

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT APPLICATION

Block 278 and Part of Block 379, Plan 33M619
FIELDCREST SUBDIVISION, Municipality of Strathroy-Caradoc

Date:

December 2023

Revised July 2024

Prepared for:

Fieldcrest Ltd.

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1.0 Introduction

1.1 Overview

MHBC has been retained by Fieldcrest Ltd. to assist with an application to amend the Municipality of Strathroy-Caradoc Zoning By-Law No. 43-08 (September 2023 Consolidation) in support of a future Draft Plan of Vacant Land Condominium (Draft Plan) proposal for the community of Strathroy. The development proposal includes the lands referred to as Block 278 and part of Block 279, Plan 33M-619. The subject lands (the 'Site') are generally located on the east side of the future Willis Avenue corridor, approximately 200 m north of Carroll Street East. The Site measures approximately 3.08 ha in area and has approximately 134 m of frontage on Willis Avenue and approximately 87 m of frontage on Newton Circle (all measurements herein are approximations).

Fieldcrest Ltd. is proposing to develop the Site for a vacant land condominium comprised of 16 townhouse blocks accommodating a total of 118 residential units. Future planning applications, being Draft Plan of Vacant Land Condominium and Site Plan applications, will be submitted to implement the proposed development as described herein.

The planning merits of the proposed Zoning By-law Amendment (ZBA) and associated development concept are evaluated in detail within this Report and are generally summarized below:

- The Site is well suited for medium density residential activities given its physical characteristics, its location within a designated urban settlement, and its proximity to the arterial road network, a prominent commercial node, an industrial development area, residential neighbourhoods, and community facilities, including a planned municipal park;
- Implementation of the proposed development represents an opportunity to promote a compact residential land use pattern and the efficient use of services;
- The development proposal would support a scale and form of development that is compatible with, and complementary to, existing residential forms planned for the Fieldcrest Subdivision and the character of the local community. The townhouse units intended for the Site would also help broaden housing choice in Strathroy;

- Preliminary assessments indicate that adequate servicing infrastructure is available to accommodate the proposed development; and
- In our opinion, the development proposal is consistent with the Provincial Policy Statement and conforms with the policy direction and permissions of the County of Middlesex Official Plan and the Municipality of Strathroy-Caradoc Official Plan.

In light of these considerations and commentary provided this Report, in our opinion this proposal is appropriate for the Site and the local development context, and should not generate significant land use conflicts with adjacent properties.

1.2 Report Framework

Fieldcrest Ltd. is re-submitting an application to amend the Municipality of Strathroy-Caradoc Zoning By-law to permit a proposed townhouse development within the Fieldcrest Subdivision. Representatives of Fieldcrest Ltd. and the Municipality of Strathroy-Caradoc reviewed the requirements for this application at pre-application consultation meetings held on February 5, 2020 and April 8, 2020. A Planning Justification Report was identified as a requirement for the ZBA application.

A ZBA application for the subject lands was originally submitted on August 23, 2021, which included a Planning Justification Report prepared by MHBC, dated August 2021. This application requested residential zoning permissions for parts of both Blocks 278 and 279, Plan 33M-619. Following discussions with Strathroy-Caradoc staff (herein 'staff'), the scope of the cluster townhouse proposal and the ZBA application was refined to only encompass Block 278 given that, at that time, it was anticipated that Block 279 would be dedicated to the Municipality for a community park as project planning advanced. Following an updated application submission filed on January 2, 2024, staff comments regarding the layout of the proposed development led to further changes, most notably being the re-incorporation of Part of Block 279 into the proposed development and relocation of the proposed municipal park.

This Report has been prepared for re-submission to the Municipality of Strathroy-Caradoc in support of the ZBA application, reflecting site design comments received from staff and analysis of the revised development proposal in the context of existing planning controls. The principal components of this Report are as follows:

- An introduction and general description of the subject lands, surrounding uses and existing conditions to provide an understanding of the locational context;
- A description of the proposed development concept and design highlights;
- A review of the planning permissions applicable to the subject lands;

- An assessment of the ZBA application and the associated development proposal relative to the applicable framework of planning policies and development regulations. As part of this planning analysis, the following documents were reviewed:
 - 2020 Provincial Policy Statement (PPS);
 - County of Middlesex Official Plan;
 - Municipality of Strathroy-Caradoc Official Plan;
 - Council-Approved Strathroy-Caradoc Official Plan Amendment No. 14, currently under appeal and not in force; and
 - Municipality of Strathroy-Caradoc Zoning By-law (By-Law No. 43-08).

2.0 Site Description and Surrounding Area

The subject property is generally described as Block 278 and Part of Block 279, Plan 33M-619, Municipality of Strathroy-Caradoc, County of Middlesex. **Appendix 'A'** to this Report contains the Registered Plan of Subdivision, previously referred to as the Kensington Village Subdivision.

The subject lands are located in the southeastern quadrant of the community of Strathroy, 200 m north of Carroll Street East and 380 m east of Queen Street. The Site measures 3.08 ha in area, has a frontage of 134 m on the east side of the future Willis Avenue corridor, 87 m of frontage on Newton Circle, and has a maximum lot depth of 198 m measured from Newton Circle. These lands are vacant of buildings and structures.

Generally, the Site is rectangular in shape in the southern portion and irregular in the north, and can be characterized as having limited topographic relief. Additionally, the subject lands do not contain any designated natural areas as identified in the policies and schedules of the County of Middlesex Official Plan and the Municipality of Strathroy-Caradoc Official Plan. Further, this property is situated outside of the St. Clair Region Conservation Authority regulated area.

Land uses surrounding the Site are as follows:

NORTH:	The Canadian National (CN) rail corridor with industrial development (High Street industrial area) beyond the rail corridor;
EAST:	CN rail corridor, agricultural activities, industrial development;
SOUTH:	Future residential development (Fieldcrest Subdivision), Newton Circle road allowance (planned); Carroll Street East; and
WEST:	Willis Avenue corridor (planned), existing stormwater management pond (referred to as Block 279 – for reference purposes only – in the Water Distribution Report submitted concurrently with this Application), planned single detached residential lots (Fieldcrest Subdivision), and single detached residences.

Block 278 was identified by the Thames Valley District School Board (TVDSB) as a potential school site in conjunction with the original Draft Plan approval. It is our understanding that on or about June 21, 2017, the TVDSB advised the Municipality (1) that this Block would not be required for a school and (2) that it has no further interest in these lands.

Part of Block 279 was originally intended for a municipal park. Upon further review of the preliminary development concept included in the January 2, 2024 ZBA submission and staff comments, it was determined that a future park would be better suited with road frontage on Willis Avenue.

Figure 1 of this Report illustrates the location of the Site within the context of the Fieldcrest Subdivision and the local development setting. **Image 1** below illustrates the Block numbers used for reference purposes (as may be required) between this Report and the Water Distribution Report, submitted concurrently with the application.

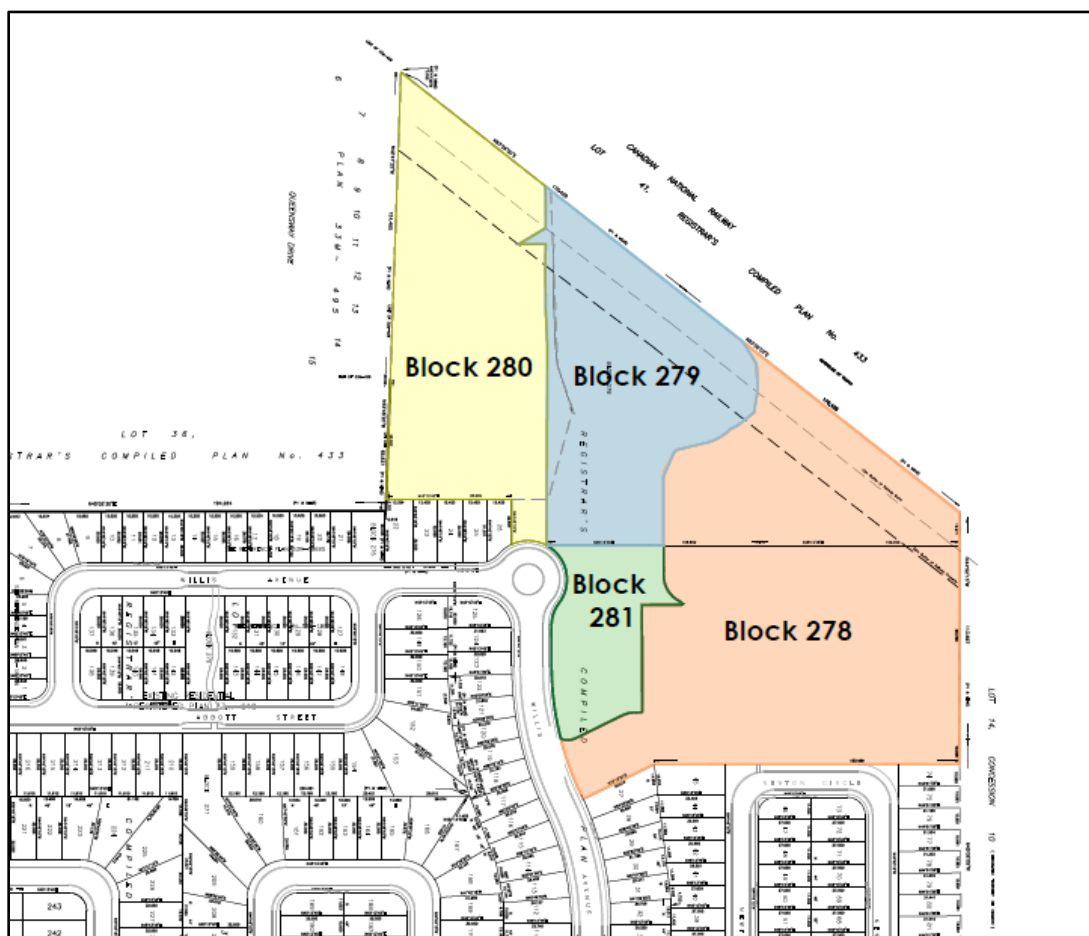
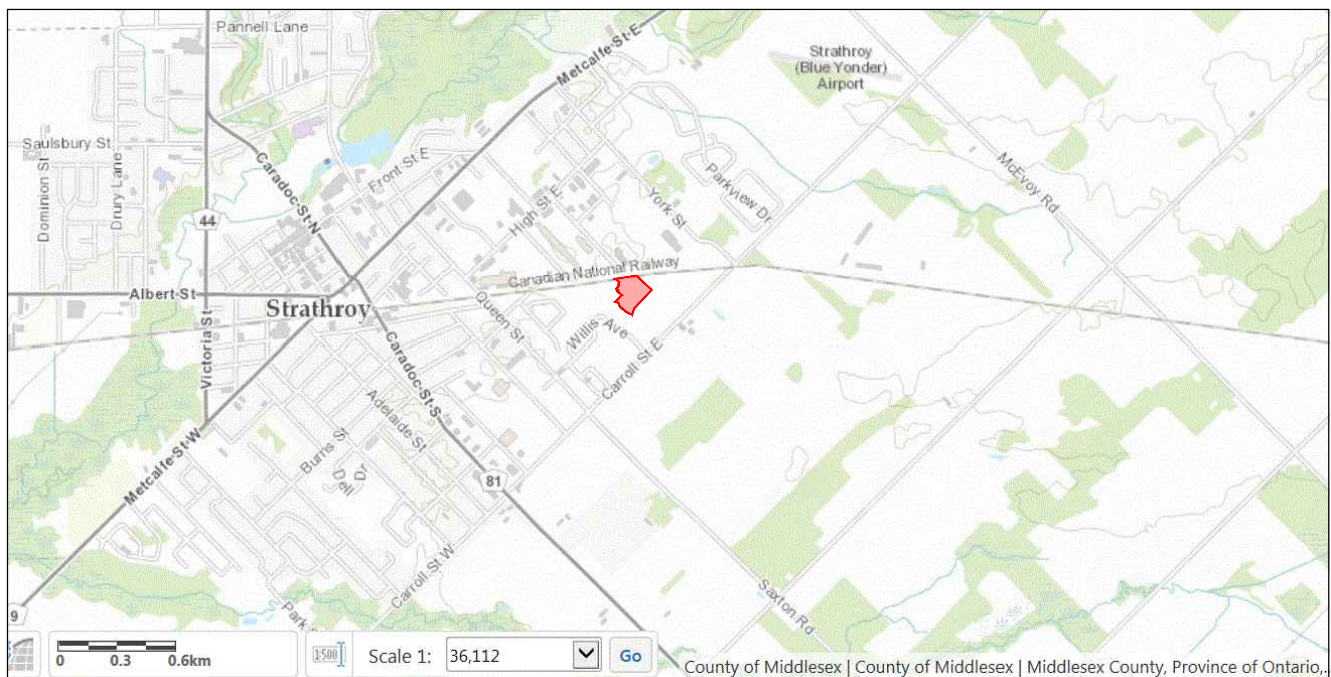


IMAGE 1. Block Numbering for Reference Purposes.



Source: County of Middlesex (Public Middlesex Map)
 Date: May 28, 2024

FIGURE 1
General Location Plans

3.0 Proposed Development

3.1 Design Objectives

The revised design of the proposed townhouse development was guided by three key objectives: (1) to contribute to a broader range and mix of housing in Strathroy through the establishment of medium density residential forms compatible with the local development context; (2) to promote an efficient, compact land use pattern that provides vehicular and pedestrian connections to the planned community; and (3) to site a new municipal park with greater visibility and accessibility within the broader neighbourhood.

3.2 Overview of Proposal

Incon has prepared a revised Conceptual Development Plan (concept plan) for the subject lands designed to achieve the aforementioned project objectives (Refer to **Figure 2** of this Report). The following summarizes the core elements of the concept plan:

- 16 townhouse blocks comprised of back-to-back and conventional townhouse unit designs, each with private driveways and single car garages. A total of 118 residential units are incorporated into the layout (equating to a residential density of 45 units/ha). The number of units proposed remains unchanged from the previous proposal;
- New municipal park (referred to as Block 281 – for reference purposes only – in the Water Distribution Report submitted concurrently with this Application), fronting Willis Avenue, measuring 0.428 ha in size, to complement the planned streetscape of this local road;
- Outdoor amenity area, providing approximately 1,782 m² of usable area to accommodate both passive recreation opportunities and landscape open space, exclusive of lands required for the earthen safety berm adjacent to the rail corridor;
- A private (common element) street system in a modified grid pattern, integrating accesses to both Willis Avenue and Newton Circle;
- Potential reconfiguration of the Willis Avenue bulb, being transitioning same to a T-intersection terminating at the relocated municipal park (see illustration in Figure 2), to be further considered by the municipality through the future Vacant Land Condominium approvals process;

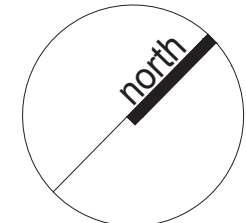
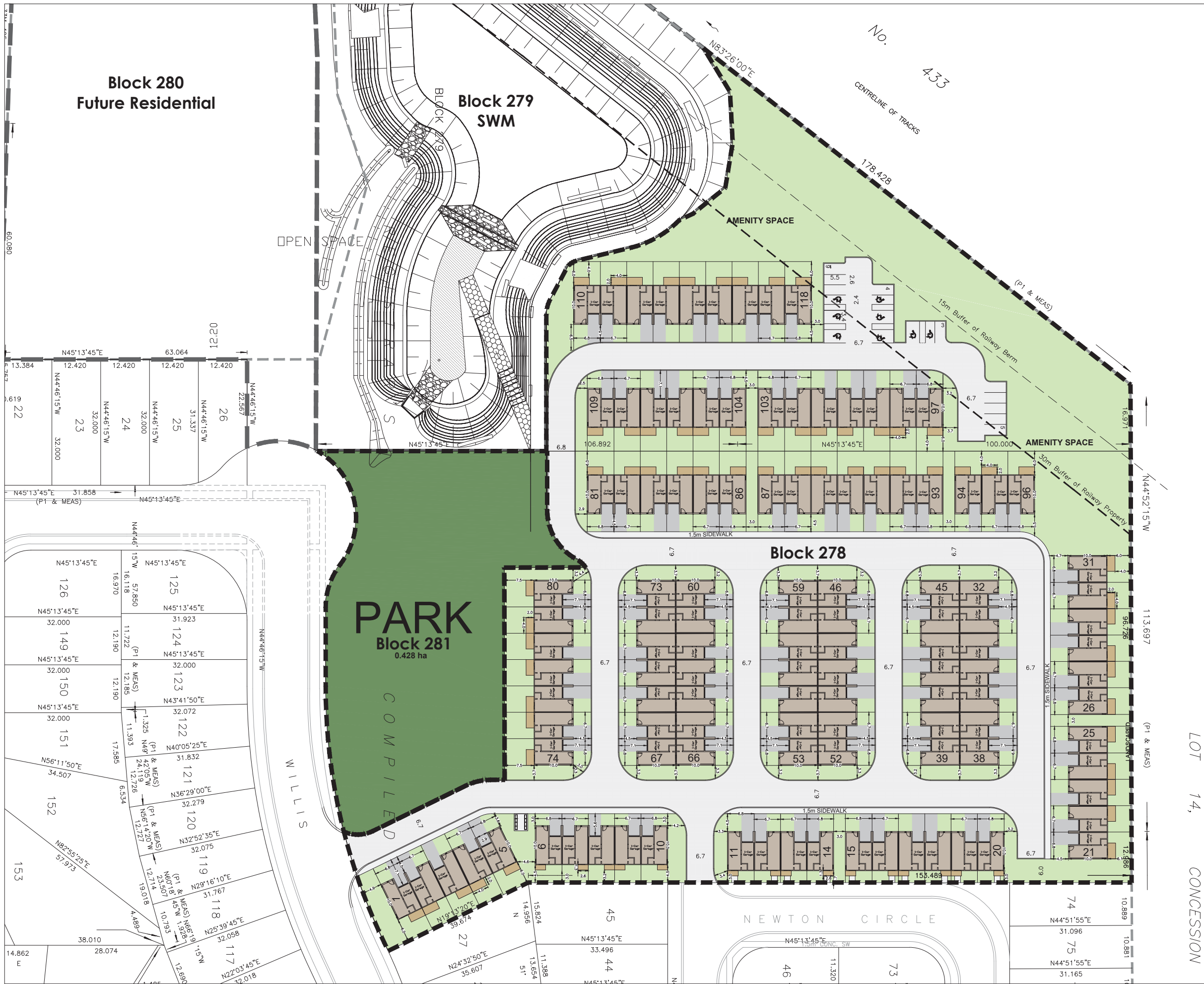


FIGURE 2
Concept Plan

- Pedestrian and vehicular connections to the planned public road network via the proposed private system as well as integrating connections within the development from north to south through internal walkways; and
- An at-grade visitor parking area accommodating 18 spaces (including eight accessible spaces).

Additionally, the townhouse units intended for the development are three storeys in height. These units are to be positioned in close proximity to the private streets as well as Newton Circle to promote a pedestrian orientation and define the public and private realm.

In total, the development includes 1,782 m² of common amenity, other landscaped areas (including the safety berm), and 0.83 ha of private roadway (equating to a common element area of 1.95 ha). Exclusive of the lands for the municipal park, the development has a site area of 2.65 ha.

3.3 Planning Applications

As set out in the Section 4.0 of this Report, in our opinion, the revised proposal conforms to the policies and permissions of the Provincial Policy Statement, the County of Middlesex Official Plan and the Municipality of Strathroy-Caradoc Official Plan. A review of the proposal in the context of Strathroy-Caradoc Official Plan Amendment No. 14 (OPA 14), currently under appeal, is also included herein given that it represents the desired policy direction of the Municipality and County following adoption by both Councils (Case No.: OLT-24-000069). In order to accommodate the proposed development layout under the terms of the Strathroy-Caradoc Zoning By-Law, it is proposed that the Site be rezoned from Open Space (OS) to High Density Residential – Exception (R3-()). Lands to accommodate the new municipal park are to remain zoned for open space purposes. Given these considerations and commentary provided in Section 4.0 of this Report, Fieldcrest Ltd. is submitting a ZBA application to facilitate the proposed development.

4.0 Planning Analysis

4.1 Provincial Policy Statement

The current Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides overall policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. Part IV of the PPS sets out that this policy instrument provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed ZBA application and associated development proposal have been evaluated with regard to the policy direction and provisions of this policy document. Based upon this analysis, it is our opinion that specific policies within Section 1.0 (Building Strong Healthy Communities) and Section 2.0 (Wise Use and Management of Resources) of Part V of the PPS are particularly relevant to this planning application and development proposal. Table 1.0 demonstrates how this project is consistent with these identified policies.

Table 1.0 – Consistency with Provincial Policy Statement

PPS Policy	Assessment
1.1.1 Healthy, livable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes),	The proposal promotes an efficient, mixed-use development pattern to support the long-term financial well-being of the Province of Ontario, the County of Middlesex and the Municipality of Strathroy-Caradoc (in the form of increased property tax assessment and the optimization of existing infrastructure). Further, the residential population accommodated by this development would support the vitality of commercial businesses and institutional activities operating within the Strathroy settlement area. Economic benefits would also be derived from construction activities associated with this development. The concept plan is designed to accommodate townhouse dwellings: a

PPS Policy	Assessment
<p>recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>e) promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p>	<p>residential type that (1) broadens housing choice in the community to help meet market demands and (2) is appropriate for the Site in light of the local development context.</p> <p>This project should not result in environmental or public health and safety concerns.</p> <p>A preliminary servicing review has been completed by MTE to confirm (1) that the development can proceed in a cost-effective manner and (2) that the necessary servicing infrastructure is available to meet projected demands. Moreover, it is anticipated that public service facilities available in the vicinity of this property would accommodate the needs of residents of this development.</p>
<p>1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.</p>	<p>The proposal would facilitate residential development on lands within a designated settlement area.</p> <p>The townhouse forms intended for this Site would diversify housing choice in Strathroy to help meet community needs. The proposed lot pattern is also designed to be compatible with, and complimentary to, the local development context.</p>
<p>1.1.3.1 Settlement areas shall be the focus of growth and development.</p>	<p>The proposed development is located within the community of Strathroy, which is defined as an urban settlement area in the context of the County of Middlesex Official Plan.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities</p>	<p>The residential density and land use pattern intended for the Site are appropriate for the local development context and make efficient use of the subject lands and available services. The proposed development is also designed to accommodate multiple-unit housing forms to</p>

PPS Policy	Assessment
<p>which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p>	<p>help diversify the range and mix of residential types available in Strathroy.</p> <p>As discussed, it is anticipated that public service facilities available in the vicinity of this Site would accommodate the needs of future residents.</p>
<p>1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	<p>The proposal represents a new development phase for the Fieldcrest Subdivision, which is located within the Strathroy settlement area. The proposed design incorporates a compact urban form that promotes efficient use of land, infrastructure and public services. Additionally, the proposed townhouse layout helps to broaden housing choice in the community.</p>
<p>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based affordable housing needs of current and future residents of the regional market area by:</p> <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public services facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p>	<p>The proposed development would help to diversify the range and mix of housing available to current and future residents of Strathroy. This project would also help the Municipality and the County accommodate market demand for multiple-unit residential forms in this community.</p> <p>As discussed, MTE has completed preliminary studies to confirm that servicing infrastructure is available to meet projected needs. Additionally, it is anticipated that existing public service facilities available in the vicinity of the property would accommodate the projected demands of this development.</p> <p>This proposed cluster housing arrangement would utilize existing land in an efficient manner and would be supported by the existing road transportation system. The proposed private street network would also provide vehicular and pedestrian connectivity to both Willis Avenue and Newton Circle.</p>

PPS Policy	Assessment
1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	Preliminary servicing reviews have been carried out to confirm that the development can proceed in a cost-effective manner, and to ensure that necessary infrastructure is available to meet projected needs. As discussed, it is anticipated that the development can be accommodated by existing public service facilities.
1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The proposed private street network would provide for efficient connectivity between the planned residential development and Willis Avenue and Newton Circle.
1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The proposed development is located in the vicinity of other residential neighbourhoods, service/retail commercial uses and community facilities. It is anticipated that the relative proximity of the Site to these features would help minimize vehicle trips and encourage pedestrian and cyclist mobility.
1.7.1 Long-term economic prosperity should be supported by: c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;	The property is designated for a range of residential development, and a compact housing form (cluster townhouses) is proposed for the Site. Further, the intensity of this development would help to optimize the municipal transportation network, municipal infrastructure and public service facilities available in the community.
2.1.1 Natural features and areas shall be protected for the long term.	The subject lands do not contain any designated natural areas.
2.4.1 Minerals and petroleum resources shall be protected for long-term use.	The subject lands do not contain any known mineral or petroleum resources.
2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.	The subject lands do not contain any known mineral aggregate resources.
2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	The subject lands are vacant and do not contain any known built heritage resources.

In light of these considerations and our broader evaluation of this proposal relative to the policies of the PPS, it is our opinion that the ZBA application and associated development plan are consistent with this policy document.

4.2 County of Middlesex Official Plan

4.2.1 Overview

The County of Middlesex Official Plan (County Official Plan) was approved by the Minister of Municipal Affairs and Housing on December 17, 1997 and most recently amended by Official Plan Amendment No. 3, which received Ministerial approval with modifications on July 7, 2023. The County Official Plan provides the overall land use policy direction for the County of Middlesex and the various settlement areas. This Official Plan contains general policies related to land use development in Sections 1.0 through 4.0, with specific policies related to growth management set out in Sections 2.3 and 3.2.

The subject lands are designated as a Settlement Area on Schedule 'A' (Land Use) of the County Official Plan. Pursuant to Schedule 'C' (Natural Heritage Features) of this Official Plan, the Site does not appear to contain any designated significant woodlands, petroleum resource areas or aggregate areas.

4.2.2 Growth Management

Section 2.3.2 of the County Official Plan sets out the Growth Management Hierarchy for urban areas within Middlesex County. Three types of settlements have been established for the purposes of growth management:

- Urban Areas;
- Community Area; and
- Hamlets in Agricultural Areas.

Settlements which are designated Urban Areas and Community Areas are identified on Schedule 'A' of the Official Plan. Subsection a) specifies that Urban Areas are those settlements that demonstrate the potential to accommodate future growth and must either have full municipal services or demonstrate the potential to provide municipal services.

Section 2.3.8 of this Official Plan prescribes that local municipalities are to be primarily responsible for detailed planning policies within Settlement Areas. It is also stated in this Section that Urban Areas are a focus of growth including residential, commercial and industrial development. Section 2.3.8.1 further defines the following policy direction for Urban Areas:

“Urban Areas are the focus for future growth and are expected to accommodate a significant portion of the projected growth over the planning period.

New development shall be fully serviced by municipal or communal water and sewage disposal systems.”

The subject lands are situated within the designated Strathroy settlement area, as delineated on Schedule ‘B’ of the Municipality of Strathroy-Caradoc Official Plan (Strathroy-Caradoc Official Plan). Pursuant to Section 2.3.2 of this Official Plan, Strathroy is considered an Urban Area in the context of the County Official Plan’s hierarchy of settlement areas, and thereby has the potential to accommodate future growth on full municipal services. It is also our opinion that the proposed development would help to focus growth within this defined settlement area on lands serviceable by municipal water and wastewater systems.

4.2.3 Housing Policies

Section 2.3.7 of the County Official Plan directs that, “It is the policy of the County to encourage a wide variety of housing by type, size and tenure to meet projected demographic and market requirements of current and future residents of the County.” To help implement this initiative, further direction for local Official Plans is provided in Section 2.3.7.2:

“The mix of unit types and tenure shall be established by the local municipalities through their official plans.

Local municipalities shall include policies in local official plans that will encourage a range of housing types, housing densities and housing options to meet the needs of their share of current and future County residents.”

In our opinion, the proposal supports the aforementioned policy direction given the following considerations:

- The proposal accommodates medium density residential development to help diversify housing choice in Strathroy-Caradoc; and
- As discussed in Section 4.3 of this Report, the proposal aligns with the housing policy objectives of the Strathroy-Caradoc Official Plan (which implement the housing policies of the County Plan).

4.2.4 Land Use Policies

Additional land use policies regarding designated Settlement Areas are set out in Section 3.2 of this Official Plan. Collectively, it is our opinion that policies in Sections 3.2.1 and 3.2.2 provide the following direction of relevance to this proposal:

- A significant portion of the County's future growth is to be directed to Settlement Areas to protect agricultural areas and the Natural Environment, and to promote efficient use of water and sewage services;
- New development is encouraged to proceed by way of Plan of Subdivision; and
- Settlement Areas are to develop in a manner that is phased, compact and does not result in a strip pattern of development.

Additionally, Section 3.2.4 prescribes that the local Official Plan policies related to Urban Areas are to include provision for a wide variety of housing types, as well as a variety of other land uses.

In our opinion, this project satisfies the above-noted policy direction for Settlement Areas and Urban Areas as the proposal: (1) is intended to promote compact, efficient form of development; (2) would broaden the mix of housing available in Strathroy; and (3) would develop registered blocks in an approved Plan of Subdivision.

4.2.5 Conclusion

Section 4.0 of the County Official Plan defines how the policies of the Plan are to be implemented and, in particular, how provisions of the Plan would be adopted into local municipal Official Plans and Zoning By-laws. Of particular relevance to this proposal, Section 4.5.1 of the County Official Plan states that, "County Council shall approve only those plans of subdivision or condominium which comply with the provisions of this Plan and the applicable local official plan".

Given the foregoing discussion and our broader review of the County Official Plan, it is our opinion that the proposal conforms with the policy direction and permissions of this Official Plan. In this regard, in our opinion the proposed ZBA application and associated concept plan: provides for a compact development form; helps to diversify the mix of housing types available in Strathroy; and integrates an appropriate servicing strategy for this Settlement Area.

The following section of this Report addresses applicable policies of the Strathroy-Caradoc Official Plan.

4.3 Municipality of Strathroy-Caradoc Official Plan

4.3.1 Framework

The Municipality of Strathroy-Caradoc Official Plan (Strathroy-Caradoc Official Plan) was approved on July 17, 2007, with modifications, by the County of Middlesex and subsequently

amended pursuant to an Ontario Municipal Board Order. The Office Consolidation of this Official Plan, dated February 2023, integrates several amendments following approval.

Section 1.6 of the Strathroy-Caradoc Official Plan specifies the relationship with the County Official Plan:

“... this Plan is required, under the Planning Act, to conform with the County Official Plan. In the event of a conflict between this Plan and the County Official Plan, the County Plan prevails to the extent of such conflict. In all other respects, this Plan remains in full force and effect.”

4.3.2 Goals and Objectives

Section 1.3 of this Official Plan outlines its goals and objectives, including the following that, in our opinion, are germane to this proposal:

- “a) To achieve a steady increase in the population of the Municipality commensurate with commercial and industrial growth;
- d) To recognize, protect and strengthen the defining and distinct characteristics of both the urban and rural areas of the Municipality;
- e) To direct the majority of future growth and development to the designated settlement areas of Strathroy;
- k) To provide a diverse and affordable range of housing opportunities.”

The following discussion demonstrates how the proposed development is in keeping with the intent of the referenced Official Plan principles.

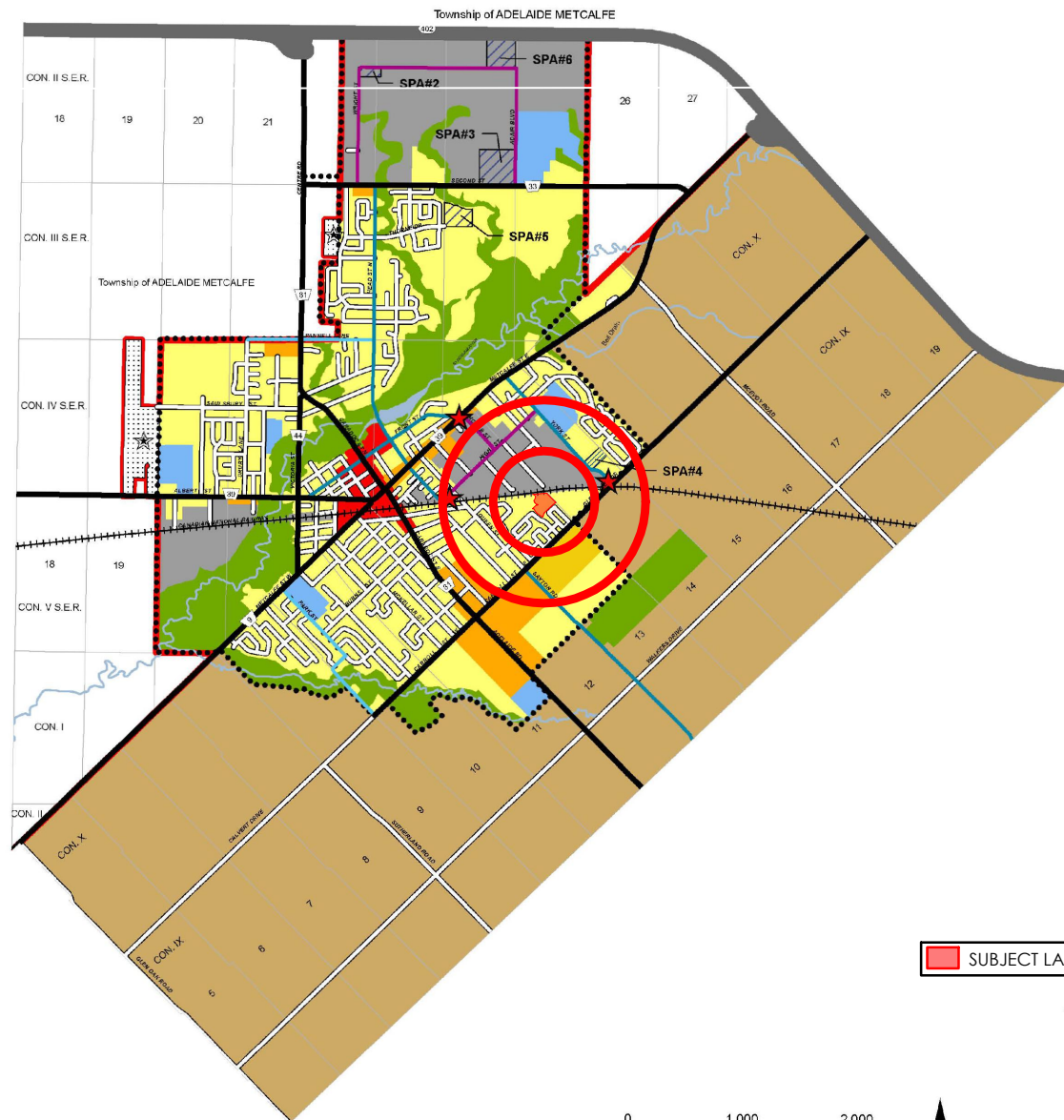
4.3.3 Growth Management

In accordance with the County Official Plan, Section 1.5 of the Strathroy-Caradoc Official Plan sets out that Strathroy, Mount Brydges and Melbourne are the only communities in the Municipality designated as settlement areas. It is further stated that, “Settlement areas are defined in the County Plan as being areas where development is concentrated and contiguous and which have the potential to accommodate additional development.”

Schedule ‘B’ (Land Use & Transportation Plan) of this Official Plan identifies the settlement area boundary of Strathroy and the land use designations applied to lands within this community. **Figure 3** of this Report illustrates that the Site is located within this defined boundary and is designated Residential.

SCHEDULE 'B' **Land Use & Transportation Plan**

Settlement Area of Strathroy



- DOWNTOWN CORE** [Red box]
- COMMERCIAL** [Orange box]
- INDUSTRIAL** [Grey box]
- RESIDENTIAL** [Yellow box]
- COMMUNITY FACILITIES** [Light blue box]
- OPEN SPACE** [Green box]
- URBAN RESERVE** [Light yellow box]
- AGRICULTURE** [Tan box]
- SPECIAL POLICY AREA** [Hatched box]

MAJOR ROADS

- ARTERIAL** [Thick black line]
- PRIMARY COLLECTOR** [Thick blue line]
- SECONDARY COLLECTOR** [Thin blue line]
- INDUSTRIAL COLLECTOR** [Thin purple line]

POSSIBLE INTERSECTION IMPROVEMENT [Red star icon]

SETTLEMENT AREA [Dashed black line]

MUNICIPAL BOUNDARY [Red line]

PROVINCIAL HIGHWAY [Black line with 402 shield]

COUNTY ROAD [Black line with 81 shield]

SUBJECT LANDS [Red box]

Please contact Strathroy-Caradoc Planning Department
for information about the designation in this area [Red star icon]

0 1,000 2,000 Meters



Municipality of Strathroy-Caradoc
May 2019

FIGURE 3
Official Plan Designation

Source: Municipality of Strathroy Caradoc Official Plan
Date: May 28, 2024

With respect to the Municipality's growth management strategy, the proposed development is designed (1) to accommodate multi-unit residential development compatible with the established development pattern in this community and (2) to be adequately serviced by municipal water and wastewater systems. Additionally, development on the subject lands would benefit from, and contribute to, the wide variety of commercial, industrial and community-oriented services available within the Strathroy settlement area.

4.3.4 Housing

Section 2.4.1 of this Official Plan provides overall goals and objectives for housing, including the following policies that, in our opinion, have relevance to this proposal:

- "a) To encourage the provision of a wide variety of housing types to meet community needs;
- b) To achieve a greater density of residential development in designated settlements;"

Additionally, Section 2.4.2 provides direction regarding the Municipality's housing stock, "A wide variety of housing types and tenure shall be encouraged to meet the needs, affordability and preferences of existing and future residents."

In our opinion, the proposal supports the aforementioned policies given the following considerations:

- The proposed development is designed to accommodate a cluster townhouse development that is compatible with, and complementary to, the local development setting;
- The proposal integrates a compact layout, integrating back-to-back and conventional townhouse units, to help increase the residential density of the Strathroy settlement area; and
- The project accommodates medium density residential development to help diversify housing choice in Strathroy-Caradoc.

4.3.5 Strathroy Policies

a. Policy Framework

Section 3.0 of the Strathroy-Caradoc Official Plan provides detailed development policies for the Strathroy community. The preamble to this policy framework is set out in Section 3.1, and includes a description of the community character. As noted in this Section, residential areas virtually surround the downtown core with single unit dwellings being the predominant

housing type. It is also stated that future residential growth is planned for a number of development areas in the community, including lands east of Queen Street.

Guiding goals and objectives for the planning and development of the community are provided in Section 3.2. In our opinion, the following have particular relevance to this proposal:

- "a) To accommodate the majority of population growth and the majority of residential and industrial development in the Municipality;
- b) To ensure development and redevelopment in Strathroy does not have a detrimental effect on the ability of the Municipality to provide the necessary infrastructure to accommodate it;
- c) To maintain at all times an adequate supply of housing in terms of dwelling types, tenure and affordability;"

In light of commentary in this Report regarding the housing choice provided by this proposal and the adequacy of the associated servicing arrangement, in our opinion this project is in keeping with the aforementioned policy framework.

b. Residential Policies

Section 3.3.4 sets out the policy structure for lands designated Residential. As defined in Section 3.3.4.1, this designation is to be predominately used for residential purposes, "... including a range of housing types and densities from single unit dwellings to high-rise apartment buildings." Further, Section 3.3.4.5 provides the following direction for medium density residential 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."

In our opinion, the locational and design elements of this project satisfy these criteria. In particular, increased development setbacks are integrated into the design to minimize land use conflicts with low density housing forms planned south of the Site.

4.3.6 Urban Design

Section 2.6 of this Official Plan describes the objectives, components and policies supporting urban and rural character in Strathroy-Caradoc. Section 2.6.1 sets out the broad goals and objectives relating to community character:

- "a) To maintain and strengthen the distinct identity and character of settlement areas;
- b) To maintain clear and distinguishable boundaries around settlement areas;
- c) To maintain and strengthen the distinct identity and character of the rural area;
- d) To encourage well planned, compact development and the full utilization of urban lands;
- e) To discourage the random urbanization of the rural area and the intrusion of urban elements."

Section 2.6.3 of this Official Plan sets out urban design principles to support these goals and objectives. In our opinion, the following principles of this Section are pertinent to this proposal:

- "a) Urban development shall occur, wherever possible, in a contiguous fashion maintaining at all times a clear and distinct edge as opposed to taking place in an ad hoc, incremental fashion characterized by intervening un-developed lands;
- d) The health, safety and quiet enjoyment of residential neighbourhoods shall be respected;
- e) Adequate outdoor amenity areas for multi-unit residential developments shall be provided;
- f) Adequate buffering shall be provided between potentially conflicting uses;
- g) Off-street parking areas shall be properly surfaced, graded, accessed and landscaped."

With respect to subsection a), as discussed the proposed development forms part of the Fieldcrest Subdivision, which is developing in a coordinated, contiguous manner consistent with this principle. The design layout and housing forms planned for this Site are also in keeping with the objectives for subsections d), e) and f) to promote well-designed developments that minimize land use conflicts. Additionally, the proposed location of the public park adjacent to Willis Avenue would provide enhanced park visibility and accessibility for local residents. The proposed development would be connected to this new park and the larger neighbourhood via private road accesses to Willis Avenue and Newton Circle. An

internal walkway aligned with the private road network also facilitates pedestrian movement throughout the development. Further, in addition to driveway/garage parking provided for each townhouse unit, a visitor parking area is to be provided within the Site, which would be designed and constructed to appropriate standards and would integrate landscape features.

4.3.7 Proximity to Railway

As illustrated in **Figure 1** of this Report, the northeastern boundary of the Site is located in close proximity to the CN rail corridor. The preamble of Section 6.3 of the Official Plan identifies that this rail corridor is classified as a Principal Main Line, and states that measures such as setbacks and berms may be required to minimize potential safety hazards and land use conflicts between residential development and railway operations. Further, Section 6.3.1 set out a number of mitigation measures that may be required as conditions of development for lands within the 300 m of a railway. In particular, Section 6.3.1 states that generally dwellings are not to be constructed within 30 m of a railway, where an intervening noise/safety berm has been erected.

It is our understanding that Fieldcrest Subdivision was approved with consideration for the potential land use conflicts associated with the adjacent railway line. For this development, an earthen safety berm, typically 15 m in width, is planned adjacent to the railway line within the 30 m building setback required from the railway line, which is consistent with the requirements for development adjacent to a Principal Main Line as per the *Guidelines for New Development in Proximity to Railway Operations, 2013*. This typical width of the safety berm is delineated in the Concept Plan.

Given the proposed impact mitigation, in our opinion, the development proposal has regard for the policy direction of Section 6.3.

4.3.8 Implementation

The proposed development would create 118 vacant land condominium units on the subject lands serviced by municipal water and wastewater systems. Section 7.4.2.1 of this Official Plan states that Draft Plans of Condominium are to be subject to the following general criteria:

- "a) Consistency with the Provincial Policy Statement and regard for matters of provincial interest as prescribed by the Planning Act;
- b) Conformity with the County of Middlesex Official Plan and submission of all required information/studies;
- c) The applicable goals, objectives, policies and land use designation of this Plan;
- d) The requirements of the Planning Act;

- e) The entering into of a subdivider's agreement with the Municipality;
- f) The posting of sufficient financial security to ensure due performance and the protection of the Municipality."

In our opinion, commentary provided in this Report demonstrates that the development proposal is consistent with the PPS, conforms to the County Official Plan and aligns with the goals, policy direction and permissions of the Strathroy-Caradoc Official Plan. It is also our opinion that this proposal addresses applicable requirements of the Planning Act. Additionally, it is anticipated that Fieldcrest Ltd. will address municipal requirements for a development agreement and posting of securities, as needed and in accordance with standard practices. It is therefore our opinion that this proposal satisfies the criteria set out in this Official Plan for Draft Plans of Condominium; recognizing the intent to submit a future Draft Plan of Condominium application to implement the development as proposed. It is noted that through the Draft Plan of Condominium process, the land accommodating the public park will be dedicated to the Municipality.

Section 7.4.4.6 of this Official Plan also sets out the criteria that must be satisfied to amend the Zoning By-law:

- "a) Consistency with the Provincial Policy Statement and regard for matters of provincial interest as prescribed by the Planning Act;
- b) Conformity with the County of Middlesex Official Plan and submission of all required information/studies;
- c) The applicable goals, objectives, policies and land use designations of this Plan;
- d) Submission of an acceptable concept and drawings to determine the nature, scale, intensity/density and design of the proposed development or redevelopment and to ensure compatibility with, and sensitivity to, neighbouring development and uses."

As stated in relation to the Draft Plan general criteria, in our opinion, the proposal is consistent with the PPS, and conforms to the County Official Plan and the Strathroy-Caradoc Official Plan. It is also our opinion that the design layout and townhouse forms planned for this Site are compatible with, and complementary to, the existing development and in keeping with the local development context. The proposed development also provides for a more compact housing form in the interest of efficiently using urban land and municipal infrastructure. Accordingly, in our opinion, this proposal satisfies the criteria for Zoning By-law Amendments set out in this Section.

4.3.9 Official Plan Update (OPA 14)

The Strathroy-Caradoc Official Plan was recently updated through an Official Plan Review process to identify revisions needed to be consistent with provincial policy and to address changing community needs within the Municipality. This associated Official Plan Amendment (OPA 14) was subsequently approved by the County of Middlesex, with modifications, on November 21, 2023. The Notice of Decision for OPA 14, dated December 12, 2023 set out the nature and intent of the approval and prescribed the last date of appeal as being January 3, 2024. As of the date of this Report, OPA 14 is subject to appeal and is not in force. Notwithstanding, given that the Amendment has been adopted by both the County of Middlesex and Municipality of Strathroy-Caradoc, in our opinion, the amended policy language represents the desired planning direction for the future use and development of the Site. Accordingly, the revised proposal has been reviewed relative to the applicable policy context of the Amendment as set out below.

Schedule 'B-1' (Strathroy Land Use Plan) of OPA 14 identifies the settlement area boundary of Strathroy and the land use designations. The Site is located within this defined boundary and is designated Neighbourhoods as illustrated in **Figure 4**.

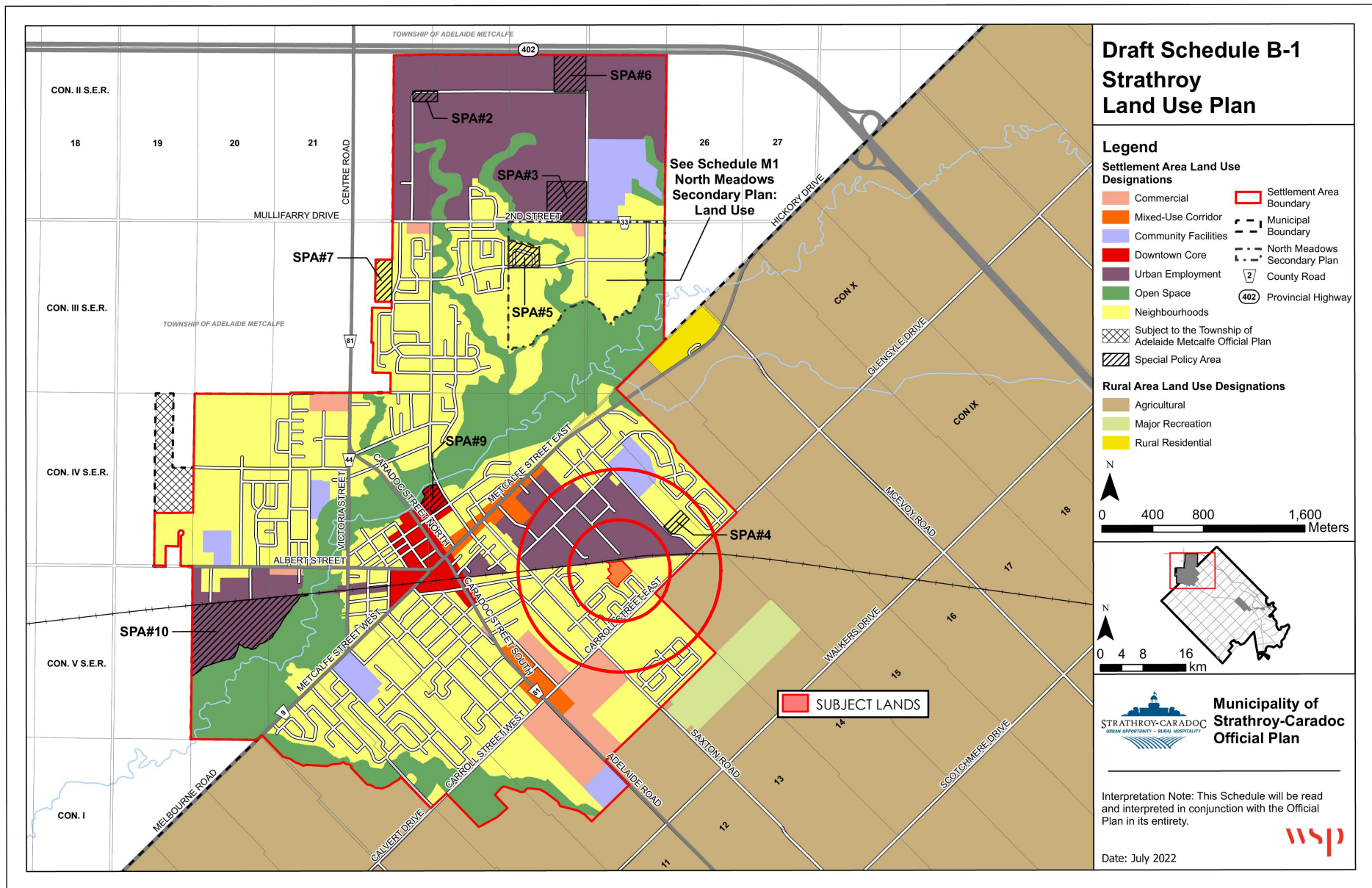
Based on our assessment of OPA 14 policies, with respect to the aforementioned policy evaluation, in our opinion the policies of the existing Residential designation largely align with the corresponding policies of the Neighbourhoods designation. It is also noted that additional policy direction is provided in OPA 14 for housing and lands within the Neighbourhoods designation, particularly in relation to design guidance for new development. The following is a review of the revised proposal with respect to the additional policy direction of OPA 14 related to the following:

- Housing;
- Neighbourhood Designation; and
- Urban Design.

a. Housing

Section 2.5.2 specifically addresses the local housing stock, directing the Municipality to provide for a range of housing types, tenures, and densities to meet projected requirements of current and future residents by, in part:

- "a) Permitting and facilitating all forms of housing required to meet the social, health and well-being needs of current and future residents...;
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and



Source: Municipality of Strathroy Caradoc Official Plan
Date: May 28, 2024

FIGURE 4
Official Plan Designation (Official Plan Amendment 14)

- d) Promoting new housing at densities which efficiently use land, resources, infrastructure and public service facilities... “

In our opinion, the proposal supports the aforementioned policies given the following considerations:

- The proposed development is designed to accommodate a cluster townhouse development that is to be compatible with, and will complement, the local development setting;
- The proposal integrates a compact layout, integrating back-to-back and conventional townhouse units, to help increase the residential density of the Strathroy settlement area and efficiently utilize urban land and available infrastructure; and
- The project accommodates medium density residential development to help diversify housing choice in Strathroy-Caradoc.

b. Neighbourhood Designation

Section 3.3.5 sets out the policy structure for lands within the Neighbourhoods designation. As defined in Section 3.3.5.1, this designation is to be predominately used for residential purposes, “... including a range of housing types and densities from single unit dwellings to multi-unit buildings.” With respect to this proposal, it is further outlined in this Section that:

- A range of dwelling types is also encouraged to meet the needs and preferences of current and future residents, as well as providing opportunities for more affordable housing.
- Medium Rise Residential development, including a range of townhouse dwelling types, is permitted within the Neighbourhoods designation subject to certain criteria.

The proposed development has a residential density of 45 units/ha, consistent with the permitted density range of 31-75 units per hectare for Medium-Rise Residential uses as per Section 3.3.5.3 a) ii). The proposal also assists in the achievement of the target for dwelling mix established in Section 3.3.5.3 b), which directs that a minimum of 45% of new residential units within Strathroy be planned as medium- or high-density housing on lands containing two or more hectares of developable area.

Section 2.3.9.6 of this Official Plan provides the criteria for medium-rise development, which includes townhouses. In our opinion, the locational and design elements of the proposed development satisfies the medium-rise development criteria, where applicable and as follows:

- The development proposal is compatible with the adjacent community, providing for a building height similar to which exists and/or is planned to the south and west;
- The proposed townhouse dwelling form remains a ground-related housing type, consistent with adjacent lands;
- The Site is located proximate to Adelaide Road (County Road 18), a designated arterial road;
- The revised development proposal includes a common amenity area, which is approximately 1,782 m² in size (exclusive of lands to accommodate the safety berm), and sufficient to accommodate both passive recreation opportunities and landscape open space. The common amenity area is separate from the municipal park proposed along Willis Avenue, which will provide recreational opportunities for residents of the development as well as for the wider community;
- Low-rise townhouse dwellings are proposed adjacent to Newton Circle and the future municipal park along Willis Avenue. The siting of these dwellings assist in framing the public realm, while also providing for casual surveillance of these public spaces;
- Parking for future residents is provided in single-car garages and private driveways, with additional visitor parking accommodated in a surface parking area within the development. The proposed development meets and exceeds the parking requirements of the proposed zone category; and
- Sidewalks are provided throughout the development, providing connectivity to Willis Avenue, the future municipal park, Newton Circle, and within the Site itself.

c. Urban Design

Lastly, Section 3.3.5.4 of the Official Plan provides the policy guidance related to the form of development within the Neighbourhoods designation. While development is to be in accordance with the policies of Section 2.3.9, it is also stated in this Section that development is to be designed in a manner that:

- Creates a sense of neighbourhood identity;
- Results in attractive and distinctive streetscapes;
- Incorporates public amenities and safety measures;
- Utilizes traffic calming measures;
- Demonstrates connectivity to an existing or proposed trail network and extend the network through new development as required;
- Preserves and enhance natural features;

- Provides a mix and range of housing types and tenures;
- Considers climate change and mitigation;
- Promotes the integration and accessibility of community uses through pedestrian, cycling and trail linkages;
- Ensures appropriate buffering from neighbouring non-residential uses;
- Minimizes total road length and road surface within practical considerations for snowplowing, surface drainage and on-street parking; and
- Maximizes energy saving criteria (i.e. solar gain, landscaping)

The proposed development concept provides for a low-rise dwelling form compatible with the planned neighbourhood and contributes to the range and mix of housing available within the community. Additionally, in relation to the aforementioned design considerations:

- Units are proposed adjacent to Newton Circle to further frame the public realm and complete the streetscape south of the proposed development.
- The positioning of the municipal park along the Willis Avenue frontage promotes visibility and accessibility of this community resource.
- The provision of compact housing forms organized by a private grid street pattern results in the efficient use of urban land, and encourages energy conservation.
- An amenity space is located within the proposed development and is sufficiently sized to provide for a variety of passive recreation opportunities and landscape open space. Overall, the proposed development would integrate 42% landscaped open space providing multiple opportunities for the inclusion of landscaping and trees to promote shaded areas throughout the Site.
- The stacked townhouse dwelling form contributes to the overall mix of units available in the neighbourhood, which is predominantly planned to provide single-detached dwellings.

In light of these considerations, it is our opinion that the proposed development has been designed in a manner that has regard for the policies of Section 3.3.5.4 and the broader urban design direction of this Official Plan.

4.3.10 Conclusion

Given the foregoing discussion, in our opinion the proposed development plan and corresponding ZBA application conforms with the policies and permissions set out for the Residential and Neighbourhoods designations, as well as the goals, objectives and policy direction of the Strathroy-Caradoc Official Plan and County-Approved OPA 14. In this respect,

the updated proposal: supports contiguous development within a serviced urban settlement area; promotes a broader housing choice within the community and a compact urban form; and accommodates residential dwellings compatible with the local development pattern.

4.4 Municipality of Strathroy-Caradoc Zoning By-law

4.4.1 Existing Zoning

Figure 5 of this Report illustrates that the subject lands are zoned Open Space (OS) by Schedule 'B' (Map #15) of the Municipality of Strathroy-Caradoc Zoning By-Law No. 43-08 (Zoning By-law). The preamble to Section 23 of the Zoning By-law outlines that the OS Zone structure applies to lands used or proposed to be used for cemeteries, parks, golf courses and other recreational purposes. The proposed municipal park will retain the current OS zoning.

Section 23.2 of the Zoning By-law prescribes the permitted uses in the OS Zone as follows:

- Campground;
- Cemetery;
- Club;
- Conservation area;
- Single detached dwelling;
- Forestry use;
- Golf course;
- Park, public or private; and
- Flood control works.

4.4.2 Proposed Zoning

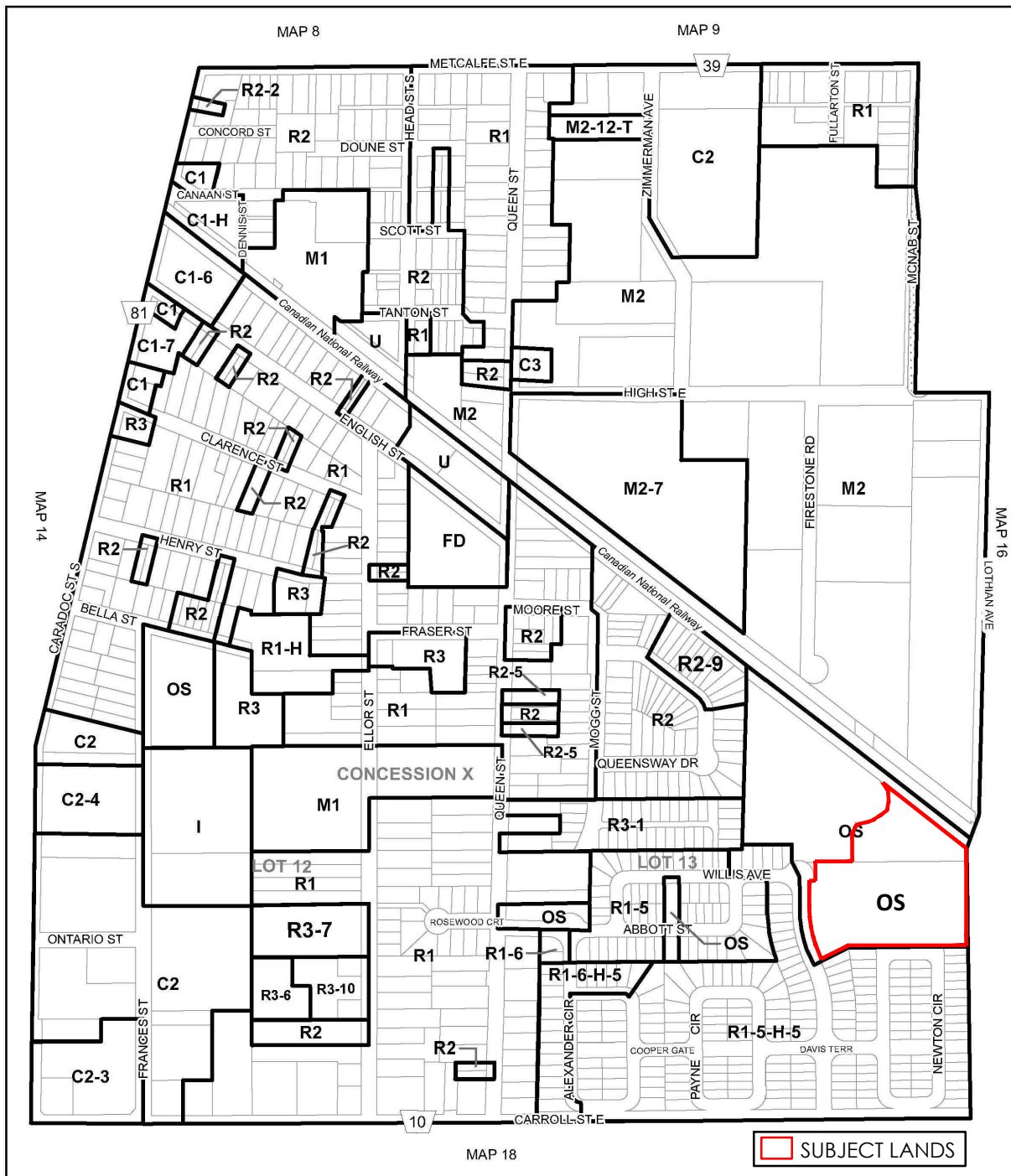
Considering the limited range of permitted uses under the OS Zone, a Zoning By-law Amendment is required to accommodate the cluster townhouse development planned for the Site. The lands for the municipal park will retain their OS zoning.



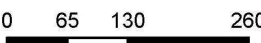

Following a review of the Zoning By-law, in our opinion the proposed townhouse layout most closely aligns with the permissions of the High Density Residential (R3) Zone. The preamble to Section 7 of the Zoning By-law states that this Zone is restricted to multiple-unit buildings that do not exceed three storeys in height and are on full municipal services. Additionally, Section 7.2 sets out that townhouse dwellings are among the residential uses permitted in the R3 Zone.

Section 2.1 (56) of the Zoning By-law defines townhouse dwellings as follows:

“Dwelling, Townhouse”, shall mean a dwelling that is divided vertically into 3 or more dwelling units, each of which has a separate entrance at grade, and so located on a lot that the individual units are not required to have legal frontage on a public road, but shall not include a linked dwelling.

In our opinion, the townhouse designs intended for the Site are consistent with this definition.



	MUNICIPALITY OF STRATHROY-CARADOC BY-LAW No. 43-08		
	LEGEND  Natural Environment Overlay <small>For further information, please contact the Conservation Authority having jurisdiction.</small>	1:6,500  0 65 130 260 Metres	
			SCHEDULE 'B' MAP #15

Source: Municipality of Strathroy-Caradoc Zoning By-law

Date: May 7, 2024

FIGURE 5
Existing Zoning

Section 7.3 prescribes the site and building regulations for the R3 Zone. Table 2.0 compares several applicable Zoning By-law regulations with the proposed development layout. It is important to note that pursuant to Section 2.1 (105) of the Zoning By-law, regulations for lots apply to individual units within a vacant land condominium. Accordingly, it is our understanding that building setbacks are to be measured from either the public street (Newton Circle; Willis Avenue) or the private (common element) streets within the condominium site. Please note that in the table below, Units 11 to 20, which front Newton Circle, are evaluated separately from the conventional and back-to-back townhouse units given their unique siting within the development. Note all calculations below, where applicable, consider a site area of 2.65 ha, which excludes the lands to be dedicated for the municipal park.

Table 2.0 – Comparison of Proposal with Selected Zoning Regulations (R3 Zone)

Regulation	Requirement (Townhouse)	Provided (Minimum)
Minimum Lot Area	210 m ² per unit	137 m² (Conventional Units) 117 m² (Units 6 to 17) 97 m² (Back-to-Back Units)
Minimum Lot Frontage	6 m per unit	6.7 m (Interior units) 6.8 m (End units)
Minimum Front Yard Width	4.5 m	3.0 m from a Public Road (Newton Circle) 3.0 m from a Private Road (Units 5 to 10 and 109)) 4.5 m from a Private Road (all other Units)
Minimum Exterior Side Yard Width	4.5 m	4.9 m from a Public Road (Willis Avenue) 2.5 m from a Private Road (Unit 109)
Minimum Side Yard Width ¹	2 m 0 m (Common Wall)	3 m 0 m (Common Wall)
Minimum Rear Yard Depth	9 m	6.0 m (Conventional Units, with the exception of Units 6 to 10) 4.5 m (Units 6 to 10) 0 m (Back to Back Units)
Maximum Lot Coverage	45%	44% (Conventional Units) 51% (Units 6 to 20) 62% (Back to Back Units)
Minimum Landscaped Open Space	30%	41% (Conventional Units) 30% (Units 7 to 16) 15% (Back to Back Units)
Attached Garage <ul style="list-style-type: none"> Maximum Width Front/Exterior Side Yard Lot Setback Rear/Interior Side Lot Yard Setback 	40% 6 m 1.2 m	43.3% 5.5 m from private road (Units 6 to 10) 7.1 m from private road (all other units) N/A (common wall)
Maximum Parking Area	25% of lot coverage	16% (Conventional Units) 19% (Units 6 to 20) 22% (Back-to-Back Units)

Regulation	Requirement (Townhouse)	Provided (Minimum)
		6% (Comment Element)
Parking Space Location	2 m from exterior side yard	Met/exceeded
Outdoor Common Amenity Area (where four or more dwelling units are provided on one lot)	20 m ² per dwelling unit	N/A (only one dwelling per lot as per By-law Section 2.1 [105]) 54 m ² per dwelling provided (6,368.2 m ² total)
Minimum Parking Spaces <ul style="list-style-type: none"> Resident: 1.5 sp/unit Visitor: 0.15 sp/unit 	Resident:177 spaces Visitor:18 spaces	236 spaces (Resident) 18 spaces (Visitor)

¹ Section 7.3 of Zoning By-law states that no side yard width is required where two dwelling units are attached by a common wall. This exemption is associated with the Exterior Side Yard Width; however it is our interpretation that the provision is to be applied to the Side Yard Width calculation.

As demonstrated in the above table, the proposed development requires a number of variances to the R3 Zone regulations as a result of Section 2.1 [105]) of the Zoning By-law, which requires zoning regulations to apply to individual units within a vacant land condominium. As such, a site-specific R3 Zone Exception (R3-()) under Section 7.5 of the Zoning By-law is requested to accommodate the proposed development. The proposed site-specific exception would address the following matters and are intended to provide a certain measure of design flexibility:

- Establish a minimum lot area of 95 m²;
- Permit a main building setback of 3.0 m from Newton Circle;
- Permit a minimum front yard width of 3.0 metres from a private road for Units 5 to 10
- Permit a minimum exterior side yard width of 2.5 m from a private road;
- Permit minimum rear yard widths as follows:
 - 4.5 m for Units 6 to 10;
 - 6.0 m for all other conventional townhouse units (being Units 1 to 5, 11 to 31, and 74 to 80)
- Exempt back-to-back townhouses from the minimum rear yard width requirement;
- Permit maximum lot coverages as follows for specific unit types:
 - 51% for lots adjacent to Newton Circle; and
 - 62% for back to back townhouse lots
- Establish a minimum landscaped open space of 15% for back-to-back townhouse units;
- Permit a maximum garage width of 45% and exempt the development from the minimum rear and interior yard lot setback for garages; and
- Permit a minimum front yard garage setback of 5.6 metres for Units 6 to 10.

The requested site-specific variances from the R3 Zone are discussed individually in the following sections below.

4.4.2.1 Minimum Lot Area

The establishment of a minimum lot area of 95 m² is to recognize the compact land use pattern of this development, noting that typical lot areas are 97 m² for back-to-back townhouses and 137 m² for conventional townhouses. In our opinion, this layout supports a cluster townhouse design that promotes an efficient use of land and infrastructure that is in keeping with relevant policy direction of the Official Plan and has consideration for established Zoning By-law regulations. In particular, the proposed development has an overall density of 45 units/ha, well within the permitted range for medium-rise development as per Policy 3.3.5.3 a) ii) of the Official Plan (i.e., 31 – 75 units/ha). Furthermore, the overall development has a lot area equating to 225 m² per unit when considering the entirety of the subject lands as one 'lot', exceeding the minimum R3 Zone requirement (210 m²).

4.4.2.2 Minimum Main Building Setback (Newton Circle) and Minimum Front Yard Width (Private Road)

To support a pedestrian-oriented streetscape, units fronting Newton Circle have a 3.0 m front yard setback which is to accommodate a front deck and a walkway feature connecting to a future public sidewalk. This proposed units fronting Newton Circle have been sited closer to the street in an effort to (1) complement the planned streetscape in this area of the Fieldcrest Subdivision and (2) further define the public realm south of the proposed development. The proposed 3.0 m front yard depth for these units is similar to the minimum 4.5 m front yard width required for single detached dwellings along Newton Circle (which meet standard 4.5 m front yard requirements within the proposed development).

With the development, all proposed units have a minimum 4.5 m front yard setback from proposed private roads, with the exception of Units 5-10, 32, 38-39, 45-46, 52-53, 59-60, 66-67, 97, and 109. Units 6 to 10 possess the smallest front yard setback of 3 m. The reduced setback for Units 6 to 10 results from the siting of this townhouse block further from planned lots along Newton Circle, in order to maximize privacy between the planned units. Reduced front yard widths of remaining units identified above result from the configuration/curvature of the private road network. It is noted that all other townhouse units are set back 4.5 m from the straight sections of the private road network, which complies with the minimum setback requirement of the R3 Zone category. In our opinion, the requested 3.0 m minimum front yard setback is meant to address the unique siting of Units 6 to 10 and radius of the private road network as it relates to the proposed siting of some townhouse blocks, and does not negatively impact the streetscape or establishment of the public/pedestrian realm.

4.4.2.3 Exterior Side Yard Width (Private Road)

Townhouse units are oriented to the internal (private) street network and generally accommodate a 3.0 m (or greater) exterior side yard setback from internal roads; however 2.5

m and 2.9 m exterior yard setbacks are provided for Units 81 and 109 respectively as a result of the configuration of the private road network. As illustrated in the development concept, these setbacks are generally adequate to provide for a sufficient landscaped area along portions of the internal street network. In our opinion, a reduced exterior yard width of 2.5 m from a private road is appropriate to support a compact development form; recognizing that the majority of units are setback a minimum of 3.0 m from the private road network.

4.4.2.4 Minimum Rear Yard Depth

Proposed conventional townhouse units throughout the development, with the exception of Units 6 to 10, accommodate a rear yard depth of a minimum 6.0 m. The proposed 6.0 m rear yard is consistent with existing rear yard permissions established in the Zoning By-law for other areas of the Fieldcrest Subdivision through Exception Zone R1-5. In this context, it is our opinion that a reduced rear yard depth of 6.0 m is appropriate for the majority of conventional townhouse units within the proposed development.

As noted in Section 4.4.2.2 of this Report above, Units 6 to 10 have been sited closer to the private road network in an effort to provide greater rear yard setback adjacent to the planned single detached lot (Lot 45) fronting Newton Circle to the south. The rear yard of Units 8 to 10 will abut the interior side yard of a future dwelling on Lot 45, with the rear yard of Units 6 and 7 likely abutting the future rear yard of the dwelling on Lot 45. Considering this configuration and in conjunction with the width of Lot 45 (being 15.8 metres) the proposed 4.5 m setback for Units 6 to 10 is sufficient to provide an adequate setback between the proposed development and the adjacent property, including a future single detached dwelling. The proposed 4.5 m setback is also sufficient to accommodate landscaped screening between the two properties if required. Proposed porches for these units are 1.3 metres in depth and are set back 1.7 m from the Newton Circle road allowance, consistent with permitted yard encroachments for both covered and uncovered porches and decks in Section 4.34 of the Zoning By-law.

The requested exemption from the rear yard setback requirement for back-to-back townhouse units recognizes that these dwelling forms are attached by a common wall at the rear as well as the sides of the unit (Units 32 to 73). This reflects the side yard setback exemption in place to accommodate conventional townhouse forms in the R3 Zone as per Section 7.3 of the Zoning By-law.

4.4.2.5 Maximum Lot Coverage & Minimum Landscaped Open Space

Proposed back-to-back townhouse units generally have a maximum lot coverage of 62% in the proposed development, whereas maximum lot coverage for the conventional townhouse units ranges from 44% to 51%, depending on their location within the proposed development. Moreover, the proposed back-to-back units have a landscaped open space of 15%, whereas the conventional units accommodate a landscaped open space of 30% and 41%. An increase in maximum lot coverage and reduction in minimum landscaped open space is required to

accommodate the compact, back-to-back townhouse forms, recognizing that the proposed development provides for a large common outdoor amenity area in the north end of the site and a municipal park space is planned fronting Willis Avenue. It is important to note that despite the compact nature of the proposed townhouse dwelling forms, the development concept has an overall lot coverage of approximately 27% and landscape open space percentage of approximately 42% when excluding the land area dedicated to the municipal park, well within the maximum lot coverage permissions and minimum landscape requirements of the R3 Zone.

4.4.2.6 Minimum Attached Garage Width & Yard Setback Exemptions

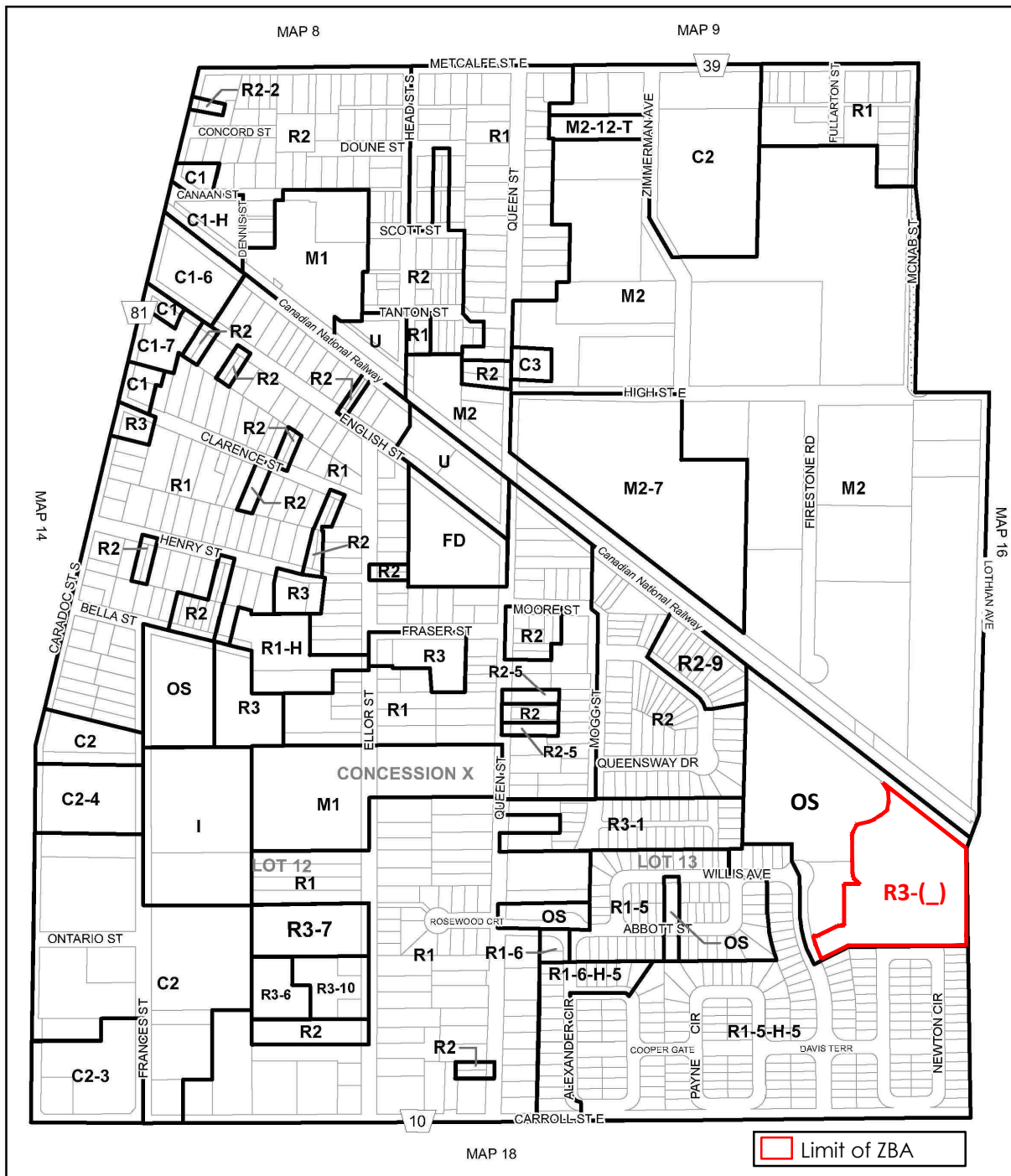
Given the relatively narrow frontages of the planned townhouses (typically 6.7 m), a proposed maximum attached garage width of 45% is proposed in this development to accommodate a one-car garage in each unit. This requested ratio slightly exceeds the maximum garage width permission of the R3 Zone category (40%). Garages within the proposed development are to be typically set back 7.1 m from private streets (with the exception of Units 6 to 10 as discussed further below) and are sited interior to the townhouse blocks, reducing the potential impact of any garage façade along the streetscape and exceeding the minimum requirements of the R3 Zone (6.0 m). In our opinion, the proposed garage width is appropriate to further facilitate the compact form of development and is compensated by the greater setback width to ensure any impact of the garage façade is minimized on the adjacent streetscape.

A request for a reduced front yard width from a private road for Units 6 to 10 also results in a requested reduced front yard width of 5.5 metres for garages associated with these units. The garages associated with Units 6 to 10 are set back 5.6 metres from the private road network, providing for a private driveway length of 5.6 metres. A driveway length of 5.5 metres exceeds the minimum space length for 90 degree spaces specified in Section 4.23 (6) of the Zoning By-law, which is 5.4 metres. Proposed garages for Units 6 to 10 will remain sufficiently set back from the street, and as discussed in Section 4.4.2.2 above, the siting of these units generally closer to the private road network provides some variation in the streetscape in this area of the development. Considering the proposed reduced front yard garage set back for these units: (1) meets zoning requirements for a parking space length, (2) affects only five of the 118 proposed townhouse units (4% of total units), and (3) is directly related to the interest of providing a greater building setback adjacent to Lot 45, it is our opinion that a 5.5 m front yard garage setback is appropriate for Units 6 to 10 and does not negatively impact the intent of the regulation to ensure garages are sufficiently set back from roadways to reduce impacts on the streetscape.

Lastly, and similar to existing and requested relief for interior side and rear yard setback requirements for the townhouse dwelling types in the proposed development, exemption from the minimum interior side and rear yard setbacks for garages are required to recognize that the proposed dwelling forms are attached by common walls at the side – and in the case of the back-to-back townhouse form – also the rear. This request also reflects the side yard setback

exemption in place to accommodate conventional townhouse forms in the R₃ Zone as per Section 7.3 of the Zoning By-law.

Figure 6 of this Report illustrates the High Density Residential – Exception (R₃-()) Zone proposed for the Site.



	MUNICIPALITY OF STRATHROY-CARADOC BY-LAW No. 43-08			SCHEDULE 'B' MAP #15
	LEGEND Natural Environment Overlay <small>For further information, please contact the Conservation Authority having jurisdiction.</small>	1:6,500 		

Source: Municipality of Strathroy-Caradoc Zoning By-law
 Date: May 7, 2024

FIGURE 6
Proposed Zoning

5.0 Summary and Conclusions

In conclusion, it is our opinion that the proposed Zoning By-law Amendment application is appropriate for the Site, compatible with the existing development context and in keeping with applicable planning policies. This assessment is based, in part, on consideration of the following merits:

1. The Site is well suited for medium density residential activities given its physical characteristics, its location within a designated urban settlement, and its proximity to the arterial road network, a prominent commercial node, an industrial development area, residential neighbourhoods and community facilities;
2. Implementation of the proposed development represents an opportunity to promote a compact, medium density residential land use pattern and the efficient use of services;
3. The future Draft Plan of Vacant Land Condominium associated with the Zoning By-law Amendment would support a scale and form of development that is compatible with, and complementary to, existing residential forms planned for the Fieldcrest Subdivision and the character of the local community. The back-to-back and conventional townhouse units intended for the Site would also help to broaden housing choice in Strathroy;
4. Preliminary assessments indicate that adequate servicing infrastructure is available to accommodate the proposed development;
5. The development proposal is consistent with the Provincial Policy Statement and complies with the goals, objectives and policy direction of the County of Middlesex Official Plan and the Municipality of Strathroy-Caradoc Official Plan;
6. The requested Zoning By-law Amendment would appropriately implement the intended building design and site layout; and
7. The proposed development represents good land use planning.

Given the noted considerations, it is recommended that the Zoning By-law Amendment application be approved.

Respectfully submitted,



Scott Allen, MA, RPP
Partner

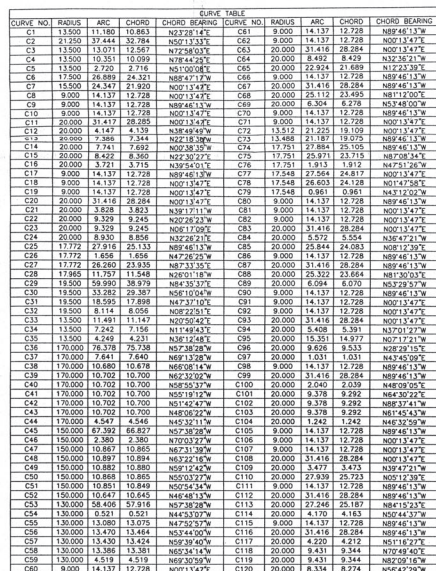


Meghan Lippert, MAES
Planner

APPENDIX A

REGISTERED PLAN OF SUBDIVISION 33M-619

D. C. C. R.
MANAGER OF PLANNING



KNOWN AS "QUEEN" N42°48'20"W (REFERENCE BEARING) (P1 & P2)

ROAD ALLOWANCE BETWEEN LOTS 12 AND 13, CONCESSION 10 - 20.117' WIDE



Vinay
DEP. LAND REGISTRAR

PLAN OF SUBDIVISION
OF PART OF
LOT 38, REGISTRAR'S
COMPILED PLAN No. 433

REAR END. ACRONIMIC. DERIVED FROM NORTHEAST LINE OF GREEN STREET
HAVING A BEARING OF N42°48'20"W AS SHOWN ON PLAN 33R-17572

CI DENOTES SURVEY MONUMENT SET
SD DENOTES SURVEY MONUMENT FOUND
SI DENOTES STANDARD IRON BAR
SSIB DENOTES SHORT STANDARD IRON BAR
IB DENOTES IRON BAR
RIB DENOTES 16mm DIAMETER ROLLER IRON BAR
CO DENOTES CUT CROSS
OC DENOTES ORIGIN UNKNOWN
WT DENOTES WITNESS
MEAS DENOTES MEASURED
FB DENOTES BOARD FENCE
R.C.P. DENOTES REGISTRAR'S COMPILED PLAN
CD DENOTES CALLON, DETT. O.L.S.
ACM DENOTES ARCHIBALD, GRAY & MCKAY, O.L.S.
CPC DENOTES C.P. CORBETT, O.L.S.
DENOTES PLAN 33R-17572

ALL SET MONUMENTS SHOWN HEREON ARE IRON BARS (18" UNLESS OTHERWISE NOTED.

THIS IS TO CERTIFY THAT

April 5, 2010
LONDON, ONTARIO

APRIL 5, 2010
LONDON, ONTARIO

I CERTIFY THAT:

(1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.

(2) THE SURVEY WAS COMPLETED ON 2nd DAY OF MARCH, 2010.

April 5, 2010

METRIC: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Callon ♦ Dietz

INCORPORATED ONTARIO LAND SURVEYORS LONDON, ONTARIO T: (519) 673-0220 F: (519) 673-5052 www.collondietz.com			
SURVEY BY: C.W.	DRAWN BY: H.R.D.	FILE No: 06-15657	PLAN No: E-376

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