

Meeting Date: October 6, 2025
Department: Building, By-law and Planning
Report No.: BBP-2025-91
Submitted by: Tim Williams, Manager of Planning, County of Middlesex
Reviewed by: Jake DeRidder, Manager of Growth and Development
Approved by: Rob Browning, Chief Administrative Officer

SUBJECT: Application for Zoning By-law Amendment 494 Darcy Drive, Strathroy Justin Tadgell c/o Zelinka Priamo Ltd.

RECOMMENDATION: THAT: Zoning By-law Amendment application ZBA 11-2025 be approved, and further;

THAT: By-law No. 110-25 be referred to the Consideration of By-laws Section of the Agenda for consideration and approval.

SUMMARY HIGHLIGHTS

- The application proposes to develop ten stacked residential townhouses with a total of 240 dwelling units with private driveways and access to Darcy Drive.
- The application seeks to amend the zoning for the subject lands from “Commercial Corridor (CC) zone” under the Adelaide-Metcalf Zoning By-law to a site specific “High Density (R3-29) zone”. The site-specific zone provisions would recognize the proposed visitor parking rate of 33 spaces whereas 36 spaces are required, the coverage of the parking area 37% whereas a maximum of 25% is permitted, parking aisle width is 6.7 whereas a minimum of 7.3 m is required, location of parking spaces (parking located in the front yard adjacent to Darcy Drive), and outside storage of garbage.
- An Open House was held on March 4, 2025. Area property owners attended and voiced concerns regarding the proposed rezoning relating to traffic, massing of the proposed building in the context of adjacent single detached dwellings, drainage issues that exist and, in the future, and construction staging.
- Since the Open House applicant submitted the application for the same number of units and similar concept plan.

- **A statutory public meeting was held on August 5, 2025, with similar issues raised as well as questions about fire truck access, location of garbage structures, and the municipal drain that crosses the site that will need to be rerouted.**

PURPOSE

The purpose of the subject zoning by-law amendment application are to facilitate the development of this property with 240 stacked multi-unit buildings in ten blocks with private driveways and 393 parking spaces split between visitor and tenant parking.

BACKGROUND

The property is 3.345 ha (8.26 ac) in size and located on the west side of Darcy Drive. The property was previously part of a property that is located in the Adelaide-Metcalf boundary. Since this time a severance application was granted to for two lots fronting on Darcy Drive (498 and 502 Darcy Drive). The lands are currently vacant and were the subject of recent soil remediation work. The Cuddy municipal drain runs east/west through the site in the southern area (through the amenity /SWM area on the plan) in a buried pipe. The settlement and municipal boundary runs along the west and north lot lines. To the west is Centre Road in Adelaide-Metcalf and this is a commercial corridor with a variety of uses including car dealerships, gas stations, Ontario Provincial Police detachment and hardware store. To the north is a self-storage facility. To the east, low density residential land uses primarily single detached dwellings. To the south is a property currently under construction that was previously owned by the current owner of this property. To the southeast on Middlesex Drive is North Meadows Elementary School.

From a servicing perspective, municipal water and sanitary service exist along Darcy Drive.

The application for Zoning By-law amendment was made on June 10, 2025. The zoning by-law amendment application was deemed incomplete on June 25, 2025, and deemed complete on July 11, 2025. In addition to the application form, the submission included the following supporting documents:

- Planning Justification Report, provided by Zelinka Priamo, dated June 3, 2025.
- Phase II Environmental Site Assessment at 494 Darcy Drive, provided by A & A Environmental Consultants Inc., dated May 7, 2025.
- Geotechnical Investigation Report by MTE, dated April 29, 2019.
- Concept Site Plan provided by Zelinka Priamo, March 2025.
- Environmental Noise and Vibration Assessment, by SLR dated May 8, 2025.
- Preliminary Functional Servicing Report by MTE, dated May 7, 2025

Since the original submission the applicants have not formally submitted any changes to the proposal including any revised plans. The currently proposed development includes a road network with a network of private roads; the entrance has been designed to be wider with a boulevard because it is a single access point. The access is lined up with Laura Lane for safety and continuity. The development is proposing 6,986.7 m² of common amenity space. The plan includes setbacks to the lot lines that exceed 10 metre requirements in the zoning by-law for rear yard setbacks. The parking proposed for

the development includes 33 spaces for visitors and 360 parking spaces for the residents of the dwellings.

The buildings are proposed to have a sloped roof with a 12.4 m height with 3 floors fully above grade and the lowest level more than half below grade. To address stormwater management, the applicant is proposing a combination common amenity area and dry pond that would outlet to the Cuddy Drain located on the property. Details of the stormwater management has been limited to proof of concept at the rezoning stage however will be required as part of site plan approval.

The site plan is included as an attachment to this report.

The zoning application is proposing to rezone from 'Commercial Corridor (CC) zone' under the Adelaide Metcalfe zoning bylaw to site-specific 'High Density Residential (R3-29) zone' of the Strathroy-Caradoc Zoning By-law. The site-specific zoning provisions would establish the following site-specific provisions:

- 1) Visitor parking rate of 0.1375 spaces per unit (33 parking spaces) whereas the zoning by-law requires 0.15 spaces per unit (36 parking spaces),
- 2) Parking lot coverage of 37% whereas the by-law permits a maximum 25%,
- 3) 30 parking spaces and associated drive aisles are within the front yard whereas no parking spaces are to be located in front of the building closest to Darcy Drive,
- 4) Parking aisle width is proposed to be a minimum of 6.7m whereas the by-law requires 7.3 m,
- 5) Outside storage of garbage is proposed whereas the by-law requires garbage to be located in a wholly included building.

CONSULTATION

Open House - A Virtual Neighbourhood Open House was held on March 4, 2025. There were members of the public in attendance at the meeting and comments from the public were received. The comments from the meeting included the following:

Public Meeting - The application has been circulated to agencies and the public in accordance with the requirements of the Planning Act. This included the circulation of the Notice of Public meeting to residents living within 120 metres of the subject application on July 11, 2025. The public meeting was held on August 5, 2025, meeting.

The following are the comments and questions that were raised by those in attendance:

- Timing of construction
 - o *Response from applicant:* need to go through the planning process before knowing the exact date but looking forward to moving quickly.
- Impact on drainage within the backyards of the existing homes
 - o *Response from applicant:* would be re-graded now but long-term flows would be directed away from the backyards.
- Impact on the drainage from the businesses to the west
 - o *Response:* the flows from the properties along Centre Road will still continue to be received by this site and they are confirming it will still flow to the subject property)

- Increased traffic from the development
 - o *Response:* The development will increase the traffic with peak hours having 97 and 124 vehicles leave the site. These vehicles will split north and south on Darcy with 60% going north. The majority of the time the Level of Service (LOS) does not drop from A. The worst case is the Second street and Darcy Drive intersection which is noted as having a level C (LOS) in the evenings with delays estimated at 17 seconds to make a turn.
- Design of the proposed buildings
 - o *Response from applicant:* the proposal is to have a similar design to the, under construction, dwellings to the south.
- How will the construction traffic for the development be dealt with?
 - o *Response from applicant:* a construction traffic management plan as part of the site plan process however it would be directed north along Darcy Drive to Second Street.
- The townhouse blocks should be reoriented so they will have less overlook on the adjacent residential.
 - o *Response from applicant:* The configuration of the townhouse blocks ensures that the SWM area and overland flow route through the block is preserved. The change will continue to be explored during the site plan approval process as the details of the area stormwater, amenity area and building footprint are separated out in the area.
- Garbage bins are proposed for outside storage which is not permitted. Why change this?
 - o *Response:* The proposal a “Moluk bin” storage which is primarily a subsurface system for garbage. The bins are secured and largely out of sight and therefore do not require the same level of screening as traditional garbage dumpsters.
- Private Garbage collection is required for this development as the public garbage service does not pick up this type of receptacles.
 - o *Response:* The applicant is aware of this and have considered this in the proposal.
- Fire Access Route width.
 - o *Response:* the site plan has been reviewed by Fire Services Staff, and they have confirmed that they will be able to service the development and the specific turning radii, and truck manoeuvring details will be secured during the site plan approval process.
- Improved fencing along the common boundary between the development and the adjacent owners would help mitigate impacts of the development.
 - o *Response from applicant:* The improved fencing could be installed along this common boundary.
- One entrance whereas we have heard that two access point is policy.
 - o *Response:* The policy notes that two access points for developments is appropriate except were where it is noted that appropriate in a specific circumstance. This situation, the road three lanes wide rather than the usual two lanes and will have the water service along the far left (west) curb and sanitary within the boulevard between the ingress and egress lanes. This leaves the ingress lane free from any services. Further to this the single access driveway section is approximately 40 m in length before it splits to provide multiple options for access.

At the time of drafting the subject report the following department and agency comments were received:

County Safety and Standards Officer advised that proposed municipal 911 addressing for this development of buildings be submitted to the satisfaction of the Municipality of Strathroy- Caradoc in consultation with the County of Middlesex Emergency Services Department for approval and is sequential in numbering for Darcy Drive. This shall include temporary and permanent Municipal 911 address signage installation during all stages of construction which shall be required through the townhouse development agreement to ensure emergency responders can identify the Municipal 911 address from the road allowance. That the appropriate infrastructure be in place for connecting to 911 call agency prior to occupancy of any structure. That proposed individual unit numbering for this development of townhouses be submitted to the satisfaction of the Municipality of Strathroy- Caradoc in consultation with the County of Middlesex Emergency Services Dept. for approval. This shall include temporary and permanent unit number signage installation during all stages of construction which shall be required through the townhouse development agreement to ensure emergency responders can identify the unit numbers from the private road allowance. All permanent unit numbering to be located in the same exterior location of all units and permanent signage posted showing direction of unit numbering at the entrance to each townhouse parking area.

Engineering and Public Works given this is an existing Municipal Drain and further downstream property within the Municipality, there is potentially a need to provide additional storage for the Municipal Drain. The Municipality is working with the developers Engineer on this and the potential for cost sharing with the Municipality. The developer's Engineer has provided sufficient information on the feasibility of the shared stormwater facility. The cost sharing and details will be worked out at the Site Plan stage to be included in a site plan agreement.

Further, the staff have reviewed traffic counts along Darcy Drive, and they are currently operating within acceptable levels, however, the department will continue to monitor the trip counts.

Manager of Growth and Development advised that the Local, County and Provincial policy includes, as a key strategy to address housing affordability challenge and the support for the provision of attainable housing options. The dwelling type proposed as part of this application will help address the need in Strathroy for a more diversified housing stock.

POLICY AND REGULATION BACKGROUND AND ANALYSIS

The subject lands are located within a fully serviced Settlement Area as per the definitions of the Provincial Planning Statement and the County of Middlesex Official Plan. The lands are designated "Residential" and is the subject Special Policy Area #7 under the Strathroy-Caradoc Official Plan and within the 'Commercial Corridor (CC) zone' of the Adelaide Metcalfe Zoning By-law 34-2007.

Planning Act

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

Section 34 (5) of the Planning Act states that a by-law passed may prohibit the use of land or erection of buildings unless such municipal services are available.

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

Provincial Planning Statement (2024)

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

Section 2.2.1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents.

Section 2.3.1.1 indicates that Settlement areas should be the focus of growth and development. Within settlement area, growth should be focused on.

Section 2.3.1.2 outlines the need for settlement areas should be based on densities and a mix of land uses which efficiently use land and resources as well as optimize existing and planned *infrastructure* and *public service facilities*;

Section 2.9.1 municipalities should plan to reduce greenhouse gas emissions.

Section 3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Further that they are financially viable over their life cycle, leverage the capacity of development proponents, and are available to meet current and projected needs.

Section 3.6.1 Planning for sewage and water services shall accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services.

Comments on Consistency with the Provincial Planning Statement 2024

- The proposal is located within a designated growth area of a settlement area, on lands identified for residential development within the PPS, Middlesex County Official Plan and Strathroy-Caradoc Official Plan.
- The residential dwellings will be fully serviced and provide for the efficient use of existing infrastructure and public service facilities.
- The engineering report has confirmed that sufficient existing water and sanitary capacity is available to service this development.
- The proposal will make use of a site that has been left vacant and is an appropriate location for an infill development.

- The proposal includes 240 dwellings that act as a transition between the existing residential and the existing commercial use along Centre Road.

Given the above, it is staff's opinion that the application is consistent with the Provincial Policy Statement.

Middlesex County Official Plan

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

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

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

Section 2.4.2.4 of the MCOP indicates that setback of buildings should be as stipulated in the local zoning by-law when within a settlement boundary.

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

Section 3.2.1 directs a significant portion of the County's future growth to Settlement Areas in order to protect agricultural resources, natural environment and promote efficient municipal services.

Section 3.2.2 directs that settlement areas shall develop 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.

Comments on the Conformity with the County of Middlesex Official Plan

- As noted above, the property is within a designated growth area of a settlement area and 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 that will increase the variety of housing types in this neighbourhood.
- The proposed multiple unit dwellings is a built form that will act as a transition to the commercial uses along Centre Road.
- The proposal will be proceeding on full municipal services.
- The proposal results in the orderly development of this infill lot.
- In 2019 the previous owners applied for and received approval for two lots fronting on Darcy Drive. The owner narrowed the frontage by approximately 38 metres. At this time the owners and engineering staff proceeded through a study of the lot and realizing that there were limited or no options for an additional access to the site, the single access was developed to be wider and have limited services in the private lane width. The emergency services have reviewed the proposed access and note that the proposed is matching the existing design and as such do not have an objection to the development proposal.

Given the above, it is staff's opinion that the application conforms to the County Official Plan.

Strathroy-Caradoc Official Plan

The subject lands are designated 'Settlement Area' and 'Residential' according to *Schedule A: Structure Plan* and *Schedule B: Land Use & Transportation Plan*, respectively. The property is also subject to Special Policy Area No. 7. The Strathroy Caradoc Official Plan has been updated through OPA 14 and received approval from County in December 2023. It has been appealed by one party and as such is *not* in full force and effect. The purpose of this Amendment is to update the Official Plan to ensure that the land use planning policies are current, reflect Provincial legislation and policy, have regard for matters of Provincial interest and any guideline documents, are consistent with the Provincial Planning Statement (PPS), and reflect changing community needs for the next 25 years. The changes in OPA 14 reflect the direction of Council so while they are not in force an additional note relating to each of the policies below has been included to provide detail to some of the changes as a result of OPA 14.

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

Section 2.4.6 establishes that residential intensification shall be encouraged in settlement areas where it is complementary to, and compatible with, the nature, scale, design, and general character of neighbouring development, and where municipal services and facilities are capable of accommodating the development. Where residential intensification is proposed, it shall keep with the character of the area and not adversely affect neighbourhood stability. OPA 14 now includes this in a shared housing policy but still includes this intent of supply for all residents.

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

Section 3.2 outlines the goal of maintaining adequate supply of housing, more specifically dwelling types, tenure and affordability. The section also has the objective to maintain the essential qualities of privacy, quiet enjoyment, public health and safety, and land use compatibility in residential areas. OPA 14 continues the complementary reference and removes compatible with phrase from the policy.

Section 3.3.4 provides policies for lands designated 'Residential' and identifies that primary uses include residential purposes including a range of housing types and densities from single detached dwellings to high-rise apartment buildings. Secondary uses may be permitted provided that are complementary to, and compatible with the area, serve the neighbourhood needs, and do not detract from the predominantly residential nature, such as neighbourhood parks. OPA 14 does not substantially modify this direction.

Section 3.3.4.6 further details the policies related to the high-density development (buildings greater than 3 storeys). OPA 14 modifies this section to relate the development to density rather than number of storeys or use. Based on the updated policies this development at 72 units per ha. would not be considered a 'High-Rise Residential' (High-Rise Residential is 76-150 units per hectare).

Section 3.3.4.5 further details the policies related to the medium density development. "Medium density development (e.g. walk-up apartments and townhouses) shall be encouraged on lands that have access onto an arterial or collector road. Development on local streets shall be permitted within 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."

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

In regard to the Strathroy-Caradoc Official Plan, Section 3.3.4.20 contains policy direction for development of lands within the Special Policy Area No. 7. This section of the Official Plan requires, prior to development of any land within the Area, that a land-use compatibility between the new development and the adjacent existing commercial uses along County Road 81/Centre Road

Comments on Conformity to the Strathroy-Caradoc Official Plan

- The proposal is located within a settlement area, within the Strathroy-Caradoc Official Plan.
- The proposal will be fully serviced and provides for the efficient use of infrastructure and public service facilities.
- As noted above the development proposes a housing type that is less common in Strathroy, as such the development will increase accessibility to this dwelling type.

- The proposed layout represents efficient use of lands.
- The proposed development is a multiple unit development equivalent to a walk-up apartment as noted in the medium density development standards. The development is located on Darcy Drive, which is a collector road and in line with the policy requirements.
- The development is to be designed to complement the design of the existing buildings. The proposal includes no units that have a front door at the back of the building to ensure maximum pedestrian use of the front yard.
- The test of compatibility is not that a proposed development is the same or even similar to existing development. The primary test of compatibility is that proposed development and existing development are capable of 'existing together in harmony'. Nothing in the submitted material leads staff to conclude that the proposed multiple unit development is incompatible with the existing single detached dwellings.

Given the above, it is staff's opinion that the applications conform to the Strathroy-Caradoc Official Plan.

Adelaide Metcalfe Zoning By-Law No. 34-2007

The subject lands are currently zoned 'Commercial Corridor (CC) Zone' according to the Adelaide Metcalfe Zoning By-Law No. 34-2007.

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

With respect to the Zoning By-law Amendment, the applicant has submitted a zone change application to rezone the property to be within the Strathroy-Caradoc zoning by-law and within a site specific 'High Density Residential (R3-29) Zone'

Section 3.3 of the zoning by-law outlines different holding provisions limit the use of the land until such time as the conditions of the hold is/are lifted. The H-2 holding provision ensures the orderly development of the lands, the "H-2" symbol shall not be removed until a site plan agreement for the subject lands has been entered into with and to the satisfaction of the Municipality addressing the issues identified under Section 41 of the Planning Act.

The 'R3' zone is intended for lands within Strathroy and Mt. Brydges that are designated 'Residential' in the Strathroy-Caradoc Official Plan and permits a range of higher density residential uses, such as multiple unit dwellings, apartment buildings, townhouses, long-term care facilities. The following chart identifies the zoning provision applicable to the R3 zone as well as the zoning statistics for the proposal. Bold numbers below indicate provisions that do not meet the zoning standards.

Provision	High Density Residential (R3) Zone (Multiple Dwelling)	Proposed
Lot Frontage (min)	20 m	40.2 m
Lot Area (min)	100 m ² for first 6 units & 15 m ² for each unit thereafter (4,110 m ²)	8,005.6 m ²

Front Yard Depth	Minimum 4.5 m	8.7 m
Side Yard Width (min)	2 m	11.6 m (northern) 24.8 m (southern)
Rear Yard Depth (min)	10 m	10.6 m
Lot Coverage (max)	45%	15%
Landscaped Open Space (max)	30%	48%
Outdoor Common Amenity Area	20 m ² per unit (4,800 m ²)	8.9m ² per unit (680 m ²) 12m ² individual balconies for each unit
Parking Coverage (max)	25%	37%
Parking to location	None in front or exterior side yards	30 spaces in the front yard
Parking, aisle or driveway	Not permitted between building and street line	Proposed between Building 2 and street line
Municipal Tile Drain	Sealed sewer pipe 1.5m All other 4.5 m	~4.0 m (applicant to confirm)
Parking	1.5 parking spaces per unit – tenant = 360 0.15 parking spaces per unit-visitor = 36	Tenant = 360 sp Res Visitor= 33 sp
Building Height	15 m	12.4 m
Outside Storage	Not permitted	Proposed outside storage of garbage is proposed
Accessible Parking	5 Type 'A' 3.4 m by 5.4 5 Type 'B' 2.4 m by 5.4	5 Type 'A' 3.9 m by 5.4 5 Type 'B' 2.4 m by 5.4 needs to be marked
Parking Space Dimension	2.6 m by 5.4 m	2.6 m by 5.4 m needs to be marked
Parking aisle width	7.3m	6.7 m

Comments on Zoning By-law Amendment in adding the subject lands into the Zoning By-law

The proposal has been designed to follow with the Official Plan medium density policy, and the developer has confirmed that the development will be 3.5 storeys in height as such planning staff feel it is appropriate to limit the height to 4 storeys and 12.4 m to ensure the proposed buildings are addressing the context of the community which contains shorter buildings.

The proposal is seeking relief from the six provisions of the zoning by-law the following is a brief comment on each of the provisions:

- 1) The parking aisle width leading to parking spaces has been reduced from the standard from 7.3 m to 6.7 m at the same time the parking space lengths (depths) have been increased from 5.4

to 5.6 m. The applicants have demonstrated that the reduced parking aisle will function for vehicles entering and exiting the site. This will be secure site plan approval.

- 2) The parking area has been increased to 37% of the site, however the proposal will continue to meet/exceed the landscape open space requirements of the by-law. The building area has been exchanged for parking area to meet the parking requirements. This provision is intended to hold the parking area to a minimum size. The proposal is a balance between providing the appropriate number of parking spaces and minimizing parking area and, in this case, council input expressed an interest in meeting the full parking rate given the context of the neighbourhood and the limited alternatives for parking off site.
- 3) Parking Spaces and associate parking aisles within the front yard are not permitted in a residential setting unless they are on a driveway leading to a garage. This requirement is designed to reduce the impact of parking on the quality of the streetscape. Proposal includes a significant landscape buffer along Darcey Drive with the close point being 4.4 metre
- 4) Residential visitor parking rate requires 36 parking spaces whereas the proposed development will have 33 parking spaces for visitors. This represents an 8% reduction in the supply. Given the parking spaces for tenants is fully supplied and the difference is minor in nature.
- 5) The applicants propose outside storage of garbage bins, whereas such storage is not permitted in a residential zone. The storage system is designed to be primarily subsurface and provide easier access for residents. While the details are discussed earlier in this report, staff emphasize that, in summary, the bins should not be visible from Darcy Drive and should be located as far away from the existing dwellings as possible.

FINANCIAL IMPLICATIONS:

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

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

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

Ultimately, upon the substantial completion of the development, the municipality will assume all infrastructure found on municipal streets, (including sidewalks and municipal services) as new assets that will require a commitment for future maintenance. As this development will remain under private ownership, the Municipality will not be assuming the internal streets and infrastructure, including the proposed fencing or, now smaller, retaining walls.

STRATEGIC PLAN ALIGNMENT:

This matter is in accord with the following strategic priorities:

1. *Local Infrastructure and Capital Investment:* Households and businesses in Strathroy-Caradoc will be supported by reliable, financially responsible, and well-maintained infrastructure networks.
2. *Economic Development, Industry, and Jobs:* Strathroy-Caradoc will have a diverse tax base and be a place that offers a variety of economic opportunities to current and prospective residents and businesses.
3. *Managing the Challenges of Growth for the Municipal Organization:* Strathroy-Caradoc will be an inclusive community where growth is managed to accommodate a range of needs and optimize municipal resources. We are committed to maintaining operational efficiency and economies of scale through these times of change.

ALTERNATIVE(S) TO THE RECOMMENDATION:

Planning Staff have provided their recommendations, however there are alternative options to this recommendation:

1. THAT: the subject report BBP-2025-91 for ZBA 11-2025 be received for information and the application for Zoning Bylaw Amendment be deferred sine die.;
2. THAT: the subject report BBP-2025-91 for ZBA 11-2025 be received for information and the application for Zoning By-law Amendment be denied.; OR
3. THAT: the subject report BBP-2025-91 for ZBA 11-2025 be received for information.
AND THAT: Council provide alternate direction.

SUMMARY AND NEXT STEPS

Based on the above analysis staff are supportive of the proposed official plan amendment and the rezoning as amended by planning staff as they are considered to be consistent with the Provincial Planning Statement, in conformity with the County of Middlesex Official Plan, Strathroy Caradoc Official Plan and represents good planning.

A zoning bylaw amendment has been prepared for Council's consideration.

An official plan amendment has been prepared for Council's consideration. It is noted that the Official Plan Amendment will be forwarded to County Council for their consideration.

ATTACHMENTS

Location Map

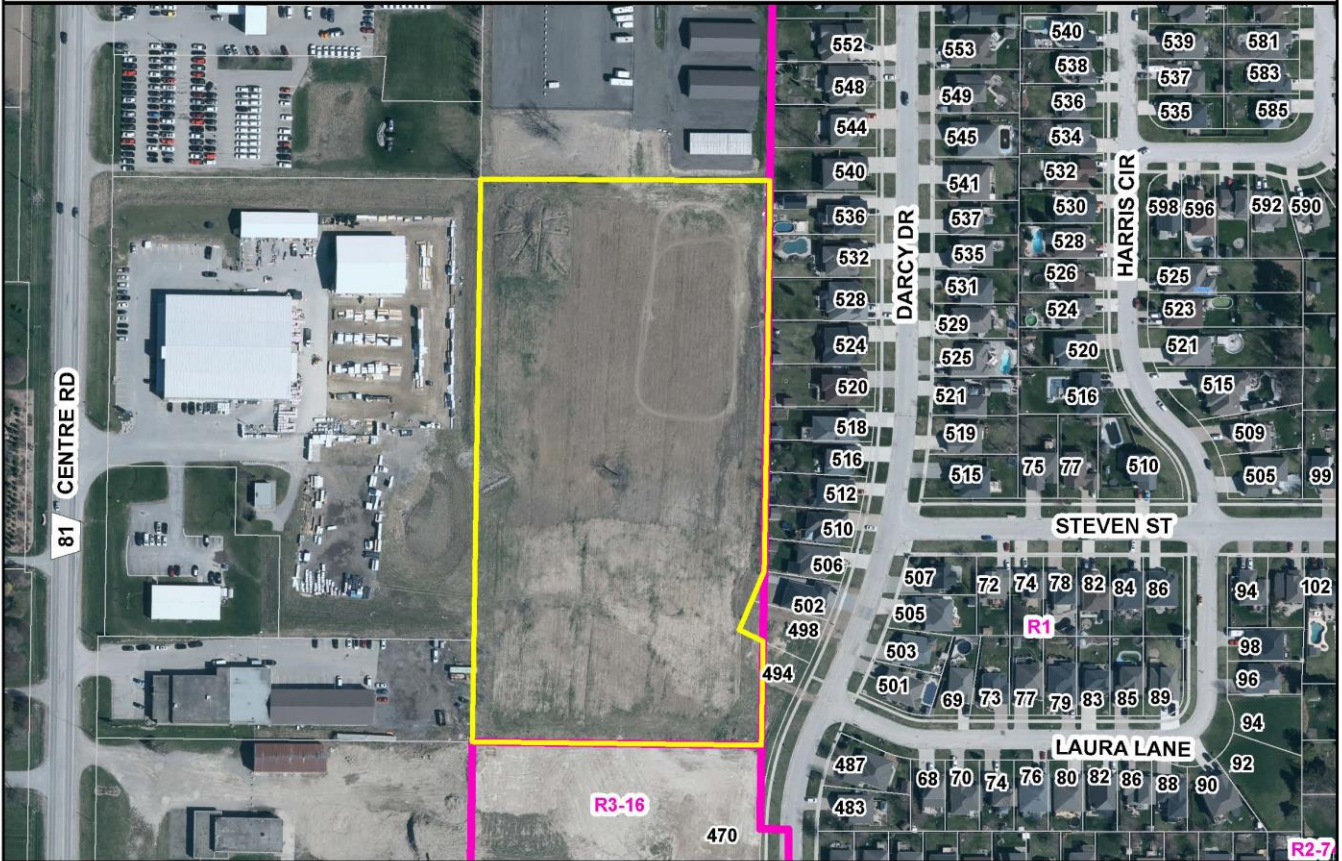
Site Plan

(Included on the agenda – Planning Justification Report, Functional Servicing Report and Environmental Noise and Vibration Assessment)



Location Map



Location Map - Full Extent
ZBA 11-2025: Owner: Justin Tadgell
494 Darcy Drive
ADELAIDE CON 3 SER PT LOT 22 RP 33R19421 PART 2



Legend

-  Lands to be rezoned to R3-##-H-2
-  Zone Boundary

