



**Zelinka Priamo Ltd.**

LAND USE PLANNERS

*via email*

February 24, 2025

Tim Williams, Manager of Planning  
Middlesex County  
399 Ridout Street North  
London, Ontario  
N6A 2P1

**RE: Application for Draft Plan of Subdivision and Zoning By-law  
Amendment  
Carroll Street East Developments Inc.  
360 Carroll Street East**

**County File: 39T-SC2301**

**Our File: LIT/STY/21-01**

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Zelinka Priamo Ltd. is the planning consultant representing Carroll Street East Developments Inc. We are pleased to provide the following information regarding the above-noted Draft Plan of Subdivision and Zoning By-law Amendment application ("DPOS/ZBA"), further to the Public Meeting, which took place November 18, 2024.

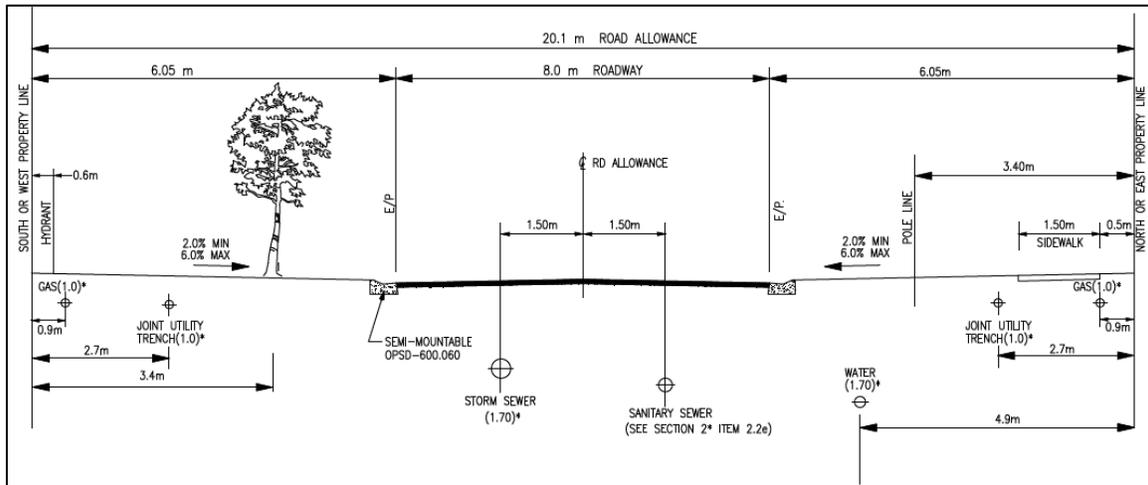
Throughout the Public Meeting process, several questions were raised by both Council and Municipal staff relating to the proposed vehicular access and building height. Since the November, 2024 meeting, we have worked diligently with Municipal staff to address these questions and, as such, we are respectfully providing the following clarification for Council's consideration:

1. Vehicular Access

Street 'A' as detailed on the Draft Plan of Subdivision will be designed and constructed according to the existing engineering development standards as set forth by the Municipality. Figure 1, on the following page, is a cross-section of a typical 20.0m residential road allowance in the Municipality. This figure clearly delineates appropriate allocation for necessary services and utilities, a sidewalk, and an 8.0m roadway providing for two-way traffic, as well as appropriate shoulder areas should

service/utility vehicles need to undertake maintenance and/or repairs within the road allowance.

**Figure 1 – Typical Municipality of Strathroy-Caradoc Residential Road (excerpt from SCSD-1)**



Municipal staff and agencies, including emergency services, have confirmed through the commenting period that the proposed Street ‘A’ access is appropriate and will function normally.

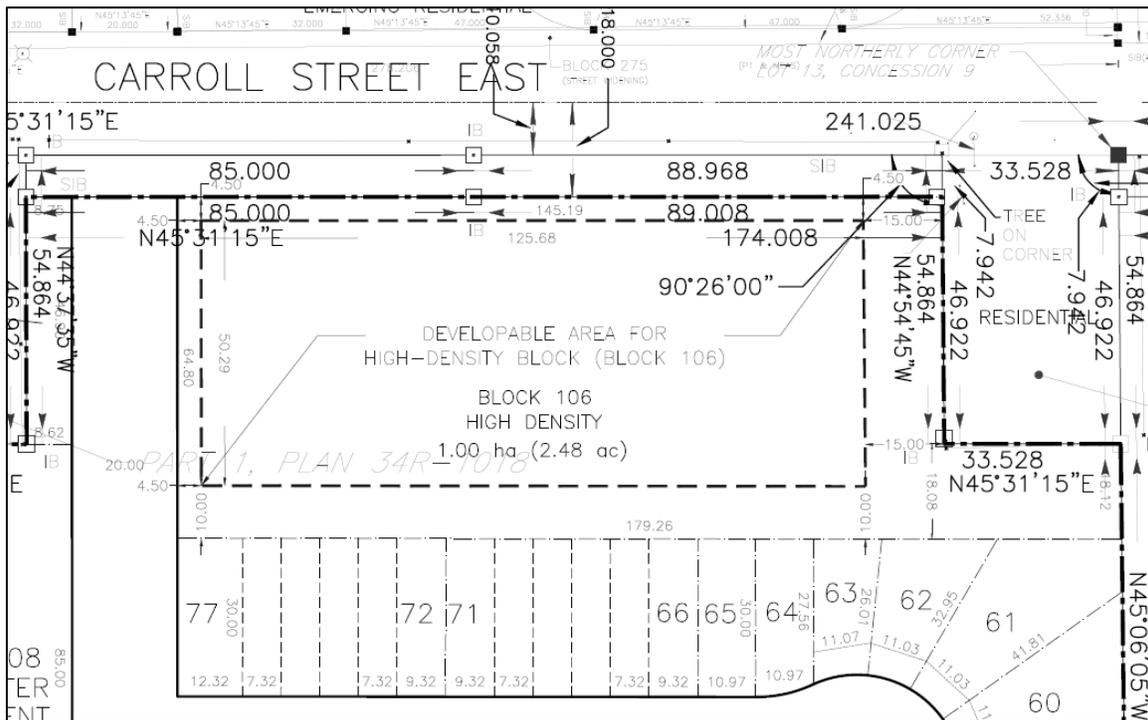
## 2. Building Height

The DPOS/ZBA application sought to permit a maximum building height of 6-storeys up to 25m for the high-density block proposed to be rezoned to “Residential 3 (R3-(\_))”, whereas a maximum building height of 3-storeys up to 15m is the standard in the R3 zone.

It is our understanding that there was concern relating to the 25m height, particularly with regard to the interface with the existing single detached dwelling to the east. We’ve prepared a revised concept plan (see Figure 2), showing a building envelope on the high-density block based on a modified version of the R3 standards.

The front, exterior, and rear yard setbacks shown are typical, with the Street ‘A’ frontage being considered the front yard; the easterly lot line, shared with the existing single detached dwelling, being the rear yard; the southerly lot line, shared with the proposed townhouse, being the interior side yard; and, the northerly lot line, along Carroll Street East, being the exterior side yard.

Figure 2 – Revised Concept Plan, with proposed building envelope



A 10m interior side yard setback has been incorporated to ensure appropriate separation distance between the proposed townhouses and future high-density development. This building envelope naturally lends itself to development along the Carroll Street East frontage while ensuring reasonable separation between any high-density uses and both the existing low-density use to the east, and the proposed uses to the south.

Our proposed site-specific R3 zoning regulations for building height and setbacks for apartment buildings are as follows:

- **Maximum building height:** 6-storeys or 20m, whichever is lesser
- **Minimum interior side yard setback (southerly property line of high-density block):** 10m
- **Minimum rear yard setback (easterly property line of high-density block):** 15m, plus an additional 1m for every 1m of building height above 15m

The originally proposed 6-storey/25m height was based on an existing site-specific provision in the Zoning By-law. However, a 6-storey building can effectively be achieved with a 20m height, and this adjustment is proposed in combination with the rear yard setback regulation to reduce impacts on the adjacent dwelling. The intent is

for the rear yard setback to scale with building height – e.g., a 20m building would require a 20m rear yard setback.

Additionally, the proposed townhouses that share a property line with the high-density block have an 8m rear yard setback, resulting in an 18m separation between buildings. A greater degree of flexibility has been proposed for the high-density block's interface with the low-density use to the east, recognizing the need to mitigate impacts on existing development.

Further to the above, high-density development (i.e., >3-storeys) shall be considered based on the criteria of Section 3.3.4.6 of the Official Plan. This policy is addressed in the previously submitted Planning Justification Report, and is reiterated as follows:

- 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;*

The proposed high-density block has frontage along Carroll Street East, with the southerly yard primarily intersecting with the rear yards of medium-density uses, being the proposed townhouses. To the east, an appropriate setback is proposed to provide appropriate spatial separation from the existing low-density use. As such, adequate buffering and separation is provided.

- b) *proximity to areas designated 'Downtown Core', 'Community Facilities' and/or 'Open Space';*

The proposed development includes a parkland block, and is proximate to the lands designated as 'Open Space' to the south of the subject lands.

- 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;*

Vehicular access to the proposed high-density block is from Street 'A'. As such, vehicular access to and from the proposed high-density dwellings will generally be contained to Carroll Street East, and not throughout the proposed subdivision.

- 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;*

The proposed development will utilize full municipal services. The proposed streets will be designed according to municipal standards.

e) *maximum height and density as specified in the Zoning By-law;*

The proposed ZBA seeks to implement a site-specific *High Density Residential R3-( )* zone to permit a maximum building height of 6-storeys, up to 20m. The Municipality of Strathroy-Caradoc has previously implemented site-specific zones to permit building heights of up to 6-storeys, acknowledging that this proposed height can be appropriate in the Municipality.

f) *site design to minimize the shadow effect on surrounding buildings and the adverse effects of winter winds while maximizing exposure for solar gain;*

The proposed high-density block will be sensitively designed with consideration for shadow and wind effects, including the implementation of appropriate setbacks from existing and proposed structures. These details will be further refined through a future Site Plan Approval application process.

g) *energy-efficiency through innovative site orientation and landscaping.*

The proposed development will utilize energy-efficient techniques and design where it is applicable and cost-effective.

Given the above, it is our opinion that we have satisfactorily addressed all of the relevant comments received relating to access and building height, and that the proposed vehicular access arrangement and maximum building height regulation are appropriate and in alignment with the Municipality of Strathroy-Caradoc Official Plan.

On behalf of our client, we thank you for the opportunity to provide the above information in advance of the Council decision, and look forward to your consideration of the DPOS/ZBA application. We believe that the proposed development will be a positive addition to the community and will provide much needed housing opportunities.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

**ZELINKA PRIAMO LTD.**



Taylor Whitney, CPT  
Intermediate Planner