

**Meeting Date:** August 6, 2024  
**Department:** Building, By-law, and Planning  
**Report No.:** BBP-2024-77  
**Submitted by:** Tim Williams, Manager of Planning  
**Approved by:** Jennifer Huff, Director of Building, Bylaw and Planning  
Trisha McKibbin, Chief Administrative Officer

**SUBJECT:** Application for Zoning By-law Amendment (ZBA 6-2024)  
Applicant: Simona Rasanu, Strik, Baldinelli, Moniz Ltd.  
Owner: Canyon Ridge Construction Ltd

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**RECOMMENDATION: THAT:** the subject report BBP-2024-77 for Zoning By-law Amendment be received for information

#### **EXECUTIVE SUMMARY:**

- This is an information report that provides background for the statutory public meeting and seeks comments from the public and Council. The proposal may then be amended, or additional information provide to address comments before a planning evaluation report is presented to Council.
- The current proposal is requesting a zoning by-law amendment to rezone the property from Low Density Residential (R1) zone to site specific Medium Density Residential (R2-#) zone.
- The proposal includes six, 2 storey townhouse dwelling units. The single access for the development is from Dewan Street with parking for all units behind the proposed townhouse dwellings. The plan includes 11 parking spaces for tenants and visitor parking.
- A public open house was held on June 4, 2024.
- The municipality has received comments from the public expressing concern regarding this application. Concerns relate to the quality of existing Dewan Street, increased traffic, parking (on site and off site), adverse impact on the adjacent homes, capacity under existing service infrastructure. Public comments on this application are included in this report as an attachment.

- In response to comments received at the open house, the applicant has submitted a revised site plan that made a number of adjustments, one of which is to increase the amount of parking on site from 7 to 11.
- The Planning Department has received public comments that will need to be addressed and is continuing to receive comments on the application from agencies and departments and will request the applicant address any outstanding information / details prior to coming back to Council with a recommendation.

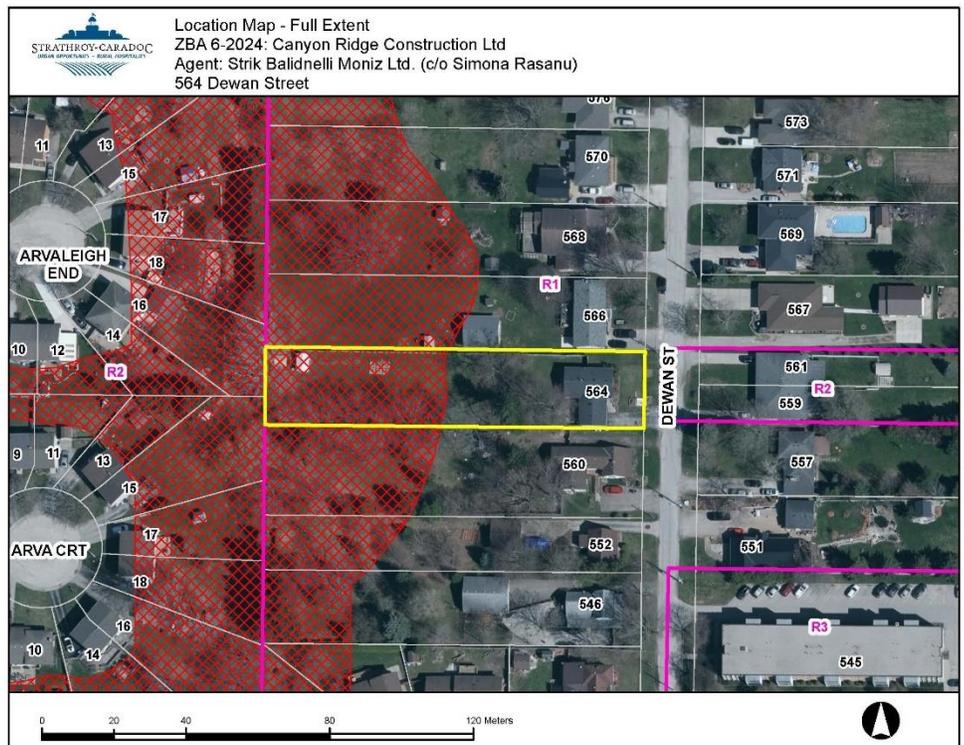
**PURPOSE:**

The purpose of the subject information report is to provide Council and the public background information on the proposed zoning by-law amendment application (ZBA) to accompany the scheduled public meeting on the August 6, 2024, Council Meeting. The public meeting seeks to collect comments from the public and Council. The proposal may then be amended, or additional information provided by the applicant to address comments before a planning evaluation report is presented to Council.

**SITE CONTEXT:**

The lands are municipally known as 564 Dewan Street, Strathroy and are approximately 2,255.1 m<sup>2</sup> (0.56 ac) in size with approximately 21.336 metres of frontage along Dewan Street. The lands are currently used for residential purposes and contain a dwelling on the parcel. The property is located on the west side of Dewan Street.

These lands are currently designated for residential development and are zoned (R1) for residential uses.



The lands have municipal water, sanitary and storm services located along Dewan Street. Dewan Street is a local road under the jurisdiction of the municipality.

**PROPOSAL SUMMARY:**

The purpose of the subject zoning by-law application is to facilitate the development of six townhouse dwelling units on a private driveway. The proposal includes a single access from Dewan Street to eleven parking spaces for tenants and visitors. The Dewan Street frontage will include the private driveway as well as the side of the end unit of the townhouse that will be designed to have the

appearance of a main front wall of the townhouse facing the street. The rear portion of the lands are subject to regulation by the St. Clair Region Conservation Authority. Prior to the submission of the application, the applicants have modified their plan to address comments from the Conservation Authority and have moved the building envelope outside of the flood regulated area. Since the public open house, the applicants have made further adjustments to the plan.

On July 4, 2024, the applicant submitted a revised application that amended the parking area to increase the parking spaces from 7 to 11 spaces. With the increase in parking area some of the parking spaces are now located within the Conservation Authority's regulated area. The building setback has been modified to be setback from Dewan Street 4.5m whereas it was previously 4.3 m in some of the documents. The last change is to request a Medium Density (R2) zone whereas originally a High Density (R3) zone was required. The site-specific zoning details are found below in the Planning Considerations section.

The owner has not yet determined if this development will be privately held, and the units will be rented, or if it will be a condominium with unit owners. It was raised that the units may be part of a condominium and then still rented out, which would be beyond the developer's control.

The ZBA was received on April 4, 2024, and deemed complete on May 3, 2024. Full details on the application material submitted can be found in Attachment 3 below.

The current site plan is shown below and is included as Attachment 2 to this report below.

### **TECHNICAL DISCUSSION:**

Staff and the applicant have worked through a few issues during the pre-consultation process however the proposal submitted still contains a few remaining outstanding items that need to be addressed. The July 4<sup>th</sup> revised proposal was circulated on July 14<sup>th</sup> and there are some commenting agencies that have yet to provide comments. These comments (below and those still to come) will either need to be addressed prior to bringing the item back to Council or potentially addressed by Council.

- 1) The Planning Act requires access to services (sanitary, water and stormwater) to be confirmed at the Zoning By-Law amendment stage.
  - The engineering department has requested further information on the water and sanitary service capacity and the proposed usage in response to the Provincial changes that allow up to 3 units per townhouse dwelling. It is understood that specific details can be worked out during detailed design, however, there still needs to be an understanding of the proposed system at the time of rezoning.
  - The engineering department has requested further information on the proposed stormwater management strategy. All development sites require a stormwater management outlet however with the submission material this is not been identified on this site.

- 2) Engineering staff need to have a high-level understanding where services will be located on the site. More specifically, staff require confirmation that the municipal services can be accommodated outside the driveway.
- 3) The Dewan Street right-of-way (ROW) is less than the local road 20 m standards which is undersized at approximately 15 metres and may be widened in the future, and therefore buildings should be setback to accommodate this widening which could be approximately 2 to 3 metres.
- 4) Noise report has been peer reviewed by the municipality's consultant, and they have no comments on the conclusions.
- 5) The fire department has requested more information about the proximity of an existing fire hydrant relative to the proposed new townhouses and possibly the requirement for the development to provide an additional fire hydrant depending on the distance.
- 6) Waste management has provided a comment that on site pick up is not possible and raised a concern that they may not be able to collect garbage from the curb given the unique one side of the road pick up for this neighbourhood and will need additional information to confirm service.
- 7) The Conservation Authority has reviewed the revised plans and note that while not the preference parking in the regulated area they note that it is possible provided certain items area addressed through a permission on Ontario Regulation 41/24. As well, additional information about final stormwater management plan, perviousness for the parking area and safe ingress and egress from the parking area during flood conditions are being requested.

All technical comments are detailed in Attachment 4 below.

## **PUBLIC CONSULTATION SUMMARY:**

### Public Open House

A Virtual Neighbourhood Open House was held on June 4, 2024. There were members of the public and Council who attended the meeting as well as staff to observe. The concerns and comments raised during the Open House meeting are summarized as follows:

- 1) There were concerns primarily related to the development of a property that is on a dead-end street. This street issue was split into a number of sub-issues:
  - a) Increased future traffic on Dewan Street in general and that it may lead to further degradation of the street pavement;
  - b) Increased demand on Dewan Street during construction leading to degradation of the street pavement; and
  - c) That the new homes will result in on-street parking on Dewan St and surrounding roads, all of which have narrow pavement profile and may interfere with traffic.
- 2) The impact of private driveway lighting on the rear yards of the adjacent homes.

- 3) The lack of fencing proposed along the perimeter of the subject site.
- 4) There were other concerns about capacity of the municipal servicing on the street and connecting streets out to the main trunk services.
- 5) The proposed zoning (at the time of the open house) was High Density Residential (R3), and the owner should be seeking a zone that is more in line with the neighbourhood.
- 6) On site parking and associated snow storage locations impact the stormwater infiltration and flooding potential.

The minutes of the Open House, as compiled by the applicant, are included as Attachment #5B to this report.

Following the public open house, the municipality received a letter from an area resident outlining the concerns of the community with the application which included the signatures of many residents in the area.

All public comments, including the letter with signatures, received by the time this report was written is provided as Attachment #5A to the report below.

### Statutory Notice Requirements

The application has been circulated to agencies and the public in accordance with the requirements of the Planning Act. This included the circulation of the Notice of Public Meeting (which also served as the Notice of Complete Application and Notice of Application for the zoning by-law amendment) which included details of the application, a copy of the site plan, and a location map.

On July 11, 2024, the Notice of Public Meeting was circulated to property owners within 120 metres of the subject property, a sign was posted on the property as well as circulated agencies and departments.

The Notice of Public Meeting is provided as Attachment #7 to the report below.

### **PLANNING CONSIDERATION:**

The subject lands are located within a fully serviced Settlement Area as per the definitions of the Provincial Policy Statement and the County of Middlesex Official Plan. The lands are designated "Residential" under the Strathroy-Caradoc Official Plan. The subject lands are within the Low Density Residential (R1) zone.

The application as recently revised, is requesting the zoning change from Low Density Residential (R1) zone to Medium Density Residential (R2) zone with site specific exceptions. These exceptions are requested as follows:

- 1) Front yard setback of 4.5 m is proposed whereas; 5.0 m is required,
- 2) Parking Coverage of 26% is proposed whereas; maximum of 20% permitted,
- 3) Parking aisle width is proposed to be a minimum of 6.5 m whereas; 7.3 m is required
- 4) Lot Frontage of 21.336m is existing whereas: 48 m is required;

5) No type 'B' parking space is proposed whereas one is required.

Further details on the relevant PPS, OP policies, as well as details of requested zoning by-law amendment are found at Attachment # 6 Planning Policy Background.

**FINANCIAL IMPLICATIONS:**

This application would have a positive impact on assessment growth and tax revenues. The amount of growth is dependent on the assessed value of the dwellings on the properties which review is completed by the Municipal Property Assessment Corporation (MPAC). Financial services will work with Planning Staff to collect any required security deposits / bonds related to the potential development.

The Municipality will also receive Development Charges as per the most recent Development Charge By-law and subsequent indexing / phasing. This would be offset by increased costs associated with maintaining any new assets assumed. Upon building permit issuance, Finance will help calculate the development charges, subject to any credits or exemptions, if they arise at that time.

The Municipality will also receive building permit fees as per the most recent Building Fees and Charges By-law. The amount of building permit fees collected will be determined upon the refinement of the building plans during preparation of the permit application.

As this development will remain under private ownership, the Municipality will not assume the internal streets and infrastructure

With respect to Dewan Street upgrades, there are no capital funds committed to this project at this time, nor has it been identified as a DC eligible capital project in the existing Development Charge by-laws. Consideration of adding it to a future capital project could rely on the results of the Road Needs Study (being completed in 2024), potential cost sharing with the developer or, potentially, the developer front ending the costs.

**STRATEGIC PLAN ALIGNMENT:**

This matter is in accord with the following strategic priorities:

- 1) *Economic Development, Industry, and Jobs:* Strathroy-Caradoc will have a diverse tax base and be a place that offers a variety of economic opportunities to current and prospective residents and businesses.
- 2) *Community Well-being and Quality of Life:* Residents of all ages in Strathroy-Caradoc will have access to community amenities and activities that are accessible and support active lifestyles and wellbeing.
- 3) *Managing the Challenges of Growth for the Municipal Organization:* Strathroy-Caradoc will be an inclusive community where growth is managed to accommodate a range of needs and optimize municipal resources. We are committed to maintaining operational efficiency and economies of scale through these times of change.

## **SUMMARY AND NEXT STEPS**

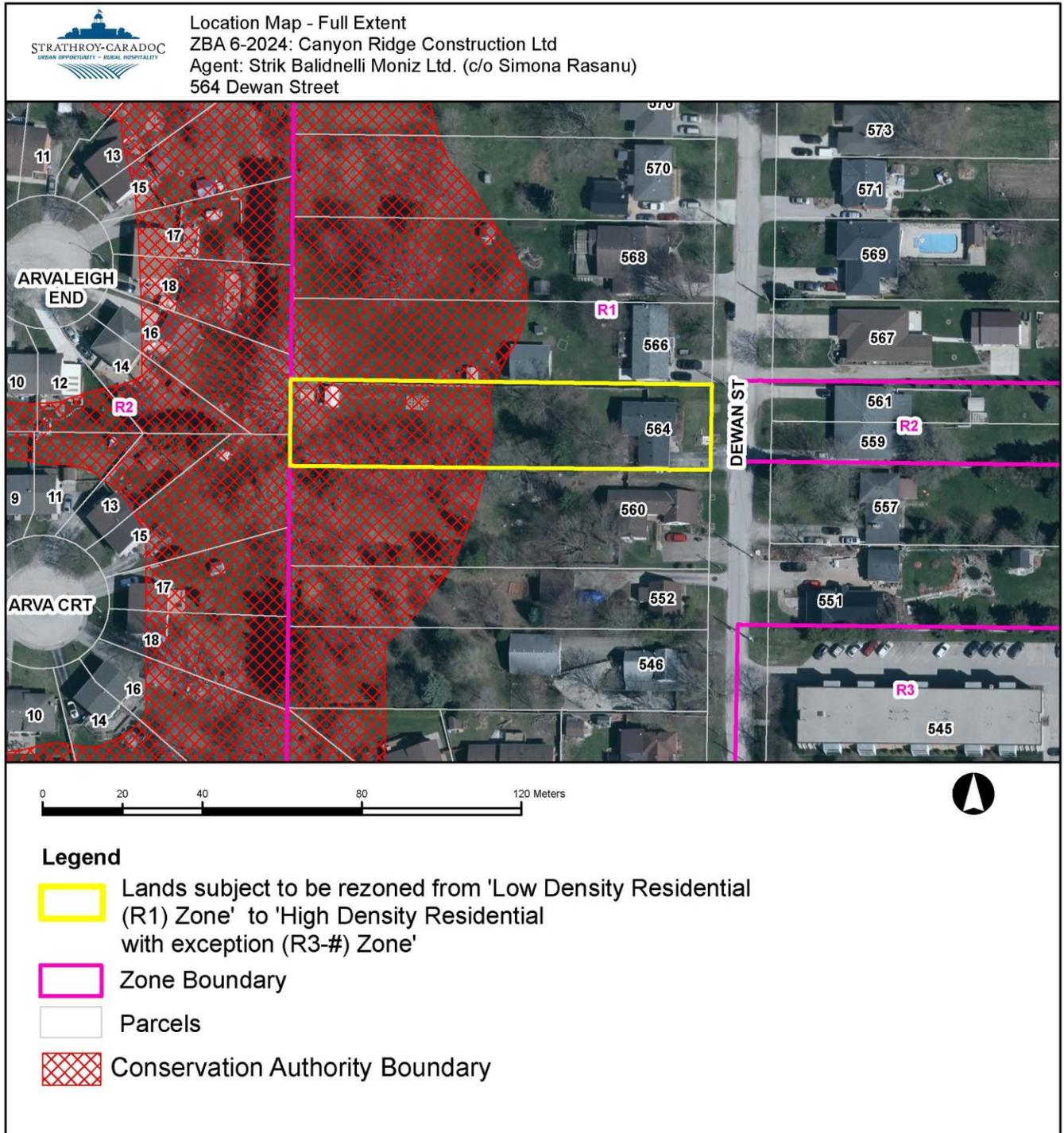
The intent of the subject report is to provide Council and the public with information regarding the proposed development, the relevant policies and regulatory context, and to summarize comments received by the public and agencies to date.

A subsequent report will be provided and will include a full policy analysis and responses to comments received related to the ZBA application. The ZBA will receive a final decision by Strathroy-Caradoc Council at that meeting with an appeal period to follow.

## **ATTACHMENTS:**

- Attachment No. 1 – Location Map
- Attachment No. 2 – Site Plan
- Attachment No. 3 – Application Summary
- Attachment No. 4 – Technical Comments
- Attachment No. 5 – Public Consultation details
- Attachment No. 5a – Public Comments
- Attachment No. 5b – Open House Minutes
- Attachment No. 6 – Planning Policy Background
- Attachment No. 7 – Notice of Public Meeting

# Attachment 1: Location Map





### **Attachment 3: Application Summary**

In addition to the application forms, the submission included the following support documents:

- Site Plan, dated July 3, 2024, by SBM Ltd.;
- Survey, January 14, 2024, by AGM Ltd.;
- Floor Plans and Elevations, dated December 20, 2023, by SBM Ltd.;
- Servicing Feasibility Study, dated February 6, 2024, by SBM Ltd.;
- Noise Impact Brief, dated March 5, 2024, by akoustik engineering limited; and
- Planning Justification Report dated April 1, 2024, by SBM Ltd.

The application was submitted, and payment received on April 4, 2024, the application was deemed complete on May 3, 2024, the open house was held on June 4<sup>th</sup>. Revised plans were submitted on July 4<sup>th</sup> and public meeting is scheduled for August 6, 2024. A report to Council evaluating the application will follow. The Planning Act sets out a 90 timeline for zoning by-law amendment applications.

Considering recent changes to the Planning Act that clarified that planning refunds apply only to applications that were submitted before Bill 185 came into force (being June 6, 2024), the application remains subject to the requirement to refund planning fees if application timelines are not met. Accordingly, when a decision is not made within 90 days (July 3<sup>rd</sup> in this case) the applicant would receive a refund for part of the application fees (50% of the fee 0 to 59 days beyond the July 3 date, 75% of the fee 60 to 119 days beyond the July 3 date and 100% for applications 120 days beyond the July 3 date).

## Attachment 4: Technical Comments

St. Clair Region Conservation Authority (SCRCA) recommends that the following items be addressed:

- 1) Submit the final stormwater management plan, showing that the stormwater quantity and quality are maintained post-development to pre-development levels;
  - a. Submit further details on LID features (i.e. soak away pits, swales, etc.) and how they will be designed to mitigate upstream, downstream or on-site flooding impacts;
- 2) Submit a report to the satisfaction of the SCRCA and Municipality, which addresses the change in perviousness proposed for the parking area, outlines any proposed grading changes and demonstrates that there will be no adverse effects on flooding and erosion upstream or downstream or at the site;
  - a. The report should demonstrate how flood storage will be recovered on-site for the area where parking is proposed in the floodplain;
- 3) Submit design details showing that the parking area is to be designed for safe ingress and egress under regulatory flood conditions, and that an emergency plan is prepared

Additionally, SCRCA recommends that the Natural Environment Overlay remains over the western portion of the subject property. Any future development and/or site alteration within the regulated area will require written permission from the Conservation Authority under Ontario Regulation 41/24.

Safety and Standards Officer has advised that:

- 1) That the development retains the 911 municipal property address of 564 Dewan Street and that each townhouse be given a unit number and those proposed unit numbers be submitted to the Municipality of Strathroy-Caradoc in consultation with the County of Middlesex for approval. This shall include temporary and permanent address signage being posted at that road allowance and on /at each unit during all stages of the construction of the residence so emergency responders can easily identify the 911 Municipal address from the public and private road allowance. The applicant has confirmed that they would comply with this request.
- 2) Once the building of the units is nearing completion and before occupancy is given that the unit numbers be clearly posted permanently to municipal approval in the same location at each of the units front and rear (if applicable) access door. While not specifically a zoning comment, the applicant has confirmed that they would comply with this request.
- 3) That a "NO EXIT" sign be posted at the entrance to the development to give notice to emergency responders can identify there is no exit. This sign is to be installed and maintained by the registered landowner. While not specifically a zoning comment, the applicant has confirmed that they would comply with this request and included it on the site plan drawing.

Bluewater Recycling Association advised that the Association does not support or oppose the proposal, but we believe the developer should be informed that in this format, municipal waste collection service will not be possible on property, and it is questionable if enough space [along the

frontage] is available on Dewan Street to provide the service. If private service is offered, it will have to be incorporated in the future design.

Fire Service has advised that:

- Closest existing Fire Hydrant is past property on a dead-end road, please identify alternative hydrants before this proposed address.
- We have identified a Fire Hydrant at 525 Dewan and one at 4 Ross Court (both are in excess of 125 M to the front of 564 Dewan), the fire department has requested more information about the proximity of an existing fire hydrant relative to the proposed new townhouses and possibly the requirement for the development to provide an additional fire hydrant depending on the distance.

Municipal Engineering Comments:

- Operations division of Public Works and Engineering has confirmed that they have not had any issues recently but many years ago, they did have some blockages within the pipe. Further sections of the pipe system are from 1953.
- Servicing study needs to consider provincial changes that allows up to 3 units per dwelling.
- Need further details on the proposed stormwater management strategy. Understanding specific details can be worked out during detailed design, there still needs to be an understanding of the proposed system at the time of rezoning. The municipality of Strathroy-Caradoc requires that all sites have a stormwater management outlet which is not being proposed on this site.
- Need a high-level understanding where services will be located on the site. For example, are services able to be accommodated outside the driveway?
- Show the radius of the entrance off Dewan Street as it appears it could impact the neighbour's driveway to the north.
- The ROW for Dewan is undersized and may be widened in the future, building should be setback to accommodate this widening.
- Noise report was peer reviewed by the municipality's consultant, and they have no comments on analysis and conclusions.

Director of Community Services advised that the parkland required is 5% for residential developments however given the size of the dedication it is more appropriate for this development to provide a cash in lieu of parkland.

Director of Planning and Building advised that the Strathroy-Caradoc Strategic Plan (or the SCOP) includes the support for the provision of attainable housing options. The dwelling type proposed as part of this application will help address the need in Strathroy for a more diversified housing stock. As well, while staff are pleased that the applicant has included additional parking spaces to address concerns raised about insufficient parking, additional information is still required as noted in the comments above prior to the application coming back to Council for a decision.

## **Attachment No. 5 – Public Consultation details**

As part of the official plan amendment and rezoning by-law amendment applications an open house and public meeting are to be held. The open house was held on June 4, 2024. This report is prepared to be alongside the public meeting held on July 11, 2024.

### Open House

The virtual public open house was held by the applicants with members of the applicant team, the public, municipal Councillor, and staff.

The comments related to a number of topics, from privacy, adverse impacts (noise, lighting, infrastructure capacity, construction dust and odour), natural hazard (flooding) impacts, traffic, road safety, and site plan details. Since this time a detailed letter has been submitted to the municipality and which has been included below that outlines concerns and comments. It is noteworthy, that the letter was prepared with input from 35 area property owners and signed by a number of the property owners on Dewan Street and the surrounding area. These items will be addressed comprehensively in an evaluation report that will be prepared to for Council when they are to make a decision. The minutes for the meeting are found following the above noted letter.

### Statutory Public Meeting

The application has been circulated to agencies and the public in accordance with the requirements of the Planning Act. This included the circulation of the Notice of Public Meeting to property owners within 120 metres of the subject application on July 11, 2024, as well as a sign posted on the Dewan Street frontage.

## Attachment #5A Public Comments

June 14, 2024

Dear Mayor & Strathroy Council Members,

Canyon Ridge Construction Ltd. (proponent) based in Denfield, Ontario has proposed to redevelop 564 Dewan Street (subject property) from a single-storey, single-family residence to a multiplex that consists of a six-unit, two-story townhouse complex. The proponent canvassed the area due to the deep lots present on Dewan Street requesting to purchase the homes for a large-scale redevelopment to medium/high density residential. One previous owner on the street, 564 Dewan Street, agreed to sell their subject property which is currently owned by the proponent.

On June 4, 2024, the proponent held an open house in support of the zoning by-law amendment that is required for a zoning by-law amendment. Prior to this meeting, two preliminary site plans and a notice of an informal meeting were provided to the neighbourhood residents. The first preliminary site plan was not supported by the St. Clair Region Conservation Authority (SCRCA) due to constraints of the property, namely hazard lands (flood plain). A redevelopment of the preliminary site plan was provided changing the development from ten units to six units consisting of two stories and a basement and three bedrooms per unit. The maximum parking available for these units is seven parking spaces; one parking space per unit (please see attached proposed site plan).

The northern portion of Dewan Street, north of Ross Lane, is a cul-de-sac, also known as a dead-end street. The subject property is located on the west side of Dewan Street on the cul-de-sac, six lots south of the dead-end. Currently, the subject property is zoned as R1 and surrounded by single family homes. There is one medium density residential, three-story apartment building located on the northeast corner of Dewan Street and Ross Lane and two duplexes located at 561/559 and 520/522 Dewan Street (across the street from the subject property). All homes otherwise are single family homes, bungalows - one story high.

The neighbourhood is a mature community built in the 1950's. Dewan Street and Ross Lane are both narrow with no sidewalks, no regulations limiting street parking and no stormwater sewers. The infrastructure is aging (installed and not upgraded since the 1950's) and residents have begun to experience issues with sewer systems primarily caused by mature tree roots which line the street. Dewan Street dead ends at 578 (west) and 577 (east) where there is a tree buffered walkway to the Real Canadian Superstore property. As such, this street experiences a lot of foot traffic. The community consists primarily of mainly longtime senior aged residents and is a quiet and close-knit neighbourhood.

The residents of this neighbourhood strongly oppose the by-law changes from R1 to R3 (high density) residential. We understand the current political climate and nature of Ontario Bill 23. The proponent indicated that they were not sure if the houses would be rented, set up as a condominium corporation, or sold as freehold townhomes. The proponent stated during the open house that each unit would be sold for \$500,000 to \$600,000. Rental prices were not given in the event that a rental/condo corporation would be set up. No affordable housing is being proposed on the subject property.

In accordance with the official plan and zoning of this neighbourhood, we the residents would like to present the following legitimate concerns regarding the proposed redevelopment of the subject property:

1. Traffic:

- Several members of the community have mobility, sight and hearing issues. An increase in traffic in the area poses concerns for the residents due to lack of sidewalks and the narrow nature of the street itself.
- Dewan Street is a dead-end street and the homes that are located closer to the dead end portion experience a higher than average use of their private laneways for vehicles turning around as there is no place to turn at the terminated dead-end portion. Additional vehicles and traffic along this section of the street will further exasperates this issue.
- Construction Vehicles – The narrowness of Dewan Street and Ross Lane, combined with the 90-degree angled intersections, make it extremely challenging for wide and/or long vehicles to safely make the turn onto Dewan Street from Ross Lane. During the reconfiguration of Victoria Street North and Hull Street, a transport truck attempted to bypass construction and was stuck on the street, barricading the road for several hours. Residents on Ross Lane were not able to get out and emergency vehicles were not able to enter.
- Durning the winter months, snow plowing activities further decrease the available width of the roadway as the snow is banked along both sides of the street.
- School bus pickup is not available on Dewan Street but a pickup is located on the corner of Dewan and Salsbury Streets. Residents with children who wait for the school bus are concerned with the increase of traffic in these areas due to the narrowness of the roadways and lack of sidewalks.

2. Parking:

- The proposed development will provide a maximum of 7 parking spaces for 6 three-bedroom dwelling units. There is no available visitor parking, leaving

visitors, couriers and other delivery services to park on the street which is already congested. Seven parking spaces and no visitor parking is not realistic to accommodate the proposed development, does not meet by-law requirements on the number of parking spaces required, and assumes that each proposed dwelling will have a single vehicle only that requires parking. Should residents of the 6 dwelling units collectively have more than 7 vehicles, they too will require street parking due to lack of available on-site parking.

- Additional street parking increases the hazard for driving as the road is very narrow with two vehicles unable to pass on the street when cars are parked along it. Coupled with a narrow road and dead-end street, this creates issues for local traffic and emergency vehicles, waste collection vehicles and snowplows.
- Additional street parking and vehicular traffic also increases the hazard for pedestrians and more environmentally friendly modes of transportation (i.e., cycling, scooters, etc.) as again, the road is very narrow and parked vehicles will restrict visibility for pedestrians and drivers alike.
- There are no curbs or sidewalks on the street and often, cars are then left to partially park on private residences front lawns. In wet weather, this tears up the grass and leaves tire indentation marks. In hot weather, the movement of the tires over grass often results in dead grass.

### 3. Visual Impairment/Privacy:

- A six-unit two-story townhome complex is inconsistent with the local neighbourhood, causing a material change to the neighbourhood with reduced privacy for existing dwellings, reduced enjoyment of the private backyard spaces, and a visual obstruction that greatly differs from the current land use.
- The proponent indicated that a fence and landscaping would provide a visual buffer from existing properties to the proposed development; however, the subject property does not allow space for the proposed access way abutting the townhouses and the neighbouring property to install anything more than the required fence 1.8 meters in height proscribed under Section 3(e) of the Fence By-Law. Proposed residential units will orientate from the front and rear towards the backyards and homes along the west side of Dewan Street, both north and south of the proposed building.

#### 4. Noise and Lumination:

- Currently, the neighbourhood is a quiet street. An increase in noise generated from six medium density homes being placed on a single-family lot is of concern. While the proponent has indicated that quieter air conditioners will be installed, this does not address the noise levels of adding a potential 12-36 more residents that will replace the one resident who previously lived on this street at the proposed development site. Thirty-six is a maximum estimation which would include two parents, and the potential for two children per bedroom. This density is inconsistent with the zoning allowable limits but we, the residents are not sure how this is enforced by the municipality.
- Lighting from the access way and parking lot of the proposed development will negatively impact neighbouring properties, particularly the property due north that is located approximately 1.25 metres from the shared property line.
- The Noise Impact Brief provided by the Proponent only considered as noise sources the outdoor condenser units associated with proposed air conditioners and does not consider any noise contributions from increased traffic, townhouse occupants, or other stationary noise sources which is not realistic of real-world conditions and actual noise levels which would result if the proposed development proceeds.

While the placement of all six proposed units were discussed, the brief does not discuss whether the noise levels used in the models were based on the cumulative sound pressure levels of all six units. Further, with “backyard” areas consist of a mere 3.5 metres to the property line, noise barriers and other attenuation mitigation measures or landscaped mitigation features would be very limited due to space constraints.

#### 5. Infrastructure:

- The sewer system was installed in the 1950’s and has not been upgraded since. As previously mentioned, some issues are being reported currently due to the mature tree roots that line Dewan Street. It is not currently known if the current system can support the influx of additional six residential units.

The Superstore was connected to the Dewan Street Sewer line and this created issues for the residents at the north end of the street. Sewage backed up into homes and the Superstore now cleans out the sewer line each week to prevent this from happening further. An additional 6 homes will also increase the use of the sewer system which we are not confident that the current system can bear this additional usage. We are not aware of any studies or mitigations that have taken place to ensure that sewer backup will not occur.

- No fibre optic cables have been installed along Dewan Street. This can create slower internet speeds as the existing internet is delivered via overhead power lines and cable networks. The lines are aged and at much lower speeds compared to fibre optic, pending on the number of residents using the internet as the available speed to users is determined on number of users and the bandwidth each user consumes. This greatly impacts residents who have a working office at home.
- Stormwater and spring freshet currently run off the road and pool in low lying areas adjoining Dewan Street. There are no storm sewers along Dewan Street nor are there any stormwater management ponds services in the neighborhood. By decreasing the permeable surface area though replacing one residential dwelling and driveway with six residential units and accompanying parking and road access, stormwater runoff will increase due to reduced permeable surfaces and increased impermeable asphalt.  
 During heavy downpours, Dewan Street floods near the site of the subject property and further south along the roadway. Backyard neighbouring properties also flood in the flood zone on both sides of the subject property with basement flooding to the south of the subject property.  
 We, the residents, are not aware of any stormwater mitigation measures that will be implemented in the proposed development to prevent additional pooling or flooding along the streets and in back yards nor any plans to install or upgrade municipal infrastructure to address the issue. Dewan Street desperately needs storm sewers.
- The proponent indicated that snow removal will be piled in the undeveloped portion of the proposed development adjacent to the parking pad and within the area of hazard lands identified as a concern by the SCRCA. Melt water from the piled snow will attempt to infiltrate the ground surface area (floodplain) where the water table is naturally relatively high, at a time of the year when the ground is potentially partially frozen and relatively saturated. We, the residents, are concerned of the impact that this snow melt from stacked snow within the hazard lands may cause to neighboring properties, included moisture intrusion into basements and backyard flooding as a result of the proposed development. This is in addition to the concern regarding concerns about decreasing permeable areas and increasing areas of asphalt previously identified. We are not aware of any hydrogeological studies/stormwater management studies completed at this time.

#### 6. Reduced Property Values:

- Property values, particularly that of the adjacent neighbours, will be negatively impacted as a result of the proposed high density residential development. This directly impacts the salability and existing property values of current homes on Dewan Street. The properties were purchased with the understanding that the lots were deep and that the zoning was R1, making this more attractive to future potential homebuyers and the current community. Property values typically decrease in areas of medium and high-density developments.
- Should such a development be permitted, it will set a precedent for other properties to gain approval citing this development as an example of congruency with the local neighbourhood. We, the residents do not feel that this development proposal is congruent with the current neighbourhood use and building structures on Dewan Street.

#### 7. Incongruency with Zoning By-Law Requirements and Provincial Policy:

- The proposed development knowingly is incongruent with current requirements prescribed in By-Law No. 43-08 *Zoning By-Law of the Municipality of Strathroy-Caradoc*.
  - The property is zoned R1 and does not allow townhouses nor medium or high-density residential development.
  - Required lot frontage proposed is significantly less than what is required.
  - Front yard depth proposed is less than what is required.
  - Minimum number of required parking spaces is less than what is required.

The proponents *Planning Justification Report* provides an opinion that other nearby municipalities, such as London, have reduced their standards to require fewer parking spaces. Furthermore, Bill 23 was recently passed and signed also allows for less parking. However, the *Planning Justification Report* fails to consider the differences between London and other municipalities that have available and low-cost local public transportation options, which Strathroy-Caradoc does not. Further, the *Planning Justification Report* indicates it is reasonable to suggest that people will adjust their behaviour by self-selecting not to reside in the proposed development due to insufficient parking spaces. An alternative reasonable suggestion is that people will adjust their behaviour by parking one or more of their vehicles, plus any vehicles belonging to their visitors, on Dewan Street or on the hazard lands at the

rear of the property due to insufficient parking spaces in the proposed development.

- The Proponent's *Planning Justification Report* summarizes that Provincial Policy 3.3.4.5 indicates medium density development shall be encouraged on lands that have access onto an arterial or collector road. Development on local streets shall be permitted within close proximity to intersections with arterial or collector roads and providing vehicular conflicts are minimized. Dewan Street is neither an arterial or collector road and close intersection are not intersections with arterial or collector roads. Further, as previously described, both Dewan Street and Ross Lane are narrow, constrained roadways.
- The proponent is seeking a zoning change from R1 to R3 – high density residential and not the medium density quoted as justification in their *Planning Justification Report*. We the residents are concerned with this discrepancy as should the R3 zoning be approved, what measures are in place to prevent a bait and switch to high density residential. With zoning in place for high density, the property could be developed as high density residential, without having to undergo the public consultation process.
- The Proponents *Planning Justification Report* summarizes that Provincial Policy 3.3.4.7 indicates that 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. A single-family home on a single residential lot should not be considered “underutilized land”. If this were the case, most of the housing stock in Canada would be considered “underutilized land” rather than the reality as the preferred residential choice and an aspiration for the majority of Canadians. The proposed development is not in keeping with the surrounding neighbours and, therefore, not a “fit” with height, density, lot fabric, dwelling types, and parking to the surrounding residential properties on Dewan Street.

Furthermore, the proponent is using the 0.6 ha lot size in its totality to demonstrate that this property is under utilized when the development parcel, portion of the property where development can occur due to the restrictions of the hazard lands governed by the SCRCA is approximately half of that size.

We understand that the public consultation process is meant to be a meaningful process, that development decisions should consider concerns brought forward by those directly impacted, and we respectfully ask that our raised concerns and united opposition to this proposed development be considered in the decision making process with genuine regard.

We look forward to attending the formal consultation meeting with the municipality and local members of government.

Sincerely,

The Residents Who Will Be Significantly Impacted by the Proposed Development

CC: Member of Provincial Parliament, Steve Pinsonneault, in person at 81 Front Street West, Strathroy, ON

Mayor of Strathroy; Colin Grantham, in person at 52 Frank Street, Strathroy, ON

Ken Phillips, General Manager, St. Clair Region Conservation Authority, in person at 205 Mill Pond Cres., Strathroy, ON

Jake DeRidder, Senior Development Co-ordinator, in person at 52 Frank Street, Strathroy, ON

Jennifer Huff, Director of Building and Planning, in person at 52 Frank Street, Strathroy, ON

Tim Williams, Manager of Planning Strathroy, Middlesex County, via email at [twilliams@middlesex.ca](mailto:twilliams@middlesex.ca)

Representative and Planner for Proponent: Simona Rasanu via email at [srasanu@sbmltd.ca](mailto:srasanu@sbmltd.ca)

Name	Address	Signature
Bob Topping Maureen	560 Dewan	Robert Topping Maureen Topping
Mark Wendy Wise	576 Dewan	Wendy Wise
Steve Trayman	1 Ross Court	
Lisa Giffin Frank Giffin	557 Dewan	Lisa Giffin
Robert Reynolds Sill Reynolds	6 Ross Court	
Terri Riley	568 Dewan St	TRiley
Linda Bolton Linda Bolton	567 Dewan St	Linda Bolton
Jim Bolton	567 Dewan St	Jim Bolton
Jim Limon	519 Dewan St.	Jim Limon
Lois Morton	515 Dewan	Lois Morton
Karol Cooper	530 Victoria St	
Al Coppard	276 Ross Lane	Al Coppard
Sheryl Coppard	276 Ross Lane	Sheryl Coppard
Nick D'Orta	567 Dewan St.	Nick D'Orta

Name	Address	Signature
Murray + Sandra Watt	277 Ross Lane	<del>Sandra Watt</del> Murray R Watt
Alexandra Van Den Heuvel	4 Ross Court	Alexandra Van Den Heuvel
Kathy + Jerry Pawitch	525 Dewan St	Kathy + Jerry Pawitch
Rhonda Biddle JACK KUSTERNANS	561 Dewan St. 570 VICTORIA ST.	R Biddle
Joanne Kusterman	570 Victoria	Joanne Kusterman
Col & Vicki Hill	506 Dewan	Col Hill
BRENDA MINCHIN	546 DEWAN	B Minchin
Chris Cornelis	317 Subury St	Chris Cornelis
Sara + Rob Beaupre	570 Dewan	Sara Beaupre Rob Beaupre
Louis + Gratee Milkomers	551 Dewan St	Louis Milkomers

Name	Address	Signature
Evelyn D'Oria	569 Dewan St.	Evelyn D'Oria
Dana Driesman-Klover	559 Dewan St	Dana Driesman-Klover
EVA Woodard	13 Parcreek Place	Eva Woodard
Norm Woodard	13 Parcreek Place	Norm W Woodard
Jillian Reynolds	6 ROSS COURT	Jill Reynolds
GIULIO FRICANO	527 DEWAN ST	Giulio Fricano
BRENDA, BRIAN BOURGEOIS	415 DEWAN	Brian Bourgeois
David Fagan	552 DEWAN	David Fagan
Shaunda Fagan	552 Dewan	Shaunda Fagan
Beth Timmers	502 Dewan St	Beth Timmers
Andrew Timmers	502 Dewan St.	Andrew Timmers

# Attachment #5B Open House - Meeting Minutes



LONDON LOCATION  
1599 Adelaide St. N., Unit 301  
London, ON N5X 4E8  
P: 519-471-6667

KITCHENER LOCATION  
132 Queen St. S. Unit 4  
Kitchener, ON N2G 1V9  
P: 519-725-8093

www.sbmltd.ca

sbm@sbmltd.ca

June 17, 2024  
SBM-23-0797

**RE: June 4, 2024 Community Open House Virtual Meeting Minutes Summary  
564 Dewan Street, Municipality Strathroy-Caradoc**

### **Public Open House Participants:**

- 90 notices were sent to surrounding property owners
- 14 households registered for the event

### **Observing the meeting were the following individuals:**

- Councillor Steve Pelkman (Ward 1)
- Jake DeRidder, Senior Development Coordinator, Municipality of Strathroy-Caradoc
- Tim Williams, Manager of Planning, County of Middlesex
- Jennifer Huff (Director of Building & Planning, Municipality of Strathroy-Caradoc)

### **Meeting Summary**

6:05 pm start time

#### **Tim Williams welcome comments:**

- Thanks for attendance. Meeting put on by the applicant. Opportunity for members of public to ask questions and learn about the proposal.
- Staff members to hear feedback.
- Could allow for more focused questions to be generated for the statutory public meeting
- Future meeting at town hall, but is more rigid, this meeting allows for better back and forth.
- Please be respectful so everyone can get a chance and be able to listen.

#### **Applicant (Canyon Ridge Construction Ltd.) welcome comments (Kevin Barry along with Craig Shroeder):**

- Thanks for attendance.
- Critical component of the planning process to speak with the public.
- Kevin and Craig have been able to speak to some neighbours already.
- Looking forward to some dialogue and to answer some initial questions previously received.

#### **Agent (Simona Rasanu, Planner with Strik, Baldinelli, Moniz Ltd.) presentation:**

- Proposed 6-unit townhouse development at 564 Dewan St, Strathroy-Caradoc
- MS Teams interface review
- Overview of Ontario's planning framework – PPS, Planning Act, OP, ZBL, etc.
- ZBA application process roadmap
- Site location and context
- Located in residential neighbourhood with commercial amenities within walking distance.

Strik, Baldinelli, Moniz Ltd.

- Site context photos
- Proposed site plan, 6-unit townhouse block, existing buildings to be demolished, walkway connecting units, parking and 2-way access road
- Conservation Authority (SCRCA) regulation area covers approximately 50% of lot – floodplain (Payne Drain)
- Existing municipal servicing for the property would be used for townhouses – WM, Sewer
- Noise and privacy concerns, - proposing appropriate landscaping and fencing, noise study has been completed in regard to AC units and proactive AC units' installation (low noise AC units).
- Proposed building elevations (building height (6.7m), unit sizes, amenity space, etc.)
- Local planning framework review

**Presentation by Kevin Barry regarding commonly asked questions:**

- Why Townhouses:
  - Meeting local and provincial housing needs, especially entry level housing
  - After initial review of the site., diversity of housing types in the neighbourhood already, old farmhouses, semi detached, single family, mid rise apartment and commercial block.
  - Not many streets that has this amount of diversity, what a perfect site.
  - Utilizing an underutilized site, large lot with only one house (that isn't in good shape)
  - Listening to 3<sup>rd</sup> parties (neighbours, conservation authority, municipality)
- Why 6 units (size of development):
  - Apartments? 10 TH's? Dialed back to respect neighbourhood character, density and conservation authority jurisdiction
  - 50% of site being left to green space
  - Smaller is not economically feasible
- Style & Quality (what it is going to look like):
  - Aiming to deliver a high-quality product inside and outside
  - Façade facing street to mimic a single dwelling unit
  - Privacy fencing, over delivering on noise and AC
- Parking - Why 7 spaces:
  - Less parking narrows the end user of the product (1 to 1 ratio + 1 spot for visitors). This is mirrored with smaller units.
  - Intentionally scaled back on density, which leads to reduced parking
- Neighbourhood Values
  - High quality aesthetic to enhance the neighbourhood

**Question & Answer Session:**

**Bobby Reynolds:**

- Min Frontage for Semi-Detached Lot?
  - To build a semi instead still requires a rezoning and the lot frontage is 10m per unit.
- Why 6 units on a semi lot
  - The orientation of the TH maximizes the shape and orientation of the lot
  - The development was dialed back and it was looked at lot coverages to consider more units on a lot frontage that would not generally support a development of this type.
- Number of bedrooms
  - 2 or 3 bedrooms
- Less Units and more parking
- 18 people in 6 units with 7 parking spaces???
- The people buying the units know there is only one parking spot and won't buy it if they have more than one car

**Cal and Vicki Hill:**

- Neighbourhood Parking, and traffic safety is a concern – lots of children in area.
- Less Units and more parking in rear
  - o Project would likely not be economically feasible if had to lose additional units while respecting the CA boundary

**Evelyn and Nick D’Oria:**

- Less Units – 4 units would be better – more room for parking

**Linda and Jim Bolton:**

- Sanitary sewer, late 50s or early 60s, no storm sewers, how is this addressed? Several neighbours have already had issues with sewer. Is this a lot of extra strain on the system.
  - o A SFS has been submitted, Municipality is reviewing and if concerns exist this would be identified to Council.
  - o Building permit stage and site alteration would also review servicing of the development.
  - o Lot coverage is less than 50% to provide sufficient green space for stormwater.

**Lisa Giffin and Frank:**

- Does this open up for 6 plex
  - o No, another application would be required.
- Could build bedroom in basement
  - o Townhouses not intended to accommodate additional residential units

**Murray Watt and Mrs. Watt:**

- Live on Ross Lane, new traffic light at Victoria and Caradoc has caused a large change in traffic in the area. Concerned with extra traffic in area. 1 space per unit is not appropriate – most people own more than one car. People will be parking on the street and its not a wide street. Visitor parking? Against the development because of this
- Rather than being reactive, is there a proactive approach we can take to give their thoughts to the Municipality?
  - o Contact local counsellor, or Municipal Staff (Tim Williams)
  - o TW, process has started (application has been submitted) but you may have conversations or meeting with Municipal staff, provide contact information for Mr. Williams. Open to meeting and discussing further.
  - o Opportunity to comment until appeal is completed
- Will the adjacent properties still be zoned R1 and only the site will be R3?
  - o Only the site will be R3
- Views from inside the townhouse are of a fence in the back and driveway and fence in the front, you’re trying to pile as much as you can to work the system. We have enough multiple family dwellings in this area, we don’t need another one. Doesn’t believe lot is wide enough, you can’t use the length because of the zoning (possibly meant CA line) and you’re force fitting. Sewers and streets can’t support the number of people you’re trying to force.
  - o Thank you for the comment and we understand, we believe in the proposal and will allow the council to decide.

**Terri Riley:**

- Thank you for presentation: Biggest concern is that development drastically changes the character of the neighborhood with Infill. Decreases the values. Rental? Condo? Freehold?
  - o KB: values of townhouses in Strathroy 525-545 range, single-detached in the 600s. Whether is be rental or condo, this would be higher-end
  - o Look at pre-existing mix of housing types, this aims to add to that character.
- Rental, or homeowners? Adding more people onto the street. Drastic change to the street.
  - o Not yet determined as owner occupied end user could rent these out. End user has ultimate say.

- Next steps would decide the legal tenure of the units – sell them as individual units or as one block (decision hasn't been made yet).
- It is changing the street, when other development occurs concerns are raised and that is beneficial for the process.
- Snow removal, stormwater plans have been completed? Run-off likely need to be filtered to run off into the drain.
  - Detailed engineering is yet to be completed in the further steps of the process.
  - CA would also have opportunity to consult, stormwater must be dealt with on site and can't impact adjacent properties as result of development.
- High ground water table in the area, concern with paving on this much property (she's an engineer), overflow, basements, can we see detailed engineering?
  - SFS can be shared, but is only high level at this point – not super detailed.
- Noise study, was this ambient noise or only modeling
  - Engineers undertook a modeling exercise
- Total height and can I get the elevation drawings
  - Yes, these can be shared.
- More units are not being proposed due to CA restraints.

**Councillor Steve Pelkman:**

- Share concerns about parking and traffic, street is narrow and there will be overflow parking
- Possibly look to provide informal parking in the CA area.
- To everyone in meeting: look into the changes completed by the province – made it very difficult for neighbours to stop infill projects. The Municipality could be placed in a tough spot.
- Concerned about ownership and who would maintain the property at the back; would like to see a condo corporation or likewise.
- Property abutting north, looking to mitigation of lights from cars - possibly plant trees that are higher than fence.

*Meeting concluded at 7:33 pm*

Respectfully submitted,



Simona Rasanu, RPP, MCIP  
Planner and Project Lead

## **Attachment No. 6 – Planning Policy Background**

The subject lands are within the designated Settlement Area of Strathroy. The Provincial Policy Statement (PPS), the Middlesex County Official Plan, and the Strathroy-Caradoc Official Plan all encourage intensification in settlement areas on full municipal services, provided the development is compatible with the surrounding area and represents an orderly and efficient use of land and infrastructure.

### Planning Act

Under Section 2 of the Planning Act, there are several criteria that a development must meet that addresses public interest. The list includes but is not limited to, the orderly development of safe and healthy communities; the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies; the adequate provision of a full range of housing, including affordable housing; the adequate provision of employment opportunities; the protection of public health and safety; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Under Section 3 of the Planning Act, where a municipality is exercising its authority affecting a planning matter, such decisions, “shall be consistent with” all policy statements issued under the Act.

Section 36 (1) of the Planning Act, provides for Council to pass a holding symbol “H” in conjunction with any use designation to limit the uses on the property until such time in the future as the holding symbol is removed by amendment to the by-law.

### Provincial Policy Statement (2020)

The PPS provides policy direction on matters of provincial interest related to land use planning and development.

Section 1.1.1 establishes that healthy, liveable, and safe communities are sustained by accommodating an appropriate range and mix of residential housing (including additional units, affordable housing, and housing for older persons) to meet long-term needs and promotes cost-effective development that minimizes land consumption and servicing costs.

Section 1.1.3.1 states that settlement areas will be the focus of growth. Land use patterns within settlement areas shall be based on:

- Densities and a mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planning or available;
- Support active transportation;
- Efficiently use land and resources; and,

- A range of uses and opportunities for intensification and redevelopment in accordance with the criteria of Policy 1.1.3.3, where this can be accommodated.

Section 1.4 and 1.5 of the PPS identifies that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents as well as promoting the creation of healthy, active communities by encouraging pedestrian connections.

Section 1.6.6 of the PPS outlines the hierarchy for sewage and water services and establishes that municipal water and sewage services are the preferred form of servicing for development areas to support protection of the environment and minimize potential risks to human health and safety.

Section 1.7 of the PPS speaks to the long-term economic prosperity which includes the encouragement of residential uses that respond to the dynamic market-based needs and provide housing options.

Section 3.1.1 of the PPS outlines that development should be directed away from hazard lands and flood plains which would be impacted by flooding and erosion hazards.

#### Middlesex County Official Plan (2023 Update)

The subject lands are designated 'Settlement Areas (Urban and Community)' according to *Schedule A: Land Use*, as contained within the County of Middlesex Official Plan.

Section 2.3.7 of the Middlesex County Official Plan identifies that the County encourages a wide variety of housing by type, size, and tenure to meet projected demographic needs and market requirements of current and future residents of the County, and further, that the County will support intensification and redevelopment within settlement areas where an appropriate level of services are, or will be, available to service the lands, and further, that 15 percent of all development occur by intensification and redevelopment.

Section 2.4.2.2 of the MCOP indicates in subsection f) that the development should encourage safe, convenient, and visually appealing pedestrian and cycling infrastructure for all ages and abilities. Section h) and i) identifies the need for an engineer's report for developments that are likely to generate traffic and any improvements be paid for by the developer. Subsection l) requires that all new residential developments provide a minimum of two access points to the existing road network. Exceptions to this policy shall be considered if the proposed street pattern is approved by the local Municipality, emergency service provider(s), and the County Engineer.

Section 2.4.5 states that the County shall encourage development on municipal water and sanitary systems.

Section 3.2.2 directs that settlement areas shall development in a manner that is phased, compact, and does not result in a strip pattern of development. Further, development is to complement the positive elements of the existing built form in an effort to preserve the historic character of the area.

### Strathroy-Caradoc Official Plan

The subject lands are designated 'Settlement Area' and 'Residential' according to *Schedule A: Structure Plan* and *Schedule B: Land Use & Transportation Plan*, respectively. The Strathroy Caradoc Official Plan has been updated through OPA 14 in 2022 and then received approval from County however it was appealed and therefore not in effect at this time. The purpose of this Amendment is also to update the Official Plan to ensure that the land use planning policies are current, reflect Provincial legislation and policy, have regard for matters of Provincial interest and any guideline documents, are consistent with the Provincial Policy Statement (PPS), and reflect changing community needs for the next 25-years. The changes in OPA 14 to the Residential designation do not materially change the impact of the policies applicable to this application. An additional note relating to each of the policies below has been included to provide detail to some of the changes as a result of OPA 14.

Section 2.4.1 encourages the provision of a wide variety of housing types with greater densities within the settlement area. Residential intensification and redevelopment are encouraged where compatible with existing development and infrastructure is appropriate. OPA 14 encourages development intensification where amenities are available rather than being compatible with existing development.

Section 2.4.4 encourages the municipality to partner with other levels of government to ensure adequate supply of housing is available for those in social and economic need. OPA 14 now includes this in a shared housing policy but still includes this intent of supply for all residents.

Section 2.4.6 establishes that residential intensification shall be encouraged in settlement areas where it is complementary to, 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 keep with the character of the area and not adversely affect neighbourhood stability. OPA 14 continues the complementary reference and removes compatible with phrase from the policy.

Section 2.4.8 of the SCOP outlines the importance of housing affordability and meeting the social, health and well-being of current and future residents. OPA 14 continues this intent.

Section 3.2 outlines the goal of maintaining adequate supply of housing, more specifically dwelling types, tenure, and affordability. The section also has the objective to maintain the essential qualities of privacy, quiet enjoyment, public health and safety, and land use compatibility in residential areas. OPA 14 has modified this to focus on land use compatibility in neighbourhoods but continues this intent.

Section 3.3.4 provides policies for lands designated 'Residential' and identifies that primary uses include residential purposes including a range of housing types and densities from single detached

dwelling to high-rise apartment buildings. Secondary uses may be permitted that are complementary to, and compatible with the area, serve the neighbourhood needs, and do not detract from the predominantly residential nature, such as neighbourhood parks. OPA 14 does not substantially modify this direction.

Section 3.3.4.5 further details the policies related to the medium density development. "Medium density development (e.g. walk-up apartments and townhouses) shall be encouraged on lands that have access onto an arterial or collector road. Development on local streets shall be permitted within close proximity to intersections with arterial or collector roads and providing vehicular conflicts are minimized. The height, density, arrangement and design of buildings and structures shall complement and not adversely impact neighbouring lower density residential development." OPA 14 modifies this section to relate the development to density rather than number of storeys or use. Based on the updated policies this development could be considered 'low density' (townhouses and less than 31 units per hectare).

Residential intensification within Strathroy is specifically addressed in Section 3.3.4.7, which identifies that residential intensification in existing developed areas is considered desirable to make efficient use of underutilized lands and infrastructure. This is subject to evaluation and conditions, as necessary, to ensure that the development is in keeping with the established residential character and is appropriate in terms of height, lot fabric, building design, dwelling types, and parking, and where appropriate services are available. OPA 14 focuses on having 15% of development to be in the form of residential intensification and mix of housing options.

#### Strathroy-Caradoc Zoning By-Law No. 43-08

The property is currently within the Low Density Residential (R1) zone and the proposal is to rezone the property to Medium Density Residential (R2-#).

Section 3.3 of the zoning by-law outlines different holding provisions limit the use of the land until such time as the conditions of the hold is/are lifted. The application currently is not proposing any holding provisions however Planning staff will review this once all comments have been received.

The 'R2' zone is intended for lands that are designated 'Residential' in the Strathroy-Caradoc Official Plan and permits a range of medium density residential uses, such as multiple unit dwellings (maximum of 6 units), single detached dwellings, semi-detached dwellings, linked dwellings, townhouses (maximum of 6 units).

The following chart identifies the zoning provision applicable to the R2 zone as well as the zoning statistics for the proposed townhouses. Bold numbers below indicate provisions that do not meet the zoning standards. The application is not requesting and site-specific development provisions currently.

<b>Provision</b>	<b>Medium Density Residential (R2) Zone</b>	<b>Proposed</b>
Use	multiple unit dwellings (maximum of 6 units), single detached dwellings, semi-detached dwellings, linked dwellings, townhouses (maximum of 6 units)	Townhouse Dwellings
Lot Frontage (min)	<b>8 m per unit</b>	<b>each unit appears to be greater than 8m wide however the frontage of the property is 21.336 m.</b>
Lot Area (min)	250 m <sup>2</sup> per unit (1,500 m <sup>2</sup> ) townhouses	376 m <sup>2</sup> per unit (2,255.1 m <sup>2</sup> ) or 26.6 uph
<b>Front Yard Depth (min)</b>	<b>5 m</b>	<b>4.5 m</b>
Side Yard Width (min)	2 m	3.0 m and 8.0 m
Rear Yard Depth (min)	9 m	63.9 m
Encroachment decks and porches	2.5 m	None proposed
Lot Coverage (max)	45%	15.8%
Landscaped Open Space (min)	30%	58.2%
Outdoor Common Amenity Area (min)	20 m <sup>2</sup> per unit (120 m <sup>2</sup> )	+120m <sup>2</sup>
<b>Parking Coverage (max)</b>	<b>20%</b>	<b>26%</b>
Parking to location	None in front or exterior side yards	No spaces in the front yard
Parking, aisle, or driveway	Not permitted between building and street line	None proposed
Parking	1.5 parking spaces per unit – tenant = 9 sp visitor spaces only required with 10 or more units	Proposed = 11 sp  Res Visitor= 0 sp
Building Height	15 m	~8.0 m
<b>Accessible Parking</b>	2 Type 'A' 3.4 m by 5.4 <b>2 Type 'B' 2.4 m by 5.4</b>	Type 'A' provided <b>Type 'B' not provided</b>
Parking Space Dimension	2.6 m by 5.4 m	2.7 m by 5.5m
<b>Parking aisle width (adjacent to visitor parking spaces width)</b>	<b>7.3m</b>	<b>6.5 m</b>

# Attachment No. 7 – Notice of Application/ Notice of Public Meeting



## NOTICE OF PUBLIC MEETING

### APPLICATION FOR ZONING BY-LAW AMENDMENT

APPLICATION NO.: ZBA6-2024

APPLICANT/AGENT: Strik, Baldinelli, Moniz Ltd. (c/o Simona Rasanu) for Canyon Ridge Construction Ltd.

SUBJECT LANDS  
564 Dewan Street, Strathroy

### Purpose and Effect

An application for Zoning Amendment has been submitted by the owner of the property. The application proposes 6 townhouse dwellings on a private driveway with a single access on Dewan Street. The owner has indicated that this will be a future Condominium development. The development has frontage on Dewan Street. The proposal includes a single block of townhomes with 11 parking spaces at the rear of the townhouses.

Rezoning: This application proposes to re-zone the land from 'Low Density Residential (R1) zone' to site specific 'Medium Density Residential (R2-#)' zone. The site specific zoning will address parking lot coverage, lot frontage, front yard setback, not providing a Type B accessible parking space (2.4 m width space vs standard space 2.6m) and driveway aisle width.

### PUBLIC MEETING

**Date: August 6, 2024**

**Time: 6:00 pm**

**Location: Hybrid Public Hearing (ZOOM and in person-52 Frank Street, Strathroy, 2<sup>nd</sup> floor Council Chambers)**

### How to Participate in the Public Meeting:

- 1) Submit written comments to the Clerk at [clerk@strathroy-caradoc.ca](mailto:clerk@strathroy-caradoc.ca) or by mail to: 52 Frank Street Strathroy, Ontario N7G 2R4. Please note communications are part of the public record that will be provided to council and made available to the general public, pursuant to the Planning Act and the Municipal Freedom of Information and Protection and Privacy Act.
- 2) Speak to council by attending the meeting in person OR through ZOOM video or phone. Pre-registration is required by emailing [planning@strathroy-caradoc.ca](mailto:planning@strathroy-caradoc.ca) or by calling 519-245-1070 ext. 210. Leave your name, phone number, method you wish to participate in the meeting, as well as the application file number or address of the property you are calling about. Staff will return your call and provide participation details.
- 3) View the meeting online at [www.strathroy-caradoc.ca/meetings](http://www.strathroy-caradoc.ca/meetings). The livestream will begin at 6pm. No pre-registration is required.

If you wish to be notified of the decision of the Municipality of Strathroy-Caradoc on the proposed zoning by-law amendment, you must make a written request to the Clerk at [clerk@strathroy-caradoc.ca](mailto:clerk@strathroy-caradoc.ca) / 52 Frank Street, Strathroy, ON N7G 2R4. Should you require additional information relating to the proposed rezoning please contact Tim Williams, Manager of Planning by phone at: 519-930-1007 or by email at: [twilliams@middlesex.ca](mailto:twilliams@middlesex.ca).

### Notices of Complete:

Per Section 34 of the Planning Act, information and material required under the Act have been provided and the zoning by-law amendment application was considered complete on May 3, 2024.

The applicant, or any authorized person, appointed in writing and acting on behalf of the applicant, must attend this Meeting. If you are aware of any persons affected by this application who have not received a copy of this notice, it would be appreciated if you would so advise them.

If a person or public body would otherwise have an ability to appeal the decision of The Municipality of Strathroy-Caradoc to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to The Municipality of Strathroy-Caradoc before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to The Municipality of Strathroy-Caradoc before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Notwithstanding the above, subsection 34(19) of the Planning Act defines the parties that are eligible to appeal the decision to the Ontario Land Tribunal. Pursuant to Section 1.0.1 of the Planning Act and in accordance with Section 32(e) of the Municipal Freedom of Information and Protection of Privacy Act, it is a policy of the Municipality of Strathroy-Caradoc to make all planning applications and supporting material, including signed written submissions regarding the application and received by the Clerk, available to the public.

**DATED: July 11, 2024**

