



**PLANNING JUSTIFICATION REPORT**  
**24605 Saxton Road, Strathroy**

**Official Plan and Zoning By-law Amendments  
to permit two 7-Storey Apartment Buildings**

Prepared by:  
**Strik, Baldinelli, Moniz Ltd.**  
1599 Adelaide Street North  
London, Ontario

Prepared for:  
**2102603 Ontario Inc.**  
82 Caroline Street.  
Stratford, Ontario

SBM-17-0068

14 March 2024



**Attn: Tim Williams**  
Senior Planner, Middlesex County  
399 Ridout Street North  
London, ON, N6A 2P1

March 14, 2024  
SBM-17-0068

**RE: Planning Justification Report – 24605 Saxton Rd, Strathroy  
Official Plan & Zoning Bylaw Amendment Application**

Strik, Baldinelli, Moniz Ltd. has been retained by 2102603 Ontario Inc. to coordinate the preparation and submission of Official Plan and Zoning By-law Amendment applications for their landholdings municipally addressed 24605 Saxton Road, Strathroy, ON.

The proposed applications would permit the development of two mid-rise, seven-storey apartment buildings with a total of 160 dwelling units and 200 parking spaces. The intensification of this site is considered appropriate as it is provided with adequate municipal servicing, is in proximity of complimentary grocery and commercial amenities, and adequate access to a primary collector.

This report provides a policy review of the proposed development and the applicable relevant provincial, county, and municipal policies. It is our opinion that the proposed development represents good planning and is further evidenced per the technical studies undertaken and plans prepared in support of the development application.

Respectfully submitted,

**Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Jamie Robertson, CPT  
Planning Technician II  
P: 519-471-6667 x 167  
E: jrobertson@sbmltd.ca

cc. Tom Melanson, 2102603 Ontario Inc.  
Nick Dyjach, SBM Ltd

## **CONTENTS**

<b>1. INTRODUCTION</b> .....	<b>1</b>
<b>2. SITE DESCRIPTION</b> .....	<b>1</b>
<b>3. SURROUNDING LAND USES</b> .....	<b>3</b>
<b>4. DEVELOPMENT CONCEPT</b> .....	<b>6</b>
<b>5. SUPPORTING TECHNICAL STUDIES</b> .....	<b>10</b>
5.1. SITE SERVICING FEASIBILITY STUDY .....	11
5.2. TRAFFIC IMPACT STUDY .....	11
5.3. ENVIRONMENTAL NOISE ASSESSMENT REPORT .....	12
<b>6. PLANNING POLICY FRAMEWORK</b> .....	<b>13</b>
6.1. PROVINCIAL POLICY STATEMENT (PPS) .....	13
6.2. MIDDLESEX COUNTY OFFICIAL PLAN .....	15
6.3. MUNICIPALITY OF STRATHROY-CARADOC OFFICIAL PLAN: 2014-2034 .....	16
6.4. MUNICIPALITY OF STRATHROY-CARADOC OFFICIAL PLAN (OPA 14) .....	21
6.5. GROWTH MANAGEMENT STUDIES.....	28
6.5.1. RESIDENTIAL LANDS NEEDS ASSESSMENT .....	29
6.5.2. REGIONAL COMMERCIAL SYSTEMS STUDY.....	30
6.6. MUNICIPALITY OF STRATHROY-CARADOC OFFICIAL PLAN COMPREHENSIVE REVIEW .....	31
6.6.1. STAGE 1 EVALUATION MATRIX – BACKGROUND & EVALUATION CRITERIA .....	31
6.6.2. DRAFT APPROACH TO ACCOMMODATING GROWTH (STAGE 2 EVALUATION MATRIX) .....	32
<b>7. STRATHROY-CARADOC ZONING BYLAW</b> .....	<b>32</b>
7.1. ZONING BY-LAW OF THE MUNICIPALITY OF STRATHROY-CARADOC BY-LAW NO. 43-08.....	32
<b>8. PROPOSED AMENDMENTS</b> .....	<b>33</b>
8.1. REQUESTED AMENDMENT TO THE S-C OFFICIAL PLAN .....	33
8.2. REQUESTED AMENDMENT TO THE S-C ZONING BYLAW.....	35
8.3. RATIONALE FOR SITE SPECIFIC PROVISIONS.....	38
<b>9. CONCLUSION</b> .....	<b>41</b>

## **FIGURES**

<b>FIGURE 1. SUBJECT PROPERTY, AERIAL</b> .....	<b>2</b>
<b>FIGURE 2. DEVELOPMENT AREA (SUBJECT SITE) BLOCKS ‘C3’ AND ‘D’</b> .....	<b>2</b>
<b>FIGURE 3. STREET VIEW OF THE DEVELOPMENT AREA, LOOKING WEST FROM SAXTON ROAD (LEFT) AND SOUTHEAST FROM PARKING LOT (RIGHT)</b> .....	<b>3</b>
<b>FIGURE 4. EXISTING WALMART COMMERCIAL DEVELOPMENT TO THE NORTH OF THE PROPOSED RESIDENTIAL DEVELOPMENT</b> .....	<b>3</b>
<b>FIGURE 5. VIEW LOOKING SOUTH AT EXISTING RESIDENTIAL SINGLE DETACHED HOMES AND ENTRANCE TO TWIN ELM ESTATES COMMUNITY</b> .....	<b>4</b>
<b>FIGURE 6. VIEW AT FUTURE COMMERCIAL LANDS LOOKING WEST</b> .....	<b>4</b>
<b>FIGURE 7. VIEW LOOKING EAST AT FUTURE RESIDENTIAL LANDS (CURRENTLY AGRICULTURAL USES)</b> .....	<b>5</b>
<b>FIGURE 8. SURROUNDING AREA CONTEXT AND LAND USES</b> .....	<b>6</b>
<b>FIGURE 9. RENDER OF PROPOSED CROSSING PARK DEVELOPMENT LOOKING SOUTHEAST TOWARDS SAXTON RD</b> .....	<b>6</b>
<b>FIGURE 10. PRELIMINARY SITE PLAN DEVELOPMENT CONCEPT</b> .....	<b>7</b>
<b>FIGURE 11. PROPOSED FRONTAGE ALONG SAXTON ROAD</b> .....	<b>7</b>
<b>FIGURE 12. RENDER SHOWING THE PROPOSED OUTDOOR AMENITY AREAS WITHIN THE RESIDENTIAL DEVELOPMENT</b> .....	<b>8</b>
<b>FIGURE 13. RENDER SHOWING THE PROPOSED ROOF TOP AMENITY SPACES</b> .....	<b>8</b>
<b>FIGURE 14. SITE ANALYSIS</b> .....	<b>9</b>
<b>FIGURE 15. STRATHROY CARADOC OFFICIAL PLAN, SCHEDULE ‘B’ - LAND USE &amp; TRANSPORTATION PLAN</b> .....	<b>17</b>

---

**FIGURE 16.** STRATHROY-CARADOC OFFICIAL PLAN AMENDMENT 14, DRAFT SCHEDULE 'B-1', LAND USE PLAN..... 21

**FIGURE 17.** ZONING BY-LAW NO. 43-08, SCHEDULE 'B' - MAP #18 ..... 33

**FIGURE 18.** PROPOSED AMENDMENT TO SCHEDULE 'A' OF THE OFFICIAL PLAN OF THE MUNICIPALITY OF STRATHROY-CARADOC. .... 35

**FIGURE 19.** PROPOSED AMENDMENT TO MAP 18 OF THE ZONING BY-LAW 43-08..... 38

**FIGURE 20.** RENDER OF THE PROPOSED PARKING CANOPY..... 40

## **1. INTRODUCTION**

This Planning Justification Report has been prepared by Strik, Baldinelli, Moniz Ltd. in support of Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications being brought forward on behalf of 2102603 Ontario Inc. (the applicant and owner) to permit two (2) seven (7) storey residential apartment buildings on lands at 24605 Saxton Road, identified as Blocks C3 & D (hereafter referred to as the “subject site, development area”).

The purpose of this report is to evaluate proposed OPA and ZBA applications for the development area within the context of existing land use policies and regulations, including the Provincial Policy Statement, the County of Middlesex Official Plan, the Official Plan of Strathroy-Caradoc, and the Municipality of Strathroy-Caradoc Zoning By-law.

Previously, proposed development on Block ‘C3’ was comprised of a single multi-tenant commercial building with a small parkette feature. This potential development progressed through the Site Plan Application process and was only awaiting developer conditions for final approval. Proposed Block ‘D’ development consisted of a four-storey mixed use commercial and residential building. This proposal included 3 levels of residential apartment units (36 units in total), above a ground floor 21 room hotel. Minor variances allowing for increased height, increased front yard setback, parking location, and reduced rear yard accessory structure setback were granted in support of the proposed mixed-use development containing residential apartments. The commercial development (as proposed) for Block ‘C3’ is no longer possible and as a result the proposed mixed-use development on Block ‘D’ is not viable. The ability to provide commercial development on the subject site is not feasible over the 25-year horizon for commercial land needs identified in the Strathroy-Caradoc Regional Commercial Systems Study (2022) summarized in the report below.

The intent of the OPA and ZBA applications are to create an efficient residential development that fulfils a portion of the demand for higher density residential types within Strathroy-Caradoc, utilizing a portion of surplus commercial lands, and providing land for needed residential development that is located within the existing settlement area. The subject site fulfils a number of criteria that are supportive of residential development/intensification in an appropriate area and warrants a comprehensive review of its compatibility and conformance with land use policies and general intent to support sound land use planning principles.

## **2. SITE DESCRIPTION**

The subject property is legally described as RCP 370 PT LOT 23 RP 33R17015 PARTS 11 TO 15, in the Municipality of Strathroy-Caradoc and is located 185 metres south of the Carroll Street East and Saxton Road intersection with frontage provided along Saxton Road (**Figure 1**). As illustrated in **Figure 2**, the subject site is comprised of two smaller development areas, referred to as Block ‘C3’ and Block ‘D’, both 0.9 ha in area. The development area combined is approximately 1.8 hectares in area with +/- 86m road frontage to Saxton Road and is presently vacant (see **Figure 3**).





Figure 1. Subject property, aerial.  
Source: Google Earth Pro



Figure 2. Development area (subject site) Blocks 'C3' and 'D'  
Source: Google Earth Pro





**Figure 3.** Street view of the development area, looking west from Saxton Road (Left) and southeast from parking lot (Right)  
Source: Google Streetview

### **3. SURROUNDING LAND USES**

The surrounding land uses consist of a mix of existing and proposed commercial uses in the form of “big box” buildings, such as Walmart (see **Figure 4**), and multi-tenant commercial buildings to the north. To the south are 1- and 2-storey single detached dwellings (Low Density Residential), including the Twin Elm Estates community (see **Figure 5**). Directly to the north, are the remainder of the subject property lands, referred to as Blocks ‘C1’ and ‘C2’. These lands will be a part of the overall Crossing Park phased development, and will contain two future 1-storey multi-tenant commercial buildings. To the west is currently a vacant property, **Figure 6**, zoned Highway Commercial (C2) and is expected to be developed as commercial uses in the future. To the east across Saxton Rd are lands designated and zoned for low-density residential uses that are presently being developed with single-detached dwellings under an approved plan of subdivision. Currently agricultural uses are occurring on the lands (see **Figure 7**).



**Figure 4.** Existing Walmart commercial development to the north of the proposed residential development.  
Source: Google Streetview



**Figure 5.** View looking south at existing residential single detached homes and entrance to Twin Elm Estates Community.  
Source: Google Streetview



**Figure 6.** View at future commercial lands looking west.  
Source: Google Streetview





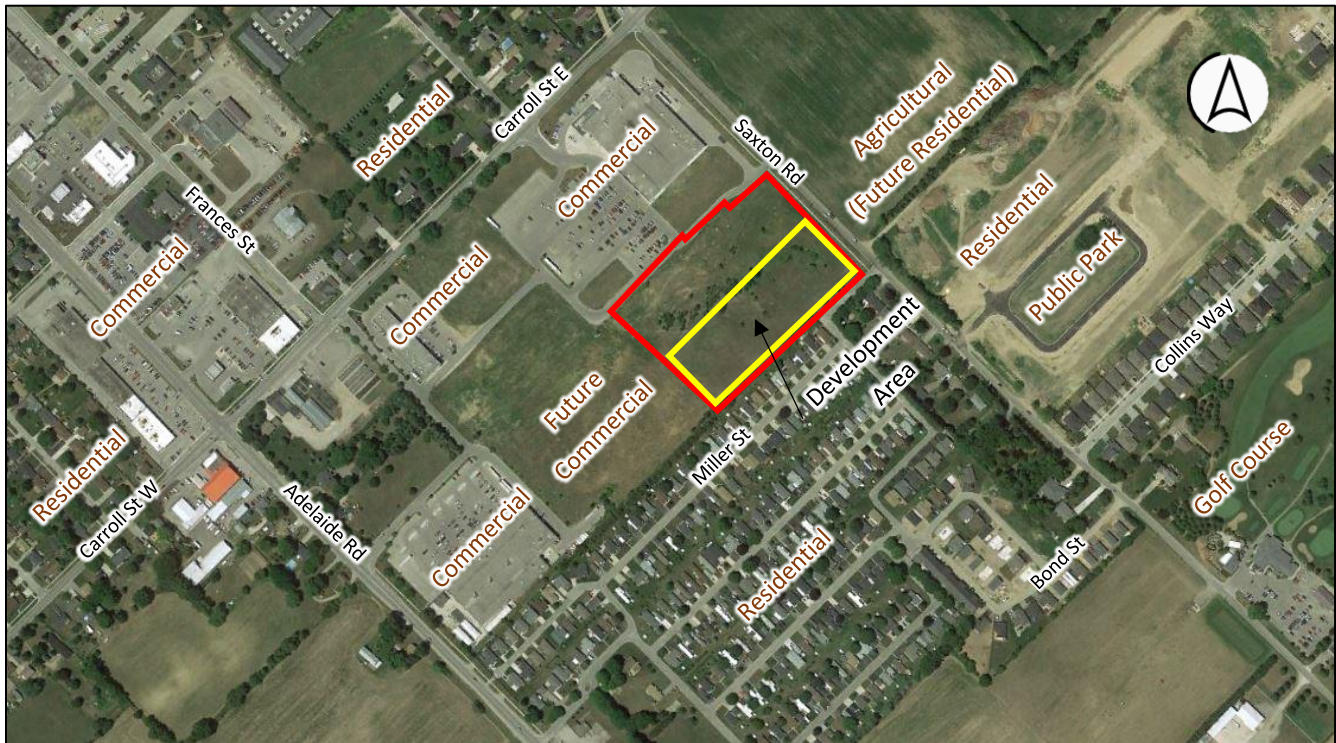
**Figure 7.** View looking east at future residential lands (currently agricultural uses).

Source: Google Streetview

The Subject Site is comprised of vacant lands between existing commercial and residential lands. The neighbourhood is currently undergoing a transition as much of the currently vacant land across Saxton Road are under development as residential uses (low-density single detached) or are designated for residential development. Adjacent vacant lands to the west of the subject property are also expected to be developed in the future with commercial uses (as these lands are also within an appropriate location with existing municipal services inside the settlement area). The remainder of the subject property (Blocks 'C1' & 'C2' remain proposed as commercial buildings. Once completed, this development will round-out the current south-eastern limit of the community and will provide a varying residential type as the current residential development within the neighbourhood only consists of low-density residential units.

**Figure 8** illustrates the community context within a 400m radii, representing straight line walking distances of 5 minutes.

The larger Strathroy Crossing Commercial Centre is located entirely within the proposed 5 minute walking distance, providing a large range of commercial amenities, such as Grocery, Personal Services, Restaurants, Financial Institutions, Home Improvement, and Retail Stores at the doorstep of the proposed residential development serving the day to day needs of the residents of the community as well as the travelling public.



**Figure 8.** Surrounding area context and land uses.  
Source: Google Earth Pro

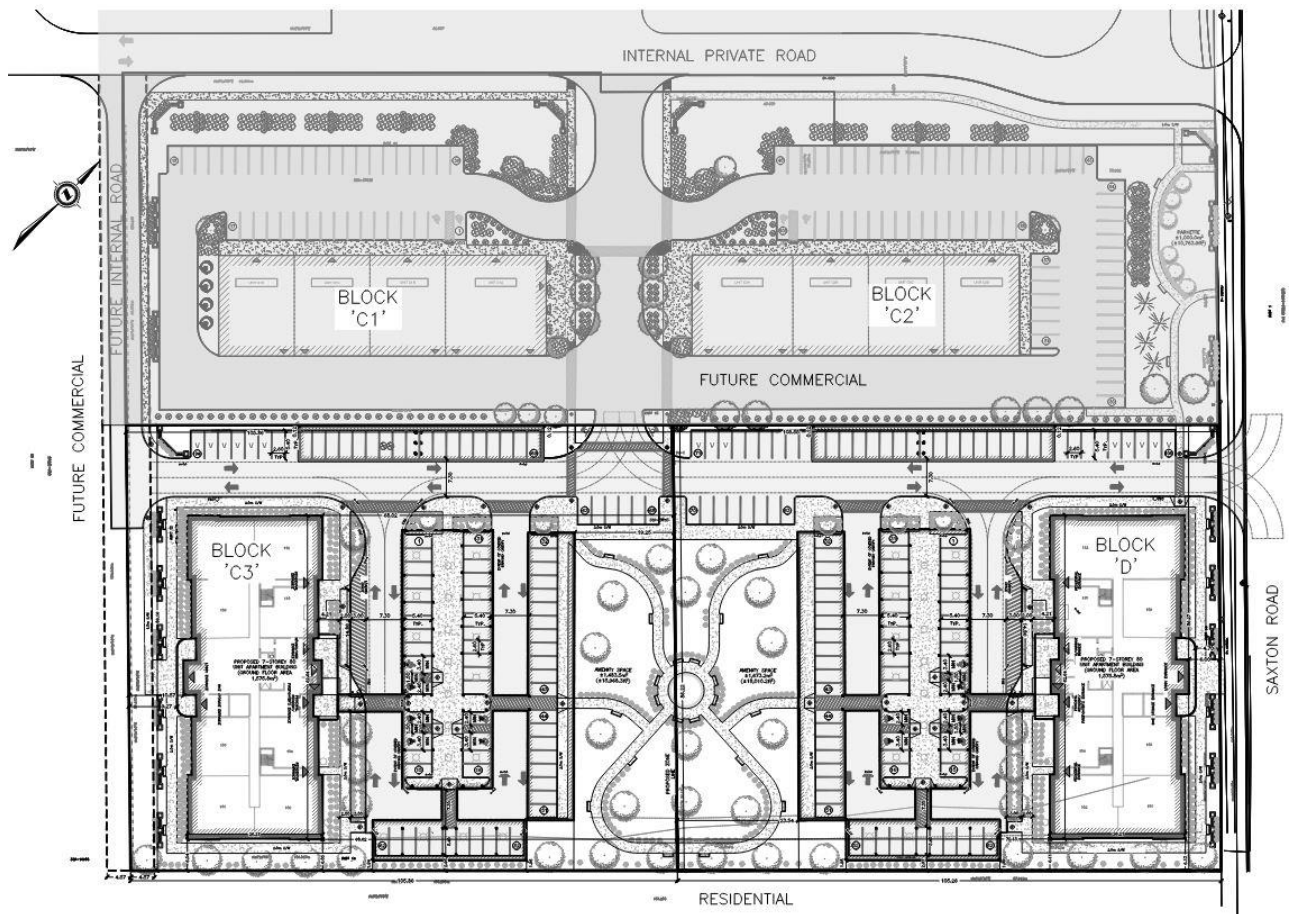
#### **4. DEVELOPMENT CONCEPT**

The applicant is proposing to construct two 7-storey, 80-unit apartment buildings with associated surface parking: one building would be located on Block 'C3' and the second building would be on Block 'D'. This development provides an overall residential density of 89 units per hectare, consisting of 1-, and 2-bedroom units and would increase attainable housing in Strathroy-Caradoc, at an appropriate location with ample nearby services and amenities. Preliminary site plan layout (**Figure 10**) and building design have been completed and is enclosed for consideration.



**Figure 9.** Render of proposed Crossing Park Development looking southeast towards Saxton Rd.





**Figure 10.** Preliminary Site Plan development concept.

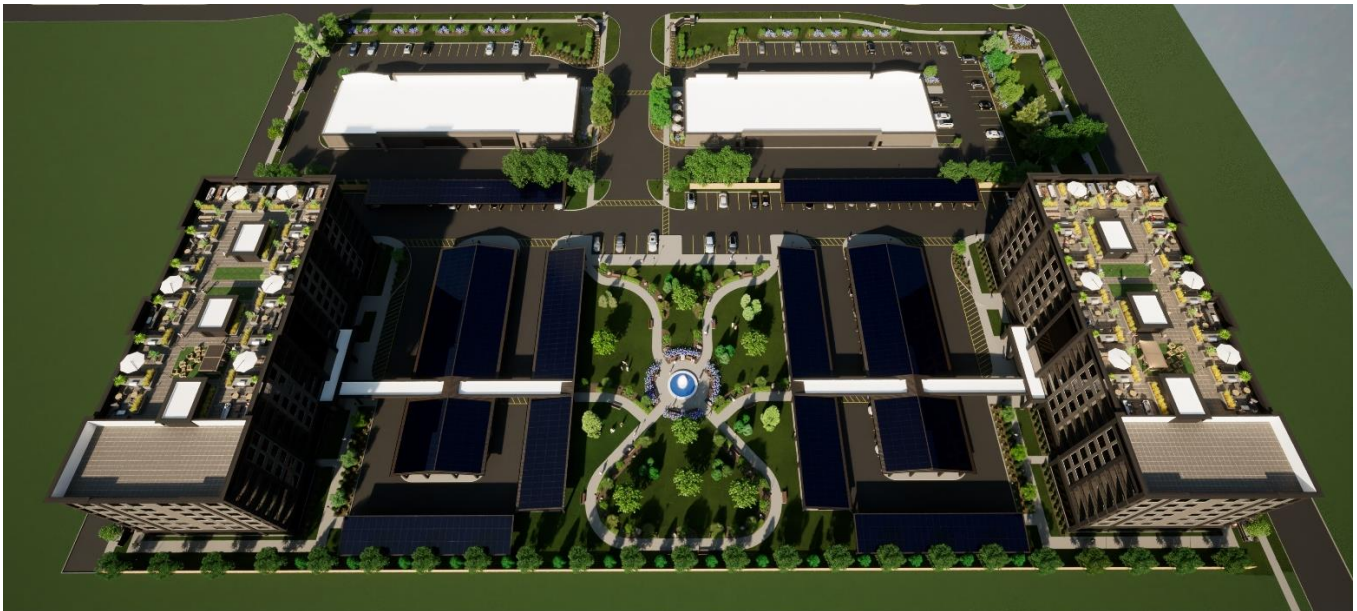
The apartment buildings are designed to reflect each other, resembling similar architectural styles, materials and colours to establish a sense-of-place. The proposed apartment building (on Block D) would front onto Saxton Road, while the second building (on Block 'C3') would front onto the future internal private road along the western lot line, established by an existing easement. The proposed residential frontages would contain lush landscaping in between section walls for screening and visual interest, as well as seating areas to create a welcoming and pleasant pedestrian experience (**Figure 11**).

Furthermore, amenity space is a primary focus of the proposed residential development. A large communal amenity area of approximately 3,155m<sup>2</sup> would be centrally located and designed as a private central park with lush landscaping, pedestrian pathways, benches, and a central focal point (e.g. water feature), as shown in **Figure 12**. The proposed pedestrian pathways will create a network connecting all apartment building entrances to the large central amenity space, parking areas, and adjacent commercial development (Block C1 & C2).



**Figure 11.** Proposed Frontage along Saxton Road.





**Figure 12.** Render showing the proposed outdoor amenity areas within the residential development.

Additionally, rooftop amenity areas (**Figure 13**), approximately 1,172m<sup>2</sup> in area, would be provided on each of the proposed apartment buildings. These rooftop outdoor spaces would provide cooking, eating, and social spaces enhancing the overall personal and lifestyle experiences of the proposed residential development. In total the proposed development would provide a total of 5,500m<sup>2</sup> of total amenity space. This represents a total of 34.3m<sup>2</sup> of proposed amenity space per unit.



**Figure 13.** Render showing the proposed roof top amenity spaces.

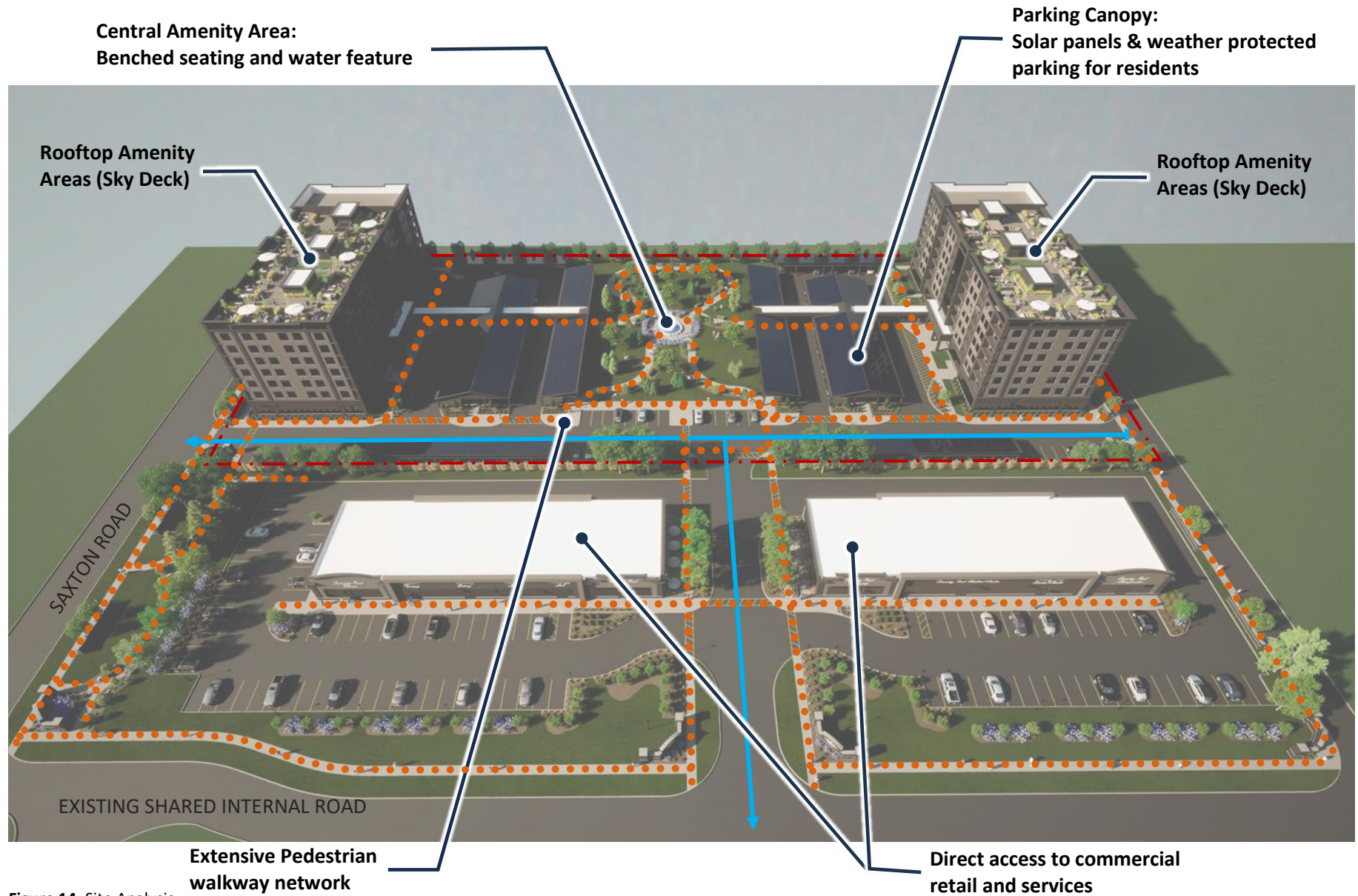


Figure 14. Site Analysis

As proposed, the residential buildings would be setback a minimum of 6.0m from the south property line. This property line is of great importance as it is shared with Residents of the Twin Elms Retirement Community. This property line is of greater importance due to the perceived impacts of the proposed high-density use abutting the existing low-density residential properties to the south. The large centrally located communal amenity space and parking canopy structures take up the majority of the shared property line. This amenity area backs onto many of the adjacent rear yards and would be complimentary to the adjacent residential land use. The parking canopies would not contain walls and are screened from the adjacent rear yards with plantings and fencing. In total 28 proposed residential apartment units (2 per floor for each 7-storey building) would interface with the adjacent residential lands. The eastern building (on Block 'D') is situated adjacent to the access drive aisle for the Twin Elms Estates community, which provides a significant building separation between the proposed building and the closest existing residential dwelling – approximately 29m separation. In addition, large existing trees along the existing residence create a strong visual barrier. It is not expected that the 14 units with a south facing interface would have any impact on the neighbouring properties. The western building (on Block 'C3') is adjacent to multiple Twin Elms residential buildings. The following mitigation factors will be implemented to reduce the perceived impacts on the neighbouring dwellings.

- A proposed 6.0m setback (double the required 3.0m setback per R3 zoning) would provide adequate space for lush landscaping (including trees) creating a visual barrier.
- No balconies or exterior living spaces are to be located or overlooking the south property boundary. The balconies for these end units face towards the east and west with added screening walls. The direct line of sight for all proposed balconies are therefore directed away from the adjacent residential uses.
- The proposed rooftop amenity spaces are also designed to be sensitive to the neighbouring residential dwellings. They will be located on the northern portion of the building (away from the residential uses) and the southern quarter of the rooftops will be blocked off from residents and contain any rooftop penthouse/mechanical items. Users of the rooftop amenity spaces will not have direct sightlines into the adjacent residential rear yards.

Vehicle access to the site would be provided by a two-way drive aisle along the north property limit from Saxton Road, as well as to a future internal road along the western property boundary (via a shared easement). Secondary access through Blocks C1/C2 to the north (via easement). Surface parking containing 200 parking spaces (inclusive of barrier free spaces and designated visitor spaces) is provided to the rear of the buildings, screened from view of Saxton Road and the future internal road along the western property boundary.

The majority of the parking area, including several pedestrian walkways, would be covered by a structured canopy comprised of solar panels. Every designated resident parking space would be covered by the proposed structured canopy. This would provide weather protection for vehicles and residents from the elements, allow pedestrians to walk from the parking areas to the building with comfort (as a design principle residents and visitors would be able to travel to and from their vehicles and units and never encounter one step or stair), and it would provide an opportunity to provide a renewable energy source.

## **5. SUPPORTING TECHNICAL STUDIES**

Several technical studies have been completed in support of the proposed development, the following reports have been summarized below with the full reports and details submitted under separate cover.



## **5.1. SITE SERVICING FEASIBILITY STUDY**

A Site Servicing Feasibility Study has been completed by SBM Ltd. dated February 15th, 2024. The study was completed to determine the adequacy and capacity of the existing water, wastewater, and stormwater services in support of the proposed development.

### **Sanitary Servicing:**

- There is an existing 250mm diameter sanitary sewer in the Carroll Street Right-of-Way (ROW).
- There are also two (2) private existing 250mm sanitary sewers connecting to the sanitary sewer within Carroll Street.
- Peak sanitary flow was calculated using a density of 2.4 people per unit for a total occupancy of 384 people. Total sanitary flows for the proposed development have been calculated at 7.56 L/s.
- It is proposed to extend an existing 250mm private sanitary sewer south through the proposed development and service each proposed building via individual PDC's off the 250mm sewer extension.

### **Water Servicing:**

- There is an existing 250mm private watermain north of the proposed development.
- An extension to the watermain south through the proposed development is proposed. Individual water services to each building would be required off this 250mm watermain extension.
- Existing 250mm private watermain ultimately connects to the existing watermain within the Saxton Road WOW.
- Total demand of 8.67 L/s (max hour peak) and 3.89 L/s (max day peak).
- Residual pressure at the nearest available hydrant meets the requirements of Section 4.3.2 a) ii) of the SCSS dated October 2021.

### **Stormwater Servicing:**

- Stormwater management quantity controls will be required for this development.
- Infiltration trenches, underground storage, inlet control devices, and appropriately sized orifice may be proposed as required to infiltrate/store and control post development flows for the 2-year through 100-year storm events to the pre-development levels. Municipal stormwater services are planned to be provided to the subject site by the end of 2024.
- The 250-year storm event will be safely conveyed overland generally matching the existing conditions of the site.

Generally, the existing water and sanitary systems have sufficient capacity to accommodate the proposed residential development. Further details on the proposed servicing connections would be further evaluated and confirmed through the Site Plan Approval review.

## **5.2. TRAFFIC IMPACT STUDY**

A Traffic Impact Study (TIS) has been completed by SBM Ltd. Dated February 2024. The study was completed to identify transportation impacts, or a lack thereof, associated with the proposed residential development. The following summarizes the scope, conclusions, and recommendations of the TIS report.

**Scope and Methodology:**

- The TIS scope was confirmed with the Municipality of Strathroy-Caradoc and the County of Middlesex prior to commencing the study.
- A variety of supplemental data (including the proposed development, existing and future traffic conditions, parking provisions, and active transportation considerations) were used to establish the expected effects of the proposed development on the traffic operations and road network of the immediate area.

**Key Conclusions and Recommendations:**

- The proposed development will generate only 53 new trips in the AM peak hour and 55 trips during the PM peak hour.
- Traffic signal warrant analysis was performed for the Carroll Street East and Saxton Road intersection under both 2034 background and total traffic conditions, and it was concluded that traffic signals are not warranted.
- Left turn lane warrant analysis were reviewed for the potential need for a northbound left turn lane on Saxton Road at the Walmart Access under existing and future traffic conditions. It was determined that a left turn lane is not warranted. Additionally, a left turn lane would not be warranted on Saxton Road at the proposed site access.
- Under 2034 background and total traffic conditions, the majority of the study area intersections will operate well with all movements at Level of Service (LOS) B or better during the peak hours. The one exception is the intersection of Carroll Street East and Saxton Road, which will experience longer delays (LOS F) for the northbound and southbound movements during the PM peak hour, and the northbound movement will reach capacity (v/c ratio of 1.0) under 2034 total traffic conditions.
- Capacity improvements such as the addition of a northbound right turn lane or signalization were considered for the Carroll Street East and Saxton Road intersection. The addition of a northbound right turn lane would provide some additional capacity for the critical northbound movement (maximum future v/c ratio would be reduced to 0.84), but the northbound and southbound left-through lanes would still operate at LOS F during the peak hour.
- A review of Zoning By-law parking requirements from other municipalities showed that other municipalities have lower requirements for an apartment use, commonly at or near 1 space per unit, which indicated that the proposed parking supply should be sufficient for the site.
- A review of ITE Parking Generation Manual data also showed that the average parking demand rate for an apartment use would be below the proposed parking supply rate, further demonstrating the sufficiency of the proposed parking supply.

The findings of the TIS study have determined that the proposed residential development is not expected to have negative impacts on the existing transportation infrastructure and would not require any transportation infrastructure improvements. Additionally, proposed parking supply would be sufficient for the proposed development.

**5.3. ENVIRONMENTAL NOISE ASSESSMENT REPORT**

An Environmental Noise Assessment Report has been completed, by SBM Ltd. dated February 2024, to calculate potential noise levels (from anticipated traffic growth along Saxton Road) and review the potential effect on future residents of the proposed apartment buildings.

The report concluded that:

- Rooftop terraces and outdoor amenity area are predicted to be below the outdoor noise level limit, and therefore no noise control measures are required for the OLAs.
- All units as proposed on the east side of the proposed building on Block 'D' (fronting Saxton Road) would be subject to either warning clause 'C' or clause 'D' as the calculated noise levels are less than 10dBA over the guidelines. Warning clause 'C' states that dwelling units must be designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air condition by the occupant will allow the closing of all windows and doors to block bothersome noise levels. Should central air conditioning be provided in these units (by the developer), warning clause 'D' should be used instead of clause 'C'. Warning clause 'D' states the dwelling unit has been supplied with central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the limits of the Municipality and Ministry of the Environment.

Generally, the proper execution of the noise mitigation measures should produce noise levels within this development that will meet the Environmental Noise Guidelines of the Ministry of the Environment and Climate Change (MOECC).

## 6. PLANNING POLICY FRAMEWORK

### 6.1. PROVINCIAL POLICY STATEMENT (PPS)

The 2020 Provincial Policy Statement (PPS) "*provides policy direction on matters of provincial interest related to land use planning*" to ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies:

PPS Policy	Response
1.1.3.1 Settlement areas shall be the focus of growth and development.	The subject site is located within the urban growth boundary of Strathroy-Caradoc and located within the built-up area.
1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate;	The development proposal represents an intensification of land use and built form that is compact, efficient, and maximizes land and servicing to fulfill the vision of creating energy efficient urban development that reduce the need for private automobiles.
1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	Development standards have been incorporated into the site configuration and building design that is consistent with typical urban development found in medium to large urban centres and elsewhere in Strathroy-Caradoc. Several technical studies have been submitted in support of the applications that assess soil and water analysis, noise generation, and wind and shadowing of amenity areas.
1.4.1	



PPS Policy	Response
<p>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area.</p> <p>a) maintain at all times the ability to accommodate residential growth through residential intensification and redevelopment</p>	<p>A range and mix of housing options and densities are encouraged by adding a residential type and density within a municipality that is primarily low-density single detached residential. It has been determined that Strathroy requires 49 hectares of residential lands to meet the projected needs of future residents, the proposed development would help to address this need.</p>
<p>1.4.3 Planning authorities shall 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:</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and</li> <li>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</li> </ol> <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>	<p>It has been determined that Strathroy requires 49 hectares of residential lands to meet the projected needs of future residents, the proposed development would help to address this need. The subject site is located in an area with appropriate infrastructure, promotes higher density and efficiently uses the land. Standards for residential developments have been created by the municipality and the proposed development follows these standards.</p>
<p>1.5.1 Healthy, active communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) 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 space areas, trails and linkages, and, where practical, water-based resources;</p> <p>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</p>	<p>Pedestrian connections and outdoor amenity areas are a primary component of the proposed application. Large Park like outdoor space encourages residents to have social interactions, promotes healthy lifestyles, and linkages to the other residential dwelling and surrounding commercial uses.</p>
<p>1.6.6.2</p>	

PPS Policy	Response
<p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services</p>	<p>The use of existing municipal infrastructure is being optimized through Carroll Street East and Saxton Road rights-of-way. A Functional Servicing Brief has been completed to review and assess water, stormwater, and wastewater demands and sewer capacities. The proposed development would not create any need for additional capital investment or improvements.</p>

The proposed development represents a significant intensification opportunity of an underutilized property within the built-up area of the Municipality. The Proposed Development will efficiently use existing municipal infrastructure and services, will provide for increased densities within proximity to existing and future commercial amenities. Based on the above, it is the opinion of the writer that the proposed development is consistent with the policies of the 2020 Provincial Policy Statement.

## 6.2. MIDDLESEX COUNTY OFFICIAL PLAN

A review of the relevant land use policy documents indicate that the Middlesex County Official Plan designates the subject lands within the “Settlement Areas”, per Schedule A “Land Use”.

Middlesex County Official Plan Policy	Response
<p>2.3.8 The local municipality shall have the primary responsibility for detailed planning policy within the Settlement Areas, and those locally designated hamlets which form part of the Agricultural Area, as shown on Schedule A.</p> <p>Urban Areas and Community Areas shall be the focus for future growth including residential, commercial and industrial development. These areas are characterized by a range of land uses and have full services or where warranted, partial services, as described in Section 2.3.2.</p> <p>Designated Hamlets in Agricultural Areas may accommodate a limited amount of the anticipated County growth and development.</p>	<p>The subject site is located within the Strathroy Settlement Area and is provided with full municipal services.</p>
<p>2.4.5 The County promotes efficient and environmentally responsible development which is supportable on the basis of appropriate types and levels of water supply and sewage disposal. The County encourages new development to proceed on the basis of full municipal services.</p>	<p>Full municipal services are provided to the proposed development.</p>
<p>2.4.5.1 The County shall: a) Encourage development on municipal water and sanitary sewer systems.</p>	<p>Full municipal services are provided to the proposed development.</p>
<p>2.4.6 The County shall encourage the development of alternative and renewable energy systems, as a source of energy for the economic and environmental benefit of</p>	<p>The parking canopy structures are proposed to include the installation of solar panels providing a renewable energy source.</p>

Middlesex County Official Plan Policy	Response
Middlesex County and the Province of Ontario. The County encourages the use of wind, water, biomass, methane, solar and geothermal energy.	
<p>3.2.1 The Growth Management policies of this plan, presented in Section 2.3, direct a significant portion of the County's future growth to Settlement Areas.</p> <p>The Settlement Area designation is comprised of two policy sections: Urban Areas, Community Areas.</p> <p>The County shall direct the majority of growth to Urban and Community Settlement Areas.</p>	The subject site is located within the Strathroy Settlement Area and is provided with full municipal services
<p>3.2.2 New Development in Settlement Areas is encouraged to proceed by Plan of Subdivision.</p> <p>County Council recognizes that many Settlement Areas are surrounded by the Agricultural Areas designation. Infilling, rounding-out or minor extensions of existing development in Settlement Areas may be permitted provided that there is no major expansion of the outer limits of existing development as identified in the local official plan and subject to:</p> <p>a) The new development being serviced in accordance with accepted standards;</p>	This development will not require an extension to the Settlement Area boundary. Full municipal services are provided to the proposed development.
<p>3.2.3 To achieve some consistency of approach, the County encourages local municipalities to include general development policies in their local official plan dealing with the following issues:</p> <p>a) The Settlement Area share of the total future overall County growth projection in accordance with the Growth Management Policies in Section 2.3 and with Growth Management projections provided by the County;</p> <p>b) Residential, including low, medium and high density residential uses, affordable housing, special needs housing, infilling and intensification;</p>	The Municipality has created policies to promote the development of high-density residential uses through infilling and intensification. This proposal seeks an OPA using these policies.

It is of the opinion of the writer that the proposed development would support the broad vision for growth within the policy context of the Middlesex County Official Plan.

### **6.3. MUNICIPALITY OF STRATHROY-CARADOC OFFICIAL PLAN: 2014-2034**

The Strathroy-Caradoc Official Plan designates the subject site as "Settlement Area" and subsequently the "Commercial" land use designations, per Official Plan Schedule 'A' Structure Plan and Schedule 'B' Lands Use & Transportation Settlement Area of Strathroy, respectively (see **Figure 15**).

This commercial designation is intended to accommodate commercial uses that cater to the patrons primarily arriving by automobile (3.3.2.1 SCOP) and are generally designed with large-scale surface parking areas. Residential uses are also

permitted within the commercial designation as a secondary use above the ground floor (3.3.2.2 SCOP). The proposed Apartment Building use is not a permitted use within the Commercial designation of the Official Plan and as such, an Official Plan Amendment is required.

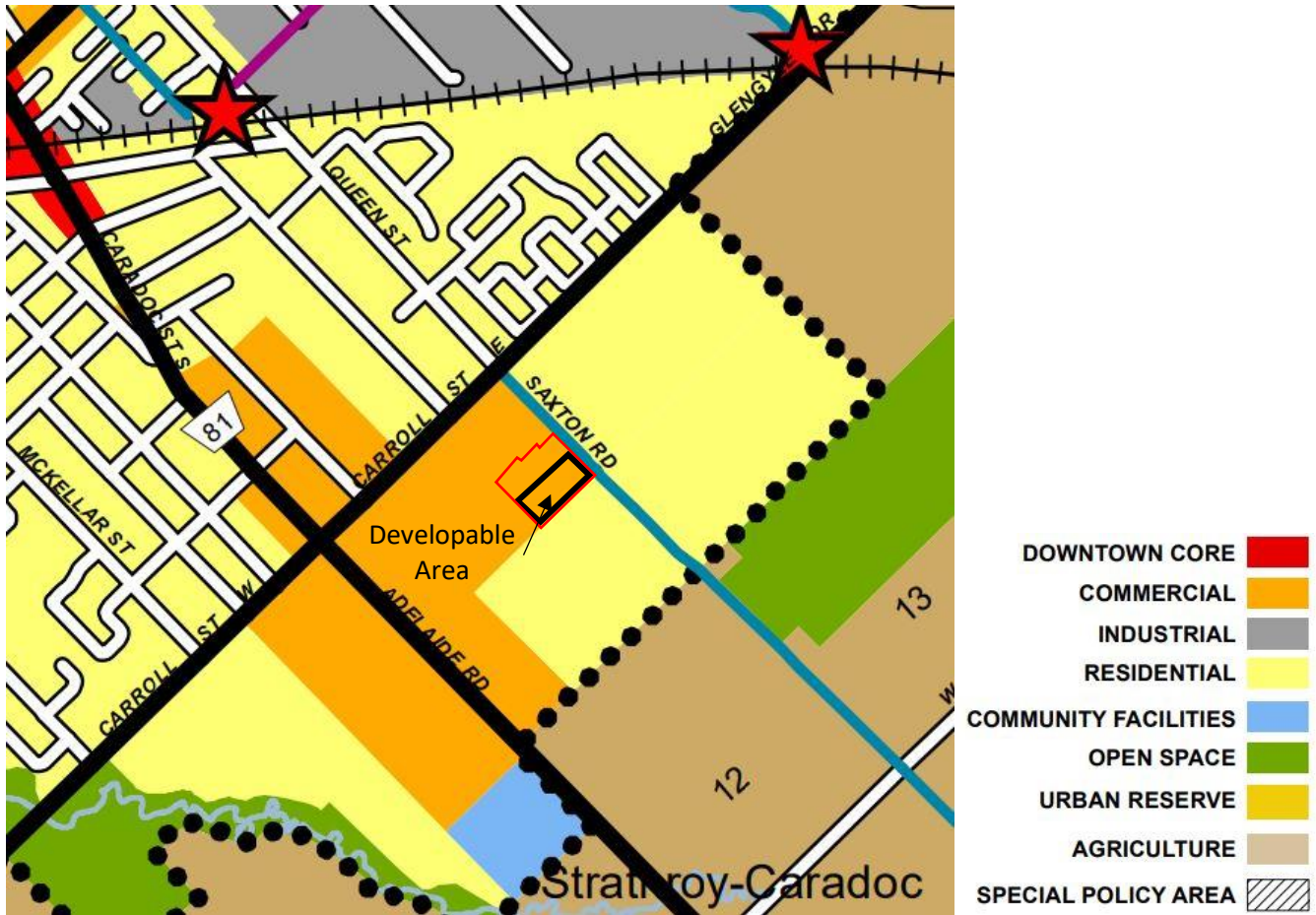


Figure 15. Strathroy Caradoc Official Plan, Schedule 'B' - Land Use & Transportation Plan

To facilitate the proposed development, the applicant is proposing to amend the Schedule 'B' of the Official Plan to re-designate the development area from Commercial to Residential. The Strathroy-Caradoc Official Plan currently sets out goals and objectives in relation to housing and encourages the provision of a wide variety of housing types to meet community needs, to encourage residential intensification where compatible with surrounding uses and infrastructure is available (SCOP 2.4.1). In addition, the Official Plan sets out goals for housing that encourage a wide variety of housing types and tenure to meet the needs, affordability, and preferences of existing and future residents (SCOP 2.4.2). The proposed development would provide choice and diversity in housing options and helps achieve the goals set out by the Strathroy-Caradoc Official Plan.

Municipality of Strathroy-Caradoc OP: 2014-2036 Policy	Response
<p><b>2.0 General Planning Directions</b></p> <p><b>2.4 Housing</b></p> <p><b>2.4.1 Goals and Objectives</b></p> <p>a) encourage the provision of a wide variety of housing types to meet community needs;</p> <p>b) To achieve a greater density of residential development in designated settlements;</p>	<p>The proposed residential development would assist in achieving a greater residential density (efficiently using the land and infrastructure), assist in providing Strathroy with a variety of housing types by adding a residential tenure</p>



Municipality of Strathroy-Caradoc OP: 2014-2036 Policy	Response
<p>c) To encourage residential intensification and redevelopment where compatible with existing development and infrastructure is appropriate;</p>	<p>that is less common in the surrounding community, and intensify an appropriate location with existing municipal services.</p>
<p><b>2.4.2 Housing Stock</b> A wide variety of housing types and tenure shall be encouraged to meet the needs, affordability and preferences of existing and future residents. To monitor the housing supply, the Municipality shall maintain an inventory of building lots as well as potential dwelling units and vacancy rates. Housing targets may be established.</p>	<p>The proposal is adding a housing type and tenure that is not common within the surrounding community. As the population of Strathroy ages, providing a variety of housing options is a priority as identified in the Residential Land Needs study 2022. The Residential Lands Needs Study has determined that Strathroy requires an additional 49 hectares of land for residential development to meet future housing needs.</p>
<p><b>2.4.6 Intensification</b> Residential intensification shall be encouraged in settlement areas where it is complementary and compatible with the nature, scale, design and general character of neighbouring development, and where municipal services and facilities are capable of accommodating the development. Where residential intensification is proposed, it shall serve to be in keeping with the character with the area and not adversely affect neighbourhood stability. The Municipality shall have regards to intensification targets established in the County of Middlesex Official Plan.</p>	<p>The proposed residential development will compliment the nearby commercial uses by providing residential units within walking distance and immediate pedestrian connections to the commercial amenities, not just on the Crossing Park lands, but also to all the adjacent existing and future commercial developments. The proposed buildings take appropriate measures to address the low-density residential units adjacent to the south of the subject site.</p>
<p><b>2.4.8 Housing Strategy</b> The Municipality shall review and up-date the municipal housing statements of the former Town of Strathroy and the Township of Caradoc and prepare a housing strategy to address the requirements of the Provincial Policy Statement and the County of Middlesex Official Plan regarding housing including, but not necessarily limited to, the following: d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities;</p>	<p>A dense, efficient development is proposed on the subject site. The development will utilize existing municipal and public services.</p>
<p><b>2.6 Urban and Rural Character</b> <b>2.6.3 Urban Design Principles</b> The following principles shall be applied to strengthen and maintain the role, character and function of settlements: d) Adequate outdoor amenity areas for multi-unit residential developments shall be provided; g) Off-street parking areas shall be properly surfaced, graded, accessed and landscaped.</p>	<p>Three significantly sized outdoor amenity spaces are provided with this development. A large common outdoor amenity space is proposed and two roof top amenity areas. Off-street parking areas are planned to have canopies covering most parking spaces. Access is provided by Saxton Road and internal shared private roadways. Landscaping would be used to screen the parking areas from the adjacent parcels.</p>
<p><b>3.0 Strathroy</b> <b>3.2 Goals and Objectives</b> The following goals and objectives shall guide the planning, development, redevelopment and improvement of the 'Settlement Area of Strathroy': a) To accommodate the majority of population growth and the majority of residential and industrial development in the Municipality;</p>	<p>Development is proposed within the existing settlement area of Strathroy. Detailed design has not yet been completed, however adequate municipal services are available within the immediate rights-of-way that would support the proposed development and no detrimental effects are reasonably expected because of the proposed residential development.</p>

Municipality of Strathroy-Caradoc OP: 2014-2036 Policy	Response
<p>b) To ensure development and redevelopment in Strathroy does not have a detrimental effect on the ability of the Municipality to provide the necessary infrastructure to accommodate it;</p>	
<p><b>3.3.4 Residential</b>  Areas designated for continued and future residential purposes represent, in size, the largest designation in the 'Settlement Area of Strathroy'. They virtually surround the Downtown Core and include existing residential development as well as lands to accommodate future expansion. Large, undeveloped areas lie west of Dominion Street and north of Saulsbury Street, north of the Sydenham River, east of Queen Street adjacent to the CN railway and south of Carroll Street. Opportunities for residential intensification occur primarily in and adjacent to the downtown core.</p>	<p>The subject site is located within undeveloped lands south of Carroll Street, with both developed and undeveloped lands adjacent.</p>
<p><b>3.3.4.6 High Density Development</b>  High density development (i.e. &gt;3 Storeys) in keeping with the general scale and character of the town shall be considered based on the following criteria:</p> <p>a) adequate buffering and separation from low density development by an intervening area of medium density development or other suitable or comparable design features and site improvements;</p> <p>c) vehicular access to an arterial or collector road or from a local street designed to minimize the conflict between apartment generated traffic and any neighbouring low or medium density residential development;</p> <p>d) adequacy of municipal infrastructure (water supply, sanitary sewage, drainage, roads and sidewalks). If inadequate, an agreement shall be entered into with the proponent as to the design and cost of any improvements required to bring such services up to the required standards;</p> <p>f) site design to minimize the shadow effect on surrounding buildings and the adverse effects of winter winds while maximizing exposure for solar gain;</p> <p>g) energy-efficiency through innovative site orientation and landscaping</p>	<p>The proposed high-density development takes into account the following criteria:</p> <ul style="list-style-type: none"> <li>• Adequate separation and design features for the neighbouring Low-Density Residential dwellings including a 6.0m setback, lush landscaping, and orienting balconies away from sensitive uses.</li> <li>• Appropriate vehicular access onto Saxton Road and shared internal private roads that ultimately connect to Saxton Road, Carroll Street and Adelaide Road. No traffic conflicts are expected because of the proposed development per the completed TIS – refer to section 5.2.</li> <li>• Adequate municipal servicing is available for the proposed apartment buildings.</li> <li>• Shadows would be directed towards commercial uses and internal driving aisles and parking areas.</li> <li>• The site design aims to be energy efficient through building orientation, maintaining a large open space for stormwater infiltration, and incorporating solar panels on the parking canopies.</li> </ul>
<p><b>3.3.4.7 Residential Intensification</b>  Residential intensification including infilling in existing developed areas is considered desirable to make more efficient use of underutilized lands and infrastructure. Proposals shall be evaluated and conditions imposed as necessary to ensure that any proposed development is in keeping with the established residential character and constitutes an appropriate 'fit' in terms of such elements as height, density, lot fabric, building design, dwelling types and parking. Appropriate services shall be capable of being provided.</p>	<p>The proposed application will allow for the residential intensification of an underutilized site, within the existing settlement area and will be serviced with appropriate municipal infrastructure.</p> <p>The proposed Crossing Park development (comprised of the proposed residential development and adjacent future commercial Blocks 'C1' and 'C2' lands) would complete the western frontage of Saxton Road. This key piece of land provides an opportunity to transition the existing residential uses with the existing and future commercial uses.</p>

Municipality of Strathroy-Caradoc OP: 2014-2036 Policy	Response
	<p>A more modern urban character would be created, by providing more residential density in proximity to commercial amenities. The perception of high-density development is mitigated with building placement providing interior side yard widths exceeding the zone requirements. This increased side yard will provide landscaping and plantings (trees and shrubs) and lot fencing to provide visual and noise barriers, as well as balcony design that faces all balconies away from the adjacent low density residential uses.</p> <p>Increased residential density (while removing the potential for commercial employment) will provide more residential uses, which in turn will provide the opportunity for more home occupations, and housing options for people who are looking for live/work capabilities.</p> <p>The proposed development places an emphasis on creating pedestrian connections not only between residential buildings, but also to the neighbouring proposed Crossing Park commercial uses and to the existing and future commercial uses in the Strathroy Crossing commercial node.</p> <p>These pedestrian connections are emphasized within the development area by the large central amenity area. This area is meant to provide opportunities for social interaction and community building. Additional outdoor rooftop amenity spaces would provide structured amenity uses geared specifically to the residents and provides further potential to create a sense of community.</p>
<p><b>3.4 Infrastructure</b>  <b>3.4.3 Public Sanitary Sewage System</b>  <b>3.4.3.1 Connection to the System</b>                      All development within the ‘Settlement Area of Strathroy’ shall be connected to and serviced by the municipal sanitary sewage system. As the need arises and resources permit, the system will be extended to existing developed areas not presently serviced.</p>	<p>Connections to the municipal sanitary services are proposed.</p>
<p><b>3.4.4 Stormwater Management</b>  <b>3.4.4.2 Stormwater Management Plans</b>                      Stormwater Management Plans shall be prepared for undeveloped areas prior to development to effectively control stormwater runoff.</p>	<p>Stormwater design will be completed as part of the Site Plan process, however as identified in the servicing feasibility report: Infiltration trenches, underground storage, inlet control devices, and appropriately sized orifice may be proposed as required to infiltrate/store and control post development flows. Municipal stormwater services are planned to be provided to the subject site by the end of 2024.</p>

An Official Plan Amendment is required to change the subject site on Schedule B of the Official Plan from Commercial to High Density Residential. It is the opinion of the writer that the proposed residential development would be appropriate for this location and generally conforms with the residential intensification policies of the Strathroy-Caradoc Official Plan 2014-2036.

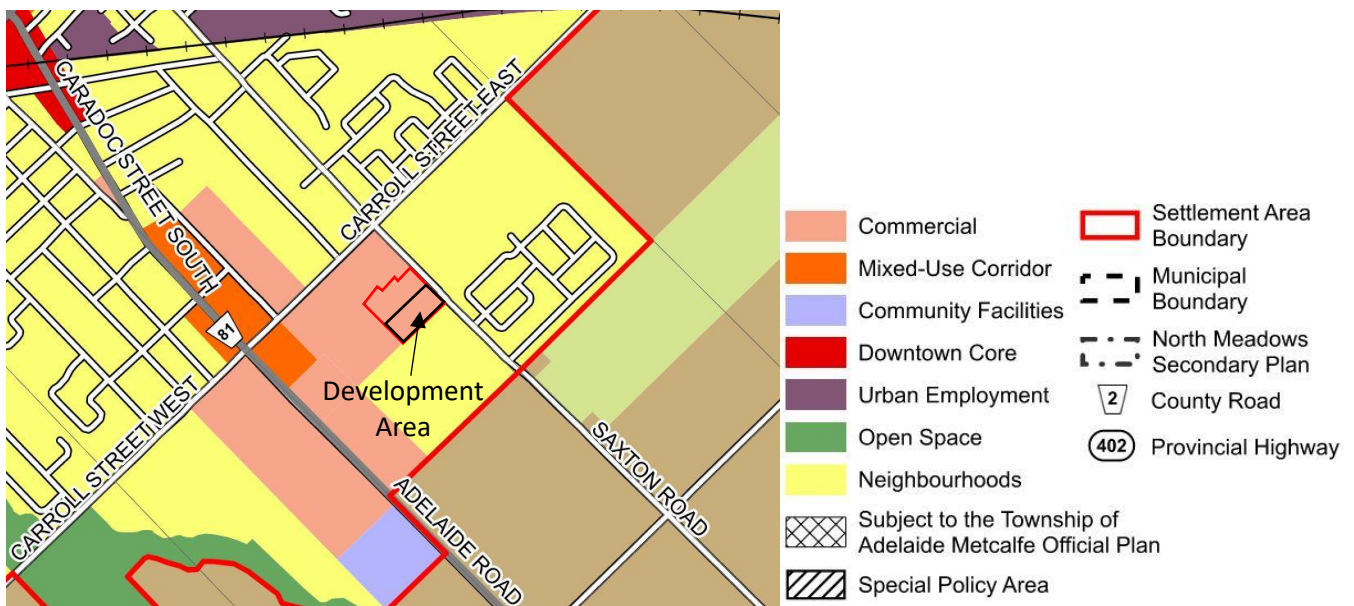


The proposed development would also conform with the general urban design objectives of the Official Plan and has regard for the surrounding land uses, energy efficiency, and represents good land use planning.

**6.4. MUNICIPALITY OF STRATHROY-CARADOC OFFICIAL PLAN (OPA 14)**

The Strathroy-Caradoc Official Plan Amendment 14 as approved by Municipal Council (7<sup>th</sup> November 2022) and awaiting final Middlesex County Council approval, designates the development area as “Commercial”, per Draft Schedule B-1 Strathroy Land Use Plan (see **Figure 16**).

This commercial designation is intended to accommodate commercial uses that cater to the patrons primarily arriving by automobile (3.3.2.1 SCOP 14) and are generally designed with large-scale surface parking areas. The proposed Apartment Building use is not a permitted use within the Commercial designation of the Official Plan and as such, an Official Plan Amendment would be required.



**Figure 16.** Strathroy-Caradoc Official Plan Amendment 14, Draft Schedule ‘B-1’, Land Use Plan.

To facilitate the proposed development, the applicant would propose to amend the Schedule ‘B-1’ of the Official Plan to re-designate the development area from Commercial to Neighbourhoods. Conversion policies are provided by The Strathroy-Caradoc Official Plan (14) for converting commercial lands to a non-commercial designation (SCOP [14] 3.3.2.3). Currently the Strathroy-Caradoc Official Plan (14) sets out goals and objectives in relation to housing and encourages the provision of a wide variety of housing types to meet community needs, to encourage residential intensification where compatible with surrounding uses and infrastructure is available (SCOP [14] 2.5.1). The proposed development would provide choice and diversity in housing options and helps achieve the goals set out by the Strathroy-Caradoc Official Plan.

Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
<p><b>1.3 Goals and Objectives</b></p> <p>e) To direct the majority of future growth and development to the designated urban settlement areas of Strathroy and Mount Brydges;</p> <p>i) To provide a diverse and affordable range of housing opportunities;</p>	<p>Development is proposed within the existing settlement area of Strathroy.</p>
<p><b>1.5 Growth Management Strategy</b></p>	

Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
<p>Strathroy, being by far the largest settlement area in the Municipality, is the logical and practical focus of growth and development in the Municipality given its supply of undeveloped land designated on full municipal services or capable of being serviced. Under the County of Middlesex Official Plan, in the hierarchy of ‘settlement areas’ Strathroy qualifies as an ‘urban settlement area’ having the demonstrated potential to accommodate the majority of the Municipality’s future growth.</p> <p>Under the County of Middlesex Official Plan, Strathroy, Mount Brydges and Melbourne are the only areas in the Municipality of Strathroy-Caradoc designated as settlement areas. Settlement areas are defined in the County Official Plan as being areas where development is concentrated and contiguous and which have the potential to accommodate additional development. Under the Provincial Policy Statement, settlement areas are intended to be the focus of growth and their vitality and regeneration promoted.</p>	<p>Development is proposed within the existing settlement area of Strathroy.</p>
<p><b>1.5.1 General Settlement Area Policies</b></p> <p>a) Growth shall generally be directed to Strathroy and Mount Brydges as urban settlement areas.</p>	<p>Development is proposed within the existing settlement area of Strathroy.</p>
<p><b>2.1.2.6 Private Roads</b></p> <p>Private streets are streets that are not owned or maintained by the Municipality, and that service two or more properties. In contrast, a driveway provides access to only one property or legally conveyable lot, despite the length of the access. The following policies shall apply to private streets:</p> <p>a) Development on private streets and the creation of new private streets shall only occur as roads internal to a development of two or more properties;</p> <p>b) New private streets shall be directly connected to a public street or have legal access (i.e., easement) granted over an existing private street;</p> <p>c) New private streets should have a sidewalk on one side of the private street connecting to the public street; and</p> <p>d) Maintenance associated with such private streets is the responsibility of the condominium corporation or other private entity.</p>	<p>The proposed development includes internal roads that are to be shared with existing and future commercial uses. These internal roads ultimately connect with Saxton Road, Carroll Street East, and Adelaide Road. Pedestrian walkways are designed connecting the proposed residential buildings with the existing and future commercial areas and connect to the existing municipal sidewalk networks. Maintenance of the internal roads is to be coordinated by all applicable owners and corporations as required.</p>
<p><b>2.2 Servicing and Infrastructure Policies</b></p> <p>a) Municipal water and wastewater services are the preferred form of servicing for Urban Areas and full municipal services shall be provided for the Urban Areas of Strathroy and Mount Brydges. Intensification and redevelopment shall be promoted wherever feasible and available to optimize the use of the services.</p> <p>b) Development within Strathroy and Mount Brydges may only proceed provided that adequate municipal infrastructure (water supply, wastewater,</p>	<p>Adequate municipal infrastructure is available for the proposed development. Water and wastewater servicing will be extended (with detailed design to follow at Site Plan stage) and stormwater infiltration trenches, underground storage, inlet control devices, and appropriately sized orifice may be proposed as required to infiltrate/store and control post development flows. Municipal stormwater services are planned to be provided to the subject site by the end of 2024.</p>

Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
stormwater, roads, and active transportation infrastructure) are available.	
<p><b>2.2.2 Stormwater Management</b> The Municipality recognizes that rainwater and snowmelt are valuable natural resources. Within an urban environment, the runoff from rain and melting snow is referred to as stormwater. Proper management of stormwater is important for protection of life and property, surface and ground water quality and quantity, the ecological health of natural areas and habitats, and the integrity of municipal infrastructure. The effects and impact of stormwater management, including quantity and quality control and low impact development features, form an integral and important part of development, redevelopment and public works. As such, stormwater management should be an important part of any planning and development application.</p>	Municipal stormwater services are planned to be provided to the subject site by the end of 2024.
<p><b>2.2.2.1 Storm Sewers</b> Storm sewer systems shall include stormwater management facilities and/or measures for both water quality and quantity in accordance with accepted practices.</p>	Infiltration trenches, underground storage, inlet control devices, and appropriately sized orifice may be proposed as required to infiltrate/store and control post development flows. Municipal stormwater services are planned to be provided to the subject site by the end of 2024.
<p><b>2.2.2.2 Stormwater Management Plans</b> Stormwater Management Plans shall be prepared for undeveloped areas prior to development to effectively control stormwater runoff and address best management practices and the impacts of climate change.</p>	Stormwater design will be completed as part of the Site Plan process. Municipal stormwater services are planned to be provided to the subject site by the end of 2024.
<p><b>2.2.3.2 Municipal Wastewater System</b> a) All development within the urban settlement areas of Strathroy and Mount Brydges shall be connected to and serviced by the municipal wastewater system, except in limited circumstances where partial services are permitted in accordance with Section 2.2.1.5.</p>	Connections to the municipal sanitary services are proposed.
<p><b>2.2.3.3 Municipal Water Supply System</b> a) All development within the settlement areas of Strathroy, Mount Brydges, and Melbourne shall be connected to and serviced by the municipal water supply system.</p>	Connections to the municipal water services are proposed.
<p><b>2.3 Complete &amp; Healthy Communities Policies</b> A complete and healthy community is one that meets people's needs for daily living throughout their lifetime by providing convenient access to a mix of jobs, services, housing, food, public service facilities, open space, and transportation choices. Complete communities are designed as accessible, denser and walkable places, where most amenities are in close proximity. They provide for a full range of uses including local community centres, schools, places of worship, greenspaces and other uses to increase greater human interaction and create a sense of community.</p>	The proposed residential buildings are in proximity with existing commercial amenities including food, services, and home improvement. An emphasis on multiple pedestrian connections and large outdoor amenity areas emphasizes the desire for healthy and active lifestyles and creating social environments for a sense of community.
<b>2.3.9.1 Goals and Objectives</b>	



Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
<ul style="list-style-type: none"> <li>a) To maintain and strengthen the distinct identity and character of settlement areas;</li> <li>b) To encourage well planned, sustainable, compact development and the full utilization of urban lands;</li> </ul>	<p>The proposed development would strengthen the character of Strathroy and create a new community focal point. The development is compact and utilizes existing urban lands with municipal servicing.</p>
<p><b>2.3.9.3 Urban Design Principles</b></p> <p>The following principles shall be applied to strengthen and maintain the role, character and function of settlements:</p> <ul style="list-style-type: none"> <li>b) A high standard of design, quality, and maintenance shall be encouraged, with particular consideration along corridors/gateways leading into settlement areas and into the downtown core of Strathroy and village core of Mount Brydges;</li> <li>d) Infill development and intensification in existing neighbourhoods is encouraged and its design shall complement existing neighbouring buildings and streetscape;</li> <li>f) Adequate outdoor and/or indoor amenity areas for multi-unit residential developments shall be provided;</li> </ul>	<p>The buildings have been designed with high standards in mind. The apartment buildings will be completed with high quality products and emphasis on the pedestrian experiences have been considered. An exciting streetscape is provided by creating spaces people want to be in, using a variety of landscaping, social areas, and municipal and private walkways. The proposed building has been designed to compliment both the existing and future commercial and residential uses. An abundance of outdoor amenity areas are provided through this development. A large park style central outdoor amenity space and roof top amenity areas with structured social and play areas are provided.</p>
<p><b>2.3.9.7 High-Rise Development</b></p> <p>Where permitted by this Plan, High-rise development shall be considered based on the following criteria:</p> <ul style="list-style-type: none"> <li>a) The density, height, and character of the development will be compatible with adjacent uses, by: <ul style="list-style-type: none"> <li>i. Having regard for the height and massing of the adjacent buildings;</li> <li>iii. Utilizing site design to minimize the shadow effect on surrounding buildings and open spaces and the adverse effects of winter winds while maximizing exposure for solar gain, where appropriate;</li> <li>iv. Providing sufficient setbacks and adequate space for tree planting and other landscaping; and</li> <li>v. Being oriented to maximize privacy and daylight conditions for occupants;</li> </ul> </li> <li>c) High-rise development shall be directed on lands that have access onto an arterial or collector road;</li> <li>d) High-rise development will have regard for the provision of a high-quality public realm at street level and the screening of rooftop utility equipment;</li> <li>e) High-rise development will be located and organized to fit its existing and planned context. It will support and frame the public realm to enhance livability through improved visual interest, safety, comfort and user experience;</li> <li>f) Sufficient parking shall be required for residents and visitors, and will be required to be integrated underground where possible or located behind or at the side of the new building to reduce the visual impact of parking areas from the public realm;</li> <li>g) On-site recreational facilities or amenities such as private open space or playground equipment shall be required;</li> <li>h) High-rise development shall have direct access to active transportation facilities, including sidewalks</li> </ul>	<p>The proposed high-rise development has regard for the adjacent uses, using large setbacks with tree planting and other landscaping; is oriented to maximize privacy and daylight conditions for occupants and neighbours. Direct access is provided to Saxton Road and works to create a high-quality public realm at street level, through landscaping and architectural features are proposed. Parking is provided for both residents and visitors to the residential development. While parking is deficient to the current zoning standards by approximately 24 spaces, as discussed in the supporting TIS, a review of other municipal parking standards has determined that the average apartment use parking requirements are 1 space per unit. As the proposal provides 1.2 spaces per unit, the TIS has found that the proposed parking supply will be adequate to accommodate the proposed apartment buildings.</p> <p>Large on-site amenity spaces are provided with a central park like landscaped area, and rooftop amenities with programmed recreational and social amenities. Secure bicycle storage is provided in both buildings and many internal walkways are provided allowing for a large range of pedestrian pathways and experiences.</p> <p>The Site Plan process will be required to complete the proposed development beyond the OPA &amp; ZBA Application.</p>

Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
<p>and trails, and will provide secure bicycle parking spaces for residents; and</p> <p>i) High-rise development shall be subject to site plan control.</p>	
<p><b>2.5.1 Goals and Objectives</b></p> <p>Strathroy-Caradoc will be an inclusive, safe and attractive community with a diverse range of housing options, including affordable housing, which meets the growing needs of its current and future residents. To achieve this vision for housing, the Municipality will:</p> <p>a) Encourage the provision of the full range and mix of housing types and tenures, including attainable and affordable housing, to meet community needs throughout the Municipality;</p> <p>b) Achieve a greater density of residential development in designated settlements than in the past;</p> <p>c) Encourage residential intensification and redevelopment in areas where amenities and infrastructure are available;</p>	<p>The proposal supports the Municipal goal and objectives of creating an inclusive, safe, and attractive community to meet the needs of its current and future residents. Proposed apartment units contribute to a mix of housing types and tenures, there will be an increase in residential density, and is an infill development on lands near existing amenities, will provide new amenities, and has available infrastructure.</p>
<p><b>2.5.2 Housing Stock</b></p> <p>The Municipality shall provide for a range of housing types, tenures, and densities to meet projected requirements of current and future residents by:</p> <p>a) Permitting and facilitating all forms of housing required to meet the social, health and well-being needs of current and future residents, including affordable, accessible and special needs housing;</p> <p>b) Supporting all forms of residential intensification, including additional residential units, and redevelopment, with an emphasis on under-utilized sites, Mixed-Use Corridors and Downtown Strathroy;</p> <p>c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) Promoting new housing at densities which efficiently use land, resources, infrastructure and public service facilities, and which support the use of active transportation in areas where it exists or is to be developed and future transit services;</p> <p>e) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate a compact built form, while maintaining appropriate levels of public health and safety;</p>	<p>The proposal is adding a housing type and tenure that is not common within Strathroy to provide a variety of housing types. As the population of Strathroy ages, providing a variety of housing options is a priority as identified in the comprehensive review. The Residential Lands Needs Study has determined that Strathroy requires an additional 49 hectares of land for residential development to meet future housing needs.</p>
<p><b>2.5.4 Residential Land Inventory</b></p> <p>a) The Municipality acknowledges the need to ensure the provision of an adequate supply and variety of housing, including affordable housing, with different forms, tenures and cost. In an effort to provide housing opportunities, the Municipality will strive to maintain a supply of land through residential intensification, redevelopment, and, as necessary,</p>	<p>This application supports an intensification providing additional residential lands (with a need for 49 hectares of new residential lands identified by the Residential Land Needs Study) and provides a housing type that is not common within Strathroy.</p>

Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
lands designated and available for residential development.	
<p><b>2.5.5 Minimum Density</b> To reduce the cost of infrastructure, to increase land utilization and to minimize the need for the urbanization of agricultural land, a minimum density of dwelling units may be established for undeveloped or underutilized land designated for residential purposes.</p>	<p>The proposed density is 89 units per hectare, which is within the target range for high-density developments within Strathroy.</p>
<p><b>2.5.6 Intensification</b> Residential intensification shall be encouraged in settlement areas where it is complementary to the nature, scale, design and general character of neighbouring development, and where municipal services and facilities are capable of accommodating the development. The Municipality shall have regard to intensification targets established in the County of Middlesex Official Plan.</p>	<p>Proposed residential development of the subject site is within the existing settlement area, where municipal services can support the development. The design and locations of the buildings will be complimentary to the general character of the neighbouring development.</p>
<p><b>3.1 Our Vision for Strathroy</b> Strathroy is by far the largest settlement for both the Municipality of Strathroy-Caradoc and the County of Middlesex. Strathroy functions as an administrative, education, health and recreation centre. It offers a wide range of commercial goods and services and has a well-established and expanding industrial base. The provision of full municipal services enables Strathroy to readily accommodate future growth and development for the majority of the Municipality. It is well suited to accommodate the majority of the projected growth of the Municipality.</p> <p>Future residential development in Strathroy is planned for lands within the North Meadows Secondary Plan Area, west of Dominion Street in the west end of Strathroy, and east of Queen Street and south of Carroll Street in the south end of Strathroy. Infilling and redevelopment in existing neighbourhoods will be encouraged to reflect the needs of a growing community.</p> <p>The following goals and objectives shall guide the planning, development, redevelopment and improvement of the 'Settlement Area of Strathroy':</p> <ul style="list-style-type: none"> <li>a) To accommodate the majority of population growth and the majority of residential and employment development in the Municipality;</li> <li>b) To ensure development and redevelopment in Strathroy does not have a detrimental effect on the ability of the Municipality to provide the necessary infrastructure to accommodate it;</li> <li>c) To maintain at all times an adequate supply of housing in terms of dwelling types, tenure and affordability;</li> </ul>	<p>Development is proposed within the existing settlement area of Strathroy. The subject site is located within undeveloped lands south of Carroll Street, with both developed and undeveloped lands adjacent. Detailed design has not yet been completed, however existing municipal services exist that would support the proposed development and no detrimental effects are reasonably expected because of the proposed residential development.</p>
<p><b>3.3.2.3 Criteria for Conversion</b></p>	



Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
<p>The conversion of lands within the 'Commercial' designation to a non-commercial designation may be permitted by way of an amendment to the Official Plan provided that:</p> <ul style="list-style-type: none"> <li>a) The conversion would not undermine the commercial structure identified in the Regional Commercial Systems Study (2021), or as updated, and the broader urban structure;</li> <li>b) The introduction of residential uses is required to meet the Municipality's population and housing growth targets;</li> <li>c) Any proposed new residential or other sensitive land use does not impede development on adjacent properties;</li> <li>d) The compatibility of the proposed residential or other sensitive land use to adjacent Urban Employment Areas can be addressed; and</li> <li>e) The subject site offers limited opportunity for commercial uses based on site characteristics (e.g., site configuration and size and access).</li> </ul>	<p>The proposed conversion of commercial lands to residential would provide area towards the required 49 hectares of land needed to meet the residential lands needs study. The proposed development will not impede development on the adjacent properties and will be compatible with adjacent land uses. Finally, as there is a surplus of commercial lands within Strathroy, the subject site has a limited opportunity for commercial uses.</p>
<p><b>3.3.5 Neighbourhoods</b>  Areas designated for continued and future residential purposes represent, in size, the largest designation in Strathroy and Mount Brydges. The 'Neighbourhoods' designation is expected to continue to accommodate attractive neighbourhoods and foster the creation of complete communities which provide for neighbourhood facilities and services such as elementary schools, parks, places of worship and local neighbourhood-oriented commercial uses which are integral to and supportive of a residential environment.</p>	<p>The proposal would re-designate the subject site to a neighbourhoods designation to complement the future residential purposed of the Strathroy settlement area, with development of an attractive neighbourhood.</p>
<p><b>3.3.5.1 Primary Permitted Uses</b>  Lands designated 'Neighbourhoods' on Schedule 'B-1' and 'B-2' shall be predominantly used for residential purposes including a range of housing types and densities from single unit dwellings to multi-unit buildings. A range of dwelling types is encouraged to meet the diverse needs and preferences of existing and future residents as well as providing opportunities for more affordable housing. The Zoning By-law shall establish a number of zones and regulations for the various housing types. The permitted uses in areas designated 'Neighbourhoods' include:</p> <ul style="list-style-type: none"> <li>c) High-Rise Residential – multi-unit and apartment dwellings, subject to criteria;</li> </ul>	<p>A neighbourhoods designation would permit the proposed high-rise residential multi-unit apartment buildings.</p>
<p><b>3.3.5.3 Density Targets</b>  a) Net density is defined as the number of residential dwelling units divided by the area of the residential development (including local streets); however, it does not include the area associated with adjacent Collector or Arterial Streets, parkland, stormwater management facilities, or other infrastructure and public service facilities. The Municipality has set</p>	<p>The proposed 89 units per hectare density is within the high-rise residential net density targets.</p>

Municipality of Strathroy-Caradoc OP (OP14) Policy	Response
<p>targets ranges for the net density of new development.</p> <p>iii. High-Rise Residential – 76-150 units per hectare</p> <p>b) A minimum of 45% of new residential units within Strathroy and 20% of new residential units within Mount Brydges, excluding additional residential units, will be planned as medium- and/or high-rise residential units on all sites containing two hectares or greater of developable land.</p>	
<p><b>7.2.1 When Considered</b></p> <p>Amendments to the Plan shall be considered in response to changing circumstances within or affecting the Municipality; changes in policy, legislation and guidelines of other levels of government which may have a bearing on existing uses or the future development of the Municipality and in response to specific applications by landowners and developers.</p>	<p>The proposed official plan amendment addresses changing residential and commercial circumstances in Strathroy. An abundance of commercial land and a need for additional residential lands and types, requires strategies for the long-term stability of Strathroy-Caradoc.</p>
<p><b>7.4.3.1 Reports/Studies to Address Planning Matters</b></p> <p>The submission of reports and studies related to local and provincial planning matters prepared by a Registered Professional Planner, or equivalent qualified professional, is to ensure that a proposed development and/or change in land use is consistent with Municipal policies and the Provincial Policy Statement and provides an integrated approach to land-use planning. The required reports/studies are to specifically address how a proposed development and/or a change in land use is consistent with the Provincial Policy Statement.</p> <p>The reports/studies must also demonstrate that the proposed development and/or a change in land use is consistent with Official Plan policies, including Minimum Distance Separation (MDS) where applicable. Where applicable, the reports/studies will also address consistency with an Area Plan and/or Guideline Documents that have been adopted by Municipal Council.</p> <p>The reports/studies must also include a summary of the findings and recommendations of all other reports submitted in support of a complete application. The application will be considered incomplete until such time as this requirement has been satisfied.</p>	<p>This Planning Justification discusses how the application is consistent with Municipal policies and Provincial Policy Statement. Supplemental reports and studies have been included in support of the application and have been summarized within this report.</p>

It is of the opinion of the writer that the proposed development would support the vision for high-density residential development within the policy context of the Strathroy-Caradoc Official Plan OP14. The proposed residential intensification provides an addition of uncommon housing type, would utilize municipal services, and focuses on creating a sense of community. Thus, the proposed development represents good land use planning.

## **6.5. GROWTH MANAGEMENT STUDIES**

In 2021, the Municipality of Strathroy-Caradoc retained Watson & Associates Economists Ltd. to conduct growth management studies and assessments of residential, employment, and commercial uses, as part of the Municipality's Official Plan comprehensive review through to 2046 (a 25-year planning horizon).

Below is a summary of the independent studies and assessments and the comprehensive review document.

### **6.5.1. Residential Lands Needs Assessment**

Watson and Associates Economists Ltd. completed a Residential Lands Needs Assessment (R.L.N.A.) dated March 8th, 2023. Below is a summary of the influencing factors, projections, opportunities, and conclusions.

#### **Influencing Factors:**

- The long-term economic and housing outlook for the Municipality of Strathroy-Caradoc, remains positive as the region continues to be attractive to international investment and new residents alike.
- From 2016 to 2021 the population base of Strathroy-Caradoc increased by approximately 2.7% per year, notably higher than the previous 15-year period and higher than the growth rate of 1.1% annually for the province of Ontario.
- The housing base has historically been dominated by low-density units.

#### **Projections:**

- Strathroy-Caradoc is anticipated to accommodate a growing share of young adults and new families seeking competitively priced home ownership and rental opportunities.
- Future housing demand generated by the 65+ age group is anticipated to remain strong over the next decade. This will generate an increasing need to accommodate a growing number of seniors in housing forms that offer a variety of services.
- By 2046, the Municipality is forecast to grow to approximately 35,360, an increase of approximately 10,660 between 2021 and 2046.

#### **Opportunities:**

- 71% of the housing supply potential is within the Strathroy Urban Settlement Area.
- Housing supply on vacant lands includes 800 apartments and stacked townhouse units.
- Residential Intensification. Efforts to facilitate housing needs over the next 25 years and beyond, should include residential intensification. The development of vacant/underutilized lots within previously developed areas is defined as intensification in the 2020 PPS.
- Aging population in the Municipality and surrounding areas, places demand for additional forms of high-density housing and seniors' housing to be located within proximity to urban amenities.
- Environments that integrate residential and commercial uses with other community uses and public open spaces represent opportunities to attract younger working-age residents and, to a lesser extent empty nesters, seniors and families, over traditional suburban environments.
- In total the Municipality has identified the potential to accommodate approximately 830 units through intensification in the Urban Settlement Areas on lands designated both Residential and Commercial.

#### **Conclusions:**

- The Municipality has experienced a significant increase in population and housing growth. The annual population growth for the Urban Settlement Area of Strathroy is anticipated to be higher at 1.5% over the next 25 years.
- The long-term housing demand forecast considers the need to plan for a diverse range of housing options to respond to anticipated demographic trends and provincial policy requirements recognizing a need to consider a shift in accommodating higher density units.
- Over the long-term horizon, the Municipality has a shortfall of housing potential to accommodate units within a 15-year time frame in the Strathroy Urban Settlement Area.
- Additional need for designated urban residential land of 110 total hectares (49 hectares to accommodate new housing and 60 hectares for infrastructure) is required to accommodate the shortfall of housing within the Urban Settlement Areas.

**Response:** As identified, there is a shortfall of residential lands within the Strathroy settlement area. The findings and recommendations as proposed by the Residential Lands Needs Assessment emphasize the intensification and redesignation policies of the Official Plan. The proposed development (of existing commercial lands) would provide 160 units of a housing type that is less common within the community. This helps to address the requirement of 830 units and creating a diverse range of housing options. The proposed high-density housing is near amenities as recommended by the assessment, and while the development area is approximately 1.8 hectares in size, the proposed high-density development would have a greater impact of reducing the required land for both housing and supporting infrastructure.

#### **6.5.2. Regional Commercial Systems Study**

A Regional Commercial Systems Study (R.C.S.) by Watson & Associates Economists Ltd. dated January 2022 has been completed and is summarized below.

#### **Emerging Trends in the Retail Sector:**

- Other than office-based sectors (examples: health care & social assistance) all sectors have experienced a decline in labour force due in part to COVID-19.
- E-commerce sales have increased significantly due to COVID-19 but are expected to drop.
- Serviced based retailers are driving the intensification of retail plazas.

#### **Strathroy-Caradoc Retail Market Profile:**

- A comprehensive commercial space inventory of Strathroy and Mount Brydges Urban Settlement Areas was completed.
- Strathroy contains 84% of the total commercial base of the municipality.
- The Adelaide-Carroll Street commercial area represents the 2nd largest retail area of 34,700m<sup>2</sup> gross leasable area and a vacancy rate of 5%.

#### **Commercial Land Supply and Intensification Opportunities:**

- There are approximately 112 ha of lands designated for commercial uses, of which an estimated 33 ha are vacant.

#### **Retail Commercial G.F.A. Demand Forecast, 2021 to 2046**



- Approximately 25% of the Municipality's commercial employment growth is anticipated to be accommodated in Employment Areas, as summarized in the Municipality of Strathroy-Caradoc Employment Land Study, 2021.
- Strathroy is anticipated to slightly decrease its commercial space per capita ratio.

#### **Commercial Land Needs Analysis 2021 to 2046:**

- The average commercial land employment density on commercial lands in the Urban Settlement Areas of Strathroy-Caradoc is 47 jobs per net hectare.
- There is a surplus of approximately 16 hectares of designated commercial lands in Strathroy.

#### **Commercial Land Conversion Evaluation Considerations and Principles:**

- The conversion would not undermine the commercial structure and the broader urban structure;
- The site offers limited opportunity for commercial uses based on site characteristics (e.g., site configuration and size and access); and
- If applicable, the commercial site acts as an important transition between Employment Areas and residential uses.

**Response:** As there is a surplus of 16 hectares of commercial lands in Strathroy, the proposed redesignation of the Subject Site from Commercial to Residential uses would utilize the vacant land while not have an adverse impact on the commercial retail market within Strathroy. A reduction in vacant commercial lands of 1.8 hectares would be achieved. The potential of 85 jobs would be lost with the redesignation of the development area, however with the increase in live/work lifestyles, the proposed residential development would reasonably provide for home occupation jobs. The proposed development and supplemental redesignation of the development area would contribute to meeting the long-term needs of residential growth within Strathroy-Caradoc.

### **6.6. MUNICIPALITY OF STRATHROY-CARADOC OFFICIAL PLAN COMPREHENSIVE REVIEW**

The municipality of Strathroy-Caradoc is currently undergoing a comprehensive review of the Official Plan, completing Stage 1 and Stage 2 reports dated March 2023 and November 2023, respectively.

#### **6.6.1. Stage 1 Evaluation Matrix – Background & Evaluation Criteria**

- Stage 1 review determined that there is an overall shortfall of lands needed for Residential and Employment uses within the Municipality over the 25-year study period.
- In response to the land needs, evaluation criteria are recommended for settlement area boundary expansions to provide the required lands.
- Extensive review and a stage 2 report are recommended for settlement area expansion.

**RESPONSE:** While a variety of sites were identified for evaluation for the purpose of boundary expansion, no infill or intensification policies are explored or suggested. The proposed development would not require expansion to the existing settlement boundary and should be considered an advantage and preferred option to address the residential land needs.

## **6.6.2. Draft Approach to Accommodating Growth (Stage 2 Evaluation Matrix)**

The Stage 2 Evaluation Matrix is recommending that the Municipality of Strathroy-Caradoc complete a boundary expansion of 132 hectares and 6 hectares of infill development to provide the 138 total hectares identified by the 2022 Residential Lands Needs Assessment and the 2021 Employment Lands Study.

Within the context of the Comprehensive Review, no additional commercial lands would be required in Strathroy and that portions of surplus commercial lands may be re-designated to permit other uses (e.g., residential) to meet the Municipalities overall land need.

To accommodate the land needs, an approach including both an urban area expansion and infill opportunities should be explored. The report identifies two areas within Strathroy that may be suitable for infill to allow for residential growth. The re-designation of these lands is anticipated to occur through privately initiated applications. Timelines are unknown for these applications.

**RESPONSE:** While 6 hectares of infill development and two potential sites have been identified, combined the two proposed sites only represent a portion of the required residential lands needed, and an increase to the settlement area boundary is still required. The proposed development area is not within these identified areas and would therefore provide an additional 1.8 hectares of residential lands and 160 apartment units towards the residential housing stock. This additional area reduces of the amount of urban settlement area expansion and the associated servicing upgrades that would be required within the planning horizon.

## **7. STRATHROY-CARADOC ZONING BYLAW**

### **7.1. ZONING BY-LAW OF THE MUNICIPALITY OF STRATHROY-CARADOC BY-LAW NO. 43-08**

The subject site is presently dual-zoned Highway Commercial Zone (C2 and C2-13) within the Strathroy-Caradoc Zoning By-Law 43-08 (see **Figure 17**). This zoning allows for a wide variety of commercial uses. Within this zone, apartment dwellings are permitted however, Section 11.4 (2) specifies that a building may contain one or more dwellings units, but only in combination with a permitted commercial use, and shall not be located on the ground-floor. Therefore, the proposed residential development will require a Zoning By-law Amendment.

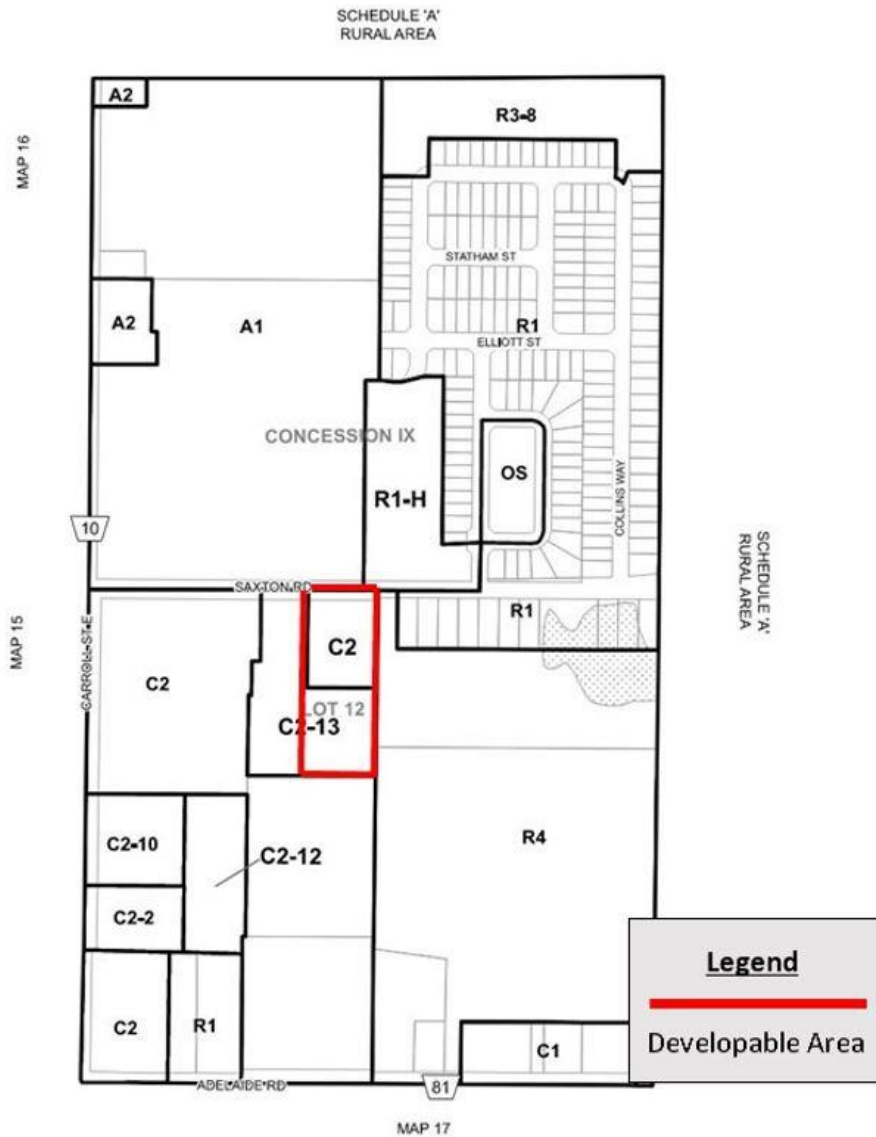


Figure 17. Zoning By-law No. 43-08, Schedule 'B' - Map #18

## 8. PROPOSED AMENDMENTS

### 8.1. REQUESTED AMENDMENT TO THE S-C OFFICIAL PLAN

The purpose of the Official Plan Amendment is to re-designate the development area from 'Commercial' to 'Residential' to permit residential uses on the subject lands.

The subject lands are located within a fully serviced Settlement Area as defined by the Provincial Policy Statement and identified by the County of Middlesex Official Plan. Locally, the lands are located within the 'Commercial' designation of the Strathroy-Caradoc Official Plan. The lands are located within the 'Highway Commercial (C2 & C2-13) Zones' of the Strathroy-Caradoc Zoning By-law.

The Provincial Policy Statement, the County of Middlesex Official Plan and the Strathroy-Caradoc Official Plan all support comprehensive and coordinated development of lands within fully serviced settlement areas. To this end, the Strathroy-Caradoc Official Plan identifies areas within Strathroy with designations ranging from residential to industrial to community

facilities thus ensuring that the needs of the entire community have been accommodated. The 'Commercial' designation on these lands was appropriate when they were intended to be a part of the larger commercial node between Adelaide and Saxton Roads, south of Carroll Street East. The municipality commissioned reports as part of the Comprehensive Review. One titled, "2022 Residential Land Needs Assessment" by Watson and Associates confirms the need for more residential lands in the Strathroy settlement area. Another titled, "Regional Commercial Systems Study" also by Watson and Associates confirming there is a surplus of commercial lands in the Strathroy settlement area.

Strathroy is a settlement area within the Municipality that is planned to accommodate urban growth in Strathroy-Caradoc and permits a range of residential forms including medium and high-density development. New residential development should aim to provide for a variety of dwelling types to meet the varying needs of the current and future residents of the Municipality.

Medium to high density residential dwellings are contemplated for the long-term supply of housing within urban areas. The greater density developments are to be located on arterial and collector streets that can accommodate the traffic generated from the style of housing.

Based on the foregoing, this Amendment to the Official Plan would be consistent with the policies of the Provincial Policy Statement 2020, County of Middlesex Official Plan, and Municipality of Strathroy-Caradoc Official Plan.

A draft Official Plan Amendment is attached in **APPENDIX B** for review.



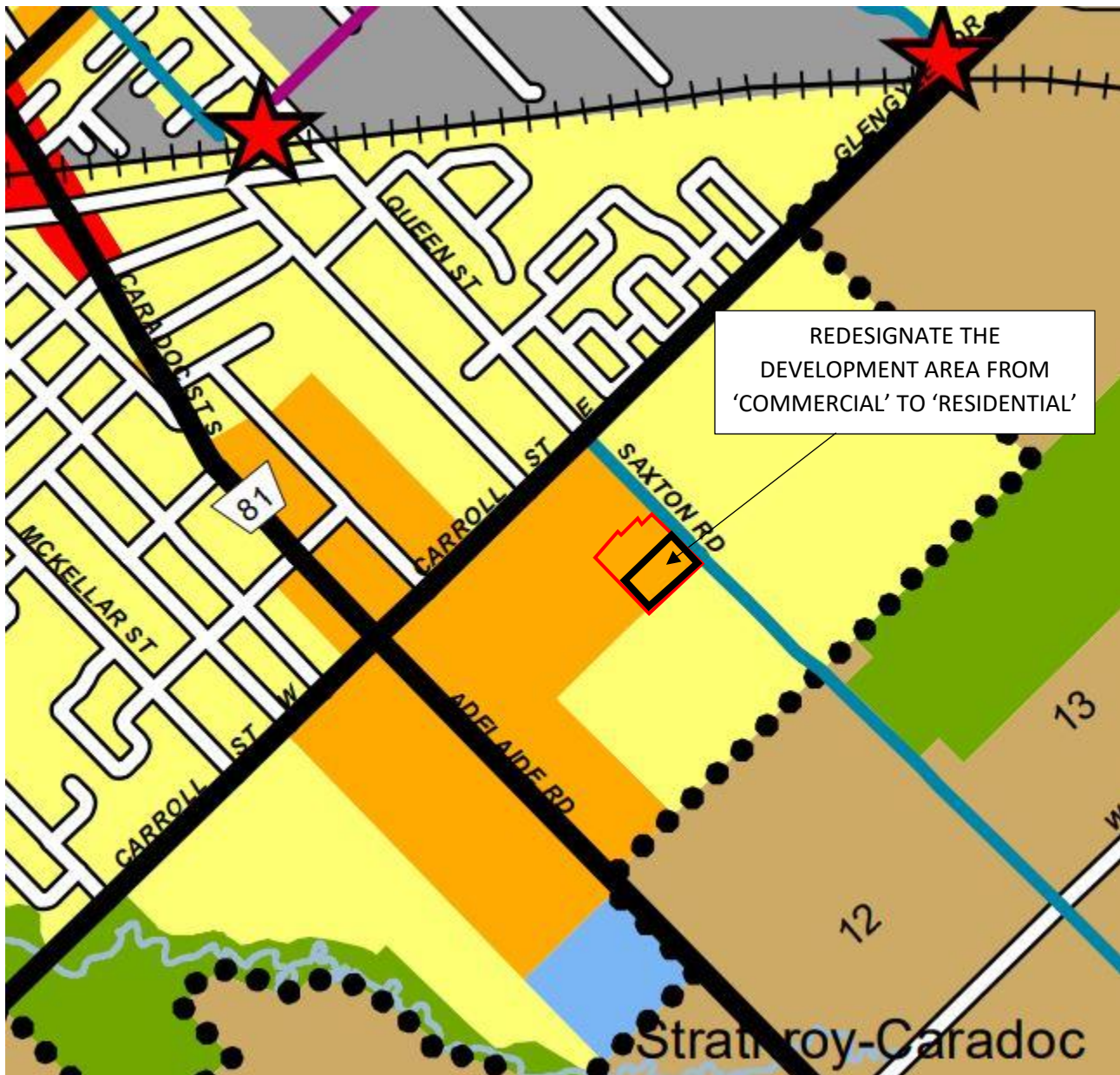


Figure 18. Proposed Amendment to Schedule 'A' of the Official Plan of the Municipality of Strathroy-Caradoc.

## 8.2. REQUESTED AMENDMENT TO THE S-C ZONING BYLAW

The purpose of the Highway Commercial (C2) Zone is to provide a wide range of commercial uses that are auto oriented and serve a large travelling public, while also serving the surrounding residential neighbourhoods and convenient pedestrian connectivity. Apartment dwellings are permitted within the Highway Commercial zone however, Section 11.4 (2) specifies that a building may contain one or more dwellings units, but only in combination with a permitted commercial use, and shall not be located on the ground-floor. Therefore, the proposed residential development will require a Zoning By-law Amendment. The applicant is requesting to rezone the development area Block 'C3' and 'D' individually from **Highway Commercial (C2-13 [Block 'C3'] & C2 [Block 'D'])** to **High Density Residential (R3-##)** with site specific special provisions (listed below). The purpose and intent of the R3 Zone is to provide for high density residential including apartment buildings that are greater than three storeys in height. Table 1 and Table 2 provide a comparative summary of the relevant regulations of the proposed Residential R3 Zone under section 7 and the regulations of the General Provisions under section 4.

Table 1. Block 'C3' Zoning Data Table – R3 Zone

Regulations	Required	Proposed	Complies (Y/N)
Minimum Lot Area (m <sup>2</sup> /du)	130	<b>114</b>	<b>N</b>
Minimum Lot Frontage (m)	30	86.2	Y
Minimum Front Yard Depth (m)	4.5	9.2	Y
Minimum Exterior Side Yard Width (m)	4.5	N/A	N/A
Minimum Interior Side Yard Width (m)	3	6.0 Apartment Building	Y
		<b>0.1 Accessory (North)</b>	<b>N</b>
		<b>1.9 Accessory (South)</b>	<b>N</b>
Minimum Rear Yard Setback (m)	15	68.0 Apartment Building 19.2 Accessory	Y
Maximum Lot Coverage (%)	N/A	N/A	N/A
Maximum Lot Coverage Accessory Building (m <sup>2</sup> /du)	10	<b>25.3</b>	<b>N</b>
Minimum Landscaped Open Space (%)	20	37.4	Y
Minimum Outdoor Common Amenity Area (m <sup>2</sup> /du)	20	33.2	Y
Maximum Parking Coverage (%)	25	<b>38.0</b>	<b>N</b>
Parking (Dwelling Apartment)	1.25 spaces / unit (100) Visitor: 0.15 spaces / unit (12)	<b>1.1 (88)</b>	<b>N</b>
		<b>0.8 (6)</b>	<b>N</b>
Yards where Parking is Permitted	All yards except front or exterior	Rear & Interior	Y
Maximum Building Height (m)	15	<b>27</b>	<b>N</b>
Maximum Accessory Building Height (m)	4.5	4.3	Y

Table 2. Block 'D' Zoning Data Table – R3 Zone

Regulations	Required	Proposed	Complies (Y/N)
Minimum Lot Area (m <sup>2</sup> /du)	130	<b>113</b>	<b>N</b>
Minimum Lot Frontage (m)	30	86.3	Y
Minimum Front Yard Depth (m)	4.5	4.7	Y
Minimum Exterior Side Yard Width (m)	4.5	N/A	N/A
Minimum Interior Side Yard Width (m)	3	6.1 Apartment Building	Y
		<b>0.1 Accessory (North)</b>	<b>N</b>
		<b>1.9 Accessory (South)</b>	<b>N</b>

Minimum Rear Yard Setback (m)	15	72.1 Apartment Building 23.5 Accessory	Y
Maximum Lot Coverage (%)	N/A	N/A	N/A
Maximum Lot Coverage Accessory Building (m <sup>2</sup> /du)	10	<b>25.3</b>	<b>N</b>
Minimum Landscaped Open Space (%)	20	36.9	Y
Minimum Outdoor Common Amenity Area (m <sup>2</sup> /du)	20	35.5	Y
Maximum Parking Coverage (%)	25	<b>38.3</b>	<b>N</b>
Parking (Dwelling Apartment)	1.25 spaces / unit (100)	<b>1.23 (98)</b>	<b>N</b>
	Visitor: 0.15 spaces / unit (12)	<b>0.1 (8)</b>	<b>N</b>
Yards where Parking is Permitted	All yards except front or exterior	Rear & Interior	Y
Maximum Building Height (m)	15	<b>27</b>	<b>N</b>
Maximum Accessory Building Height (m)	4.5	4.3	Y

The following site-specific special provisions are being requested:

### R3 Zone – 24605 Saxton Road (Block 'C3')

- A reduced Lot Area of 114m<sup>2</sup> per unit, whereas 130m<sup>2</sup> per unit are required;
- Front Lot Line definition: “To be measured along the western property boundary (shared private internal road);
- Rear Lot Line definition: “to be the shared zoning line as indicated on the Site Plan and amended zoning schedule”;
- A reduced north Side Yard Width of 0.1m and south Side Yard Width of 1.9m for Accessory buildings and structures, whereas 3.0m is the minimum required;
- An increased Accessory Structure coverage of 25.3 m<sup>2</sup> per unit, whereas 10.0 m<sup>2</sup> is the maximum permitted;
- An increased Parking Coverage of 38% whereas 25% is the maximum;
- Reduced Vehicle Parking rate of 1.1 spaces per unit (88 spaces) and visitor parking rate of 0.8 spaces per unit (6 spaces), whereas 1.25 spaces per unit (100 spaces) and visitor parking rate 0.15 spaces per unit (12 spaces) are required;
- An increased Building Height of 27m, whereas 15m is the maximum permitted.

### R3 Zone – 24605 Saxton Road (Block 'D')

- A reduced Lot Area of 113m<sup>2</sup> per unit, whereas 130m<sup>2</sup> per unit are required;
- Rear Lot Line definition: “to be the shared zoning line as indicated on the Site Plan and amended zoning schedule”;
- A reduced north Side Yard Width of 0.1m and south Side Yard Width of 1.9m for Accessory buildings and structures, whereas 3.0m is the minimum required;

- An increased Accessory Structure coverage of 25.3 m<sup>2</sup> per unit, whereas 10.0 m<sup>2</sup> is the maximum permitted;
- An increased Parking Coverage of 38.3% whereas 25% is the maximum;
- Reduced Vehicle Parking rate of 1.23 spaces per unit (98 spaces) and visitor parking rate of 0.1 spaces per unit (8 spaces), whereas 1.25 spaces per unit (100 spaces) and visitor parking rate 0.15 spaces per unit (12 spaces) are required;
- An increased Building Height of 27m, whereas 15m is the maximum permitted.

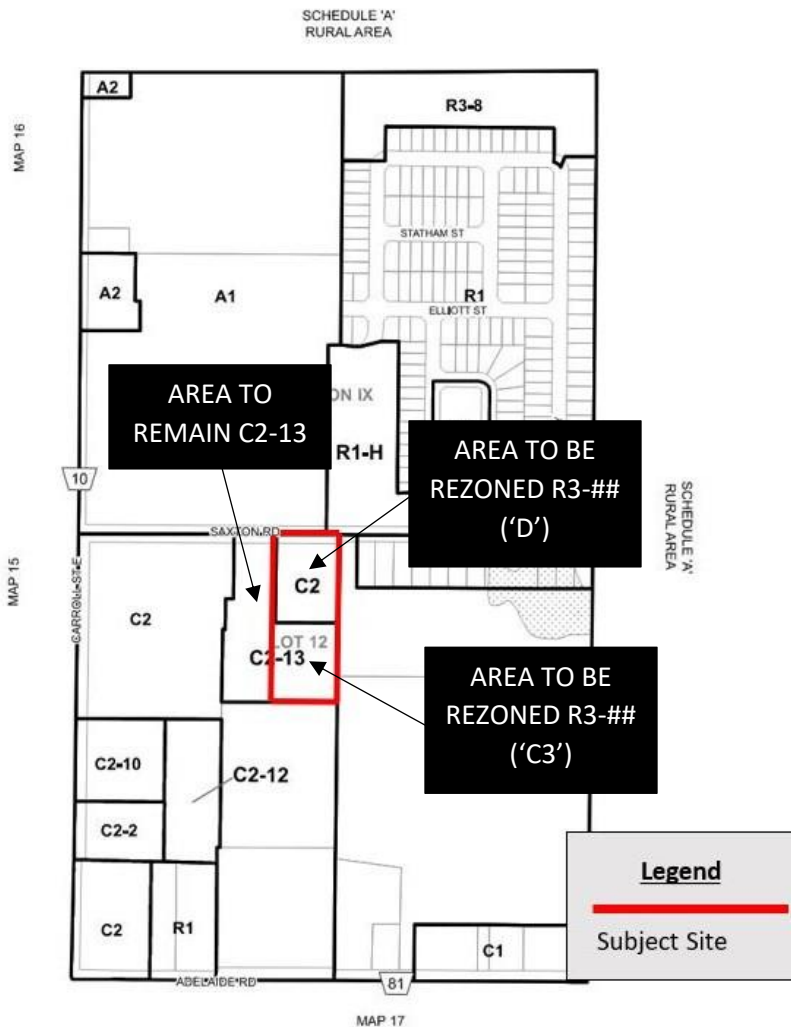


Figure 19. Proposed Amendment to Map 18 of the Zoning By-law 43-08.

A draft Zoning By-law Amendment is attached in **APPENDIX C** for review.

### 8.3. RATIONALE FOR SITE SPECIFIC PROVISIONS

#### Reduced Lot Area

The required lot area for apartment uses requires 130m<sup>2</sup> of area per unit. The intent of this requirement is to avoid large buildings on small lots, ensuring development is compatible with surrounding land uses and to provide sufficient space for



utilities, parking, and outdoor amenities. The proposed special provision seeks to reduce the minimum required lot area per unit from 130m<sup>2</sup> to 114m<sup>2</sup> on Block 'C3' and 113m<sup>2</sup> on Block 'D'.

As evident in this report, the proposed development is on a developable area of approximately 1.8 hectares and provides ample amenity area (a total of 33.2m<sup>2</sup> per unit on Block 'C3' & 35.5m<sup>2</sup> per unit on Block 'D', whereas 20.0m<sup>2</sup> per unit is required). Landscaped open space within the development area is proposed at 36.8% of the total developable area, whereas 20% is required. A sufficient amount of parking spaces are proposed (as supported by the submitted TIS).

It would be reasonable to expect that no negative impacts would be created as a result of the reduced lot area per unit as proposed on the development area.

### **Front & Rear Lot Line Definitions**

The requested special provision to define the front lot line of Block 'C3' as the western property boundary, and the rear lot line for both Blocks 'C3' & 'D' and the shared zoning line as shown on the Amended Zoning Schedule below, are required to address the unique site characteristics of the proposed development.

### **Yard requirements for Accessory Buildings and Structures**

Section 4.2.6 of the Zoning Bylaw pertains to Accessory Uses, which requires any accessory structures (not including several exemptions) to be consistent with the applicable Zone:

*"Any accessory building or structure shall comply with the zone requirements and all other provisions applicable to the zone in which such accessory building or structure is located..."*

In this case, the R3 Zone would require a minimum 3m setback for any building or structure from the Interior Lot Lines.

The applicant has expressed a desire for the proposed development to include a parking canopy that would protect surface parking spaces and the pedestrian walkway located at the rear of the building from the weather and sun exposure. The structure would consist of pillars supporting a peak roof canopy approximately 4.3m (14 ft) in height. There would be no walls enclosing the parking spaces. An example of the parking structure is provided in **Figure 20**.

Minimum setbacks for accessory buildings or structure are typically intended to maintain all footings, eaves and gutters completely on the subject property and to provide access without encroachment onto neighbouring properties. This request seeks a reduction from 3m to 0.1m from the north Interior Lot Line. Seeing as how the abutting lands are designated and planned for commercial development and currently owned by the applicant, this request does not create adverse impacts on the adjacent properties.



**Figure 20.** Render of the proposed parking canopy.

Additionally, a reduction from 3.0m to 1.9m along the southern Interior Lot Line is requested. Again, sufficient space remains to maintain all footings, eaves, and gutters completely on the development area. The remaining 1.9m remains sufficient to provide landscape plantings (trees and shrubs) and fencing as visual and noise barriers.

### **Accessory Structures floor Area**

The accessory structure maximum floor area per residential unit is intended to provide small storage sheds for the use of residents. This also aims to ensure that adequate landscape and amenity spaces are provided on site. An increase in accessory structure floor area per unit of 25.3m<sup>2</sup> is requested, whereas 10m<sup>2</sup> is required.

As indicated above, the proposed development continues to provide an abundance of space for landscaping and outdoor amenities. The proposed accessory structure would provide weather protection for resident vehicles, would provide an opportunity for residents to travel between their apartments and vehicles safely and comfortably, and finally allows the ability to capture a renewable energy source via rooftop solar panels.

### **Parking Coverage**

The intent of the parking coverage is to reduce the amount of impervious area on the lot (which aids with stormwater management) and would be more environmentally friendly. The requested parking coverages are 38% (Block 'C3') and 38.3% (Block 'D') whereas 25% is required.

The proposed development has a larger parking area coverage as multiple accesses are proposed (to Saxton Road, and the adjacent future commercial developments). Large loading, garbage collection, and layby areas are also proposed which make the site more efficient.

While the coverage is large, the site proposes a large central amenity area providing for natural infiltration. The proposed parking canopy allows for additional controlled rainwater collection, that would be directed to the appropriate stormwater services (as determined by further design in the site plan stage). Proposed solar panels on the parking canopy also provide a unique ability to capture a renewable energy source.

### **Reduced parking**

Currently the Strathroy-Caradoc Zoning By-law requires 1.25 parking spaces per unit for apartment dwellings in addition to visitor parking at a parking rate of 0.15 spaces per unit when a development exceeding 10 residential units (other than single detached dwellings) in one development. The special provision requests that Block 'C3' provide a parking rate of 1.1 spaces per unit (88 spaces) and visitor parking rate of 0.8 spaces per unit (6) spaces. Block 'D' would provide a parking rate of 1.23 spaces per unit (98 spaces) and a visitor parking rate of 0.1 spaces per unit (8 spaces).

A review of Zoning By-law parking requirements from other municipalities showed that other municipalities have lower requirements for an apartment use, commonly at or near 1 space per unit, which indicated that the proposed parking supply should be sufficient for the site.

A review of ITE Parking Generation Manual data also showed that the average parking demand rate for an apartment use would be below the proposed parking supply rate, further demonstrating the sufficiency of the proposed parking supply.

### **Building Height**

The general intent of establishing a maximum building height is to ensure development is compatible with surrounding land uses and to reduce the perceived impacts of shadowing and overlook onto adjacent properties. The proposed special provision seeks an increase to the maximum height from 15m to 27m.

The purpose of this increased building height is to improve the visual aesthetic of the building using architectural features; more specifically, the additional height would create a varied roofline using parapets to accentuate the corners and entrances of the building. Additionally, the increased height allows for a more compact residential development on vacant lands and using existing municipal services, directly addressing the residential shortfall.

The proposed increase in building height would not create any shadowing on the adjacent sensitive land uses (low density residential).

## **9. CONCLUSION**

In conclusion, it is the opinion of the writer that the requested Amendments to the Official Plan and Zoning Bylaw are appropriate for the subject site and represents good planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which promotes healthy, livable and safe communities by accommodating an appropriate infill development within an urban Settlement Area on full municipal services.
- The proposal conforms to the general intent of the Official Plan 2016-2036 and the Official Plan (OP14), which both include policies for intensification and residential development which recognize the need for more dense residential development providing a variety of housing options, in appropriate areas with municipal servicing.

- The proposed Zoning By-Law Amendment application would permit two 7-storey apartment buildings that would contribute to the need for new housing types and tenures in Strathroy and provide lands within the existing settlement area to be dedicated towards the required 49 hectares of residential lands required to meet the long-term residential needs of Strathroy.
- The proposed development is well suited for increased density given the location along a primary collector road and proximity to commercial retail and services; and
- The proposed development has been designed to be sensitive to the adjacent low density residential uses using larger building setbacks than required (for the apartment buildings), balcony design, and use of screening/landscaping as mitigation.
- Abundant and unique outdoor amenity spaces are provided to enhance the proposed development and will create a sense of place for prospective residents.

For the reasons noted above and throughout this report, it is recommended that the Municipality of Strathroy-Caradoc approve the proposed Official Plan Amendment and Zoning By-Law Amendment Applications.

Respectfully submitted,

**Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Jamie Robertson, CPT  
Planning Technician



**APPENDIX A: SITE PLAN**



**REFERENCE DOCUMENTS:**

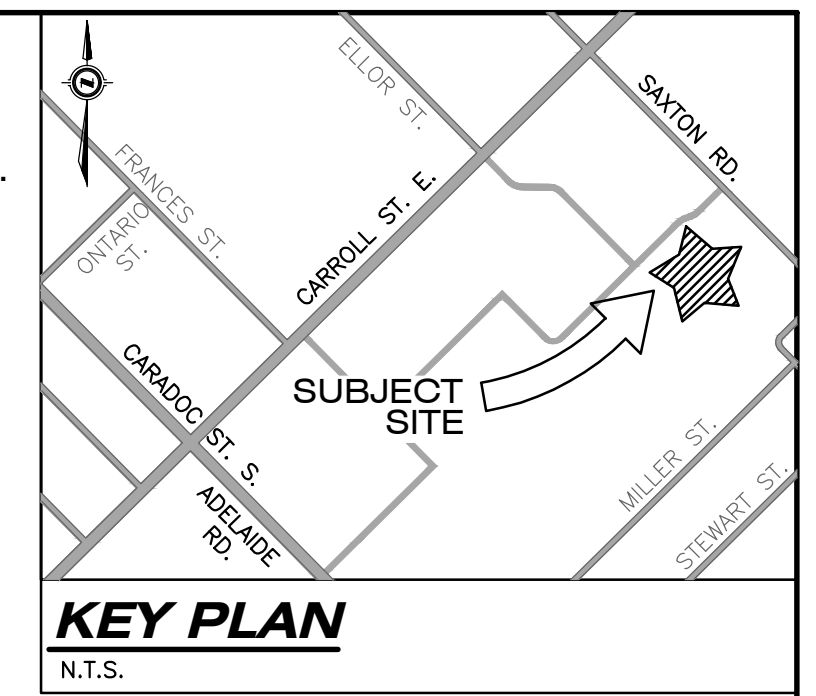
1. EXISTING LEGAL INFORMATION OBTAINED FROM SKETCH PROVIDED BY GIBSON SURVEYING INC., FILE No. 17-1136C, DATED FEBRUARY 14, 2017.

PARCELS, BUILDINGS AND EXISTING INFORMATION ARE APPROXIMATE AND FOR REFERENCE ONLY.

THE PLAN IS COMPILED AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.

**LEGAL INFORMATION**

PART OF  
LOT 23  
REGISTRAR'S COMPILED PLAN No. 370  
IN THE  
MUNICIPALITY OF  
STRATHROY-CARADOC  
COUNTY OF MIDDLESEX



**KEY PLAN**  
N.T.S.

**ZONING DATA CHART**  
**BLOCK 'C3'**

GROSS SITE AREA: 9,123.5 m <sup>2</sup>		PROPOSED UNIT COUNT 80	
BUILDING AREA: 1,575.8 m <sup>2</sup>		ASPHALT AREA: 3,458.8 m <sup>2</sup>	
PARKING STRUCTURE AREA: 2,027.2 m <sup>2</sup>		LANDSCAPED AREA: 3,413.1 m <sup>2</sup>	
ITEM	HIGH DENSITY RESIDENTIAL (R3-#)	REQUIRED	PROVIDED
1	LOT AREA (m <sup>2</sup> PER UNIT MIN)	130	114*
2	LOT FRONTAGE (m MIN)	30	86.2
3	FRONT YARD DEPTH (m MIN)	4.5	9.2
4	EXTERIOR SIDE YARD WIDTH (m MIN)	4.5	N/A
5	SIDE YARD WIDTH (m MIN)	3.0	MAIN 6.0 ACCESSORY NORTH 0.1* ACCESSORY SOUTH 1.9*
6	REAR YARD DEPTH (m MIN)	15.0	MAIN 68.0 ACCESSORY 19.2
7	LOT COVERAGE (% MAX)	N/A	N/A
8	ACCESSORY STRUCTURE COVERAGE MAXIMUM (10*80 = 800m <sup>2</sup> )	10m <sup>2</sup> PER UNIT	25.3m <sup>2</sup> (2,025.7m <sup>2</sup> )*
9	LANDSCAPED OPEN SPACE (% MIN)	20	37.4
10	OUTDOOR COMMON AMENITY AREA MINIMUM (20*80 = 1,600.0m <sup>2</sup> )	20m <sup>2</sup> PER UNIT	33.2m <sup>2</sup> (2,655.5m <sup>2</sup> )
11	PARKING COVERAGE (% MAX)	25	38.0*
12	YARDS WHERE PARKING IS PERMITTED	ALL YARDS EXCEPT FRONT OR EXTERIOR	REAR & INTERIOR
13	MAXIMUM HEIGHT (m MAX)	MAIN 15 ACCESSORY 4.5	MAIN 26.6* ACCESSORY 4.3

\*ZONING DEFICIENCY

**ZONING DATA CHART**  
**BLOCK 'D'**

GROSS SITE AREA: 9,090.6 m <sup>2</sup>		PROPOSED UNIT COUNT 80	
BUILDING AREA: 1,575.8 m <sup>2</sup>		ASPHALT AREA: 3,482.5 m <sup>2</sup>	
PARKING STRUCTURE AREA: 2,025.7 m <sup>2</sup>		LANDSCAPED AREA: 3,356.7 m <sup>2</sup>	
ITEM	HIGH DENSITY RESIDENTIAL (R3-#)	REQUIRED	PROVIDED
1	LOT AREA (m <sup>2</sup> PER UNIT MIN)	130	113*
2	LOT FRONTAGE (m MIN)	30	86.3
3	FRONT YARD DEPTH (m MIN)	4.5	4.7
4	EXTERIOR SIDE YARD WIDTH (m MIN)	4.5	N/A
5	SIDE YARD WIDTH (m MIN)	3.0	MAIN 6.1 ACCESSORY NORTH 0.1* ACCESSORY SOUTH 1.9*
6	REAR YARD DEPTH (m MIN)	15.0	MAIN 72.1 ACCESSORY 23.5
7	LOT COVERAGE (% MAX)	N/A	N/A
8	ACCESSORY STRUCTURE COVERAGE MAXIMUM (10*80 = 800m <sup>2</sup> )	10m <sup>2</sup> PER UNIT	25.3m <sup>2</sup> (2,025.7m <sup>2</sup> )*
9	LANDSCAPED OPEN SPACE (% MIN)	20	36.9
10	OUTDOOR COMMON AMENITY AREA MINIMUM (20*80 = 1,600.0m <sup>2</sup> )	20m <sup>2</sup> PER UNIT	35.5m <sup>2</sup> (2,845.2m <sup>2</sup> )
11	PARKING COVERAGE (% MAX)	25	38.3*
12	YARDS WHERE PARKING IS PERMITTED	ALL YARDS EXCEPT FRONT OR EXTERIOR	REAR & INTERIOR
13	MAXIMUM HEIGHT (m MAX)	MAIN 15 ACCESSORY 4.5	MAIN 26.6* ACCESSORY 4.3

\*ZONING DEFICIENCY

**PARKING REQUIREMENTS**

MINIMUM PARKING SPACE DIMENSIONS 2.6mX5.4m, TYPE A 3.4mX5.5m, TYPE B 2.4mX5.5m

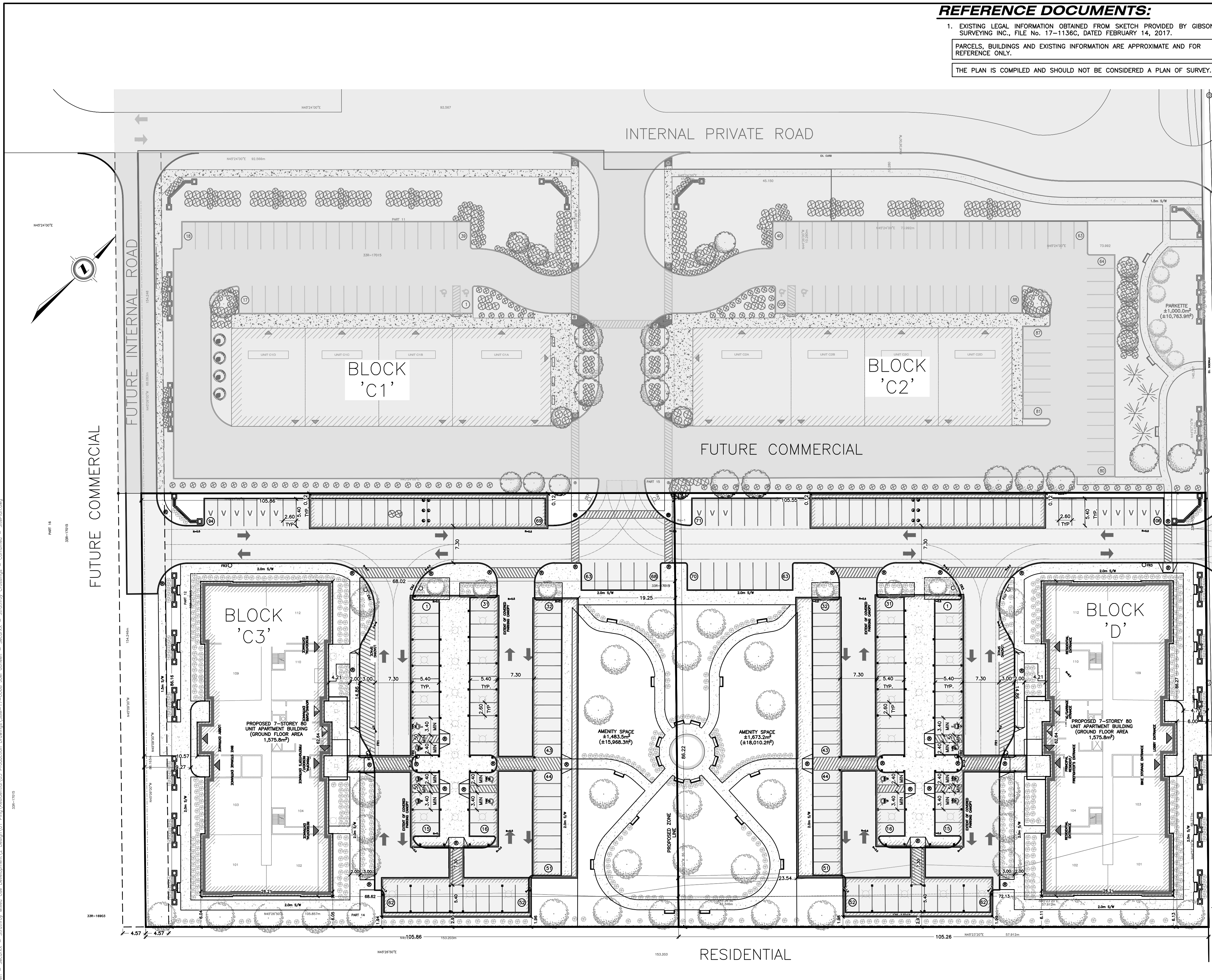
BLOCK 'C3'

REQUIRED PARKING:			
DWELLING APARTMENT	1.25 PER UNIT	1.25*80	= 100 SPACES
VISITOR SPACES	0.15 PER UNIT	0.15*80	= 12 SPACES
TOTAL REQUIRED PARKING			= 112 SPACES
TOTAL PROVIDED PARKING			= 94 SPACES*
B/F PARKING REQUIRED:			= 6 SPACES*
B/F PARKING PROVIDED:			= 3 TYPE 'A', 3 TYPE 'B'

BLOCK 'D'

REQUIRED PARKING:			
DWELLING APARTMENT	1.25 PER UNIT	1.25*80	= 100 SPACES
VISITOR SPACES	0.15 PER UNIT	0.15*80	= 12 SPACES
TOTAL REQUIRED PARKING			= 112 SPACES
TOTAL PROVIDED PARKING			= 106 SPACES*
B/F PARKING REQUIRED:			= 6 SPACES*
B/F PARKING PROVIDED:			= 3 TYPE 'A', 3 TYPE 'B'

\*ZONING DEFICIENCY

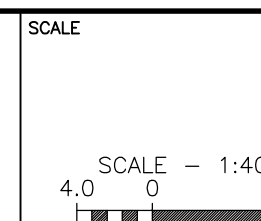


AS CONSTRUCTED SERVICES	COMPLETION	No.	REVISIONS	D/M/Y	BY	CONSULTANT
DESIGN	JR	01	INITIAL DESIGN	16/06/23	JR	
DRAWN	JR	02	ISSUED FOR PRE-CON	18/09/23	JR	
CHECKED	ND	03	ISSUED FOR OPA / ZBA SUBMISSION	07/03/24	JR	
APPROVED	ND					
DATE				07/03/2024		
CAD				17-0068		

**STRIK BALDINELLI MONIZ**  
PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL  
1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8  
Tel: (519) 471-6667 Fax: (519) 471-0034  
Email: sbm@sbmltd.ca

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

2102603 ONTARIO INC.  
82 CAROLINE ST.  
STRATFORD, ON  
N5A 7L9



TITLE	PROJECT No.
CONCEPTUAL SITE PLAN	SBM-17-0068
STRATHROY CROSSING DEVELOPMENTS	SHEET No.
24605 SAXTON ROAD STRATHROY, ON.	SP1
	PLAN FILE No.



**APPENDIX B: DRAFT OFFICIAL PLAN AMENDMENT****THE CORPORATION OF THE MUNICIPALITY OF STRATHROY-CARADOC****BY-LAW NO. #-24****A BY-LAW TO ADOPT AMENDMENT NO. # TO THE OFFICIAL PLAN OF THE MUNICIPALITY OF STRATHROY-CARADOC**

**WHEREAS** under Section 17 of the Planning Act, R.S.O. 1990, c.P. 13, authorizes municipalities to adopt official plans and amendments thereto;

**AND WHEREAS** under Section 22 of the Planning Act, R.S.O. 1990, c.P. 13, permits persons or public bodies to request council to amend its official plan;

**AND WHEREAS** the requirements for the giving notice and the holding of a public meeting of this amendment have been met;

**AND WHEREAS** the Council of the Corporation of the Municipality of Strathroy-Caradoc deems it advisable to amend the Official Plan of the Municipality of Strathroy-Caradoc;

**NOW THEREFORE BE IT ENACTED BY THE COUNCIL OF THE CORPORATION OF THE MUNICIPALITY OF STRATHROY-CARADOC AS FOLLOWS:**

1. **THAT:** Amendment No. # to the Official Plan of the Municipality of Strathroy-Caradoc consisting of the attached text and schedules is hereby adopted.
2. **THAT:** this By-law shall come into force and take effect on the day of the final passing thereof.

**Read a FIRST, SECOND AND THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this # day of # 2024.**

**AMENDMENT NO. #**  
**TO THE OFFICIAL PLAN OF THE MUNICIPALITY OF STRATHROY-CARADOC**

**LOCATION:** 24605 SAXTON ROAD LOT 23 REGISTRAR'S COMPILED PLAN NO. 370  
(geographic Township of Adelaide), Municipality of Strathroy-Caradoc.

**DATE:** # #, 2024

**APPROVAL AUTHORITY:** County of Middlesex

**PART A – THE PREAMBLE**

**1.0 PURPOSE AND EFFECT**

The purpose and effect of the Official Plan Amendment is to re-designate the subject lands from 'Commercial' to 'Residential' to permit residential uses on the subject lands.

**2.0 LOCATION**

The Amendment applies to the subject lands, being municipally addressed 24605 Saxton Road, Blocks 'C3' & 'D', LOT 23 REGISTRAR'S COMPILED PLAN NO. 370 (geographic Township of Adelaide), Municipality of Strathroy-Caradoc.

**3.0 BASIS OF THE AMENDMENT**

The subject lands are located within a fully serviced Settlement Area as defined by the Provincial Policy Statement and identified by the County of Middlesex Official Plan. Locally, the lands are located within the 'Commercial' designation of the Strathroy-Caradoc Official Plan. The lands are located within the 'Highway Commercial (C2 & C2-13) Zones' of the Strathroy-Caradoc Zoning By-law.

The Provincial Policy Statement, the County of Middlesex Official Plan and the Strathroy-Caradoc Official Plan all support comprehensive and coordinated development of lands within fully serviced settlement areas. To this end, the Strathroy-Caradoc Official Plan identifies areas within Strathroy with designations ranging from residential to industrial to community facilities this ensure that the needs of the entire community have been accommodated. The 'Commercial' designation on these lands was appropriate when they were intended to be a part of the larger commercial node between Adelaide and Saxton Roads, south of Carroll Street East. The municipality commissioned reports as part of the Comprehensive Review. One titled, "2022 Residential Land Needs Assessment" by Watson and Associates confirms the need for more residential lands in the Strathroy settlement area. Another titled, "Regional Commercial Systems Study" also by Watson and Associates confirming there is a surplus of commercial lands in the Strathroy settlement area.

Strathroy is a settlement area within the Municipality that is planned to accommodate urban growth in Strathroy-Caradoc and permits a range of residential forms including medium and high-density development. New residential development should aim to provide for a variety of dwelling types to meet the varying needs of the current and future residents of the Municipality.

Medium to high density residential dwellings are contemplated for the long-term supply of housing within urban areas. The greater density developments are to be located on arterial and collector streets that can accommodate the traffic generated from the style of housing.



Based on the foregoing, this Amendment to the Official Plan would be consistent with the policies of the Provincial Policy Statement 2020, County of Middlesex Official Plan, and Municipality of Strathroy-Caradoc Official Plan.

## **PART B – THE AMENDMENT**

All of this part of the document entitled Part B – The Amendment, consisting of the following text, constitutes Amendment No. # to the Municipality of Strathroy-Caradoc Official Plan.

### **Details of the Amendment:**

The Official Plan of the Municipality of Strathroy-Caradoc is hereby amended as follows:

1. by amending Section 3.3.4 of the Official Plan with the addition of the following:

#### **“3.3.4.# Special Policy Area No. # - 24605 Saxton Road**

By amending “Schedule B – Land Use & Transportation Plan” of the Official Plan, by changing the designation as it applies to certain lands, being 24605 Saxton Road, Blocks C3 & D, LOT 23 REGISTRAR’S COMPILED PLAN NO. 370, (geographic Township of Adelaide), Municipality of Strathroy-Caradoc from ‘Commercial’ to ‘Residential – Special Policy Area No. #’ as shown on Schedule ‘A’ attached hereto.

SCHEDULE "A"

AMENDMENT NO. # OF THE OFFICIAL PLAN OF THE  
MUNICIPALITY OF STRATHROY-CARADOC



**APPENDIX C: DRAFT ZONING BYLAW AMENDMENT (1995)-14864****THE CORPORATION OF  
THE MUNICIPALITY OF STRATHROY-CARADOC  
BY-LAW NO. #-24****A BY-LAW TO AMEND BY-LAW NO. 43-08, BEING THE COMPREHENSIVE ZONING BY-LAW OF THE MUNICIPALITY OF STRATHROY-CARADOC**

**WHEREAS** under Section 39 of the Planning Act, R.S.O. 1990, authorizes municipalities to authorize the temporary use of land, buildings or structures for any purpose set therein that is otherwise prohibited by a Zoning By-Law;

**AND WHEREAS** the requirements for giving notice and the holding of a public meeting of a zoning by-law amendment have been met;

**AND WHEREAS** the Council of the Corporation of the Municipality of Strathroy-Caradoc deems it advisable to amend By-law 43-08, being the Comprehensive Zoning By-law of the Municipality of Strathroy-Caradoc;

**NOW THEREFORE BE IT ENACTED BY THE COUNCIL OF THE CORPORATION OF THE MUNICIPALITY OF STRATHROY-CARADOC AS FOLLOWS:**

1. **THAT:** Schedule 'B' Map No. 18 to By-law 43-08, as amended, is hereby amended by changing from the 'Highway Commercial (C2 & C2-13) Zone' to the site specific 'High Density Residential (R3-XX) Zone' for those lands outlined in heavy solid lines and identified as 'Block C3', on lands legally described as Lot 23 Registrar's Compiled Plan No. 370.
2. **THAT:** Subsection 7.5 (#) R3-# 24605 Saxton Road is hereby added as follows:

*(#) R3-# (24605 Saxton Road, 'C3')*

a) **Defined Area:** R3-# as shown on Schedule 'B', Map No. 18 to this By-law.

b) **Special Provisions:** Apartment

Notwithstanding Section 2.1 the following shall apply

- i. Front Lot Line shall be defined as: "The western lot line."
- ii. Rear Lot Line shall be defined as: "The shared zone line as shown on Amended Zoning Schedule below."

Notwithstanding Section 7.3 the following shall apply

- i. Minimum Lot Area (per unit) of 114m<sup>2</sup>.
- ii. North Accessory Structure Side Yard Width of 0.1m.
- i. South Accessory Structure Side Yard Width of 1.9m.

c) **Parking:**

Notwithstanding 4.23 minimum required parking shall be 94 spaces (1.1 spaces per unit (88 spaces) & 0.8 visitor spaces per unit (6 spaces).

Notwithstanding 7.4 (1) (c) maximum lot coverage of parking area shall be 38%.

d) **Accessory Uses:**

Notwithstanding 7.4 (2) Accessory building structure of 25.3m<sup>2</sup> of floor area per dwelling unit.

e) **Height:**

Notwithstanding 4.12 (1) Maximum height of 27m.

3. **THAT:** Schedule 'B' Map No. 18 to By-law 43-08, as amended, is hereby amended by changing from the 'Highway Commercial (C2 & C2-13) Zone' to the site specific 'High Density Residential (R3-XX) Zone' for those lands outlined in heavy solid lines and identified as 'Block D', on lands legally described as Lot 23 Registrar's Compiled Plan No. 370.

4. **THAT:** Subsection 7.5 (#) R3-# 24605 Saxton Road is hereby added as follows:

*(#) R3-# (24605 Saxton Road, 'D')*

f) **Defined Area:** R3-# as shown on Schedule 'B', Map No. 18 to this By-law.

g) **Special Provisions:** Apartment

Notwithstanding Section 2.1 the following shall apply

i. Rear Lot Line shall be defined as: "The shared zone line as shown on Amended Zoning Schedule below."

Notwithstanding Section 7.3 the following shall apply

iii. Minimum Lot Area (per unit) of 113m<sup>2</sup>.

iv. North Accessory Structure Side Yard Width of 0.1m.

ii. South Accessory Structure Side Yard Width of 1.9m.

h) **Parking:**

Notwithstanding 4.23 minimum required parking shall be 106 spaces (1.23 spaces per unit (98 spaces) & 0.1 visitor spaces per unit (8 spaces).

Notwithstanding 7.4 (1) (c) maximum lot coverage of parking area shall be 39%.

i) **Accessory Uses:**

Notwithstanding 7.4 (2) Accessory building structure of 25.3m<sup>2</sup> of floor area per dwelling unit.

j) **Height:**

Notwithstanding 4.12 (1) Maximum height of 27m.

5. **THAT:** this by-law shall come into force pursuant to Section 34(21) of the Planning Act, RSO 1990.

**Read a FIRST, SECOND, AND THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this ## day of ##, 2024.**

### Schedule 'A'

## Proposed Zoning By-Law Amendment to Map 18 of Schedule 'B' Zoning By-Law 43-08

