



Planning Justification Report

# 494 Darcy Drive Strathroy-Caradoc, Ontario

Justin Tadgell  
June 2025



**Zelinka Priamo Ltd.**

LAND USE PLANNERS

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## 1.0 INTRODUCTION

Zelinka Priamo Ltd., on behalf of Justin Tadgell, is pleased to submit this Planning Justification Report in support of a Zoning By-law Amendment, to the Municipality of Strathroy-Caradoc. The proposed application is to permit the development of ten, 3-storey stacked townhouse buildings containing a total of 240 dwelling units on lands known municipally as 494 Darcy Drive (the “subject lands”). A Zoning By-law Amendment is required to rezone the subject lands to permit the development as proposed. A Pre-Application Consultation meeting was held between the Municipality, the property owner and Zelinka Priamo on December 12, 2024.

The purpose of the Planning Justification Report is to provide design details and evaluate the proposed Zoning By-law Amendment application within the context of the existing land use policies and regulations, including the Provincial Planning Statement 2024 (PPS), the Municipality of Strathroy-Caradoc Official Plan, and the Municipality of Strathroy-Caradoc Zoning By-law.

This report concludes that the proposed Zoning By-law Amendment application to permit the proposed development is appropriate and desirable for the following reasons:

- The proposed Zoning By-law Amendment application is consistent with the policies of the PPS 2024 and conforms with the policies of the Municipality of Strathroy-Caradoc Official Plan;
- The proposed development provides an emerging form of housing to the immediate area to help meet the short and long-term housing needs for current and future residents of Strathroy-Caradoc;
- The proposed development is a compact, cost-effective, and desirable form of development that proposes building forms and densities that are available to a greater range of potential homeowners and income groups, and makes efficient use of infrastructure and municipal services to minimize land consumption and servicing costs;
- The proposed development provides a site design that is compatible with, and complementary to the surrounding residential character; and,
- The proposed development does not create any undue adverse impacts on surrounding lands, as demonstrated in this Report and the accompanying reports submitted with this application.

## 2.0 SUBJECT LANDS

The subject lands are located the west side of Darcy Drive at the intersection with Laura Lane in Strathroy, Ontario. The subject lands are a rectangular-shaped parcel with an area of approximately 3.3 ha, and a lot frontage of approximately 253.9 m, with 24.0 m of frontage/access along Darcy Drive (Figure 1). The subject lands are currently vacant (Figure 2).

Figure 1 – Aerial view of the subject lands



Figure 2 – Street view of the subject lands from Darcy Drive (looking west)



Source: Google Maps

The subject lands are designated - “Residential”; are located within the “Special Policy Area #7”; and, do not currently have zoning due to a recent annexation of the lands from the Township of Adelaide-Metcalf. The topography of the subject lands is generally flat with the exception of the Cuddy Drain, which currently flows through the southwesterly corner of the subject lands. An informal access to the subject lands is currently provided from Darcy Drive. The subject lands are generally void of trees but contain some sparse vegetation along the westernmost lot line and around the Cuddy Drain. Abutting land uses include residential in the form of single detached dwellings to the east; developing residential in the form of stacked townhouses to the south; commercial/services uses to the west in the form of an auto-parts store, a home improvement store, and a police station; and, commercial uses to the north in the form of a storage depot.

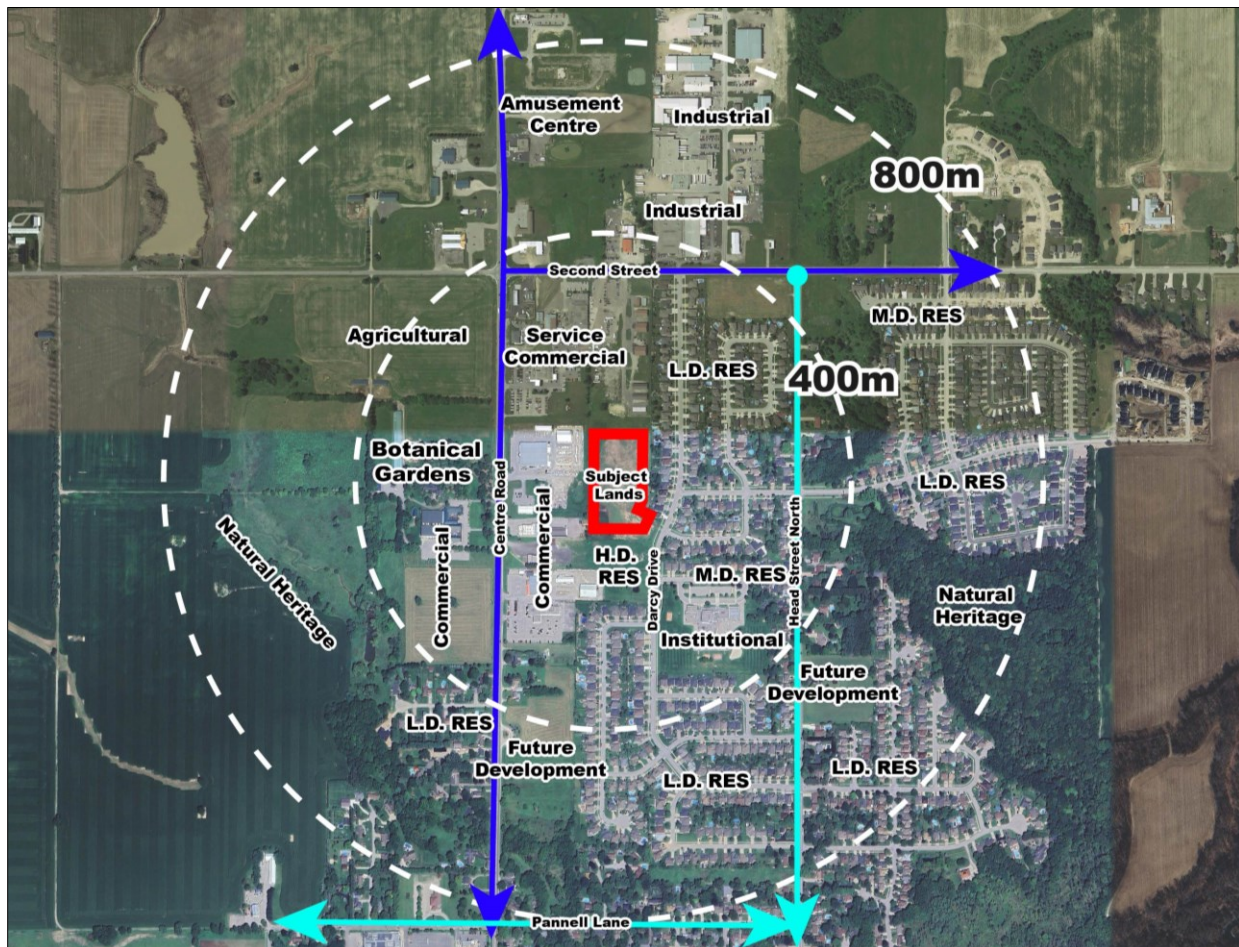
### 3.0 SPATIAL ANALYSIS & NEIGHBOURHOOD CHARACTER

The following section provides a neighbourhood spatial analysis and a site-specific spatial analysis. A neighbourhood spatial analysis, which considers land uses within 400m and 800m from the subject lands, analyzes the range and mix of surrounding land uses, built form characteristics, key structures, landmarks, and/or transportation networks. A site-specific spatial analysis provides an analysis of immediate land use relationships between the subject lands and abutting properties.

#### 3.1 Neighbourhood Spatial Analysis

Figure 3 illustrates the surrounding land uses, as well as significant landmarks, within a 400m and 800m buffer radius in relation to the subject lands. These distances represent straight line walking distances of approximately five (400m) and ten minutes (800m), respectively; however, the configuration of sidewalk networks and other pedestrian barriers may not accurately reflect true walking times.

Figure 3 – Spatial analysis of the subject lands within a 400m & 800m radii



Note: Location and boundaries are approximate Source: Google Earth

Lands within 400m of the subject lands are characterized by residential uses in the form of single detached dwellings located to the east, with developing stacked townhouses to the south. Additionally, some institutional uses are present within 400m to the east, including the North Meadows Elementary School. Low-density residential uses in the form of single detached dwellings and environmental protection lands are located within 800m to the east. Land uses within 400m to the north and west are generally comprised of service commercial and agricultural uses, including car dealerships, auto parts stores, home improvement stores, Cuddy Farms, and botanical gardens. Land uses within 800m to the north, west and south are comprised of agricultural, environmental protection lands, and residential uses in the form of single detached dwellings. Specific land uses near the subject lands are listed below:

**Northwest**

- Agricultural uses;
- Service commercial uses; and,
- Recreational uses.

**Northeast**

- Low-density residential uses (single-detached dwellings);
- Industrial uses; and,
- Medium-density residential uses (multi-unit dwellings 6 units and under).

**Southeast**

- High density residential uses (multi-unit dwellings over 6 units);
- Institutional uses;
- Low-density residential uses (single detached dwellings); and,
- Natural heritage lands.

**Southwest**

- Low-density residential uses (single detached dwellings);
- Commercial uses; and,
- Natural heritage lands

Overall, the subject lands have good access to a wide range of open space areas, recreational opportunities, schools, and community facilities within walking distance.

### 3.2 Site-Specific Spatial Analysis

Figure 4 below illustrates the relationship between the subject lands and abutting land uses.

Figure 4 – Site Specific Spatial Analysis



Source: Google Earth

The adjacent lands are comprised of self-storage to the north; commercial uses to the west (Figure 5-6); single detached dwellings to the east (Figure 7); and, developing high density residential uses in the form of stacked townhouses located to the south.

Figure 5 – Oblique view of the subject lands (looking northwest)



Figure 6 – Google Street view of Centre Road (looking north)



Figure 7 – Google Street view of Darcy Drive (looking northwest)



Figure 8 – Google Street view of Darcy Drive (looking south



Generally, the built forms of the adjacent lands are defined by one and two-storey single detached dwellings that exhibit minimal setbacks from the street with average sized front yards and defined landscaping elements. The public realm of Darcy Drive is generally characterized by front yard driveways leading to attached garages, sidewalks on both sides of the street, and established street trees.

## 4.0 DESIGN GOALS AND OBJECTIVES

Given the surrounding built-forms and land use context, the goal of the proposed development is to efficiently utilize the subject lands in a manner that is compatible with the surrounding built-forms, contribute to, and fulfill, the planned function of the area. As such, the proposed development is intended to:

- Make efficient use of the subject lands for uses compatible with, and complementary to, existing development in the surrounding area;
- Limit adverse impacts on neighbouring residential uses;
- Provide a residential density that makes efficient use of the land and available municipal services, nearby amenities, and transportation infrastructure; and,
- Provide opportunities for complete communities by providing a range of housing types and options that can support aging in place.

## 5.0 PROPOSED DEVELOPMENT

The subject lands are proposed to be developed for ten, 3-storey stacked townhouse blocks, with 24 units in each building. Combined, the ten blocks will contain 240 dwellings units, resulting in a residential density of 72 units per hectare (UPH). The proposed development also includes a storm water management/amenity area featuring walking trails, surface parking areas, and road allowances. A concept plan and visualization showing the proposed development is shown below in Figure 9-10.

Figure 9 – Conceptual Site Plan



Figure 10 – Conceptual view of the stacked townhouses and associated surface parking area



## 5.1 Site Design

The drive aisles maintain a consistent width of 6.7m throughout the site, with the exception of the full-turns, vehicular access from Darcy Drive with two exit lanes to ensure ingress for emergency vehicles. Vehicular parking is provided at a rate of 1.6 spaces per dwelling unit total (393 spaces), with 33 of those spaces dedicated to visitor parking and 22 spaces provided as barrier-free spaces. Parking areas are provided at-grade with direct access to the dwelling units. Some surface parking areas are provided in the interior side yards of the townhouse blocks (Figure 11).

Figure 11 – Conceptual view of the stacked townhouses and surface parking area



Landscape features will be provided at these locations for screening and buffering. Sidewalks are provided throughout the site plan, directly connecting the townhouse units to surface parking areas, amenity spaces, and the surrounding neighbourhood via Darcy Drive.

The proposed townhouse blocks are setback from adjacent parcels and rights-of-way as follows:

- 24.8 m setback at the front (east) yard;
- 11.3 m setback at the interior (south) side yard;
- 11.6 m at the rear (west) yard; and,
- 10.6 m setback at the interior (north) side yard.

The stormwater management pond will function as an outdoor amenity feature with walking paths and landscaped areas available for the common use of residents (Figure 12, over the page). Private amenity space is provided for each dwelling unit in the form of balconies and/or patios.

Figure 12 – Conceptual view of the storm water management pond/open space area



The proposed development's access roads are designed to provide efficient access for garbage trucks maneuvering through the site. Refuse collection is proposed via Molok waste containers located throughout the site for ease of access.

Additional renderings and description of the development is provided in the subsequent sections of this report.

## 5.2 Built Form, Massing & Articulation

The proposed three-storey stacked townhouse blocks will have a modern and contemporary appearance, providing well-defined, high-quality facades along all frontages (Figure 12), including those facing the interior of the site. The Darcy Drive frontage will be greatly enhanced in particular as a result of pedestrian-supportive features and the provision of a strong, active, and continuous street wall.

Figure 13 – Conceptual view of the proposed stacked townhouses



The proposed height of approximately 12.4m (3 ST) is reflective of the 3-storey stacked townhouse development abutting the subject lands to the south. The proposed intersecting hip roof design will limit perceptions of height while conforming to the established residential character of the area. Roof intersections are located directly above street level entrances and protrusions in the second and third storey massing, contributing to a defined, legible, and varied appearance. Stoop stairs and balconies enclosed with glass railings further break down massing and contribute to a strong pedestrian-focused, street-oriented function and appearance.

Proposed fenestration patterns provide a defined rhythm of solid-void (generally corresponding with entrance locations and roof elements), further reducing bulk while providing order and cohesion on all facades. Regular at-grade openings (doors and windows) are located along all facades. A high level of architectural detail and glazing emphasize these areas while contributing to an attractive and inviting appearance.

Sufficient setbacks from the property line are provided to accommodate protrusions, door swings, and privacy considerations.

### 5.3 Architectural Treatment

The conceptual cladding strategy includes brick veneer on lower levels to establish a strong relationship with the street and precast concrete and longboard siding on upper storeys to limit perceptions of bulk and mass. Glass and a variety of accent materials are provided throughout to highlight important elements such as corners, openings, and balconies. Conceptual elevations are shown in Figure 14 through Figure 16. These architectural and site features provide an attractive development that is distinct, yet compatible with the surrounding neighbourhood and planned improvements for the area. The proposed high-density residential development will provide an aesthetic focal point at this prominent location.

Figure 14 – Proposed East Elevation



Figure 15 – Proposed West Side Elevation

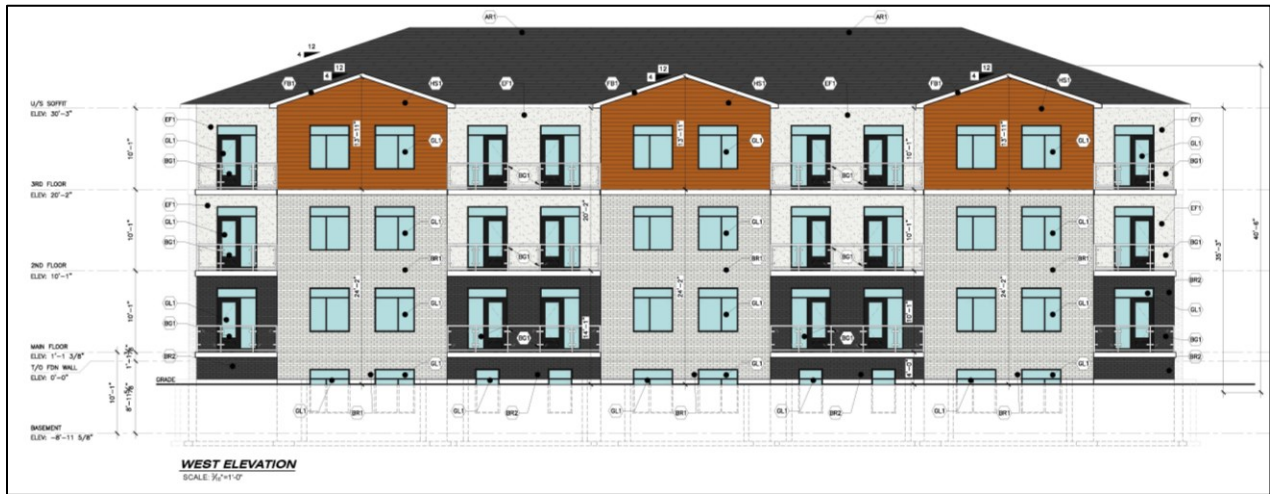


Figure 16 – Proposed North and South Elevations



## 5.4 Lighting

A photometric plan demonstrating no adverse lighting impacts on adjacent properties will be required for the proposed development and will be provided during the Site Plan Approval process.

## 5.5 Servicing

Principal functional servicing requirements for the proposed development (beyond municipal infrastructure) consist of loading and refuse. Loading requirements are generally limited and can be accommodated in multiple locations throughout the parking area. These areas are well-positioned to serve the needs of residents and are screened from adjacent streets by the proposed townhouse blocks and proposed landscaping. Refuse will be held in a deep collection waste system (e.g. Molok), located in the parking area and easily accessible from the main drive aisles. This enclosure will effectively minimize adverse visual impacts and odors while keeping out

wildlife. The proposed refuse area will be screened from the public street, adjacent lands, pedestrian/vehicular entrance, and outdoor amenity areas wherever possible.

Vehicular parking is provided at a rate of 1.6 spaces per dwelling unit total (393 spaces), with 33 of those spaces dedicated to visitor parking and 22 spaces provided as barrier-free spaces. Parking areas are provided at-grade with direct access to the dwelling units.

## 5.6 Public Realm

The public realm consists of the Darcy Drive streetscape which will be enhanced by the proposed development. Pedestrian-supportive features including new sidewalks and outdoor amenity areas will be introduced throughout the site. The proposed landscaping elements will contribute to a cohesive appearance while providing screening, delineating areas of interest, and separating the private and public realms. As the subject lands have a small frontage compared to the rest of the site, the primary views of the site from Darcy Drive will be the driveway and entrance features, including landscaping, with buildings visible beyond.

Overall, the proposed development will significantly enhance the public realm and pedestrian experience along Darcy Drive.

## 5.7 Potential Impacts to Abutting and Nearby Lands

The development of the subject lands for ten, 3-storey stacked townhouse blocks, with 24 units in each building will be noticeable to residents in the neighbourhood. Concerns regarding the proposed development were heard at the neighbourhood open house meeting, held on March 4<sup>th</sup>, 2025. Generally, impacts to abutting properties to the north and south will consist of the following:

**Visual:** Abutting residents and residents near the subject site will see some of the townhouse units from their properties. Their presence will be noticeable; however, the landscaping and tree plantings will serve to aid in visual screening through growth over time. The strategic orientation of the townhouse blocks, with the majority of the dwelling units' windows facing north and south, will minimize loss of privacy for abutting properties. Additionally, generous building setbacks of approximately 24.8m will be provided from the proposed townhouses to the existing single detached dwellings located to the east.

**Auditory:** Sound, from such sources as vehicles, conversations, children, and normal residential activities will be audible to abutting residents. Auditory impacts will be minimized through substantial building setbacks, landscaping elements/tree plantings, and fencing.

**Light:** Light from night-time lighting of the building may be noticeable to abutting properties; however, this is limited by the site design, and can be further mitigated by sensitive landscaping and fencing. A photometric and lighting plan will be required at the Site Plan Control Process.

**Traffic:** The Transportation Impact Study prepared by Paradigm Transportation Solutions Ltd., and summarized later in this report, concludes that the traffic associated with the proposed

development will have an acceptable impact on the surrounding road network. As such, it is the traffic engineers' opinion that the development be considered for approval as proposed.

Impacts to the broader community, even to properties close by but do not abut the subject lands, will be much less evident. Such impacts will generally be limited to seeing the development from the public realm, and a minor increase in vehicular movements at the intersection of Darcy Drive and Laura Lane.

## **6.0 PROPOSED APPLICATIONS**

### **6.1 Zoning By-law Amendment**

Given that the subject lands do not currently have any applicable zoning as a result of the lands' annexation from the Municipality of Adelaide-Metcalfe, a Zoning By-Law Amendment is required to permit the proposed development. As such, a Zoning By-Law Amendment application has been proposed to re-zone the subject lands to a site-specific, special provision "Residential 3 (R3(\_)) Zone" to permit the proposed stacked townhouse development with the following special regulations:

- Permit a maximum parking coverage of 37%; and,
- Permit a minimum visitor parking supply of 33 spaces.

Lower-density forms of housing, such as single detached dwellings, have not be considered as a viable option for the subject lands given the climate of the current housing market and the financially inaccessible nature of single detached dwellings overall. Stacked townhouses are being pursued given that this form of housing is more accessible to a greater range of potential homeowners and income groups. Additionally, stacked townhouses will efficiently utilize infrastructure and municipal services to minimize land consumption and servicing costs.

## **7.0 SUPPORTING REPORTS, MATERIALS AND PLANS**

### **7.1 Public Consultation Strategy**

The public consultation process for the proposed applications should follow the statutory requirements as set forth in the *Planning Act*. The following procedure of public consultation is proposed:

- Adequate information and material, including a copy of the proposed development, to be made available to the public;
- A public meeting be held for the purpose of giving the public an opportunity to make representations in respect of the proposed development; and,
- A developer-led open house held on March 4, 2025.

An open house was held on March 4<sup>th</sup>, 2025 for the purpose of giving the public an opportunity to review and ask questions about the information and material made available; Invitations were sent

to the nearby residents and other interested parties. Approximately 20 individuals from the neighborhood were in attendance, along with Strathroy-Caradoc Municipal Staff, Mayor Colin Grantham, and Councillor Steve Pelkman. Overall, the response from nearby residents was generally positive, with some expressed concerns regarding potential traffic generated by the proposed development.

The consultation strategy was proposed to provide members of the public with meaningful opportunities to review, understand, and comment on the proposed development and associated applications, which was achieved with the Public Open House, subject to any further comments that may be received prior to Council consideration of the Zoning By-law Amendment.

## **7.2 Technical Studies**

The proposed development is supported by the following technical reports:

### **7.2.1 Geotechnical Investigation Report**

The Geotechnical Investigation Report (April 2019) completed by MTE Consultants Inc. concludes the following geotechnical engineering recommendations for the design of the project:

- Due to the interlayered soils at the site and the low permeability of the native silt, clayey silt and sandy silt soils, it is MTE's preliminary opinion that at-source infiltration of stormwater runoff will be challenging for this development;
- MTE recommends that geotechnical inspection and testing procedures be conducted throughout the various phases of the project; and,
- Engineer site visits should be conducted to confirm geotechnical bearing resistances for footings. Soil compaction testing should be carried out on structural fill beneath the proposed building, foundation wall backfill, sub slab granular fill, service pipe bedding and trench backfill. Laboratory and field testing of the pavement structure components (granulars and asphaltic concrete) should be conducted, as well as concrete testing for foundations, curbs and sidewalks.

Further details are provided in the enclosed report.

### **7.2.2 Transportation Impact Study**

A Traffic Impact Study (TIS) was prepared in May 2025 by Paradigm Transportation Solutions Ltd. which assessed the traffic implications of the proposed development on traffic operations on the surrounding street network under existing and projected conditions. The TIS concluded the following:

- Existing Traffic Conditions: The study area intersections are operating with acceptable levels of service and with no problem movements;
- Development Trip Generation: The development is forecast to generate 97 AM peak hour trips and 124 PM peak hour trips;

- 2035 Background and Total Traffic Conditions: The study area intersections are forecast to operate with acceptable levels of service and with no problem movements;
- Site Access: The site access intersection on Darcy Drive is forecast to operate at LOS A during both peak hours under 2035 total traffic conditions;
- Traffic Calming Measures: Existing traffic calming measures on Darcy Drive include two speed humps located between MacDonald Street and Head Street North. The Municipality has proposed a third speed hump on Darcy Drive between Second Street and Steven Street. Other potential traffic calming measures that can be considered on Darcy Drive include speed display devices and a raised crosswalk at the north approach of Darcy Drive and Middlesex Drive to enhance pedestrian safety, particularly for students walking to/from school; and,
- Based on the findings of this study, it is recommended that the proposed development be considered for approval as proposed.

Further details are provided in the enclosed study.

### **7.2.3 Noise Feasibility Study**

The Noise Feasibility Study (August 2022) completed by SLR with a 2025 addendum concludes the following regarding noise impacts:

- Noise impacts from the surrounding stationary sources are predicted to meet applicable guideline limits at all building façades and at representative outdoor living area locations;
- Warning Clause Type E is required for residential units within the proposed development;
- Based on predicted transportation façade sound levels, upgraded glazing is not required for the development;
- Ventilation and Warning Clauses are outlined in Section 5.5 of the enclosed study, and summarized as follows:
  - Provision for Air Conditioning and a Type C warning clause are required for residential units of Building 9 of the proposed development.
- Impacts of the environment on the proposed development can be adequately controlled;
- Impacts of the proposed development on itself are not anticipated and can be adequately controlled;
- Impacts of the proposed development on the surroundings are expected to meet the applicable guideline limits and can be adequately controlled; and,
- As the mechanical systems for the proposed development have not been designed at the time of this assessment, equipment selections and acoustical design should be reviewed by an accredited Acoustical Consultant as part of the final building design.

Further details are provided in the enclosed study.

### **7.2.4 Functional Servicing & Storm Water Management Report**

The Sanitary Servicing Brief (April 2025) completed by MTE Consulting Inc. concludes the following regarding servicing capacity:

- Sanitary Servicing
  - A 200 mm sanitary sewer at a slope of 0.5% is proposed to convey sanitary flows from the subject site to the existing 200 mm sanitary sewer on Darcy Drive;
  - The sanitary flows from the proposed townhouse units can be conveyed by gravity to the proposed 200 mm sanitary sewer on the internal townhouse roads;
  - A downstream capacity analysis has been completed to the trunk sanitary sewer (600 mm in diameter) located on Head Street to show that there is adequate capacity within the downstream sewers to accommodate the increased flow rate resulting from the proposed condo development.
- Water Servicing
  - The water supply for the proposed development will be provided by the existing 300 mm diameter municipal watermain located to the east of the subject lands, in the Darcy Drive R.O.W.; and,
  - The subject site water distribution system will be provided by the proposed 200mm watermain. The proposed watermain will be downsized to 150 mm within the site.
- Storm Water Management
  - Based on the consulting engineers' SWM assessment and previous discussion with the Municipality, it was determined that the most efficient option to provide quantity is through the implementation of a dry pond, while quality control for the proposed subdivision will be provided by an oil/grit (OGS).
  - Runoff from minor storm events will be collected and conveyed by proposed local storm sewers. Similarly, major flows will be conveyed to the SWM area via a shallow surface flow on the proposed roads. The collected stormwater will be conveyed to the proposed stormwater management facility (SWM dry pond) for quantity control, further conveyed to the proposed OGS for quality control before releasing to the Cuddy Drain (1,350 mm diameter storm sewer).

Further details are provided in the enclosed report.

### **7.2.5 Environmental Report**

The Phase II Environmental Site Assessment (ESA) (May 2025) completed by A & A Environmental Consultants Inc. concludes the following:

- The APECs identified on the subject site in the Phase I environmental site assessment have been examined under a Phase II site investigation employing a total of 15 test pits and sampling 10 existing groundwater monitoring wells to establish the quality of the soil and groundwater on site, along with using previous analytical results from MTE in 2019 and 2021. The results of analysis have been interpreted under the site condition standards (SCS) described in Table 2 (Residential/Parkland/Institutional) criteria of "Soil, Groundwater and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act" (April, 2011) in a potable groundwater condition for coarse-textured soil, and found all samples to be below the SCS for soil and groundwater.

- The enclosed report meets the requirements under Schedule E of O. Reg 153/04 as amended December, 2009 and implemented, July 1st, 2011. Based on the findings of the Phase 2 investigation, no further environmental site assessments are required at the subject site prior to filing for a record of site condition.

Further details are provided in the enclosed report.

## **8.0 POLICY ANALYSIS**

The following sections of this report provide analysis on the proposed development and associated planning applications with respect to applicable policy and regulatory documents.

### **8.1 Provincial Planning Statement, 2024**

To ensure the proposed Zoning By-law Amendment application is consistent with the updated policies of the PPS 2024, relevant policies will be responded to with discussion on how the proposed applications are consistent with stated policies below.

- The proposed development contributes to the range and mix of housing types to accommodate future growth in the Municipality of Strathroy-Caradoc, and is consistent with the policy intent to encourage appropriate residential development (Section 2.1.6.a).
- As discussed in more detail later in this report, this proposed development is considered appropriate residential development as it makes efficient use of existing infrastructure and public services; establishes a high-density use along a Collector Road; makes good use of underutilized land; supports the use of existing and emerging active transportation and public transit routes; contributes to the housing supply; and, has a compact and cost-effective built form (Section 2.1.6.a).
- Residential townhouse units can provide a more affordable type of housing which will contribute to the range of housing affordability in this part of Strathroy-Caradoc (Section 2.1.6.a).
- The proposed development is an efficient and appropriate form of development for the subject lands, and will add to the range and mix of residential uses to help satisfy the long-term housing needs identified in the Municipality of Strathroy-Caradoc (Section 2.2.1.)
- The proposed development is a compact and cost-effective form that is anticipated to utilize municipal services, thus, the consumption of land and servicing costs are minimized (Section 2.2.1).
- The proposed development is within an existing built-up area. The proposed density of 72 UPH is reflective of a compact and efficient form of housing which adds to the mix of uses and densities in this unique area of the Strathroy-Caradoc that can accommodate significant growth without negative impacts to sensitive land uses (Section 2.2.1).

- The subject lands are located within a settlement area, being within the Municipality of Strathroy-Caradoc (Section 2.3.1.1).
- The proposed development broadens the range of residential forms and intensities in the immediate area, and compliments the range and intensities of mixed forms in the greater surrounding area. It makes efficient use of underutilized land, resources, infrastructure, and existing transportation networks by increasing the density (UPH) on the subject lands. The subject lands are to be serviced by pedestrian sidewalks via the proposed street network, supporting the use of active transportation (Section 2.3.1.2).
- The subject lands are generally within walking distance to public services, amenities, and green spaces (Section 2.1.3.3).
- The proposed development will make full use of municipal water and sanitary services (Section 3.6.2).
- A storm water management facility will be constructed as part of the proposed development and will be centrally located for convenient access (Section 3.6.2).
- The proposed development will utilize zoning regulations that are generally applied to this level of intensification, including appropriate building setbacks and parking. The proposed development achieves a reasonably intense form of compact development, and is supported by the applicable land use policies and technical studies provided. There are no risks to public health and safety from the proposed development (Section 5.1.1)

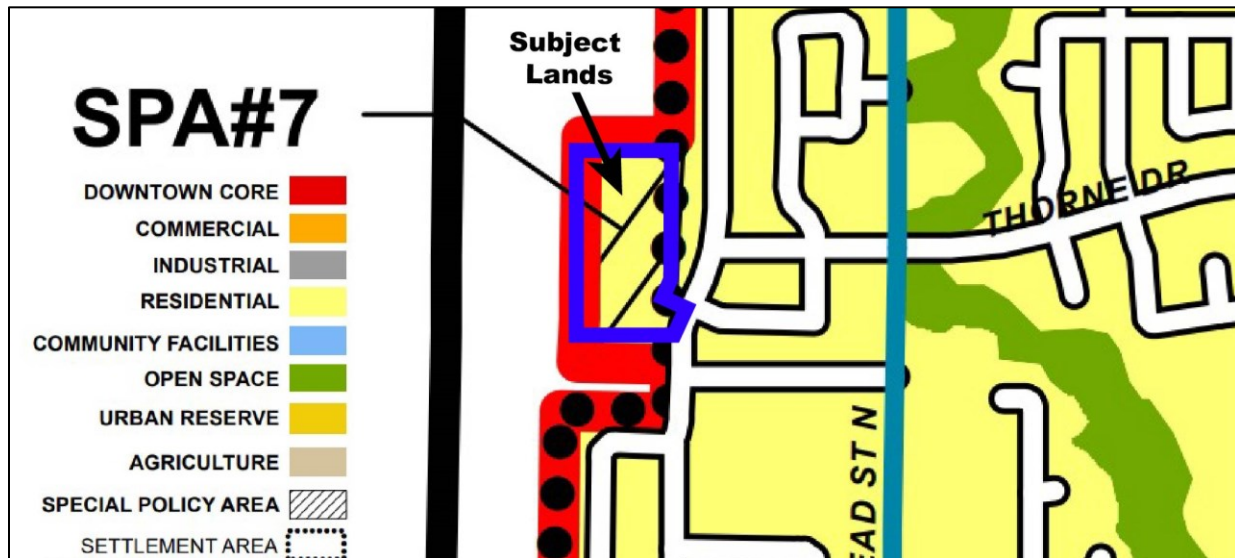
Given the above, it is our professional opinion that the proposed development and associated amendments are consistent with the 2024 Provincial Planning Statement.

## **8.2 The Municipality of Strathroy-Caradoc Official Plan**

The Strathroy-Caradoc Official Plan is the land use planning policy framework that applies to all lands within the municipality of Strathroy-Caradoc. It emphasizes growing inward and upward to reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. At the root of the Strathroy-Caradoc Official Plan is the goal of building an attractive place to live, and invest in a highly competitive world that will offer the opportunity of prosperity to everyone. A strong and recurring theme of the Plan is to encourage appropriate intensities of residential development.

The subject lands are within the “*Residential*” land use designation, and more specifically within “*Special Policy Area #7*”, and are located along a Collector Road (Darcy Drive) (Figure 17, following page).

Figure 17 – The subject lands identified on the Strathroy-Caradoc Official Plan “Schedule B – Land Use & Transportation Plan”



Source: Strathroy-Caradoc Official Plan

The following table contains a policy analysis confirming how the proposed development conforms with the relevant Municipality of Strathroy-Caradoc Official Plan policies:

The Municipality of Strathroy-Caradoc Policy Analysis Table	
Policy	Response
<p><b><u>General Planning Direction</u></b> <b><u>Section 2.4 Housing</u></b></p> <p>Goals and Objectives:</p> <ol style="list-style-type: none"> <li>To encourage the provision of a wide variety of housing types to meet community needs;</li> <li>To achieve a greater density of residential development in designated settlements;</li> <li>To encourage residential intensification and redevelopment where compatible with existing development and infrastructure is appropriate;</li> <li>To improve substandard housing conditions</li> </ol> <p><b><u>Section 2.4.2 Housing Stock</u></b></p> <p>A wide variety of housing types and tenure shall be encouraged to meet the needs, affordability and preferences of existing and future residents. To monitor the housing supply, the Municipality shall maintain an inventory of building lots as well as potential dwelling units and vacancy rates. Housing targets may be established</p>	<p>The proposed development would broaden the range and mix of housing opportunities in a predominantly low-density, single-detached neighbourhood. The proposed townhouse blocks would contribute to the development of efficient residential land uses in the in the area and within the “Residential” land use designation where intensification is anticipated and desirable.</p>
<p><b><u>Section 3.0 Strathroy – Goals and Objectives</u></b></p> <p>The following goals and objectives shall guide the planning, development, redevelopment and improvement of the ‘Settlement Area of Strathroy’:</p> <ol style="list-style-type: none"> <li>To accommodate the majority of population growth and the majority of residential and industrial development in the Municipality;</li> </ol>	<p>The proposed development of the subject lands is consistent with the goals and objectives for development within the “Settlement Area of Strathroy”. Notably, with the intended use being stacked townhouses, the proposal aligns with the policies of the Strathroy-Caradoc Official Plan to encourage a mix and diversity of housing types in the area.</p>

<ul style="list-style-type: none"> <li>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;</li> <li>c) To maintain at all times an adequate supply of housing in terms of dwelling types, tenure and affordability;</li> <li>d) To create a vibrant and diverse downtown core based on its own unique sense of identity, character and attraction;</li> <li>e) To recognize and support the role of peripheral commercial areas in accommodating large scale, vehicular-oriented commercial establishments not suited to the downtown core;</li> <li>f) To encourage industrial development in areas suitable for such purposes and in a manner that does not detract from existing or planned residential and/or commercial areas;</li> <li>g) To support intensification and the rehabilitation of brownfield sites for other purposes, to make more efficient use of existing infrastructure, to ensure a higher utilization of urban land, and to limit the need for urban expansion onto rural land;</li> <li>h) To sustain and enhance the native aquatic communities of the Sydenham River through an ecosystem approach that focuses on species at risk;</li> <li>i) To develop an interconnected system of parks and open space using the Sydenham River as the system's defining component and amenity;</li> <li>j) To maintain the essential qualities of privacy, quiet enjoyment, public health and safety, and land use compatibility in residential areas</li> </ul>	<p>It is our opinion that the proposed stacked townhouses and site layout, complete with generous setbacks and landscaping, is compatible with the surrounding context in terms of scale, intensity, and design. The proposed development is an extension of the stacked townhouse development to the south. The proposed scale and intensity is reflective of, and compatible with, built-forms and intensities within the immediate area and surrounding context, as noted in the spatial analysis section of this report.</p> <p>The proposed development includes linkages to the storm water management pond/community amenity area, thereby providing access to an open space system and providing recreational opportunities for the future residents.</p> <p>Given the housing shortage and affordability issues being experienced across Ontario, the proposed development will be a valuable addition to Strathroy-Caradoc's housing supply in an area well-suited to support the needs of future residents.</p>
<p style="text-align: center;"><b><u>Section 3.3.4 Residential</u></b></p> <p>Areas designated for continued and future residential purposes represent, in size, the largest designation in the 'Settlement Area of Strathroy'. They virtually surround the Downtown Core and include existing residential development as well as lands to accommodate future expansion. Large, undeveloped areas lie west of Dominion Street and north of Saulsbury Street, north of the Sydenham River, east of Queen Street adjacent to the CN railway and south of Carroll Street. Opportunities for residential intensification occur primarily in and adjacent to the Downtown Core.</p> <p style="text-align: center;"><b><u>Section 3.3.4.1 Primary Uses</u></b></p> <p>Lands designated 'Residential' on Schedule 'B' shall be pre-dominantly used for residential purposes including a range of housing types and densities from single unit</p>	<p>The proposed development will diversify the range of housing options available in the surrounding context of the subject lands. The proposed stacked townhouse development is a compact and efficient form of housing that will minimise the use of land and resources.</p> <p>Despite the subject site being located on the periphery of the Strathroy-Caradoc Municipal boundary, the area is well-suited to accommodate and support additional residential density with existing amenities and proposed features of the development. The subject site presents an opportunity to meaningfully contribute to the supply of available, efficient, and compact housing forms in the immediate area.</p>

<p>dwelling to high-rise apartment buildings. The Zoning By-law shall establish a number of zones and regulations for the various housing types.</p> <p style="text-align: center;"><b><u>Section 3.3.4.2 Secondary Uses</u></b></p> <p>Secondary uses may also be permitted in areas designated 'Residential' provided they complement and are compatible with these areas, primarily serve neighbourhood needs and do not detract from their predominantly residential character. These uses may include churches, schools, neighbourhood parks, nursing and rest homes, day care centres and home occupations</p>	<p>The proposed development, consisting of ten, 3-storey stacked townhouse blocks is considered a 'primary use' within the "Residential" land use designation. The proposed Zoning By-law Amendment intends to establish appropriate zoning on the subject lands to facilitate the residential development as envisioned.</p>
<p style="text-align: center;"><b><u>3.3.4.6 High-Density Development</u></b></p> <p>High density development (i.e. &gt;3 storeys) in keeping with the general scale and character of the town shall be considered based on the following criteria:</p> <ol style="list-style-type: none"> <li>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;</li> <li>b. proximity to areas designated 'Downtown Core', 'Community Facilities' and/or 'Open Space';</li> <li>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;</li> <li>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;</li> <li>e. maximum height and density as specified in the Zoning By-law;</li> <li>f. site design to minimize the shadow effect on surrounding buildings and the adverse effects of winter winds while maximizing exposure for solar gain;</li> <li>g. energy-efficiency through innovative site orientation and landscaping.</li> </ol>	<p>The proposed stacked townhouses are 3-storeys in height and have a residential density of 72 UPH. Given that this development proposes a higher-density form of housing next to an existing residential neighbourhood, a number of measures will be taken to ensure compatibility between the low-density residential uses abutting the subject lands to the east and south. Those measures include landscaping/tree plantings and fencing to maintain privacy, and surface parking along the perimeter of the site to provide adequate buffering and reduce shadowing from the townhouse blocks on the abutting residential uses.</p> <p>The subject lands will be provided access from a Collector Road (Darcy Drive), ensuring adequate capacity and safety for the traffic volumes anticipated to be generated from the proposed development.</p> <p>Additionally, nearby recreational, commercial and open space opportunities make this site well-equipped to facilitate the residential density as proposed.</p>
<p style="text-align: center;"><b><u>3.3.4.20 Special Policy Area No. 7 – Darcy Drive</u></b></p> <p>In alignment with section 3.2(j) of this Official Plan, compatibility studies will be required prior to development of the lands identified as 'Special Policy Area No. 7', as shown on Schedule 'B', to ensure land-use compatibility between the new development and the adjacent existing commercial uses along County Road</p>	<p>As part of this development application, a Traffic Impact Study, Geotechnical Analysis, Functional Servicing Report, and Noise Study were completed to ensure adequate infrastructure capacity and compatibility with surrounding land uses. Details of those technical reports are included in Section 8 of this report.</p>

<p>81 in the Township of Adelaide Metcalfe. The exact nature of these compatibility studies will be determined at the time_of development, and may_include Noise and Vibration Impact Assessments, among others.</p>	
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Given the above, it is our professional opinion that the proposed development and associated amendments are consistent with the Municipality of Strathroy-Caradoc Official Plan.

### 8.3 Strathroy-Caradoc Zoning By-law NO. 43-08

The subject lands do not have any applicable zoning in the Municipality of Strathroy-Caradoc Zoning By-Law No. 43-08 as a result of a recent annexation of the lands from the Township of Adelaide-Metcalf (Figure 18). As the proposed development will facilitate residential uses in the form of stacked townhouses, a Zoning By-law Amendment will be required.

Figure 18 – The subject lands identified on the Strathroy-Caradoc’s zoning map (excerpt)



Source: Middlesex County Interactive Mapping

The Zoning By-law Amendment application seeks to zone the subject lands to site-specific, special regulation “Residential 3 (R3(\_)) Zone” to permit the proposed development.

Table 1 on the next page highlights the proposed zoning with site-specific regulations as per the proposed site specific R3(\_) zone. An asterisk (\*) below indicates an exception to the standard R3 Zone that is required as part of the requested site-specific Zoning By-law Amendment application.

#### High Density Residential (R3) Zone

The R3(\_) zone is a standard implementing zone for medium and high- density residential uses, such as stacked townhouses. Stacked townhouses are an appropriate form of development on the subject lands, as noted throughout this report. The R3(\_) zone provides for appropriate regulations, including lot requirements and building heights that are established as appropriate for this type of residential development. Given the land use policies in the Strathroy-Caradoc Official Plan, the R3(\_) zone is an appropriate implementing zone to facilitate this high-density

development. The proposed special regulations are discussed over the page, as identified in Table 1.

**Table 1 – Stacked Townhouse R3( ) Proposed Regulations**

<b>High Density Residential (R3) Zone</b>		
	<b>Standard R3 Regulation</b>	<b>Shown on Plan</b>
<b>PERMITTED USES</b>	<b>Dwelling, Townhouse</b>	<b>Dwelling, Townhouse</b>
<b>LOT AREA (m<sup>2</sup>) MINIMUM</b>	210 m <sup>2</sup>	3.345 ha
<b>LOT FRONTAGE: PER UNIT (m) MINIMUM</b>	6 m	253.9 m
<b>FRONT YARD DEPTH (m) MINIMUM</b>	4.5 m	24.8 m
<b>INTERIOR SIDE YARD DEPTH (m) MINIMUM (N)</b>	2.0 m	10.6 m
<b>INTERIOR SIDE YARD DEPTH (m) MINIMUM (S)</b>	4.5 m	11.3 m
<b>REAR YARD (m) MINIMUM</b>	9.0 m	11.6 m
<b>BUILDING HEIGHT (m) MAXIMUM</b>	15 m	12.4 m
<b>LOT COVERAGE (%) MAXIMUM</b>	45%	15%
<b>LANDSCAPED OPEN SPACE (%) MINIMUM</b>	30%	48%
<b>NUMBER OF PARKING SPACES MINIMUM</b>	1.5 spaces per dwelling unit = 360 spaces	360 spaces
<b>VISITOR PARKING</b>	0.15 spaces per unit = 36	<b>33 spaces*</b>
<b>PARKING COVERAGE (%) MAXIMUM</b>	25%	<b>37%*</b>
<b>OUTDOOR COMMON AMENITY AREA</b>	20 m <sup>2</sup> per dwelling unit = 4,800 m <sup>2</sup>	6,986.7 m <sup>2</sup>

**\*Denotes special regulation required**

The proposed Zoning By-law Amendment application seeks to apply zoning to the entirety of 494 Darcy Drive with a site-specific, special regulation “*High Density Residential (R3( ))*” zone, with site-specific provisions as follows:

- Permit a maximum parking coverage of 37%; and,
- Permit a minimum visitor parking supply of 33 spaces.

Analysis as to the appropriateness of the requested site specific regulations identified above is presented below:

### Parking Coverage

A special provision to permit a maximum parking coverage of 37%, whereas the standard regulation is 35%. The conceptual site plan features ample parking for residents and visitors of

the development. The proposed special provision aligns with policy direction to ensure appropriate levels of parking are provided for residential development. As such, the proposed special provision is considered appropriate for the subject lands. Notably, less parking could be provided should council consider a lower parking requirement.

#### Visitor Parking

A special provision to permit a reduced visitor parking supply of 33 spaces is proposed, whereas 36 spaces (0.15 spaces per unit) is required, being a difference of only 3 spaces or 1% of the required visitor parking to be provided as per the Strathroy-Caradoc Zoning By-law. While the proposed visitor parking supply does not meet the zoning requirement, the proposed reduction is numerically and contextually minor with a total of 393 surface parking spaces to be provided for the 240 dwelling on site. Based on the findings of this report, the proposed developments fulfill the planned function of the subject lands in the “Residential” land use designation. As such, the proposed special provision is considered appropriate for the subject lands and represents good land use planning.

## **9.0 CONCLUSION**

The envisioned residential community represents an efficient use of land and services within the Municipality of Strathroy-Caradoc. The subject lands are well located to support the proposed residential density, and the proposed site design is responsive to abutting and adjacent land uses. The proposed built-form is appropriate and compatible with existing and planned uses abutting the lands. The proposed development will significantly enhance the pedestrian realm and visual appearance of the area.

The proposed residential uses will increase housing choice in the area while helping to meet the needs of the current rental housing market. Notably, this proposal can make efficient use of underutilized lands to help address the significant housing shortage being experienced in the Municipality of Strathroy-Caradoc.

Based on this analysis, and as detailed throughout this Planning Justification Report, the proposed Zoning By-Law Amendment is consistent with the 2024 Provincial Planning Statement, is in conformity with the purpose and intent of the Municipality of Strathroy-Caradoc Official Plan and maintains the general intent and purpose of the Municipality of Strathroy-Caradoc Zoning By-law. All submitted documentation (technical submission materials) support the development as proposed. It is our professional opinion that the proposed development is appropriate and desirable for the subject lands and represents good land use planning.