

Saulsbury Special Study Area

The subject lands are identified as Saulsbury Special Study Area in Schedule C of the new Official Plan. According to the new OP policies, the proposed development will not require a Secondary Plan but will require appropriate stormwater management facilities and storm drain access (subsection 3.3.9.4). As mentioned earlier in this report, the property has access to the Cable Drain and the necessary stormwater management facilities will be provided.

Natural Heritage System

The Municipality's Natural Heritage System was identified through the Middlesex Natural Heritage System Study (2014) and is shown on Schedule D-1 in the new OP. The Cable Drain is identified as a Natural Heritage feature on the Plan.

Development within 120 metres to the Natural Heritage system identified on Schedule 'D-1' is permitted, if it does not result in a loss of ecological function, or negatively impact ecological linkage functions that exist with adjacent lands (subsection 5.2.1d)).

As mentioned, a DAR has been prepared which demonstrates no negative impact on the ecological function of the adjacent natural feature.

Transportation

Transportation policies regarding the road network in Strathroy reflect the current OP policies mentioned in Section 7.3 of this report. However, the new OP contains additional policies on active transportation. More specifically, the new Plan identifies that:

“As a condition of subdivision, condominium or site plan approval (where applicable) in accordance with the Planning Act, the owner/developer shall provide, to the satisfaction of the Municipality, land dedications for the purposes of establishing trails, over and above lands dedicated for parkland or cash-in lieu of parkland.”

The proposed subdivision includes a centrally located parkland with a stormwater management facility (wet pond) and lands adjacent to the Cable Drain, which could include a trail system. These lands are proposed to be conveyed to the Municipality, in addition to the lands dedicated for parkland.

7.5 Zoning By-Law Amendment

The subject lands are designated “High Density Residential (R3)” and “Future Development (FD)” according to Schedule B Map 6 of Zoning By-Law No. 43-08. As mentioned in Section 5.3 of this report, the development proposal requires the following amendments to the Zoning By-law:

- 1) Rezone the R3 Zone to a site-specific R3 Zone, to provide regulations for townhouse dwellings on a future plan of condominium

- 2) Rezone the FD Zone to a site-specific R2 Zone, to permit and provide regulations for single detached, semi-detached, and townhouse dwellings on a plan of subdivision
- 3) Rezone the FD Zone to a site-specific R3 Zone, to permit and provide regulations for townhouse dwellings on a future plan of condominium

R3 to Site Specific R3 Zone

The High Density Residential (R3) Zone is the most intense residential zoning category in the Municipality's Zoning By-law. The zone allows apartment, multiple-unit, and townhouse dwellings, as well as grouped housing and long term care facilities.

While the proposed townhouse uses are permitted in the current R3 zone, an amendment is required to modify the regulations that apply to the development. This includes a reduction in the rear yard and front yard depths and common amenity space areas, as well as increases to lot coverage and garage widths. These provisions vary, depending on the type of townhouse dwelling.

Rear Lane Townhouse

Rear lane townhouses are proposed to 'front' onto Street 'A' and have features (e.g. porches and front doors) that face the public road. These lots would have vehicular entrances (i.e. driveways) at the rear, with garages facing private roads. The Zoning By-law amendment proposes a new definition for this use, and its own set of development regulations.

Rear lane townhouses are proposed in the development to provide a more active, and visually appealing streetscape along the main entrance roads into the neighbourhood. This use also provides a more compact development pattern that makes more efficient use of land and provides an alternative housing option.

The proposed rear lane townhouses require relief from several provisions of the R3 zone, including front yard depths, rear yard depths, lot coverage, garage provisions, and outdoor amenity space requirements.

Front Yard Depth (Rear Lane Townhouse)

The 'front yard' for rear lane townhouses is deemed to be the frontage adjacent to a public road (Street 'A'). The R3 zone requires a minimum front yard depth of 4.5m for townhouses, in order to provide sufficient room for green space and snow storage between the building and the Municipality's right-of-way.

While the Municipality does not have urban design guidelines for this area of Strathroy, it does have Urban Design Guidelines (UDG) for the North



*Figure 19 – Rear Lane Townhouse Example
(Image from page 10 of UDG)*

Meadows Secondary Plan, which provides direction to how the Municipality would like new neighbourhoods to look. For multiple unit developments, such as the townhouse development proposed in this application, the guidelines require buildings to be parallel and face public streets (subsection 4.1.1 of UDG). More specifically, the UGS contains an example of a desirable form of medium density development (See Figure 24), which is similar to the proposed rear lane townhouses proposed in this application.

The proposed rear lane townhouses would have entrances, front porches, and sidewalk connections along the Street 'A' frontage. The front yard depth shown in the example appears similar to, or less, than the proposed front yard depth in this application. This brings the building closer to the street, to provide a more active and interesting streetscape.

Rear Yard Depth (Rear Lane Townhouse)

The 'rear yard' for rear lane townhouses is adjacent to private lanes in future draft plans of condominium. The rear yard is used for access to an attached garage and landscaped open space. The R3 zone requires a minimum rear yard depth of 9.0m for townhouses, in order to provide sufficient room for private amenity space and to limit the building's impact on adjacent lots.

The lots are considered 'through-lots', as they have frontage on two streets (Street 'A' and private road). Through lots are typically required to provide the required front yard depth on both street frontages. For this reason, we are of the opinion the front yard depth in the R3 Zone would be most appropriate. In the R3 Zone, the minimum front yard depth required by the By-law is 4.5m. With proposed setbacks of 5.5m, the proposed front yard depth would exceed this requirement.

Rear Yard Depth (Townhouse)

The rear yard for the regular townhouse dwellings is intended to be used for private amenity space. As mentioned, the R3 Zone requires townhouse dwelling lots to provide a 9.0m setback from the rear lot line, to provide room for private amenity space and reduce impact on adjacent lots.

The proposed townhouse lots on the future condominium blocks would be adjacent to the following:

South Condo Lot

- County Lane (west)
- Common amenity space / stormwater management facility (north and south)

North Condo Lot

- Trillium Village retirement facility

There are numerous other instances where rear yard depths for townhouses were reduced in the R3 zone, including on Mogg Street (6m), 423 Saulsbury Street (5m), 571 Metcalfe Street (6m), 358 Ellor Street (4m), Southgrove Meadows (6m), Queen Street (4m), and Parkhouse Drive (6m).

With proposed rear yard depths of 6m, the proposed development is consistent with many similar types of developments in Strathroy and in our opinion would not adversely impact adjacent lots.

Garage Width

The general regulations in the Municipality's Zoning By-law have maximum width provisions (40% of frontage) for attached garages in the R3 Zone. The intent of these regulations is to achieve a desirable streetscape that is not dominated with garage doors.

The proposed townhouses in the future condominium blocks, would have frontages of 6m and garages that are 2.8m wide (47% of frontage). This provision is proposed to be increased, to allow garages to have a width of 50% of the lot frontage.



Figure 20 – Townhouse Side Elevation Example

As shown on a conceptual rendering in Figure 20, the front façade of the townhouses would contain front porches that project in front of the buildings and garages that are 'flush' with the front wall of the dwelling. For this reason, we are of the opinion that the streetscape would not be dominated by garages and that the increase is appropriate.

Garage Interior Side Yard Width

The general regulations also require attached garages in the R3 zone to provide a minimum interior side yard width of 1m. As is common with townhouse dwellings, the proposed townhouses in this development would have adjoining garages with an adjacent unit and separation would be minimal. For this reason, we request that this regulation (4.2(3)c)) does not apply to the subject lands.

Parking

The parking regulations in Section 4.23 of the Zoning By-law requires Townhouse Dwellings to provide a minimum of 1.5 parking spaces per dwelling unit. Based on the proposed frontages, they would be permitted a maximum driveway width of 4m, which does not provide space for two parking spaces beside each other. For this reason, it is proposed the required parking be permitted in tandem, with one space in an attached garage and the other in a driveway.

Common Amenity Area

The By-law requires any lots that have more than four units, to provide a minimum of 20m² of common amenity space, with unobstructed access from the dwelling. The intent of this regulation is to ensure that residents in higher density developments have access to green space for recreational and aesthetic purposes.

The proposed condominium blocks provide a large amount of landscaped open space, including common outdoor amenity areas (e.g. parkettes), private landscaped open space

for each townhouse lot, and open space areas used for stormwater management. Together, the areas of 'green space' far exceeds the amenity space requirements of each block.

For the proposed north condominium block, two private parkettes are proposed with a combined area of 773m², which is approximately half of the amount of amenity space required by the zoning regulations (1,540m²). However, the combined amenity space for all lots in the condominium would be 3,402m². Together, these 'green space' elements would be more than double the amenity space requirements for the north block.

For the proposed south condominium block, a private parkette is proposed with an area of 993m², which is approximately a third of the required amount of amenity space. However, the combined amenity space for all lots (6,768m²) and the SWM facility (2,490m²) would be more than triple the amenity space requirements for the south block. These provisions are summarized in Table 15 below.

	Amenity Space Required	Landscaped Open Space (Townhouse Lots)	Area of Private Parkettes	Open Space (SWM)	Total 'Green Space'
North Block	1,540m ² (20m ² per dwelling unit)	3,402m ²	773m ² (9.9m ² per dwelling unit)	0m ²	4,175m ² (54.2m ² per dwelling unit)
South Block	2,740m ² (20m ² per dwelling unit)	6,768m ²	993m ² (7.3m ² per dwelling unit)	2,490m ²	10,251m ² (75.9m ² per dwelling unit)

Table 15 – Outdoor Common Amenity Space Areas

Future Development Zone

The Future Development (FD) zone is a type of holding zone that is typically changed when a development proposal is submitted. This zone is proposed to be changed to a site-specific R3 zone (as described above) and a site-specific R2 zone.

FD to Site-Specific R2 Zone

The proposed site-specific R2 zone is required to permit low/medium density residential development on the site. This zone would contain the same regulations as the R2 zone, with exception of the following:

- 1) Slightly smaller lot frontage (0.5m less) for semi-detached dwelling lots.

This zoning provisions would be similar to the R2-9 zone that permits semi-detached dwellings with minimum lot frontages of 9.5m, for a section of the development.

- 2) Allow Seven Townhouse House Dwelling Units to be Attached

The proposed R2 Site Zone would also allow seven townhouses to be attached, instead of the current maximum of six. This is required for the south section of the site, which is adjacent to Strathmere Lodge to the east and an existing R3 zone to the west (which does not have the maximum unit restriction). The additional unit is being requested to make more

efficient use of this area of the parcel to use for an extra townhouse unit, instead of a large unused space.

3) Allow Parking in Tandem

Similar to the proposed amendment for the R3 Zone, the proposed R2 site-zone, would also include permissions to provide the minimum parking spaces in tandem.

7.6 Planning Act

The Planning Act lays the 'ground rules' for land use planning in Ontario. Section 50 of the Act contains the process for land division in the province and subsection 51(24) provides criteria for considerations of Draft Plan of Subdivisions, which includes:

"a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2"

As mentioned in subsection 7.1 of this report, the proposal is consistent with the policies in the PPS and the proposal has regard for matters of provincial interest.

"b) whether the proposed subdivision is premature or in the public interest"

The subject land is adjacent to the built-up area of Strathroy, which is a Settlement Area that has infrastructure available to service the development. The proposal would provide a variety of housing and parkland for future residents, in a way that is respectful of its surroundings. For these reasons, the proposed development is not premature and is in the public interest.

"c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any"

Although the proposed development requires an Official Plan amendment, it conforms to the policies in the new OP and meets the general intent of the policies in the current OP.

Moreover, the proposed development has been designed to accommodate stormwater from adjacent sites and Street 'A' has been designed to 'line up' with the road proposed in the draft approved subdivision to the north. We are of the opinion the proposal is also compatible with the adjacent subdivision to the east.

"d) the suitability of the land for the purposes for which it is to be subdivided"

The subject lands are designated as a Settlement Area that is intended to be used for residential development. For this reason, the land is suitable for the proposed lots.

"e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them"

The subject lands would consist of a local road network, with connections to Albert Street to the south and Saulsbury Street to the north. The proposed subdivision also includes a local

street network, and a traffic impact study has been completed, which states that there would be minimal impact on the road network.

“f) the dimensions and shapes of the proposed lots”

The proposed lots consist of a compact development pattern that would make efficient use of land, services, and provide for a walkable community.

“g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.”

The proposed lots would comply with the zoning regulations in the proposed amendment.

“h) conservation of natural resources and flood control”

The proposed lots would be setback an appropriate distance from the Cable Drain to ensure conservation of natural resources and flood control.

“i) the adequacy of utilities and municipal services”

As demonstrated in the Functional Servicing Report, the proposed subdivision would be developed on full Municipal services.

“j) the adequacy of school sites”

The subject lands are located in the Adelaide-W.G. MacDonald P.S., North Meadows P.S, J.S. Buchanan (French Immersion), and Our Lady Immaculate elementary school boundaries. According to documents from the Thames Valley District School Board and the London District School Board, all four schools have capacity for additional students.

“k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes”

The proposed development contains parkland and open space that would be conveyed to the Municipality of Strathroy-Caradoc.

“l) the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy”

The design of the Draft Plan of Subdivision would be compact and have a connected transportation network. For this reason, we are of the opinion the proposed development has regard for the conservation of energy.

“m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act”

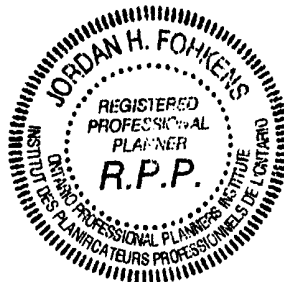
The condominium blocks will require Site Plan approval, which will provide detailed information on road connections, building location, services, amenity areas and landscaping.

8.0 SUMMARY

Buchanan Crossings has been designed as a compact neighbourhood that provides a variety of housing options and amenity space. We are of the opinion the development is integrated with and respectful of its surroundings and is capable of being serviced with full municipal infrastructure. For these reasons, we are of the opinion the proposed development is consistent with the policies in the Provincial Policy Statement, generally conforms to the policies in the Middlesex County and Municipality of Strathroy-Caradoc Official Plans and represents good planning.

All of which is respectfully submitted.

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