



# PLANNING JUSTIFICATION REPORT

## 564 DEWAN STREET

### MUNICIPALITY OF STRATHROY-CARADOC

### MIDDLESEX COUNTY

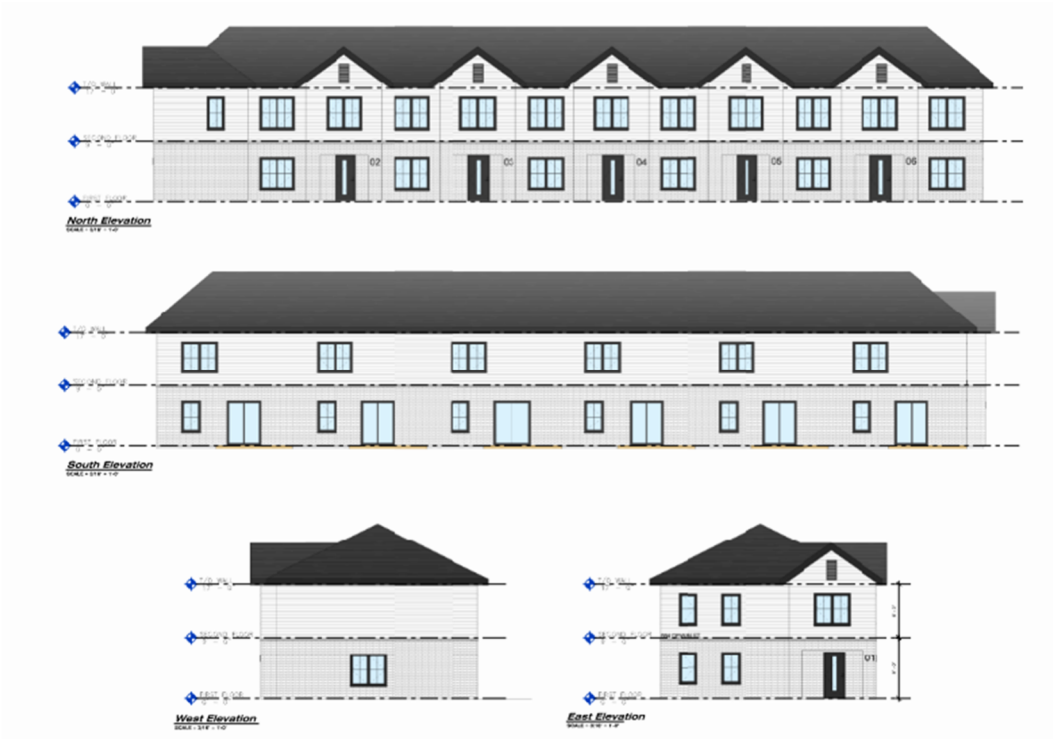
PROPOSED ZONING BY-LAW AMENDMENT APPLICATION TO PERMIT A SIX-UNIT TOWNHOUSE BLOCK

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SBM-23-0797

April 1, 2024



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Attn: Jennifer Huff, Director of Building and Planning  
52 Frank Street  
Strathroy, ON N7G 2R4

**RE: Planning Justification Report – 564 Dewan Street, Municipality of Strathroy-Caradoc, County of Middlesex**

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Strik, Baldinelli, Moniz Ltd. has been retained by Canyon Ridge Construction Ltd. (the “Applicant”) to prepare and submit a Zoning By-law Amendment application for a property municipally identified as 564 Dewan Street located on the west side of Dewan Street in northwest Strathroy. The purpose of the application is to permit a six-unit townhouse block.

This report provides a review and analysis of the applicable relevant policies in support of the proposed Zoning by-law Amendment application. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Respectfully submitted,

**Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Simona Rasanu, RPP, MCIP  
Planner and Project Lead

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## **1 INTRODUCTION**

The purpose of the following land use Planning Justification Report is to evaluate a proposed Zoning By-Law Amendment (ZBA) application within the context of existing land use policies and regulations, including the Provincial Policy Statement, County of Middlesex Official Plan (including Official Plan Amendment No.3), the Strathroy-Caradoc Official Plan, and the Strathroy-Caradoc Zoning By-law.

The report demonstrates that the applications are in keeping with Provincial, County and Municipal land use planning policies, are suitable for the subject lands, and would be compatible with neighbouring land uses. This report and associated plans and reports are intended to comprise a “complete” application and are reflective of the discussions and correspondence that have been held prior to this formal submission, including pre-application consultation meetings held with Municipal, County and St. Clair Conservation Authority (SCRCA) staff, which resulted in the meeting minutes included in the submission package.

## **2 SITE DESCRIPTION**

The subject property (the “Subject Property”) is municipally identified as 564 Dewan Street and legally described as LT 39, RCP 405; Strathroy. It is located on the west side of Dewan Street, northwest of Ross Lane, and approximately 315 metres southwest of the Pannell Lane and Victoria Street intersection. The Subject Property is a deep lot with an area of 2,255.1 square metres, a lot frontage of 21.4 metres and a lot depth of 105.7 metres (see **Figure 1** in Appendix A).

It is currently improved with a one-storey single-detached house and a rear accessory shed. Access is available from Dewan Street via a paved driveway. Municipal water and sanitary servicing are available. A site visit was undertaken on December 29, 2023 and the photos in Appendix B were taken.

## **3 SURROUNDING CONTEXT**

The surrounding land uses consist of a mix of low and medium density residential, and a commercial plaza located approximately 105 metres north of the Subject Property (see **Figure 2** in Appendix A).

North: Residential (R1) Zone consisting of single detached dwellings and Highway Commercial (C2-5) Zone consisting of a commercial plaza (grocery store, pharmacy, restaurant, gas bar)

West: Residential (R1) & (R2) Zones consisting of single detached, semi-detached and duplex dwellings

East: Residential (R1) & (R2) Zones consisting of primarily single detached and one duplex dwelling

South: Residential (R1) & (R3) Zones consisting of primarily single detached dwellings and a three-storey apartment building at the northeast corner of Dewan Street and Ross Lane.

## **4 DEVELOPMENT PROPOSAL**

As illustrated on the Conceptual Site Plan by SBM Ltd. dated March 19/24, the existing buildings are proposed to be demolished and replaced with a six-unit townhouse block with a total building footprint area of 356 square metres and a maximum height of 6.7 metres. Each townhouse unit, with a minimum width of 6.1 metres, would have a basement and two storeys with an approximate typical gross floor area of 150 square metres, including the basement. Private ground level amenity space for each dwelling would be provided in the form of a rear yard. Balconies are not proposed to mitigate overlook and privacy impacts onto adjacent properties. Please review the enclosed building footprint and elevation drawings completed by SBM Ltd. for detailed building design information.

A total of seven (7) vehicle parking spaces are proposed to the west of the townhouse block. The parking area is to be accessed via a two-way driveway from Dewan Street. Pedestrian circulation is provided via a 1.2 walkway connecting Dewan Street to each of the townhouse units.

It is important to note that the entire development, including the parking area, is located east of the SCRCA regulation limit, which is labelled on the Conceptual Site Plan, and functions as the development limit for the proposed townhouse development. The initial ten-unit townhouse proposal reviewed by staff during the June 29, 2023 pre-application consultation meeting was revised and scaled back in response to subsequent pre-application consultation comments from SCRCA staff, who advised that they cannot support it as it included development “within the flood hazard” at the rear of the Subject Property. As such, the current proposal, which will be referenced from now on as the “Development Proposal”, only proposes to develop 52.38% of the Subject Property with the rear/west portion representing an area of 1,073.8 square metres remaining undeveloped.

The Development Proposal is an example of a modest infill development that would replace a vacant and underutilized single detached house with six contemporary townhouse dwellings in an established residential neighbourhood within walking distance to amenities, including a major grocery store within a five-minute walk.

## **5 SUPPORTING STUDIES**

### **5.1 Servicing Feasibility Study**

A Servicing Feasibility Study dated February 6, 2024 was prepared by Strik, Baldinelli, Moniz (SBM) Ltd. to address servicing feasibility for the Development Proposal. The conclusions of the report are summarized below. Please review the report for the technical details.

*Water Servicing:* There is an existing 150 mm cast iron pipe watermain in the Dewan Street ROW with an existing water service line to the Subject Property. The condition of the existing water service is unknown and will be determined during the detailed design phase. Based on a hydrant flow test performed on December 15, 2023, the existing watermain has sufficient firefighting capacity and it can be concluded that an adequate water supply for the Development Proposal is available.

*Sanitary Servicing:* The Subject Property is tributary to the 200 mm sanitary sewer in the Dewan Street ROW. The existing sanitary Private Drain connection (PDC) will be required to be capped at the property line and a new

sanitary PDC would be installed. Preliminarily, a 125 mm sanitary PDC at a slope of 2.0% has been reviewed and is shown to have sufficient capacity of 13.25 L/s to convey the proposed flow at a velocity greater than the minimum requirement of 0.6m/s, per the MSCSS.

*Stormwater Management:* As per municipal records, there is no storm sewer fronting the Subject Property, although there is a storm sewer running south of Dewan Street at Ross Lane. Based on the available topographic survey, the pre-development runoff coefficient for the Subject Property has been calculated to be 0.27 and the post development runoff coefficient has been calculated to be 0.56. Since the post-development C-value is greater than the pre-development C-value, stormwater management controls will be proposed for this development during the detailed design phase.

## 5.2 Noise Impact Brief

Based on pre-application consultation comments from Middlesex County Planning staff, the Applicant retained Akoustik Engineering Limited to review the potential noise impacts from the proposed outdoor air conditioning units and driveway associated with the Development Proposal. Middlesex County staff requested that Technical Publication NPC-216 “Residential Air Conditioners” of the Toronto Municipal Code [1993] and the applicable Ministry of the Environment, Conservation and Parks (MECP) Guideline NPC-300 be considered for the study of the potential noise impacts from the outdoor HVAC condenser units (i.e., the outdoor component of an air conditioner or AC unit) and a driveway on existing adjacent residential development.

With respect to the AC unit analysis, the noise impacts of three different AC models were reviewed and compared against the above-noted technical criteria allowable sound level limits. Please review the report for the methodology used to arrive at the results. The report concluded that two of the AC models (i.e., Kerr Energy A-KCD24SA-1 or Lennox 13ACX model AC units) would require noise barriers (i.e., mitigation) to reduce the noise levels within NPC-216 guidelines. One of the AC models – the Tempstar Deluxe TVA9 – would not require a noise barrier. The Applicant has agreed to proceed with the installation of the Tempstar Deluxe TVA9 model, notwithstanding that it is a “higher end” model that is more expensive than the other two options.

Regarding the noise impacts of the proposed residential driveway, the report concludes that the above-noted technical guidelines do not apply to residential driveways, as outlined in the quote below:

*The MECP Noise Pollution Control documents (NPC-300) provides limits and guidelines which are applied to planning decisions concerning noise sensitive land uses that are proposed adjacent to road transportation corridors and other facilities such as, but not limited to, airports, industrial facilities, railway yards, aggregate facilities and major commercial facilities. Parking lots and residential driveways are not considered in this guideline, and therefore no limits for noise are given. In fact, in order to be able to use the MECP protocol for predicting automobile noise, the traffic must have a minimum of 40 vehicles per hour of traffic, travelling at a minimum 40 km/hr, and the distance from the vehicle pathway to the nearest point of reception must be at least 15 metres. These criteria do not apply to a residential driveway, particularly one immediately adjacent to the property line. In fact, consideration of passenger vehicle noise is exempt in NPC-300 in the consideration of industrial/commercial sites. As such, the evaluation of the residential driveway noise is not further considered in this noise assessment.*

## 6 PLANNING POLICY FRAMEWORK AND ANALYSIS

### 6.1 Existing Planning Framework

The existing planning framework includes the Provincial Policy Statement (2020), the County of Middlesex Official Plan (including Official Plan Amendment No.3 approved by the Ministry of Municipal Affairs and Housing with modifications on July 7, 2023), the Strathroy-Caradoc Official Plan, and the Strathroy-Caradoc Zoning By-law.

### 6.2 Required Planning Applications

A ZBA application is required to facilitate the Development Proposal as townhouses are not permitted by the existing zoning. As the Development Proposal is less than 10 units, a site plan control application is not required. Notwithstanding, it is understood that the Municipality of Strathroy-Caradoc would be requesting a “Site Alteration Permit” primarily dealing with servicing and grading details pursuant to the Site Alteration By-law prior to building permit issuance. The proposed rezoning is from the existing R1 Zone to an R3 Zone with special provisions – please see section 6.6 of this report for details and analysis.

### 6.3 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act*, “provides policy direction on matters of provincial interest related to land use planning and development” to ensure efficient and resilient development and land use patterns. Any land use planning decision shall be consistent with the PPS. The proposed development is consistent with the PPS and more specifically supports the following policies:

**Table 1. Applicable PPS Policies**

PPS Policy	Response
1.1.3.1	The Subject Lands are consistent with this policy by being located in the Strathroy-Caradoc settlement area.
1.1.3.2a), b), c), d), e)	The Development Proposal would add six (6) dwelling units to the local housing supply while considering SCRCA concerns and avoiding any development within the floodplain associated with the Paine Drain Extension and associated river valley abutting the Subject Property to the west.
1.1.3.3	The Development Proposal would assist planning authorities to conform to this policy by intensifying the existing land use and adding six residential units to the local housing supply in a settlement area.
1.1.3.4	The Subject Property is envisioned to be used for residential purposes by the local planning framework and the Development Proposal implements this vision at a slightly higher intensity, thereby helping to promote intensification and redevelopment in a compact form, as required by this policy.

1.1.3.5	The Development Proposal would assist the Municipality of Southwest-Caradoc in meeting its minimum targets for intensification and redevelopment within built-up areas.
Section 1.4 policies	By adding six new residential units to the local housing supply, the Development Proposal will assist the Municipality of Strathroy-Caradoc in implementing the housing policies of the PPS, including providing for “an appropriate range and mix of <i>housing options</i> and densities required to meet projected requirements of current and future residents of the <i>regional market area</i> ” (italics original).
Section 1.6.6 policies	Municipal services are the preferred form of servicing for settlement areas and the Development Proposal would be consistent with these policies.
Section 3.1 policies	A significant portion of the Subject Property (i.e., 47.6%) is not proposed to be developed due to geophysical constraints, as identified by SCRCA mapping and pre-application consultation comments. Based on consultation with SCRCA staff, the proposed development limit is the SCRCA regulation limit. Furthermore, SCRCA staff advised that no site-specific technical studies would be required if all development (including parking and grading) was located outside of the regulation limit. No adverse environmental impacts would result from the approval of the Development Proposal.

Based on the above, the proposed development is consistent with the PPS.

#### 6.4 County of Middlesex Official Plan and OPA No.3

The County of Middlesex went through an Official Plan (OP) Review process that resulted in the adoption of OPA No. 3 to the existing County Official Plan on July 19, 2022 and approval, with modifications, by the Ministry of Municipal Affairs and Housing on July 7, 2023. This approved version of the Official Plan is now in full force and effect and was reviewed as part of the preparation of this report.

The Subject Property is designated “Settlement Areas – Strathroy Urban Area” in the County Official Plan as it is located within the Municipality of Strathroy-Caradoc surrounded by other residential uses. As per section 3.2, the majority of growth is meant to be directed to Urban and Community Areas Settlement Areas. Furthermore, as per section 3.2.4.1, permitted uses in Urban Areas include a variety of housing types. Detailed land use and development policies are meant to be outlined in the local Official Plans. The Development Proposal is an example of infill development intensification that would replace the existing single detached house with six dwelling units in the form of a townhouse block using sanitary and water municipal services within the portion of the Subject Property not subject to SCRCA regulation limits. In my opinion, the Development Proposal conforms to the County Official Plan.



## 6.5 Strathroy-Caradoc Official Plan

The Municipality of Strathroy-Caradoc is currently working on a multi-year project to update its Official Plan. In the meantime, the 2014-2034 Official Plan is in force and was reviewed in the preparation of this report. The Subject Property is designated “Residential” in the Strathroy-Caradoc Official Plan, as per **Figure 3** in Appendix A. As per policy 3.3.4.1, the primary permitted uses include “...a range of housing types and densities from single unit dwellings to high-rise apartment buildings. The Zoning By-law shall establish a number of zones and regulations for the various housing types.” Policy 3.3.4.5 outlines the intent for 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.*

Policy 3.3.4.7 is also applicable as the Development Proposal is an example of infill development:

*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.*

**Response:** The Development Proposal is a small infill townhouse development on full municipal services that represents a more efficient uses of the underutilized lands than the existing vacant single detached dwelling. Although Dewan Street is a local road, the Subject Property is located less than 500 metres away from County Road 81 (Victoria Street) and within a short walk to a major grocery store located at 626 Victoria Street. Being close to amenities in a settlement area, the Subject Property is an ideal location for residential intensification. While most of the surrounding houses are single detached, the three-storey apartment building at the northeast corner of Dewan Street and Ross Lane is an example of existing medium density development. The proposed two-storey townhouses are compatible with the surrounding neighbourhood. Additional site layout justification to address the proposed special provisions will be provided in section 6.6 of this report. Schedules ‘B’ and ‘C’ of the Official Plan were reviewed, and the Subject Property is not part of a Special Policy Area or Special Study Area.

The Subject Property is regulated by the SCRCA. The SCRCA regulation limit is identified on the Conceptual Site Plan, as well as on mapping provided by SCRCA staff as part of the pre-application consultation process (see **Figure 4** in Appendix A). As per SCRCA info, the Paine Drain Extension and associated river valley are adjacent to the Subject Property. The watercourse has associated flooding and erosion hazards. Strathroy has an engineered floodplain based on the Hurricane Hazel storm event as the regulatory flood. Conservation Authority mapping usually overlaps with Official Plan mapped “Hazard Land” limits. In this case, however, there is a discrepancy between the two maps. As illustrated by **Figure 5**, the red “Hazard Land” on Schedule K of the Strathroy-Caradoc

Official Plan appears to cover the entire Subject Property and includes the east side of Dewan Street. In contrast, the SCRCA mapping shows that only the western portion of the site is regulated by the SCRCA due to the floodplain hazard. When SCRCA staff were questioned about the discrepancy, they suggested that there is likely an error with the Strathroy-Caradoc Official Plan Mapping<sup>1</sup>. Policy 6.1.1.1 of the Strathroy-Caradoc Official Plan states the following about the areas identified as “Hazard Land”:

*Lands shown as 'Hazard Land' on Schedule 'J' and Schedule 'K' are based on mapping provided by the St. Clair Region Conservation Authority, the Lower Thames Valley Conservation Authority and the Upper Thames River Conservation Authority and include lands that may be further differentiated as 'floodway or 'flood fringe'. The actual limits of lands considered hazardous shall be more precisely determined at the time of development or, on an 'as required' basis using the most recent mapping of the conservation authority having jurisdiction, a site inspection, more detailed mapping and supporting technical studies.*

The Development Proposal assumes the SCRCA mapping is correct, and the preliminary site concept plan reviewed by Municipal and County staff, which featured two, five-unit townhouse blocks for a total of 10 units, was redesigned to address SCRCA development concerns within the floodplain hazard area. In response to SCRCA comments dated September 6, 2023, the initial proposal was scaled back to the subject one block, six-unit Development Proposal located entirely outside of the SCRCA regulation area. The Development Proposal also conforms to Official Plan policy 6.1.1.2, which states that buildings and structures are generally prohibited in “Hazard Land” areas. In response to policy 6.1.1.3, SCRCA staff also advised that the revised proposal (i.e., the Development Proposal) no longer requires site-specific technical studies.

Based on a review of the relevant policies, the Development Proposal conforms to the Strathroy-Caradoc Official Plan.

## **6.6 Zoning Analysis and Proposed Zoning By-law Amendment**

The Subject Property is currently zoned Low Density Residential (R1), which only permits single detached dwellings, secondary suite dwellings and type I group homes. A ZBA application is required to change the R1 Zone to a zone that permits townhouse dwellings. The proposed zone is High Density Residential (R3), which permits townhouses, among other residential buildings. Although the Medium Density Residential (R2) Zone also permits townhouse dwellings up to six (6) units, the R3 Zone standards were selected because these more accurately reflect the proposed standards. In other words, the R3 Zone base standards represent a better “fit” for the Development Proposal.

The Conceptual Site Plan includes a zoning chart for reference. Note that the proposed R3 zoning applies to the entire Subject Property, which functions as the “lot” for zoning purposes. For example, given the orientation of the townhouse block, the lot frontage must be Dewan Street. There are four identified types of zoning deficiencies

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<sup>1</sup> Email communication with Melissa Deisley, SCRCA Director of Planning & Regulations, dated January 10, 2024.

or special provisions that would be required within the proposed R3 Zone: lot frontage, front yard depth, vehicle parking and parking aisle width, as summarized in **Table 2** below.

**Table 2. Proposed Special Provisions for R3-X**

<b>Standard</b>	<b>Permitted/Required</b>	<b>Proposed</b>	<b>Comments</b>
Lot Frontage (min m)	6 m per unit (36 m total)	21.4 (total)	<p>As noted above, the Subject Property is the “lot” for zoning purposes. Therefore the proposed lot frontage relative to Dewan Street is 21.4 m, which cannot be changed. However, as the R3 zone standard is on a “unit” basis, the required total lot frontage is 36 metres, which results in a technical deficiency, notwithstanding that there is no townhouse lot being proposed.</p> <p>The intent of the Zoning By-law is to regulate the width of each townhouse dwelling and ensure that each dwelling is sufficiently wide to comply with OBC requirements while ensuring a comfortable and functional space. As the Conceptual Site Plan indicates, the minimum townhouse dwelling width is 6.1 m, which is typical for a townhouse dwelling without an integral garage.</p>
Front Yard Depth (min m)	4.5	4.3	<p>The proposed depth/setback is a very minor deviation from the required depth for the easternmost townhouse dwelling. Furthermore, as illustrated on the Conceptual Site Plan, the proposed 4.3 m applies to the northernmost portion of the unit, which represents less than half the depth. Most of the building depth is 5.1 m.</p>
Vehicle Parking	1.5/unit (9 spaces) Accessible Parking (2 spaces) (1 type A & 1 Type B))	7 total spaces	<p>The required parking ratio of 1.5 per unit for “regular” spaces and two accessible parking spaces cannot be complied with due to the SCRCA development limits previously discussed while still accommodating a modest development.</p> <p>Furthermore, in my opinion, the required “standard” parking spaces of 1.5 per unit in the Strathroy-Caradoc</p>

			<p>Zoning By-law assumes that a private vehicle is and should be the primary form of travel for residents and visitors, and does not align with the updated parking requirements of nearby municipalities. For example, the City of London updated its parking standards in 2022 and requires between 0.5 and 1.0 parking spaces per unit for a townhouse dwelling, depending on the design type. The Development Proposal would have a total of 7 spaces so that each townhouse dwelling/unit could have at least one allocated parking space. The extra space could be allocated as visitor parking or in some other manner to be decided by the future landlord or condominium corporation.</p> <p>Finally, in response to staff concerns during the pre-application consultation meeting about insufficient parking, it is reasonable to suggest that people will adjust their behaviour in response to conditions. For example, people who need parking for multiple cars will self-select and not choose to reside in the proposed townhouse dwellings.</p>
<p>Minimum aisle width for parking angle of 90 degrees (as per Section 6 table) (m)</p>	<p>7.3</p>	<p>6.0</p>	<p>To justify the proposed reduced parking area drive aisle, a drawing entitled “Conceptual Site Plan – Vehicle Path Diagram” is provided showing the travel path and turning movements of a typical SUV type of vehicle. The drawing illustrates the vehicle has sufficient space to safely maneuver within the proposed 6.0 m drive aisle.</p>

During the pre-application consultation meeting, staff expressed some additional concerns with the Development Proposal that I would like to briefly address below, notwithstanding that they do not result in zoning deficiencies.

**Table 3. Pre-Application Consultation Staff Concerns and Responses**

Staff Concern	Responses/Comments
Single access & servicing concerns	Detailed engineering drawings would be provided as part of the Site Alteration Agreement process, however, the proposed two-way driveway should provide sufficient space for servicing. Furthermore, it is highly unlikely that a utility provider would completely block access into and out of the Subject Property. Given the location and configuration of the Subject Property, multiple access points are not possible.
Impact on neighbours, specifically noise and privacy	As requested, a Noise Impact Brief was completed that addressed noise concerns from a technical/engineering perspective. It is also important to remember that although multiple air conditioning units and a new driveway close to the property line are changes compared to the status quo, these are typical elements of infill development in an urban environment that should be expected and should not require extraordinary mitigation measures. Standard mitigation measures such as landscape buffers and fencing are appropriate and can be provided.
Reduced rear yard setback/depth	<p>As noted above, from a zoning perspective, since the lot frontage must be Dewan Street (i.e., the only public ROW), the applicable rear yard depth is for the entire Subject Property. Given the depth of the lot, the proposed townhouse orientation is the only possible orientation that results in an efficient development. Therefore, the required rear yard depth - which is not identified on a unit basis in the Zoning By-law like lot frontage and lot area - is 9 metres while the proposed depth is substantially higher at 63.4 metres.</p> <p>However, it seems that staff are treating the proposed side yard condition as a rear yard and wondering why the individual townhouse dwellings do not have rear yards with a depth of 9 metres. First, depths of this magnitude are typically associated with the rear yards of lower density single detached houses. Townhouses are medium density developments not typically associated with large rear yards. The proposed rear yard setback to the southern property limit is 3.5 m, which results in rear yards of approximately 21 m<sup>2</sup> for each dwelling. As illustrated on the floor plan drawings, this area provides sufficient space for a deck to accommodate an eating/seating area and some landscaping. Moreover, as the abutting property owner to the south (i.e., 560 Dewan Street) has a</p>

	driveway abutting the southern limit of the Subject Property, there is an additional separation distance of 5.6 m from the southern property limit to the abutting main house. The separation distance further acts to mitigate any noise and privacy impacts. As such, the proposed rear yard separation distance is appropriate.
Access to common amenity space	Section 7.4(3) of the Zoning By-law requires an “outdoor common amenity area” of 20 m <sup>2</sup> per dwelling unit or 120 m <sup>2</sup> in total. Although the undeveloped area of 1,073.8 m <sup>2</sup> at the rear more than complies with this requirement for zoning purposes, SCRCA staff would likely not want to see this area being developed with structures, given their pre-application consultation comments. So this area could serve as a common outdoor amenity area if it remains passive/undeveloped. Further, the townhouse dwellings would be provided with private amenity space in the form of individual rear yards so additional amenity space should not be required.

In my opinion, the requested provisions are appropriate and meet the overall intent and purpose of the Zoning By-law.

## 7 CLOSING

Based on a review of the relevant policies and regulatory framework for the Subject Property, the proposed ZBA application is justified for the following reasons:

- The Development Proposal is an example of a modest infill development that would replace an underutilized parcel of land with six dwelling units in an established neighbourhood within walking distance to amenities.
- The Development Proposal is consistent with the PPS, conforms to the County and Strathroy-Caradoc Official Plans, and meets the overall intent and purpose of the Zoning By-law.

For the reasons noted above and throughout this report, the proposed ZBA application represents sound land use planning.

### **Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Simona Rasanu, RPP, MCIP  
Planner and Project Lead

**APPENDIX A: FIGURES 1-6**

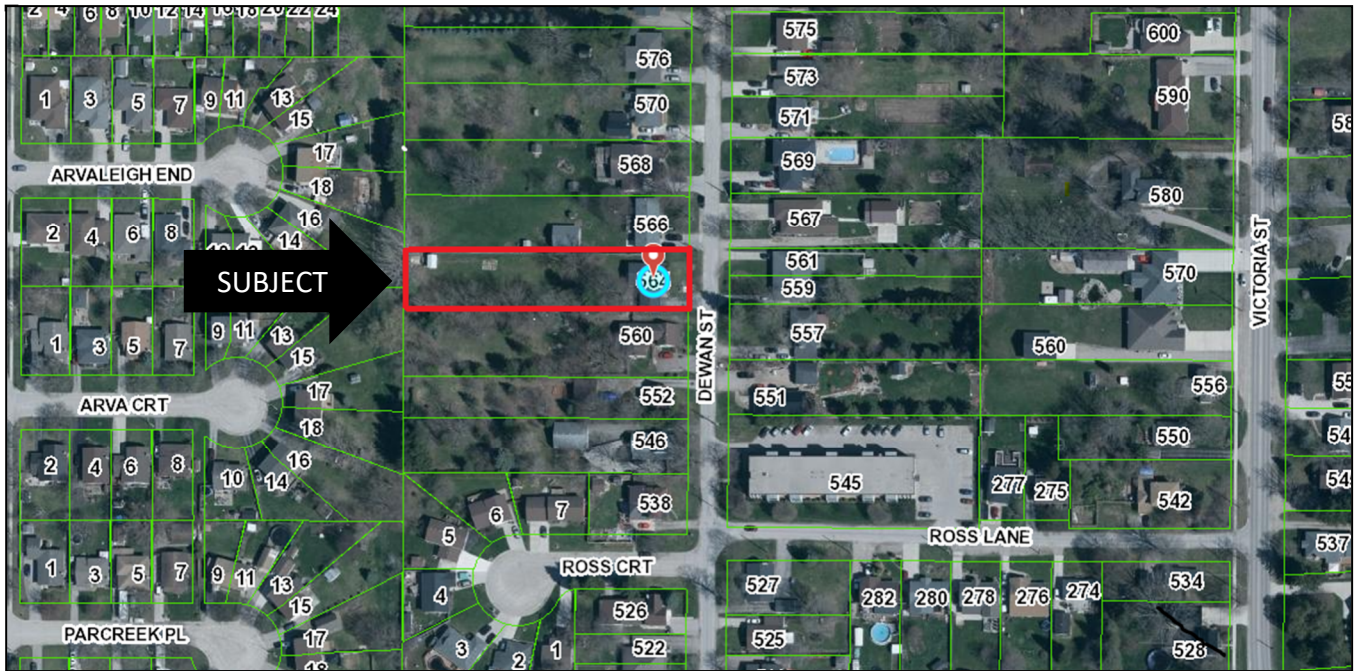


Figure 1. Aerial View of Subject Property (Source: Middlesex County - Middlesex Maps)

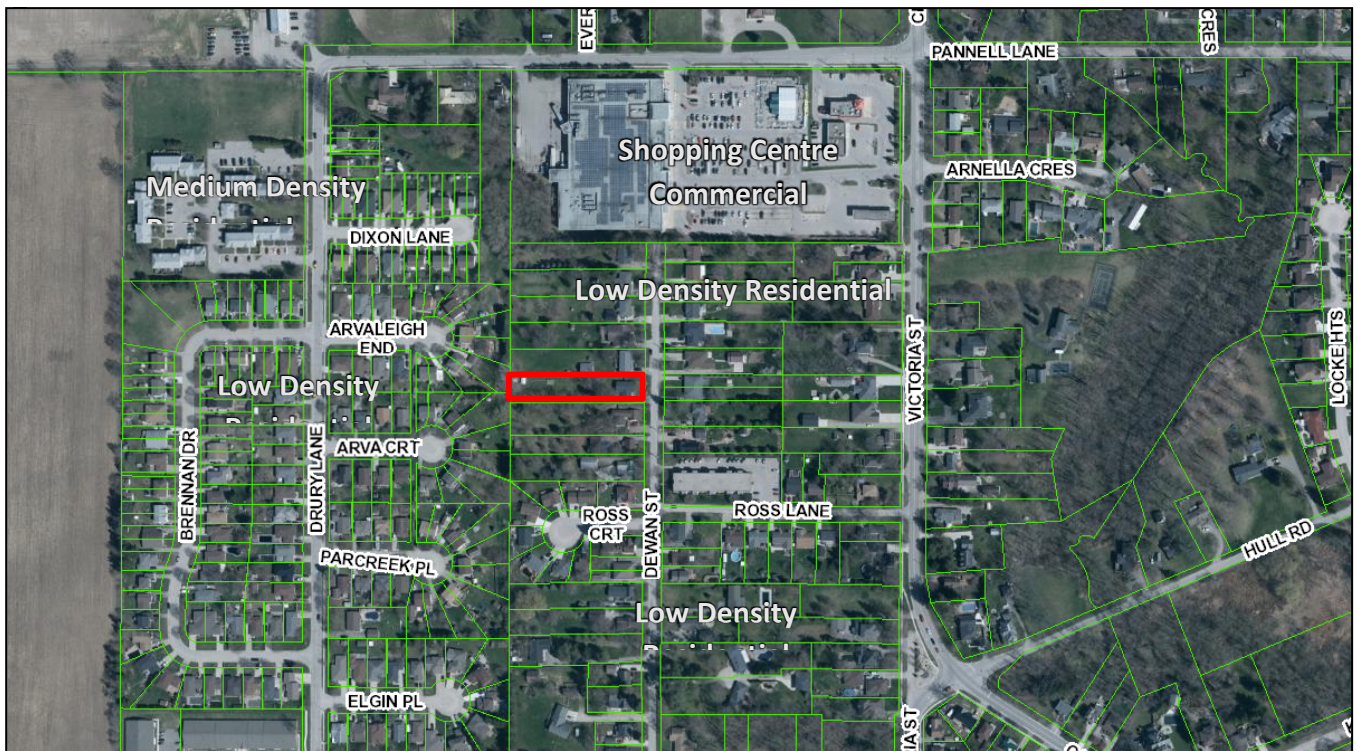


Figure 2. Subject Property and Surrounding Context (Source: Middlesex County - Middlesex Maps)

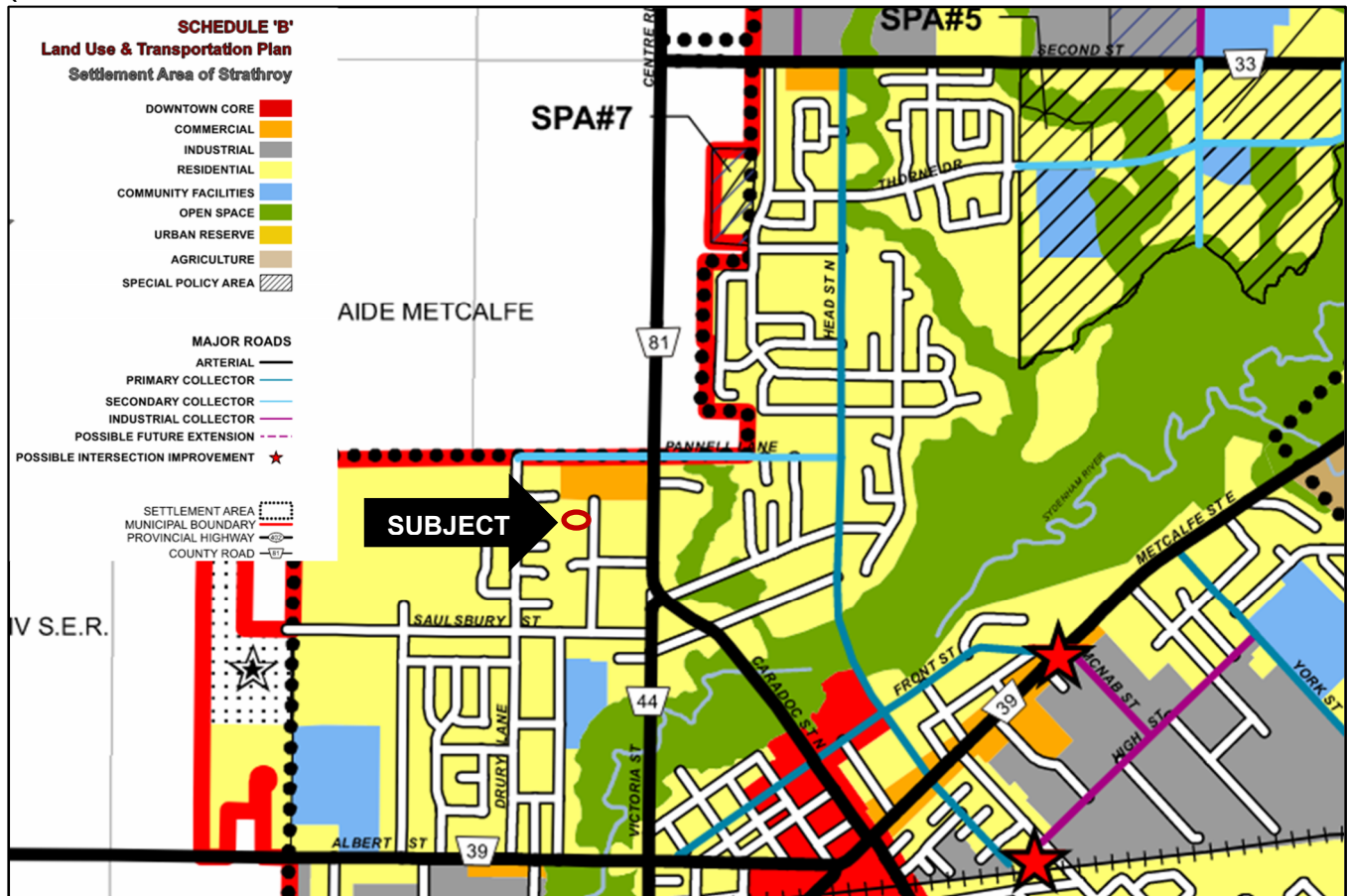


Figure 3. Subject Property Strathroy-Caradoc Official Plan Land Use Designation - Residential (Source: Schedule 'B' – Land Use and Transportation Plan, Settlement Area of Strathroy)



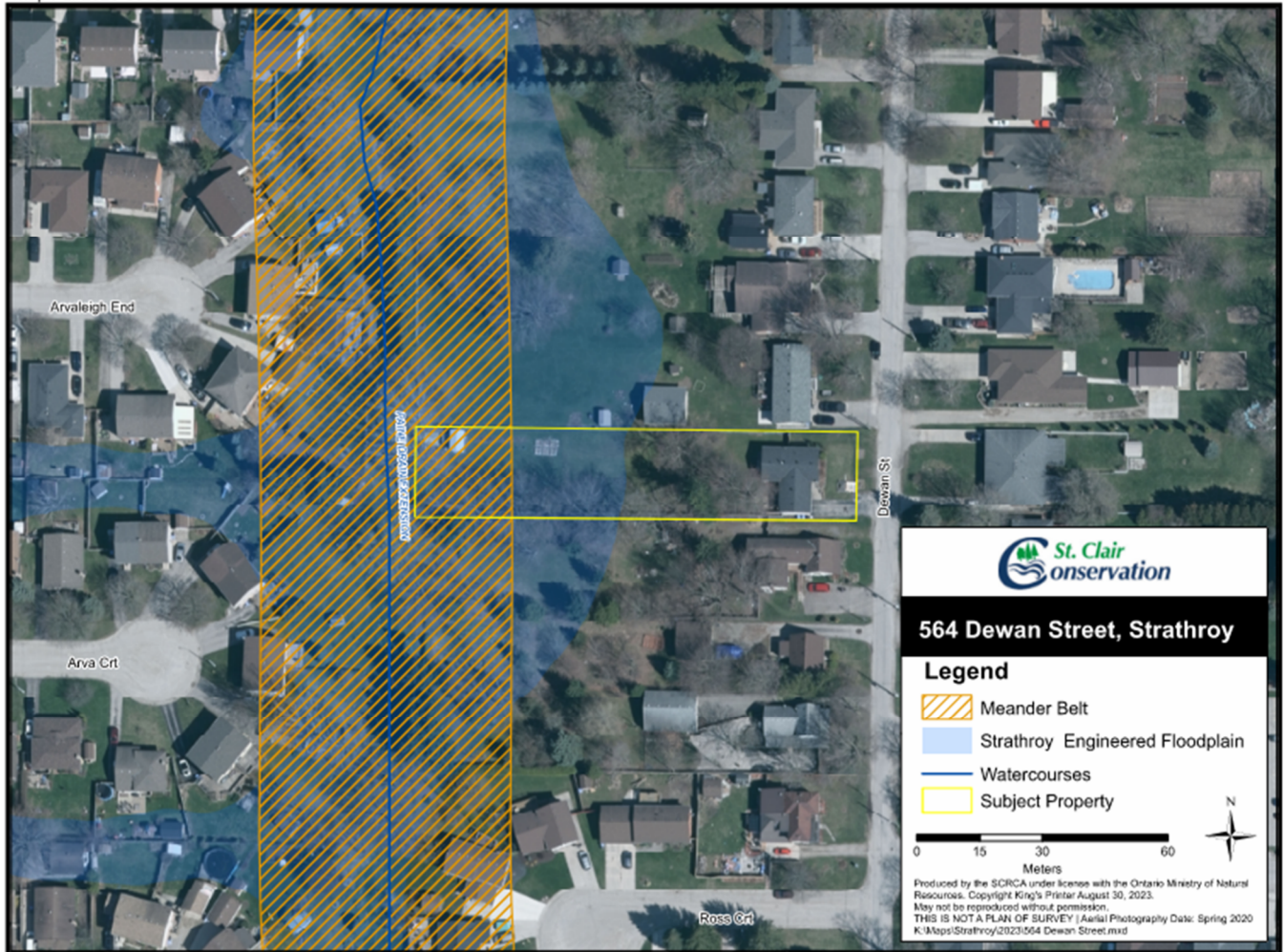


Figure 4. Subject Property - SCRCA Regulation Limit



Figure 5. Extract from Schedule 'K' of Strathroy-Caradoc Official Plan

HAZARD LAND 

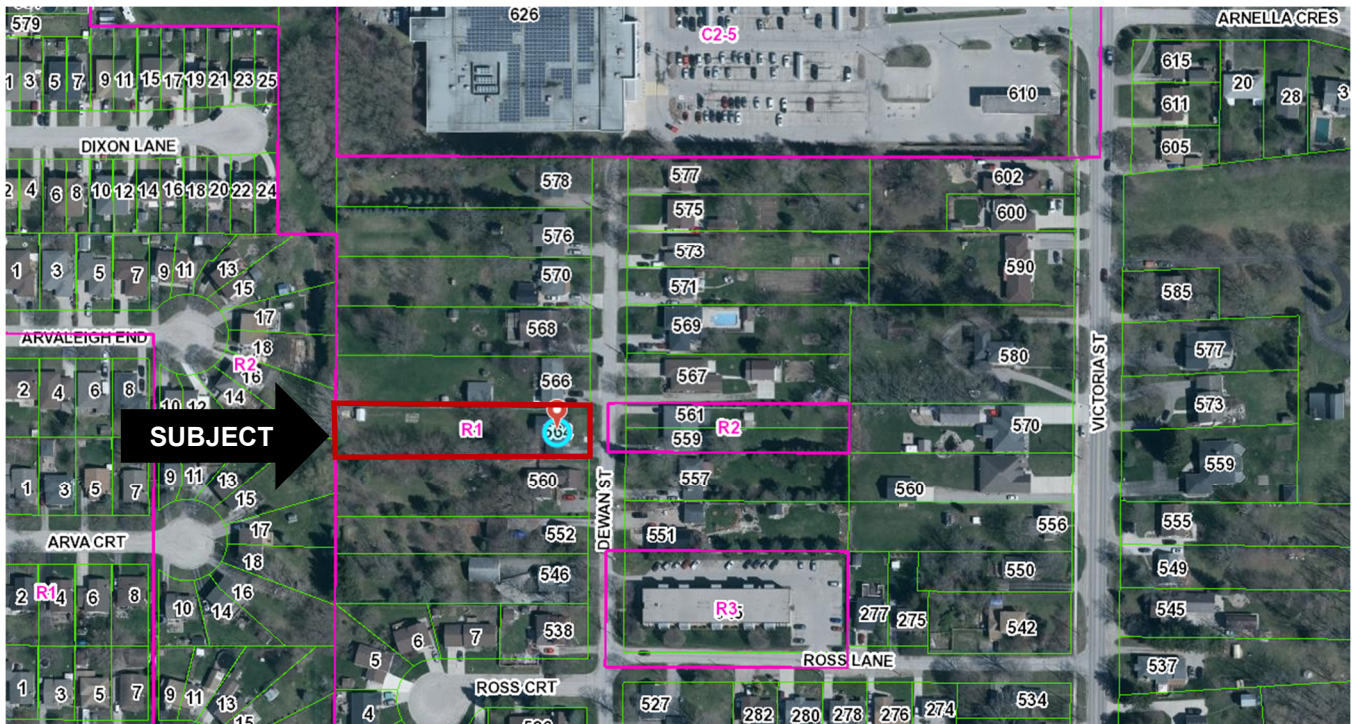


Figure 6. Subject Property - Existing Zoning (R1)

**APPENDIX B: PHOTOS #1-5**



**Photo #1: View of Subject Property, including existing single detached house, from Dewan Street looking west**



**Photo #2: View of Subject Property looking northwest**



**Photo #3: View of Subject Property looking southwest**



**Photo #4: View of rear of Subject Property looking west**



**Photo #5: View of Subject Property looking east towards existing house**