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24546 ADELAIDE ROAD, STRATHROY, ON

# PLANNING JUSTIFICATION REPORT

*Official Plan and Zoning By-law Amendment Application*

**[siv-ik]** PLANNING  
/ DESIGN

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## **VERSION 1.0**

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### **ISSUED**

01.29.2024

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# 1.0 INTRODUCTION

This report has been prepared by Siv-ik Planning & Design Inc. for 1000585742 Ontario Inc. (the registered owner) in support of an Official Plan and Zoning By-law Amendment application for the property municipally known as 24546 Adelaide Road in the Town of Strathroy. This report provides an independent professional analysis and opinion regarding the merits of the proposed Official Plan and Zoning By-law Amendment and has been prepared, in part, to satisfy the Municipality’s complete application requirements. The report explains how the proposed Official Plan and Zoning By-law Amendment aligns with the objectives of the Provincial Policy Statement (2020), the County of Middlesex Official Plan, the Strathroy-Caradoc Official Plan, represents sound planning and is in the public interest. The report also examines the recently completed commercial and residential land needs assessments prepared to inform the on-going *Municipal Comprehensive Review* (MCR) in the Municipality of Strathroy-Caradoc and draws links between relevant conclusions of these studies and the site-specific Official Plan Amendment proposed for the site.

The purpose of the proposed Official Plan Amendment is to re-designate the lands from “Commercial” to “Residential” designation on Schedule ‘B’ of the local Official Plan. To support the development vision for the project site and implement the proposed Official Plan Amendment, the accompanying Zoning By-law Amendment proposes to rezone the lands from the existing General Commercial (C1) Zone to a High Density Residential (R3(\_)) Special Provision Zone. The proposed special provisions relate to minor reductions in the required vehicular parking rate, rear yard setback and an increase in the allowable parking area coverage. Ultimately, the purpose of the applications is to enable the development of a new 32-unit “stacked townhouse” project on the site.

**Figure 1:** Site Overview



The subject site is municipally identified as 24546 Adelaide Road in the Municipality of Strathroy-Caradoc. The site is positioned at the southern gateway to the Strathroy Urban Settlement Area, on the east side of Adelaide Road and approximately 600m (i.e. 10-min walk) south of the intersection of Carroll Street W and Adelaide Road. In fact, The property is the southernmost parcel within the Urban Settlement Area Boundary on the east side of Adelaide Road. The site is approximately 0.425 hectares (1.05 acres) in size, generally square in shape and contains a frontage of approximately 69.8 metres on Adelaide Road. The site is generally flat and is currently vacant/undeveloped.

Based on a review of historical aerial photographs, municipal directories, historical maps, and other records review, the site was agricultural and/or vacant until at least the mid 1950's. Historical information reviewed by EXP Services Inc. as part of the Phase II Environmental Site Assessment prepared for the property indicates that the site may have been used for bulk fuel storage and distribution at some point in the past. The site appeared to accommodate the fuel storage use until the late 1990's, with all structures being removed by the early 2000's. The site has generally remained in its current state since that time. The surrounding lands have been used for agricultural and residential uses, historically.

From a servicing perspective, the property has access to a 400mm municipal watermain and 250mm sanitary sewer which are located within the Adelaide Road right-of-way. At this time there is no municipal storm sewer and on-site LID and SWM Controls will be required as part of the development of the site.

Additional details about the site and the context are summarized in *Table 1* below.

**Table 1:** Site Statistics

Project Site Attributes		
Site Area	0.425 hectares (1.05 acres)	
Frontage	69.8 metres (Adelaide Road)	
Depth	61.0 metres	
Existing Use(s)	Vacant/Undeveloped	
Servicing	<b>Water</b>	400mm watermain on Adelaide Road
	<b>Wastewater</b>	250mm sewer on Adelaide Road
	<b>Stormwater</b>	None.
Existing Zoning	General Commercial (C1) Zone	
County of Middlesex Official Plan	Urban Settlement Area (Schedule 'A')	
Strathroy-Caradoc Official Plan	Commercial (Schedule 'B')	

**Note:** A "Conceptual Site Plan" has been prepared by Siv-ik Planning and Design Inc. and is attached as Appendix 'A' to this report for further reference. The existing conditions information has been prepared based on publicly available data from the County of Middlesex, on-site observation, a legal survey prepared Farncomb & Kirkpatrick OLS, dated January 21, 1963, and the Phase I and II ESA prepared by EXP Inc., dated February 6, 2019.

# 2.0 SITE CONTEXT

## 2.1 Surrounding Land Use

As noted in Section 1.0 of this report, the site is located at the southern gateway to the Town of Strathroy in the Municipality of Strathroy-Caradoc. The majority of lands surrounding the site to the north and west, despite being within the Urban Settlement Area, are undeveloped. These lands are planned to accommodate new urban growth (a mix of commercial and residential uses) over the next planning/growth horizon. The site is one of three smaller vacant parcels bounded by the *Twin Elm Estates Lifestyle Community* to the east and Adelaide Road to the west in the southern portion of Strathroy. Lands west of Adelaide Road are predominantly agricultural (cash crop) land uses are but intended for future commercial and residential development (commercial development to be focused along Adelaide Road). Approximately 600m north of the subject site, surrounding the intersection of Caradoc Street and Carroll Street W is the primary commercial node within the Town of Strathroy. The Caradoc Street commercial corridor includes various commercial establishments, ranging from small plazas and individual businesses to large-format retailers and grocery stores. Adelaide Road is a County Road (County Road No. 81) under the jurisdiction of the County of Middlesex. This road provides access into and out of the Town from surrounding areas, with direct links to Provincial Highway 402 and connections to nearby communities in Middlesex County.

Figure 2: Surrounding Land Use Map (800m)



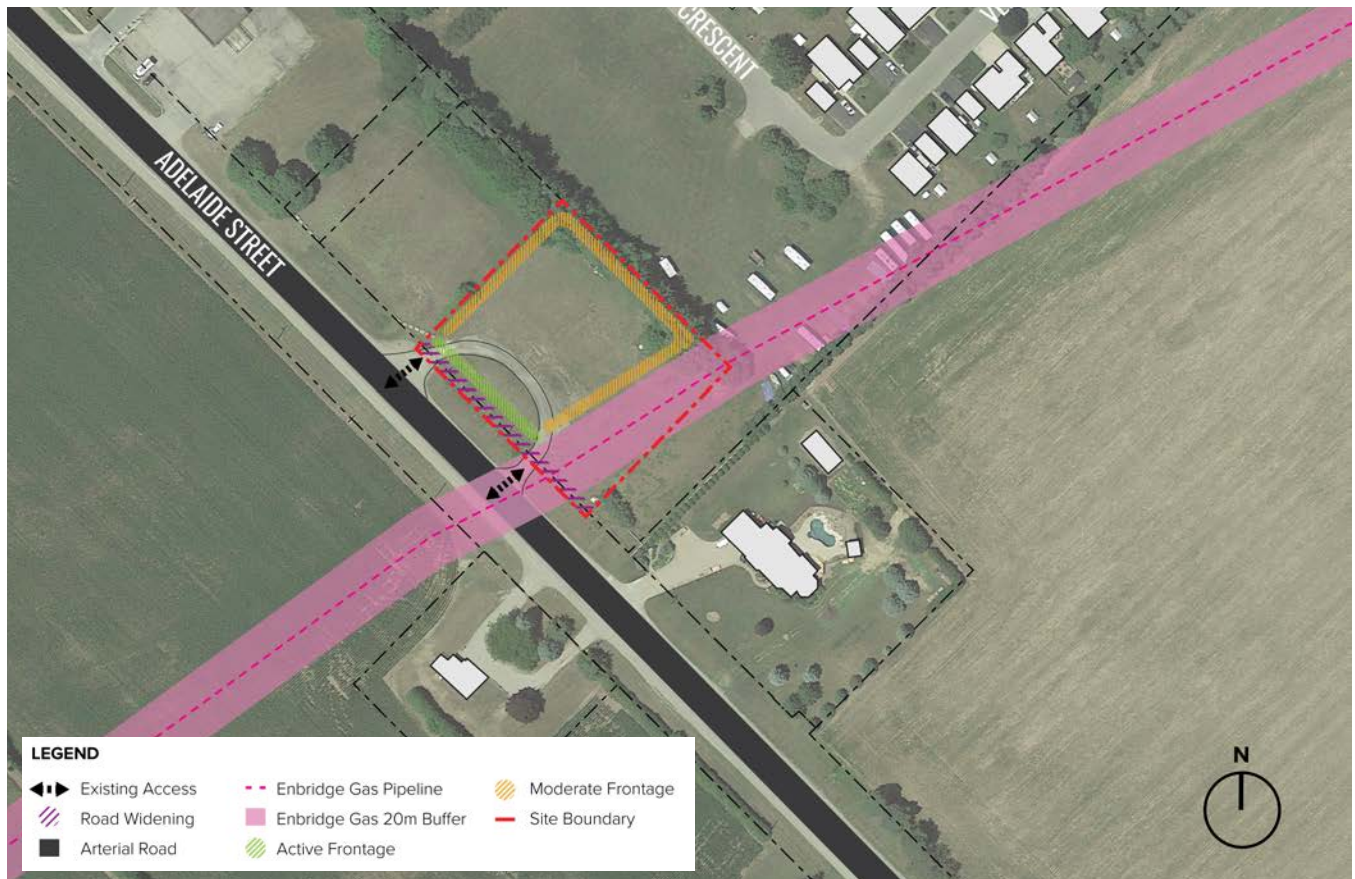
## 2.2 Site Analysis

The site analysis graphic below represents the existing physical characteristics of the site and the lands immediately surrounding the site. The site consists of a single parcel, with frontage on Adelaide Road (County Road 81). The site is generally flat and clear but does contain a row of mature coniferous trees along the eastern lot line. Neither the site nor adjacent lands contain identified natural heritage features or features of environmental significance. No buildings currently exist on the site, however remnants of a former use are visible including a circular driveway access along Adelaide Road. Adelaide Road is identified on Schedule 'B' of the Strathroy-Caradoc Official Plan as an *Arterial Road*. It consists of a 2-lane cross-section with a gravel shoulder and no sidewalks or active transportation facilities. Being an Arterial Road, its primary function is to facilitate movement larger volumes of vehicular traffic and it is understood that access to abutting properties will be limited (i.e., not suitable for direct access to individual low density housing forms). As per the County of Middlesex Official Plan, the ultimate right-of-way width of Adelaide Road is intended to be 36.0m. This will result in a potential road widening dedication on the project site of up to 3.0m in depth.

On the southern portion of the site, indicated on *Figure 3* below, there exists a 60ft. wide (18.3m) easement in favour of Enbridge (formerly Union Gas). Based on information obtained from Enbridge, one or more active subsurface natural gas transmission lines exists within the easement area. This subsurface infrastructure poses some constraint that has been further accounted for in the conceptual plans/design contemplated for the site. Proposed buildings have been avoided in this area in favour of permissible surface functions such as vehicular parking and circulation.

From an overall site organization perspective, Adelaide Road functions as the front lot line and is generally intended to be developed with "active" edge conditions. The proposed development concept detailed in Section 4.0 of this report organizes the site in a manner that respects this hierarchy. A level of sensitivity has been paid to the east and north lot lines recognizing the potential for future development and seeking to create a positive interface.

**Figure 3:** Site Analysis Map



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## 3.0 POLICY AND REGULATORY FRAMEWORK

The following section of this report provides an overview of the applicable planning policy & regulatory framework that currently guides land use and development on the subject site. In this case, the key applicable statutory documents include the Provincial Policy Statement (2020), the County of Middlesex Official Plan, the Strathroy-Caradoc Official Plan and the Zoning By-law of the Municipality of Strathroy-Caradoc (43-08). The following policies and regulations inform and guide the professional analysis of the proposal provided in Section 5.0 below.

### 3.1 Provincial Policy Statement, 2020:

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest regarding land use planning and development. The PPS is issued under Section 3 of the Planning Act. Section 3 of the Planning Act requires that land use planning decisions be consistent with the PPS, ensuring that matters of provincial interest, as identified in Section 2 of the Planning Act, are addressed. The PPS is a broad provincial policy document that is generally implemented through local municipal planning documents.

Although it is to be interpreted broadly, the following policy guidance is important to consider in the context of the Official Plan and Zoning By-law Amendment applications for 24546 Adelaide Road. New residential development within the County of Middlesex is generally directed to the County's network of *Urban Settlement Areas*. As noted previously, the site is located within the Urban Settlement Area boundary of the Town of Strathroy and qualifies as a *Settlement Area* as defined by the PPS, 2020.

Section 1.1.1 of the PPS establishes that healthy, liveable, and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, 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 avoiding development and land use patterns which may cause environmental or public health and safety concerns. Section 1.1.3.1 states that *settlement areas will be the focus of growth*. Further, land use patterns within settlement areas shall be based on (s.1.1.3.2):

- *Efficiently using land and resources;*
- *Appropriate and efficient use of infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- *Minimize negative impacts to air quality and climate change, and promotes energy efficiency;*
- *Prepare for the impacts of a changing climate; and,*
- *Supports active transportation and are transit/freight supportive.*

Section 1.1.3.2 states that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated. With regard to housing specifically, Section 1.4.3 of the PPS requires 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 of the regional market area by:

- *Permitting and facilitating all forms of housing required to meet the social, health, and well-being requirements of current and future residents;*



- 
- *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be available to support current and projected needs;*
  - *Promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and,*
  - *Establishing development standards for residential intensification, redevelopment, and new residential development, which minimizes the cost of housing and facilitates a compact built form while maintaining appropriate levels of public health and safety.*

Lastly, 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.

In view of the PPS policies noted above, the site is located within a designated Urban Settlement Area, and identified for urban development as per the Strathroy-Caradoc Official Plan. The development has access to full municipal water and wastewater services and will provide for the efficient use of infrastructure and public service facilities. As per the Functional Servicing Report prepared by SBM Ltd. in support of the applications, sufficient existing water and sanitary capacity is available to service this development and stormwater can be appropriately managed on-site via LID strategies and techniques. The proposal will make use of a site that has been underutilized and is an appropriate location for an infill development. The development further represents a desirable form of residential intensification that will provide new housing options in south Strathroy, catering to smaller household sizes than the predominant housing form in the municipality and thereby contributing positively to a broadening of the local housing stock.

It is important to note that there is no specific provincial policy framework for evaluating conversions of designated commercial land to other uses. The PPS, 2020 includes policies to protect and preserve *Employment Areas* and provides a framework for reviewing Employment Area conversions but not commercial lands. While there are no specific policies on protection of designated commercial lands, the PPS does require municipalities to provide an adequate market-based range and mix of residential and employment uses, such as commercial uses. To ensure an appropriate balance of land use opportunities is being provided across the municipality, Strathroy-Caradoc commissioned the completion of a *Regional Commercial System Study* which was prepared by Watson Economists in 2022. In doing so, the Municipality has satisfied other PPS policies which seek to promote economic competitiveness by planning and painting and appropriate commercial land supply. As discussed in Section 7 of the RCSS, there is a surplus of designated commercial lands in Strathroy of approximately 16 ha to accommodate commercial development to 2046 and a shortfall of residential lands. As such, the proposed conversion from Commercial to Residential supports provincial planning objectives regarding the appropriate provision/balance of land use across the municipality.

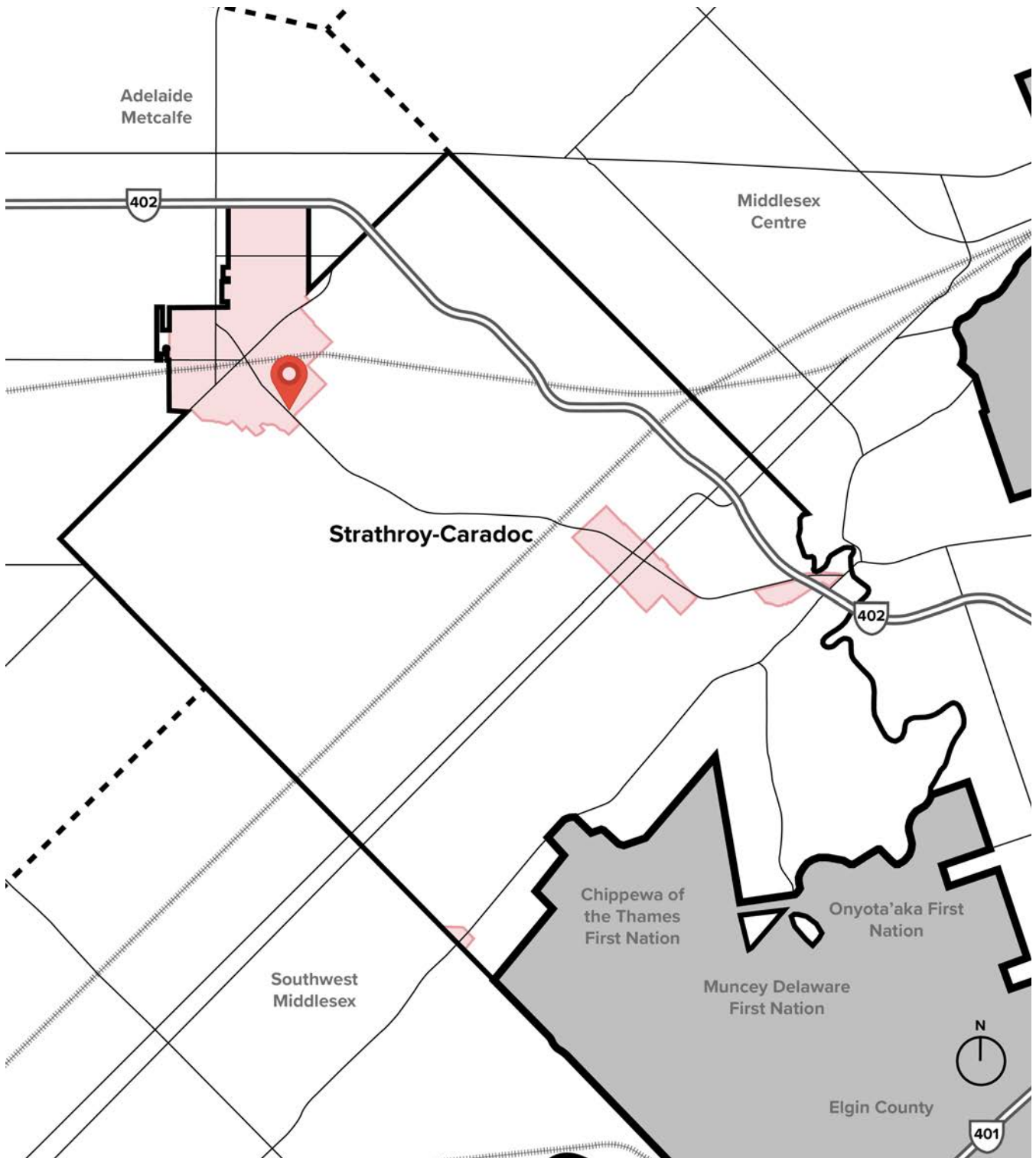
### **3.2 County of Middlesex Official Plan:**

The site is designated 'Settlement Areas (Urban and Community)' according to *Schedule A: Land Use* of the County of Middlesex Official Plan (see figure 4 on page 7).

In accordance with Section 2.3.8 of the Middlesex County Official Plan, the local municipality shall have primary responsibility for detailed planning policy within a Settlement Area. Notwithstanding the detailed guidance provided by the Strathroy-Caradoc Official Plan, the County Official Plan does provide overarching policy guidance that is relevant in the consideration of the proposed applications.

Accordingly, Section 2.7.3 provides that Urban Areas and Community Areas are intended to be the focus for future growth in the County including residential, commercial and industrial development. Section 2.3.7 further 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

**Figure 4:** County of Wellington Official Plan Settlement Areas



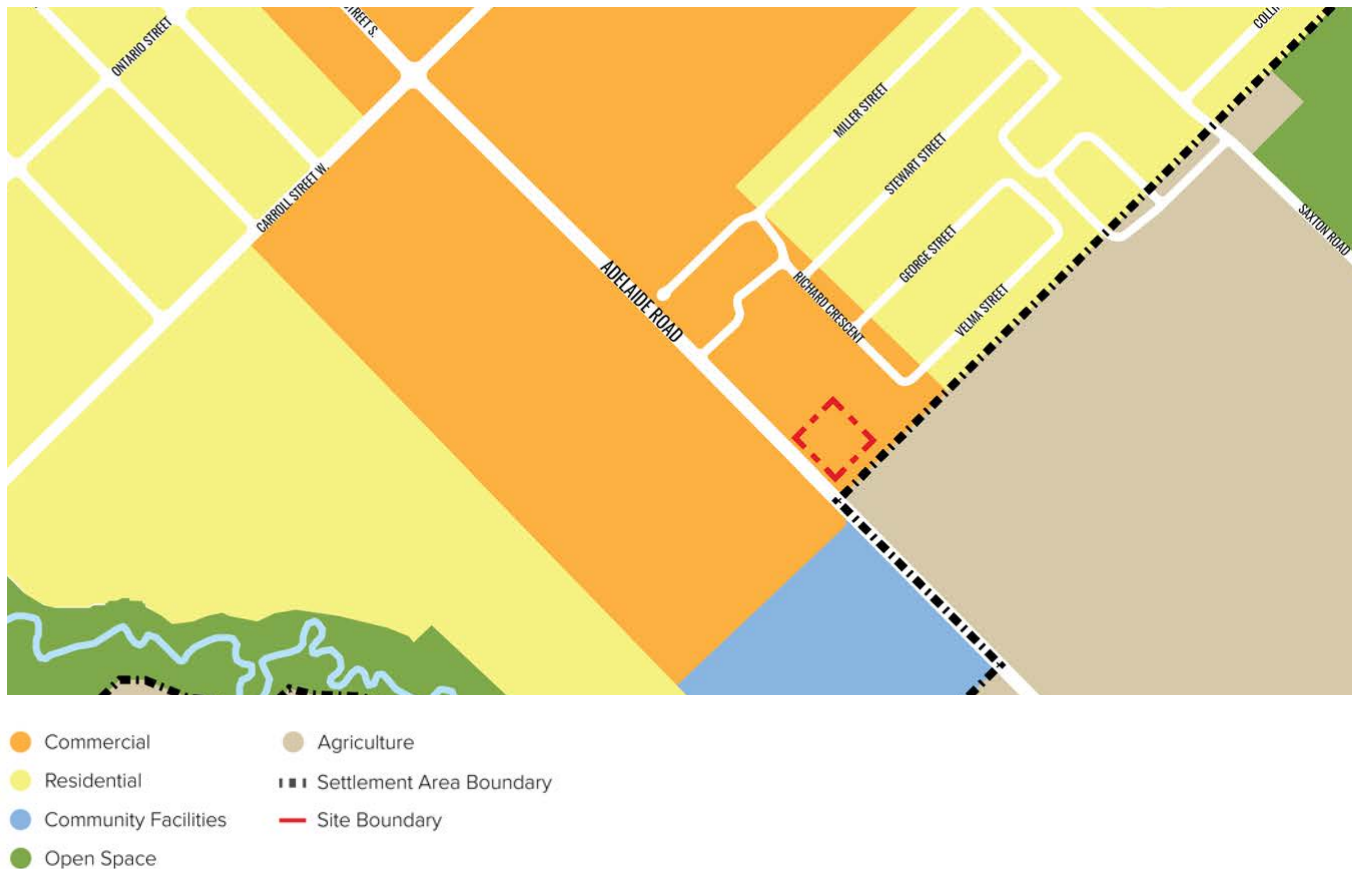
redevelopment. Section 3.2.2 directs that settlement areas shall development in a manner that is phased, compact, and does not result in a strip pattern of development. Further, development is to complement the positive elements of the existing built form in an effort to preserve the historic character of the area. Lastly, Section 2.4.5 states that the County shall encourage development on municipal water and sanitary systems.

In view of the policy guidance summarized above, it is important to emphasize that the property is within a designated growth area of an Urban Settlement Area, will be fully serviced and provides for the efficient use of infrastructure and public service facilities. The development will be compact and is an infill condition which will develop an underutilized property fronting on a major arterial road under County jurisdiction. The development is an appropriate level of intensification given the frontage on an Arterial Road as well as the physical context and pattern of development on adjacent lands.

### 3.3 Strathroy-Caradoc Official Plan:

The site is currently designated “Commercial” on Schedule B - Land Use and Transportation Plan. The major concentration of commercial development outside the Downtown Core in Strathroy lies along Caradoc Street in the south end of the town. Elsewhere, commercial development has been more limited, occurring at various locations along Albert Street, Metcalfe Street and at the corner of Victoria Street and Pannell Lane in the north end of the town. The primary purpose of areas designated ‘Commercial’ on Schedule ‘B’ are for commercial uses which depend on, or cater to, patrons arriving by motor vehicle for their existence. New development may occur as individual outlets, as multi-unit developments or complexes under single or multiple ownership with common parking, entrances and other features.

**Figure 5:** Strathroy -Caradoc Official Plan - Land Use & Transportation Plan



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The proposed Official Plan Amendment, as detailed further in Section 4.0 in the preceding section of this report, would result in changing the designation of the site from “Commercial” to “Residential”.

Similar to the provincial policy review outlined above, it is important to note that there is no specific local policy framework for evaluating conversions of designated commercial land to other uses. However, Section 7.3 - Amendments and Review - of the plan does direct that *amendments to the Plan shall be considered in response to changing circumstances within or affecting the Municipality; changes in policy, legislation and guidelines of other levels of government which may have a bearing on existing uses or the future development of the Municipality and in response to specific applications by landowners and developers. In addition, the conversion of lands within Employment Areas to non-employment uses may be permitted through comprehensive review.*

In this case, the Official Plan designation that applies to the site currently was applied prior to the completion of the 2022 *Regional Commercial System Study*. Through the RCSS, it was determined that there is a surplus of designated commercial lands in Strathroy of approximately 16 ha to accommodate commercial development to 2046 and a shortfall of residential lands. As such, the proposed conversion from Commercial to Residential is effectively responding to a changing need/circumstance within the Municipality that warrants reconsideration of the land use designation on the property, driven by a site-specific application by the landowner.

In accordance with Section 3.3.4 of the local Official Plan, lands designated ‘Residential’ on Schedule ‘B’ shall be predominantly used for residential purposes including 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. As per 3.3.4.3, high density development (i.e. >3 storeys) in keeping with the general scale and character of the town shall be considered based on the following criteria:*

- a) *adequate buffering and separation from low density development by an intervening area of medium density development or other suitable or comparable design features and site improvements;*
- b) *proximity to areas designated ‘Downtown Core’, ‘Community Facilities’ and/or ‘Open Space’;*
- c) *vehicular access to an arterial or collector road or from a local street designed to minimize the conflict between apartment generated traffic and any neighbouring low or medium density residential development;*
- d) *adequacy of municipal infrastructure (water supply, sanitary sewage, drainage, roads and sidewalks). If inadequate, an agreement shall be entered into with the proponent as to the design and cost of any improvements required to bring such services up to the required standards;*
- e) *maximum height and density as specified in the Zoning By-law;*
- f) *site design to minimize the shadow effect on surrounding buildings and the adverse effects of winter winds while maximizing exposure for solar gain; and,*
- g) *energy-efficiency through innovative site orientation and landscaping.*

In relation to the Residential designation policies for the Town of Strathroy, the site represents a suitable candidate for “high density residential” forms of development. Surrounding sites are predominantly slated for future commercial development. Lands immediately east contain a lifestyle community, with undeveloped lands adjacent to the site providing enhanced buffering and horizontal separation. The site possesses direct vehicular access to the Arterial Road network to facilitate traffic movement in a manner that is not disruptive to the local street network. Municipal water and wastewater services are available to service the development and sufficient capacity exists within those systems. The site generally meets the height and density requirements of the R3 Zone and is organized in a manner that limits adverse effects on adjacent properties. The R3 Zone generally allows for a similar scale of built form (height and density) as the existing C1 zone.

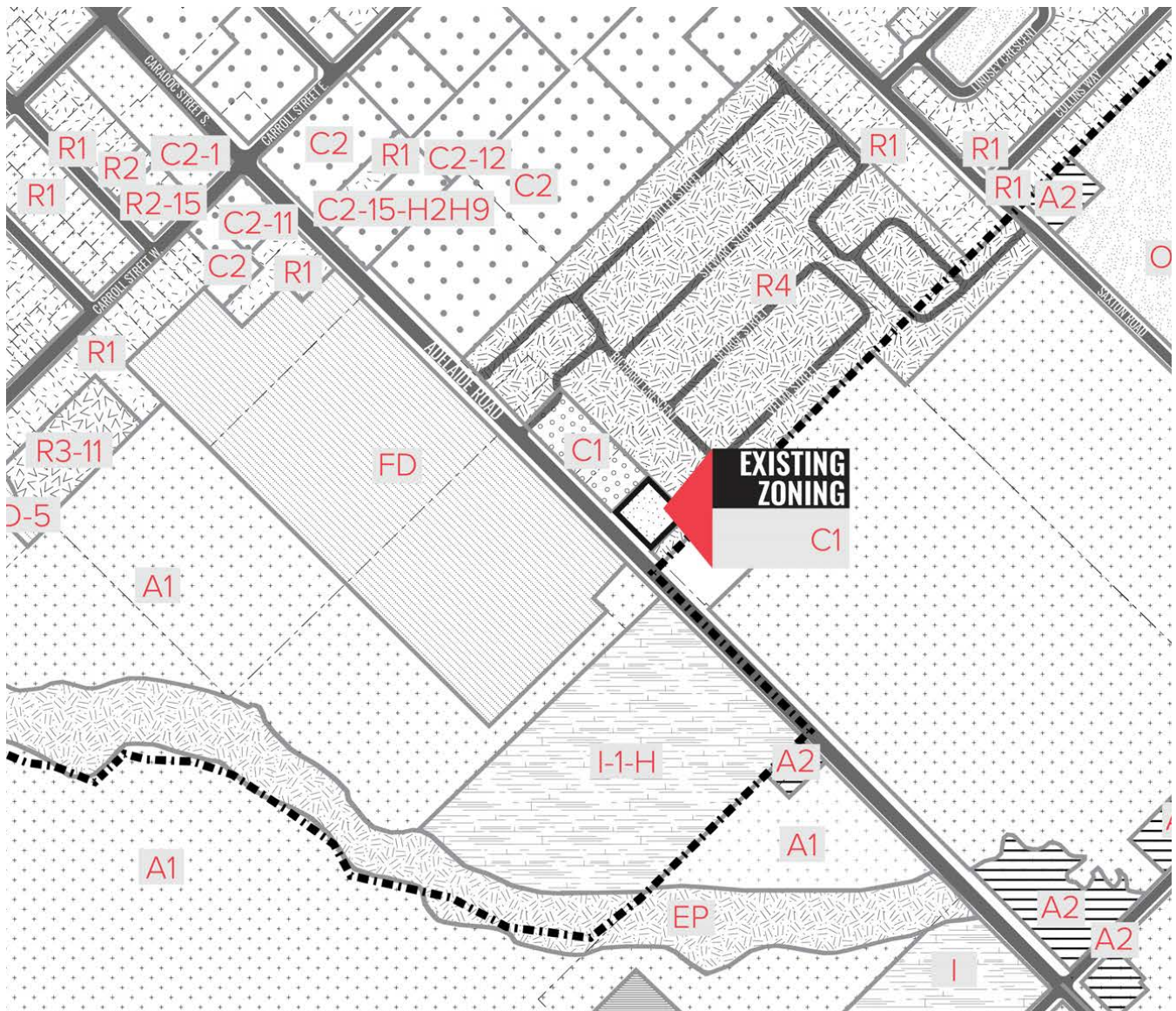
### **3.4 Strathroy-Caradoc Comprehensive Zoning By-law 43-08:**

The project site is currently zoned General Commercial (C1) Zone within the Strathroy-Caradoc Zoning By-law. The General Commercial (C1) Zone normally applies to lands situated in Strathroy and designated ‘Downtown Core’ in the Official Plan. The intent of this zone is to recognize the primacy of the downtown core in its role as the commercial, social and cultural centre of the community it serves. Within the C1 zone, a wide range of commercial uses are

permitted which are essentially engaged in the buying and selling of goods and services and the offering of services. Due to the compact nature of downtown cores and the desirability of maintaining it as such, minimum yard setbacks are not generally required unless the lands abut a residential zone. To ensure commercial uses retain a prominent location at 'street level', residential uses are restricted to locations above the first floor in commercial buildings.

The C1 Zone does not permit residential developments in the form of stand alone apartments, multi-unit dwellings, townhouses, semi-detached dwellings or single-detached dwellings. It is interesting to point out that the C1 Zone is typically, and almost exclusively, applied to lands within Downtown Strathroy and, in this regard, the zoning of 24546 Adelaide Road represents an anomaly in terms of the Zoning approach for commercial lands in the municipality. A zoning by-law amendment is required in order to allow for the proposed Multiple-unit Dwellings, however the form and density of development allowed via the C1 Zone is substantial and the shift to R3 does not generally enable greater height and density than what is already permitted.

**Figure 6:** Strathroy-Caradoc Zoning Mapping (023-2018)



**Table 2:** Existing General Commercial (C1) Zone Regulations

Regulation	C1 Zone
Permitted Uses	See Section 10.2
Lot Area (min.)	No minimum
Lot Depth (min.)	No minimum
Front an Exterior Side Yard Depth	Min: 0.0m Max: 3.0m
Interior Side Yard (min.)	0 m (when yard abut residential zone minimum side yard width shall be 3 m)
Rear Yard Depth (min.)	10m
Lot Coverage (max.)	No maximum
Landscaped Open Space (min.)	No minimum
Height (max.)	15.0m
Parking Area Coverage (max.)	40%
Amenity Area (min.)	Every lot containing more than 4 dwelling units shall have a common amenity area. The minimum size of the common area shall be determined as follows: 6 m <sup>2</sup> per dwelling unit and have unobstructed access from the dwelling. The area may be located outdoors (on the building or at grade) and/or indoors.

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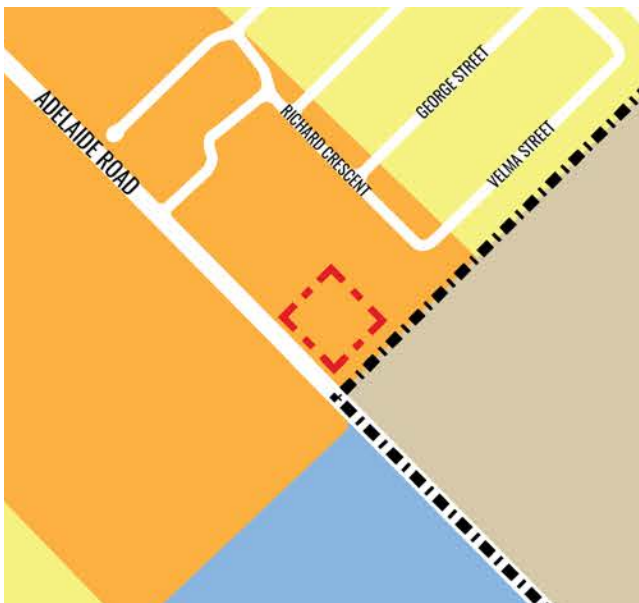
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# 4.0 THE PROPOSAL

## 4.1 Official Plan Amendment:

In order to implement the planned intent for the development and align the local planning policy framework with more pressing/current market needs, Schedule 'B' - Land Use & Transportation of the Strathroy-Caradoc Official Plan is proposed to be amended by re-designating the subject site from "Commercial" to "Residential". The policies for the various land use designations establish, in general terms, the type, form, intensity, character and desired pattern of land use and development to be realized on a given site/area. In this regard, the proposed Official Plan Amendment does not propose any special or unique policy considerations and development of the site would still be required to meet the applicable/general policies guiding development in the "Residential" designation, ensuring a residential development that is locally appropriate.

### EXISTING SCHEDULE 'B'



### PROPOSED SCHEDULE 'B'



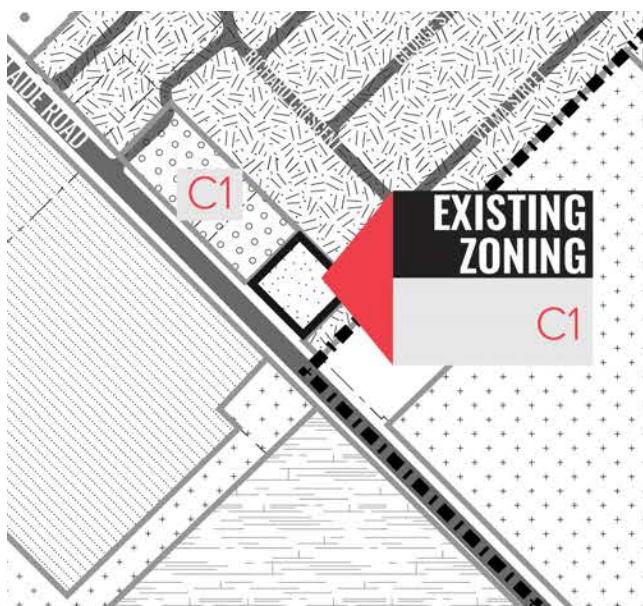
The rationale and planning justification supporting the proposed re-designation is further detailed in Section 5.0 - Planning Analysis - of this report which examines/considers both the commercial and residential land needs for the next planning horizon (up to 2046) in the municipality and the characteristics of the site itself. The re-designation of the lands to residential will establish an appropriate local policy framework to guide future development on the site, trigger the application of the policies of Section 3.3.4 - Residential, in considering an evaluating land use and development proposals for the site.



## 4.2 Zoning By-law Amendment:

The proposed Zoning By-law will provide a framework for a ground-oriented multi-residential development in the form of stacked townhouses, up to a maximum of 12.0 metres in height (3.5-storeys) and a maximum density of 75 units per hectare. The proposed High Density Residential (R3(L)) Special Provision Zone includes special regulations to account for a site-specific parking rate, parking area coverage and rear yard setback. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes including the specific concept plan prepared by Siv-ik Planning & Design Inc. being contemplated for the site. However, the zone is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

### EXISTING ZONING



### PROPOSED ZONING



**Table 3:** Proposed Zoning By-law Regulations

By-law Regulation	R3	Proposed R3(L)
Permitted Uses	(1) Dwelling, Apartment <b>(2) Dwelling, Multiple-unit</b> (3) Dwelling, Townhouse (4) Grouped Housing (5) Long Term Care Facility	-
Minimum Lot Area (per unit)	100m <sup>2</sup> for first 6 units & 15m <sup>2</sup> for each unit thereafter.	-
Minimum Lot Frontage	20.0m	-
Front/Exterior Yard Depth (min.)	4.5m	-
Interior Side Yard Width (min.)	2m	-

Rear Yard Depth (min.)	10m	6m
Lot Coverage (max.)	45%	-
Landscaped Open Space (min.)	30%	-
Height (max.)	N/A	12.0m
Parking Area Coverage (7.4.1 c))	25%	36.5%
Vehicle Parking (min.)	Resident: 1.5 per unit Visitor: 0.15 per unit	Resident: 1.35 per unit Visitor: 0.15 per unit
Outdoor Common Amenity Area	20m <sup>2</sup> per unit	-

**Note:** - = “no change”.

Further details on the proposed development statistics are found in Table 4: Development Statistics, in the following section of this report and on the Zoning Data Table included in Appendix ‘A’. The Zoning By-law Amendment application is a precursor to a future Site Plan Control application that will address the detailed/technical aspects of the development including building and site layout, site servicing and lot grading, tree protection/landscape design, etc.

### 4.3 Development Concept

The following illustrations and graphics provide an overview of the development concept for 24546 Adelaide Road. The development concept is representative of the developer’s future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 4.2 of this report. The concept includes two 3.5-storey stacked townhouse buildings containing a total of 32 new townhouse units. Building ‘A’ has been positioned parallel to Adelaide Road, providing for a positive built interface with the adjacent street in a manner that supports the site’s “gateway location” at the southern edge of the settlement area. Building ‘B’ is oriented east-west allowing for optimal use of the site in light of the Enbridge easement affecting the southern portion and enabling privacy for individual units by oriented buildings in a manner that do not include direct facing units and balconies.

The required vehicular parking for the new townhouse forms is provided through surface parking. The plan provides for 49 surface parking stalls overall, resulting in a parking ratio of over 1.5 stalls per unit. The conceptual site design also includes 44 stalls for residents and 5 stalls for visitors. The parking area has been oriented towards the south interior side yard of the proposed buildings allowing for efficient use of the site in light of the subsurface restrictions posed by the Enbridge easement. The main driveway has been positioned towards the mid-point of the property along the Adelaide Road frontage to foster an appropriate degree of separation between the access and potential future access for the property to the north. The internal vehicle circulation network allows for looped circulation, enabling on-site waste collection and turnarounds for emergency and service vehicles. Resident amenity space is provided via a combination of individual balconies for each unit and common/shared amenity space located east of Building ‘A’ and north of Building ‘B’. The development concept provides for over 21.875m<sup>2</sup> of outdoor common amenity space per unit (700m<sup>2</sup> overall).

A dimensioned conceptual site plan and has been prepared and is attached as Appendix ‘A’ for further reference. A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.

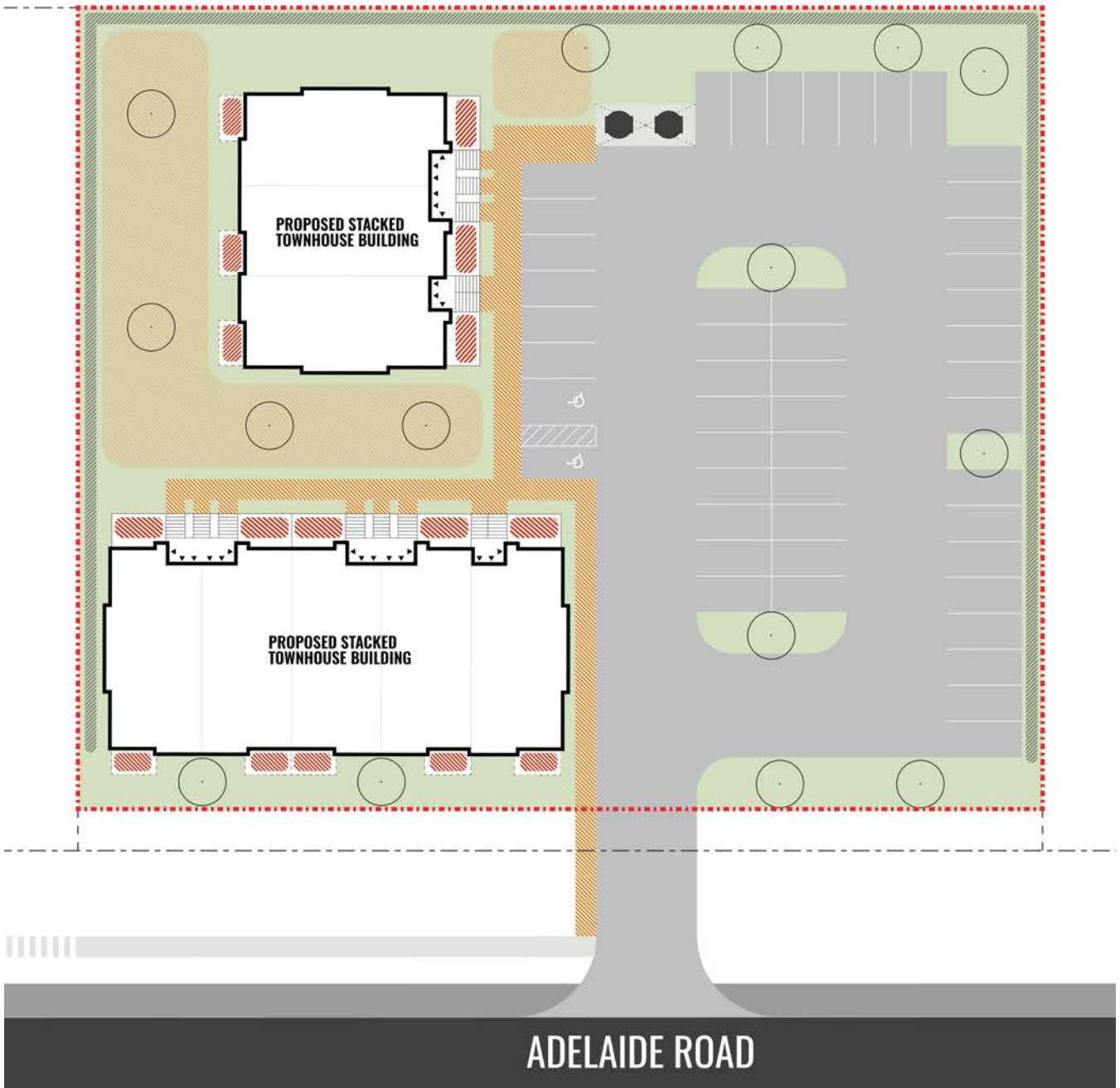
Figure 7: SE Isometric View



Figure 8: NW Isometric View



Figure 9: Simplified Site Plan



**Note:** This simplified site concept plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2024-01-16 conceptual site plan.

**LEGEND**

- New Building Footprint
- Site Boundary
- Principal Entrance
- Common Amenity Space
- Private Amenity Space
- Potential Tree Location
- Enhanced Landscaped Area
- Pedestrian Connections

**Table 4:** Proposed Development Statistics

Concept Plan Data Table		
<b>Use</b>	Multiple-Unit Dwelling (Stacked Townhouse)	
<b>Buildings/Structures</b>	2	
<b>Dwelling Units</b>	Building 'A'	Building 'B'
	20	12
<b>Density</b>	75.3 units per hectare	
<b>Height</b>	12.0m (3.5-storeys)	
<b>Vehicle Parking</b>	<b>Resident:</b> 44 (1.375 per unit) <b>Visitor:</b> 5 (0.156 per unit)	
<b>Lot Coverage</b>	17.4%	
<b>Landscaped Open Space</b>	40%	
<b>Parking Area Coverage</b>	36.5%	
<b>Outdoor Common Amentiy Area</b>	700m <sup>2</sup> (21.875m per unit)	
<b>Setbacks</b>	<b>North (Interior)</b>	2.0m
	<b>West (Front)</b>	4.5m
	<b>East (Rear)</b>	6.0m
	<b>South (Exterior)</b>	34.5m

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## 5.0 PLANNING ANALYSIS

The following analysis examines the impacts/implications of the proposed Official Plan and Zoning By-law Amendment with respect to use, intensity, form and function. As explained in Section 4.0 - Proposal - of this report, the proposed Official Plan amendment will re-designate the lands from “Commercial” to “Residential” on Schedule B - Land Use & Transportation Plan of the Strathroy-Caradoc Official Plan. The proposed Zoning By-law Amendment will implement the proposed Official Plan Amendment by rezoning the lands from their current General Commercial (C1) Zone to a High Density Residential (R3) Zone to allow for multi-residential development including townhouses, multiple dwellings and apartment dwellings. The proposed amendment also includes special provisions to modify some of the standard regulations of the proposed High Density Residential (R3) Zone to enable the specific Concept Plan that has been developed for the site. These include minor reductions to the required parking rate, rear yard setback and parking coverage rates. The scope of the analysis is focused primarily on the technical issues and impacts arising from the change in land use and associated special provisions.

It is important to note that future development as envisioned by the landowner would be subject to the Municipality’s Site Plan Control By-law. The Site Plan Control process would provide an opportunity to review the detailed design and servicing plans for the site and also address any other technical considerations deemed relevant by Municipal Planning Authorities. As such, the planning analysis that follows places an emphasis on the overall merits of the Official Plan and Zoning By-law Amendment, paying appropriate regard to the details of the conceptual plan but also recognizing that a certain level of flexibility and site design issues to be addressed through the future Site Plan Control application.

### 5.1 Commercial to Residential Conversion:

A major component of the proposal is the proposed Official Plan Amendment which would see the subject site re-designated from “Commercial” to “Residential” on Schedule ‘B’ - Land Use & Transportation Plan of the Strathroy-Caradoc Official Plan. Section 7.3 of the Official Plan states that, “*amendments to the Plan shall be considered in response to changing circumstances within or affecting the Municipality; changes in policy, legislation and guidelines of other levels of government which may have a bearing on existing uses or the future development of the Municipality and in response to specific applications by landowners and developers.*”

In this case, there are a number of factors which support changing the designation of the lands from “Commercial” to “Residential”. As part of our professional evaluation of the merits of the proposed re-designation, we have considered the specific attributes of the site and surrounding area, the overall structure of the Municipality as outlined in the Official Plan, the findings and conclusions of the *Regional Commercial Systems Study (2022)* prepared by Watson Economists in support of the on-going Municipal Comprehensive Review and on-going need for housing in the Municipality outlined in the *2022 Residential Land Needs Assessment*.

It is important to reiterate that there is no specific provincial or local planning policy framework for reviewing conversions of designated commercial land to other uses. The PPS, 2020 only includes policies to protect and preserve “Employment Areas” and provides a framework for reviewing Employment Area conversions. While there are no policies on protection of designated commercial lands, the PPS does require municipalities to provide an adequate market-based range and mix of residential and employment uses, such as commercial uses.

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In absence of specific provincial or local policies for consideration of commercial land conversion applications, the *2022 Regional Commercial Systems Study* did include recommendations for general criteria that could be used by the Municipality in reviewing applications. Section 8 of the RCSS - Strategic Directions - suggests that reviewing commercial land conversions considers the following broad principles:

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

**Strathroy Commercial Land Supply & Needs Assessment:**

Section 7 of the RCSS provides a review of the commercial land demand requirements to 2046 for the urban settlement areas of Strathroy and Mount Brydges, including a commercial land employment density analysis. Section 7.2 in particular provides a summary of the commercial land supply and the employment forecast to be accommodated on commercial lands to 2046. As outlined in Section 7.2, there is a surplus of designated commercial lands in Strathroy of approximately 16 ha to accommodate commercial development to 2046. In addition to the surplus, Strathroy also has commercial intensification opportunities (e.g., small-scale commercial pad development on existing developed “big-box” sites), as discussed in Chapter 6 of the RCSS. From a commercial land supply perspective, the results of the RCSS generally support the proposed re-designation.

**Residential Land Use Needs:**

As per the 2022 RLNA, residential growth is expected to be very strong in the Strathroy Urban Settlement Area, with an annual projected growth rate of 1.5% or 157 dwelling units per year to 2046. The total population of the Town is projected to be 23,900 (up from 16,600 in 2021) by 2046. In accordance with the projected growth scenario outlined in the Watson report, in comparing forecast housing demand with available housing supply potential in Strathroy, there is a shortfall of 665 low-density housing units and 60 medium-density housing units over the 25-year forecast horizon. Based on their review of residential density trends, this generates a need for an additional 110 gross hectares of designated urban residential lands within the Urban Settlement Areas (49 net hectares to accommodate new housing plus 60 hectares to accommodate local infrastructure, parkland and a small component for non-residential development (i.e., nursing homes, day cares, public facilities, etc.). 74 hectares of gross residential land is needed within the Strathroy Urban Settlement Area, in specific. The Municipality of Strathroy-Caradoc is currently contemplating the addition of new lands to the Urban Settlement Area to address this shortfall. However, the conversion of land from commercial to residential, within the existing Settlement Area on a site with access to existing municipal water and wastewater services is generally preferable.

**Site Characteristics:**

Figure 5-2 of the 2022 RCSS provides a visual overview of the commercial land supply (including vacant commercial lands) within the Town of Strathroy. The site is limited in size relative to other areas/parcels and is located at the edge of the settlement area, it forms a logical and reasonable candidate for conversion. Given the limited size of the site, it would only be suitable to accommodate small format commercial uses up to a max. gross floor area of approximately 7,000sf. The size of the site thereby excludes large format retailers, grocery stores, hardware stores, etc. and diminishes the site’s effectiveness as a contributor to the regional commercial system. As noted previously in this report, the site represents 1 of 3 small properties on the east side of Adelaide Road with the General Commercial (C1) Zoning. These appear to be the only parcels in the Municipality zoned C1 outside of the downtown. As such, re-designation of the parcel will help to further enforce/solidify the Downtown core as the preferred location for local small-scale commercial uses and mixed use development forms.

The site also does not serve as a transition between an employment area and residential area and thus, its loss, will not result in land use incompatibilities. Given the limited scale of the site and it’s location at the southern terminus of the settlement area, the site would represent more of a fringe commercial area and not a core commercial parcel who’s re-designation would undermine the overall planned function of the municipality’s network of commercial

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lands. To recognize and support the role of peripheral commercial areas in accommodating large scale, vehicular-oriented commercial establishments not suited to the downtown core.

In light of the conclusions of the recent RSCC, the recent RLNA and the specific characteristics of the subject site, the proposed re-designation represents a logical and supportable strategy for making best use of the site. The conversion will not cause any negative impacts to adjacent land uses nor will it undermine the overall commercial structure of the Town of Strathroy. In fact, given the limited size of the parcels and the unique instance of C1 zoning being applied, the removal of the C1 from the property will further reinforce the Downtown as the preferred location for smaller-scale commercial operators and mixed use development.

## **5.2 Land Use & Density:**

The proposed Zoning By-law Amendment proposes to re-zone the lands from General Commercial (C1) Zone to High Density Residential (R3) Zone, providing a framework for the development for townhouses, multiple dwellings and apartment dwellings up to a maximum height of 12.0m. The application of the proposed R3 zone has been guided by the relevant policies of the PPS, 2020 and the local Official Plan which direct that residential intensification shall be encouraged in settlement areas where it is complementary and compatible with the nature, scale, design and general character of neighbouring development, and where municipal services and facilities are capable of accommodating the development. The proposed R3 Zone will enable a range of uses that provide a more affordable/compact built form than the predominant form of housing in the municipality, allowing for diversity and choice in housing options for existing and future residents. The amendment will support intensification, make more efficient use of existing infrastructure, and result in an efficient utilization of urban land (potentially limiting the need for urban expansion onto rural land).

As per Section 3.3.4.1 of the Strathroy-Caradoc Official Plan, lands designated 'Residential' on Schedule 'B' shall be pre-dominantly used for residential purposes including a range of housing types and densities from single unit dwellings to high-rise apartment buildings. In terms of suitability for medium-to-high density residential uses, the project site has direct frontage on an arterial road and has adequate separation and buffering from existing lower density residential uses. As detailed in the Servicing Feasibility Report prepared by SBM Ltd., the site can be serviced by existing municipal water and sewer infrastructure. The maximum height and density will align with the provisions of the R3 Zone and is therefore locally appropriate given the locational characteristics of the site.

## **5.3 Built Form and Site Layout:**

As detailed in Section 4.3 of this report and further in the supporting conceptual site plan (Appendix 'A'), the development concept includes two 3.5-storey multiple-unit dwellings (i.e., stacked townhouse buildings) containing a total of 32 new dwelling units. Building 'A' has been positioned parallel to Adelaide Road, providing for a positive built interface with the adjacent street in a manner that supports the site's "gateway location" at the southern edge of the Strathroy Urban Settlement Area. Building 'B' is oriented east-west allowing for optimal use of the site in light of the Enbridge easement affecting the southern portion of the property and enabling privacy for individual units by oriented buildings in a manner that do not include direct facing units and balconies.

The required vehicular parking for the new stacked townhouse dwellings is provided through surface parking. The plan provides for a total of 49 surface parking stalls overall, resulting in an aggregate parking ratio of 1.53 stalls per unit. The conceptual site design envisions 44 stalls for residents and 5 stalls for visitors. The parking area has been oriented towards the south interior side yard of the proposed buildings allowing for efficient use of the site in light of the subsurface restrictions posed by the Enbridge easement. The main driveway has been positioned towards the mid-point of the property along the Adelaide Road frontage to foster an appropriate degree of separation between the access and potential future access for the property to the north. The internal vehicle circulation network allows for looped circulation, enabling on-site waste collection and turnarounds for emergency and service vehicles.

## **5.4 Landscaping & Amenity Space:**

The proposed High Density Residential (R3) Zone requires a minimum of 30% landscaped open space for Multiple-unit Dwellings. The proposed development on the subject site in its current configuration contains approximately



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40% landscaped open space, achieved through a combination of perimeter landscape buffers and common outdoor amenity areas. Through the future Site Plan Control application, a detailed landscape plan will be prepared to provide further information on the programming/design of landscaped areas and amenity space, including new plantings.

Also within the proposed R3 Zone (7.4.3), there is a requirement for the development of a “common outdoor amenity area”. Every lot containing more than 4 dwelling units shall have an outdoor common amenity area. The minimum size of the common area is 20m<sup>2</sup> per dwelling unit within and have unobstructed access from the dwelling. In this regard, the conceptual site plan provides for over 700m<sup>2</sup> of common outdoor amenity space to serve the proposed 32 dwelling units, resulting in approximately 21.87m<sup>2</sup> per unit. Additionally, each of the proposed dwelling units includes a balcony or patio space of approximately 6m<sup>2</sup> each.

### **5.5 Site Servicing:**

In accordance with relevant provincial and local policies, development within Urban Settlement Areas is required to be serviced by full municipal water and wastewater services. As part of the pre-application consultation that completed with the Municipality of Strathroy-Caradoc in November 2023, it was identified that a Functional Servicing Report was required as part of the complete applications to evaluate the capacity of existing water and wastewater systems to accommodate the proposed development. In this regard, SBM Ltd. has prepared a Servicing Feasibility Study which is being submitted for review.

According to the Municipality’s record drawing, prepared by Development Engineering dated April 13, 1999, there is an existing 400 mm PVC watermain in the Adelaide Road ROW. Since there is sufficient water supply for the fire-flow plus maximum day demand of 60.8 L/s (3647 L/min) with residual pressure greater than 40 psi, as demonstrated in Section 2.2, and the peak hour domestic demand of 1.74 L/s is less than the fire-flow plus maximum day demand, it can be concluded that adequate water supply for the proposed development is available from the municipal system.

From a sanitary perspective, the site is tributary to the 250 mm sanitary sewer in the Adelaide Road. Using a flow of 300 L/capita/day and a population of 77 people (32 units at 2.4 people per unit) as per the MSCSS results in an anticipated peak sanitary flow of 1.26 L/s. When combined with infiltration, this results in a total peak flow of 1.29 L/s. A private drain connection of a minimum diameter of 200 mm with a minimum slope of 1% is required which has sufficient capacity of 32.82 l/s to convey the proposed flows.

Lastly, from a stormwater management perspective, it is noted that there is currently no municipal storm outlet available to service the subject site. SBM has concluded that the post-development runoff coefficient is 0.62 for the proposed development which is greater than the pre-development runoff coefficient of 0.23. The Phase I and II Environmental Site Assessment prepared by EXP Services Inc., dated February 1, 2019 was referred to in order to determine preliminary information about the subsurface conditions of the site. The ESA concludes that the site’s subsurface generally consists of sand and gravel fill and/or sand fill, overlying native sand with a groundwater depth ranging between 2.46m and 2.73m as measured in January 2019. Additional measurements may be required to determine seasonal high groundwater elevations and would be completed in advance of the detailed servicing design at the Site Plan Control stage. As per the MECP Stormwater Management Planning and Design Manual, the water table is required to be a minimum of 1m below the bottom of the infiltration trench, therefore, the site appears generally conducive to on-site control and infiltration.

### **5.6 Traffic Noise:**

Section 6.4 of the Strathroy-Caradoc Official Plan provides a policy framework related to new development adjacent to Expressways. The policies of Section 6.4 generally relate to new development adjacent to Highway 402.

*As a result of the potential for adverse noise impacts, the Ministry of Environment has established guidelines with respect to new residential development adjacent to expressways. Between 55 dBA and 70 dBA, noise attenuation measures are generally necessary and effective. Beyond 70 dBA, residential development is generally not advisable.*

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Prior to approving any new residential development within one kilometre of Highway No. 402 as shown on Schedule 'K' and Schedule 'L', the Municipality may require that the proponent engage the services of an engineer knowledgeable in acoustics to undertake a noise study in accordance with Section 7.5.3.7 of this Plan. Although the site is not adjacent to the 402, it is adjacent to an Arterial Road. As such a Noise Assessment has been carried out by SBM Ltd. in support of the applications. Some components of Building 'A' will experience noise levels that exceed baseline MECP requirements. As such, mitigation measures (in the form of warning clauses and operable central AC) are required. With the implementation of the mitigation measures, all MECP guidelines and requirements will be met with respect to noise.

### **5.7 Past Use & Suitability for Residential Use:**

Stemming from provincial and regional policies and regulations, Section 6.5 of the Strathroy Caradoc Official Plan provides a general policy framework for consideration of land use and development on, and adjacent to, *Landfill Sites and Other Contaminated Sites*.


Section 6.5.1.3 specifically provides guidance related to "Brownfield Sites" and states that *prior to any approval being given for the use or development of lands which may result in health or safety risks to the public or future occupants as a result of previous uses or activities, the necessary soils studies shall be submitted to determine the appropriateness of such use or development including any required remedial measures. Such studies shall follow the Ministry of Environment's Guidelines for Use at Contaminated Sites in Ontario to the satisfaction of the Municipality and the Ministry. Decommissioning and/or remediation of the site may be required. Where a change in land use is proposed from a prior commercial, industrial or community use to a more sensitive use (such as residential), the necessary Record of Site Conditions (RSC) shall be prepared and submitted to the Ministry of Environment and the Municipality.*

As part of the acquisition due diligence for the property by 1000585742 Ontario Inc., a Phase 1 & 2 Environmental Site Assessment was prepared by EXP Services Inc. The objective of the Phase I ESA portion of this investigation was to identify potential sources of environmental concern to the Site. A Phase I ESA is a systematic qualitative process to assess the environmental condition of a Site based on its historical and current uses. The Phase I ESA portion of this investigation was completed in general accordance to CSA Standard Z768-01, November 2001 (R 2016). The Phase II ESA portion was completed in general accordance to CSA Standard Z769-00, November 2001 (R 2013).

Based on a review of historical aerial photographs, city directories, historical maps, and other records review, the Site was agricultural and/or vacant until at least the mid 1950s. As of the early 1970s, it was noted that the Site was developed with a U-shaped driveway, with one small structure on the southeast of it, with a possible second small structure to the north of it. Historical information reviewed as part of this assessment indicate that the Site may have been used for bulk fuel storage and distribution since its initial development. The Site appeared to be in this configuration until the late 1990s. All structures were gone by the early 2000s and the Site has remained more-or-less in its current state since then. The surrounding lands have mainly been occupied by residential properties historically.

The results of the borehole drilling and soil and groundwater sampling program carried out as part of the Phase II investigation revealed analyte concentrations in the soil samples collected from the boreholes below both the Commercial and Residential Property Use 2011 MECP Table 2 SCSs for Coarse Textured Soils. The groundwater samples collected from the monitoring wells installed during our investigation revealed analyte concentrations below the 2011 MECP Table 2 SCSs for Coarse Textured Soils (all types of Property Use). Given these findings, the assumed historical bulk fuel dispensing operations at the Site and adjacent northern property do not appear to have had any significant impact to the subsurface of the Site. The analytical testing results further indicate that the fill material at the Site has likewise not been impacted by former on-Site activities or from the importation of deleterious materials. Therefore, based on the findings of this investigation, the potential issues of environmental concern at the Site should be considered as having been fully addressed. As a result, no further investigative work is considered necessary at this time.

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The Phase II ESA completed concludes that the conditions of the site are suitable for residential use with no further remediation or mitigation required. In general, the Phase II ESA supports the re-designation and rezoning of the lands from Commercial to Residential. Prior to development of the site, a Record of Site Condition will be filed with the Ministry of Environment and Climate Change.

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## 6.0 CONCLUSIONS

The proposed Official Plan Amendment is for re-designation of the subject site from “Commercial” to “Residential” on Schedule ‘B’ of the Strathroy-Caradoc Official Plan. The corresponding Zoning By-law Amendment would result in the rezoning of the lands from General Commercial (C1) Zone to High Density Residential (R3) Zone to implement the proposed Official Plan Amendment and enable a new ground-oriented multi-residential development to address housing need in the Town.

Although there is no specific provincial or local policy framework for reviewing conversions of designated commercial land to other uses, the proposed re-designation of the subject site from “Commercial” to Residential” on Schedule ‘B’ is reasonable and justified in that there is a demonstrated surplus of designated commercial lands in Strathroy, there is an identified need for additional residential lands to accommodate growth over the next planning horizon and the characteristics of the site are such that it is less suitable than other nearby large parcels, conversion to residential would not alter the overall land use/commercial structure of the Settlement Area.

The proposed R3 zoning is appropriate and desirable for the future development of the property given that the site is located with direct access to an arterial road, the site is adequately buffered from adjacent low density residential uses, and sufficient municipal services are in-place to service the planned development.

The development concept generally implements the regulations of the R3 Zone with limited minor site-specific special exceptions for rear yard setback, parking coverage and parking supply.

In light of the foregoing, the proposal represents sound land use planning, is reasonable from a commercial/residential need perspective, in the public interest and is supported by relevant provincial and local planning objectives.

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**Michael Davis, MCIP, RPP**

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# APPENDICES

<b>Site Concept Plan</b>	<b>A</b>
<hr/>	
<b>Draft OPA</b>	<b>B</b>
<hr/>	
<b>Draft Zoning By-law</b>	<b>C</b>

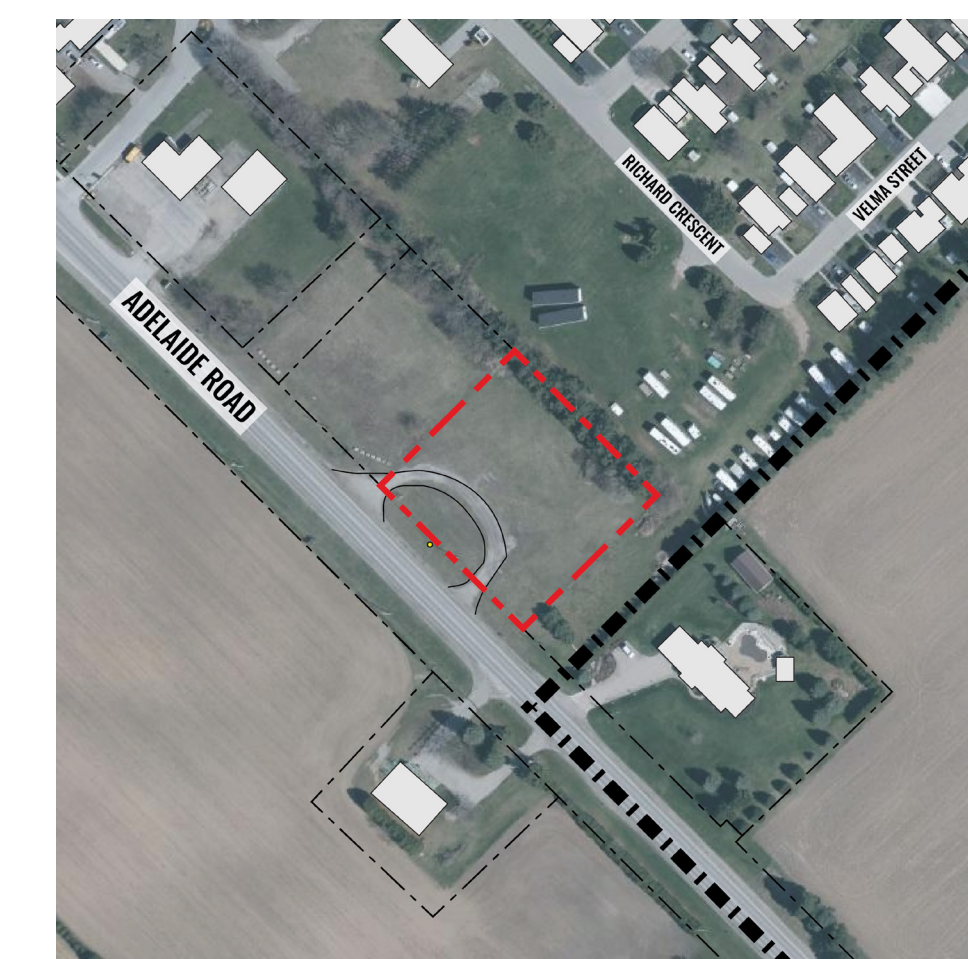


# **APPENDIX A:** SITE CONCEPT PLAN

# CONCEPT PLAN

01  
DWG

PROJECT SITE  
24546 Adelaide Road



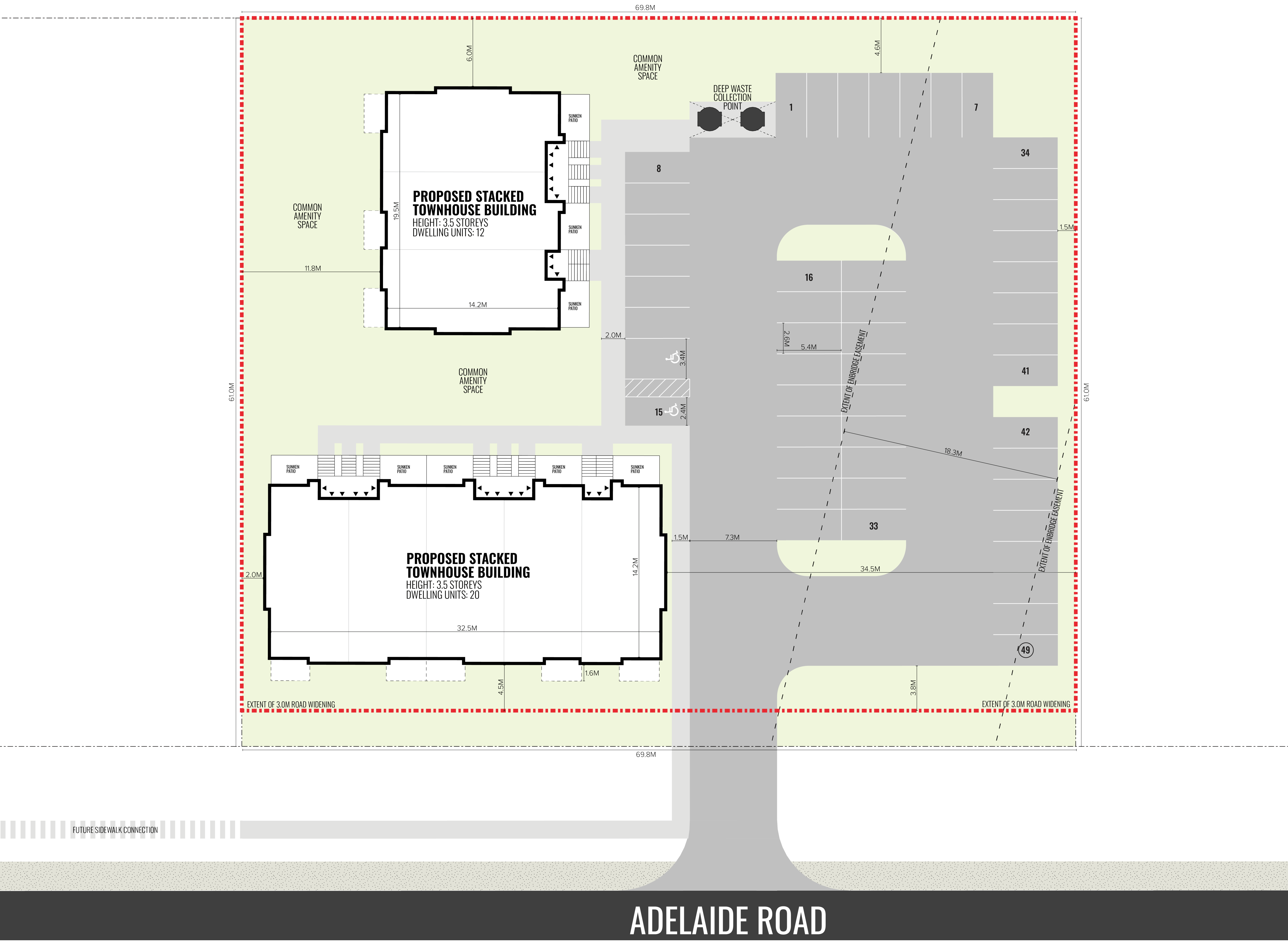
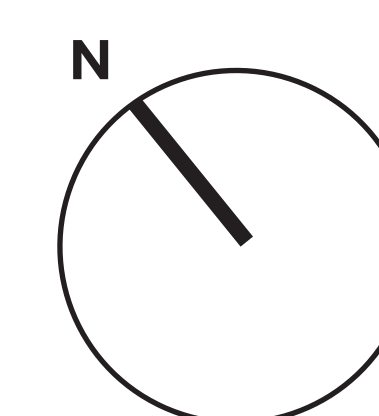
## SITE DATA

R3  
ZONE

Regulations	Required	Proposed
<b>Permitted Uses:</b>	Section 7.2	Multiple-unit Dwelling
	100 m <sup>2</sup> for first 6 units & 15 m <sup>2</sup> for each unit thereafter (min.)	
<b>Lot Area (per unit):</b>	Total Required: 990m <sup>2</sup>	4,252.68m <sup>2</sup>
<b>Lot Frontage (per unit):</b>	20.0m (min.)	69.8m
<b>Front Yard:</b>	4.5m (min.)	4.5m
<b>Side Yard:</b>	2.0m (min.)	West: 2.0m East: 34.5m
<b>Rear Yard:</b>	10.0m (min.)	6.0m*
<b>Landscape OS:</b>	30% (min.)	40%
<b>Lot Coverage:</b>	45% (max.)	17.4%
<b>Height:</b>	N/A	12.0m
<b>Density:</b>	N/A	75.25uph
<b>Parking:</b>	Multiple Unit: 1.5/unit Visitor Parking: 0.15/unit Total Required: 55	1.53/unit (49 total)*
<b>Parking Coverage:</b>	25% (max.)	36.5%*
<b>Outdoor Common Amenity Area</b>	20m <sup>2</sup> per unit (min.) Total Required: 640m <sup>2</sup>	700m <sup>2</sup>

\* - Requires Special Provision

<b>Client:</b>	Todd Bond & Ashraf Ghadban
<b>Date:</b>	01/16/2024
<b>Drawn By:</b>	D. Murphy
<b>Plan Scale:</b>	nts
<b>File No:</b>	245646A
<b>Version</b>	2.0



ADELAIDE ROAD

Lot Boundary Disclaimer: Site dimensions have been assumed based on a survey completed by Farncomb & Kirkpatrick OLS (dated 01/23/1963). Siv-ik planning and design inc. makes no warranties or guarantees regarding the accuracy of the lot boundaries.



# **APPENDIX B:** DRAFT OFFICIAL PLAN AMENDMENT



**The Corporation of the Municipality of Strathroy Caradoc  
BY-LAW NUMBER XX-XX**

**A BY-LAW TO ADOPT AMENDMENT NO. XX TO THE OFFICIAL PLAN OF THE MUNICIPALITY OF  
STRATHROY-CARADOC**

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

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

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

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

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

- 1. THAT:** Amendment No. XX to the Official Plan of the Municipality of Strathroy-Caradoc consisting of the attached text and schedules is hereby adopted.
- 2. THAT:** the clerk is hereby authorized to make application to the County of Middlesex for approval of Amendment No. XX to the County of Middlesex for approval of Amendment No. XX to the Official Plan of the Municipality of Strathroy Caradoc.
- 3. THAT:** this By-law shall come into force and take effect on the day of the final passing thereof.

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

**LOCATION:** 24546 Adelaide Road

**Date:** XXXX XX, 2024

**Approval Authority:** County of Middlesex

**Part A - The Preamble**

**1.0 Purpose and Effect**

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

**2.0 Location**

The Amendment Applies to the subject lands, being 24546 Adelaide Road, in the Municipality of Strathroy-Caradoc.

**3.0 Basis of the Amendment**

Although there is no specific provincial or local policy framework for reviewing conversions of designated commercial land to other uses, the proposed re-designation of the subject site from "Commercial" to Residential" on Schedule 'B' is reasonable and justified in that there is a demonstrated surplus of designated commercial lands in Strathroy, there is an identified need for additional residential lands to accommodate growth over the next planning horizon and the characteristics of the site are such that it is less suitable than other nearby large parcels, conversion to residential would not alter the overall land use/commercial structure of the Settlement Area.

**Part B - The Amendment**

**Details of the Amendment:**

The Official Plan of Strathroy-Caradoc is hereby Amendment as follows:

1. By amending "Schedule B – Land Use & Transportation Plan" of the Official Plan, by changing the designation as it applies to certain lands, being 24546 Adelaide Road in the Municipality of Strathroy-Caradoc from 'Commercial' to 'Residential' as shown on Schedule 'A' attached hereto.



# **APPENDIX C:** DRAFT ZONING BY-LAW AMENDMENT

**The Corporation of the Municipality of Strathroy Caradoc**  
BY-LAW NUMBER XX-XX

**A BY-LAW TO AMEND BY-LAW NO. 43-08 BEING THE COMPREHENSIVE ZONING BY-LAW OF THE MUNICIPALITY OF STRATHROY-CARADOC**

**WHEREAS** under Section 34 of the Planning Act, R.S.O 1990, c.P. 13, authorizes municipalities to pass and amend zoning by-laws governing the use of land, buildings and structures;

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

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

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

1. THAT Schedule 'B', Map No. 2 to By-law 43-08, as amended, is hereby amended by changing from the General Commercial (C1) Zone to a site specific High Density Residential (R3-XX) Zone on lands municipally described as 24546 Adelaide Road in the Municipality of Strathroy-Caradoc.
2. That section 7.5 EXCEPTIONS is amended by adding the following new exception:

**R3-XX (24546 Adelaide Road)**

Notwithstanding any provisions of this By-law to the contrary, for lands zoned R3-XX on Schedule 'A' hereto, the following special provisions shall apply:

i.	Rear Yard Depth (min.):	6m
ii.	Height (max.):	12.0m
iii.	Parking Area Coverage (max.):	37%
i.	Resident Parking (min.):	1.35 per unit

3. This By-law shall become effective from the date of passage by Council and come into force in accordance with the requirements of the Planning Act, R.S.O. 1990, as amended.

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