
CITY OF SARNIA

**PROPOSED OFFICIAL PLAN AND
ZONING BY-LAW AMENDMENT**

**PLANNING JUSTIFICATION &
URBAN DESIGN REPORT**



CITY OF SARNIA

**PROPOSED OFFICIAL PLAN AND
ZONING BY-LAW AMENDMENT**

**PLANNING JUSTIFICATION &
URBAN DESIGN REPORT**



Ellison Developments Inc.

Part of Lot 18, Concession 6, being Part1, Plan 25R-1858
City of Sarnia

December 9, 2019

Prepared by B. M. Ross & Associates Limited

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File No. 19032

1249 LONDON ROAD

PLANNING JUSTIFICATION & URBAN DESIGN REPORT FOR A PROPOSED SEVERANCE APPLICATION, OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT (CITY OF SARNIA)

1.0 INTRODUCTION

This report has been prepared on behalf of Elison Developments Inc. in support of a proposed Amendment to the Sarnia Official Plan and Zoning By-Law and a proposed Severance Application for an existing commercial property located at 1249 London Road in the City of Sarnia.

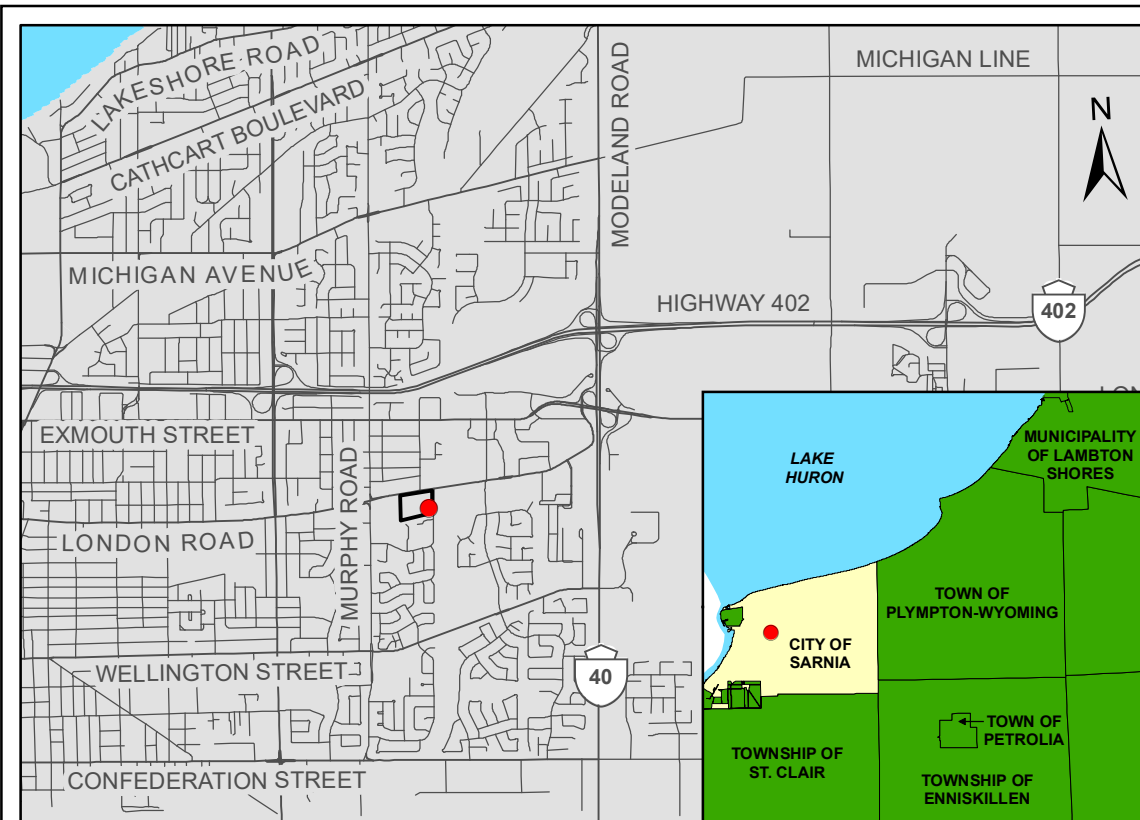
The subject lands are situated on the south side of the London Road corridor, east of Murphy Road in the City of Sarnia. The site is located within a Centre Urban Area, as shown on Map 1 – City Structure Plan of Sarnia’s Official Plan. The property is described as Part of Lot 18, Concession 6, being Part1, Plan 25R-1858 except Parts 1 & 2, Plan 25R-976, Parts 1-3, Plan 25R-10552. The applicant is proposing to modify the existing commercial developments on the 4.8 hectare (11.9 acre) site by severing a 0.2 ha parcel in the southeast corner of the site and constructing a residential apartment tower at this location. Portions of an existing commercial plaza were recently demolished to allow for redevelopment of the property.

The purpose of this report is to provide a detailed description of the proposed development and to review current Provincial, County and Municipal planning policies and guidelines as they pertain to the applications and provide justification in support of the Planning Act submissions.

2.0 LOCATION AND SITE DESCRIPTION

2.1 Existing Conditions

The subject lands are located adjacent to the London Road corridor in the central portion of the Sarnia settlement limits. The property is owned by Elison Developments Inc., and is described as Part of Lot 18, Concession 6, being Part1, Plan 25R-1858 except Parts 1 & 2, Plan 25R-976, Parts 1-3, Plan 25R-10552. The parcel is 4.8 hectares (11.9 acres) in size and is currently operated as a commercial plaza with several different commercial operations present. The north limit of the property is located adjacent to the London Road corridor which is a four lane arterial road which extends east from Front Street at the river front in Sarnia to an intersection at Modeland Road. The easterly extent of the property abuts Afton Drive, a two lane local road which terminates at London Road. A copy of the site reference plan is in Appendix ‘A’. Figure 2.1 illustrates the location of the property within the City of Sarnia.



KEY PLAN
NOT TO SCALE



VIEW LOOKING SOUTH
FROM PARKING LOT



VIEW LOOKING WEST
FROM PARKING LOT



VIEW LOOKING SOUTHEAST
FROM PARKING LOT



LOOKING EAST TOWARD
SITE DEVELOPMENT

SITE PHOTOS TAKEN ON OCTOBER 1, 2019



AERIAL PHOTOGRAPHY OF PROJECT AREA
SCALE 1 : 3,000

	1249 LONDON ROAD PLANNING JUSTIFICATION & URBAN DESIGN REPORT (CITY OF SARNIA) GENERAL LOCATION PLAN	DATE DEC. 04, 2019	PROJECT No. 19032
		SCALE AS SHOWN	FIGURE No. 2.1

The plaza property is generally rectangular in shape. The site has a frontage of approximately 257 metres (843') along the London Road corridor, a depth of approximately 179 metres (587') along the east lot limit and 203 metres (666') along the westerly lot boundary. The rear lot line (south) is 260 metres (853') in length. The parcel is 4.8 hectares (11.9 acres) in size. Appendix 'A' contains a draft reference plan showing the property limits of the subject lands. Parts 3-5 on the reference plan will be severed from the main parcel to develop the residential apartment tower in the southeast portion of the site.

The primary access to the site is from the London Road frontage where a signalized intersection is located midway through the parcel. The intersection serves Pontiac Drive, which is a two-lane local road extending south from Exmouth Street to a point of termination within the development parcel. Several secondary entrances are also provided as access to the property. A turning lane entrance is located at the west extent of the London Road frontage to access the commercial plaza located adjacent to the west lot limit. Two entrances are located off of Afton Drive. The first is situated near the north limit of the parcel, providing access to Crabby Joe's Bar and Grill loading area. The second access is located adjacent to the south lot limit and is currently used as loading access for the larger commercial operations (Giant Tiger and Teppermans) located at the south end of the parcel. The central portion of the site is currently dominated by paved parking areas. Other uses present on the site that are accessed from the Pontiac Drive entrance are as follows:

- Coffee Cultures Café & Eatery
- Goodwill Industries
- Twisted Arm Bar and Grill
- Teppermans Furniture
- Pharmasave
- Giant Tiger
- Crabby Joe's Bar and Grill
- McDonald's Restaurant
- Mainframe
- Bluewater Nutrition

Figure 2.2 illustrates the current site uses present on the property.

2.2 LAND USES

2.2.1 Site Uses Adjacent to Parcel

The subject property is located on the south side of the London Road corridor in the Centre Urban area of the City. The property is surrounded on three sides by other commercial activities and by residential developments to the south. Northwest of the property, across London Road, is another commercial plaza with a TD Canada Trust branch, a First Choice Haircutters and a Money Mart. To the East of Pontiac Drive is a Pizza Hut Restaurant and a Cash Money branch. The east boundary abuts Afton Drive and another commercial plaza is located on this parcel. A Subway restaurant, Starbucks Coffee shop and a Cash 4 You outlet are located along the London Road frontage. The Dragon Palace restaurant is located further south on the parcel, adjacent to the Afton Drive frontage.



A smaller commercial plaza is located directly west of the site with frontage on London Road. The Victory Buffet and Talaria Tire and Auto are located within this parcel. The Real Canadian Superstore is located to the west of the smaller site, which encompasses the entire corner of London Road and Murphy Road.

Although there is no direct access between the smaller commercial plaza to the west and the subject lands, a lane provides access to the Real Canadian Superstore from the site and is located at the southwest corner of the property.

A residential townhome development is located south of the subject property accessed from Afton Drive. The development has approximately 50 townhome units and is connected to the development parcel via two pedestrian access points located at the rear (south) of the property (see photo at right).



Figure 2.3 shows adjacent site uses.

2.2.2 Recent Site Modifications

(a) Site Demolition

A demolition permit was recently issued to the site owners to allow for removal of a portion of the existing commercial plaza located at the southeast corner of the site. The portion of the plaza located between the Giant Tiger building and the Crabby Joe's Restaurant was demolished to make way for more parking areas and for the proposed apartment tower.

(b) North Mall Building

In June of 2018 a Site Plan Application was submitted to the City of Sarnia for a new building on the site to be constructed on the north part of the property, immediately west of the Pontiac Drive entrance. Additional modifications to on-site parking were incorporated into the site plan to show that sufficient parking spaces were available to service the new development.

(c) Teppermans Furniture

A Teppermans Furniture store was constructed at the southwest corner of the site in 2017. A Zellers store, previously located on the property, was demolished to construct the new Teppermans building. A site plan application was submitted to the City of Sarnia in conjunction with the proposed development.



1249 LONDON ROAD
PLANNING JUSTIFICATION & URBAN DESIGN REPORT
 (CITY OF SARNIA)
ADJACENT DEVELOPMENTS

DATE DEC. 04, 2019	PROJECT No. 19032
SCALE 1 : 2,000	FIGURE No. 2.3

2.2.3 City of Sarnia Official Plan

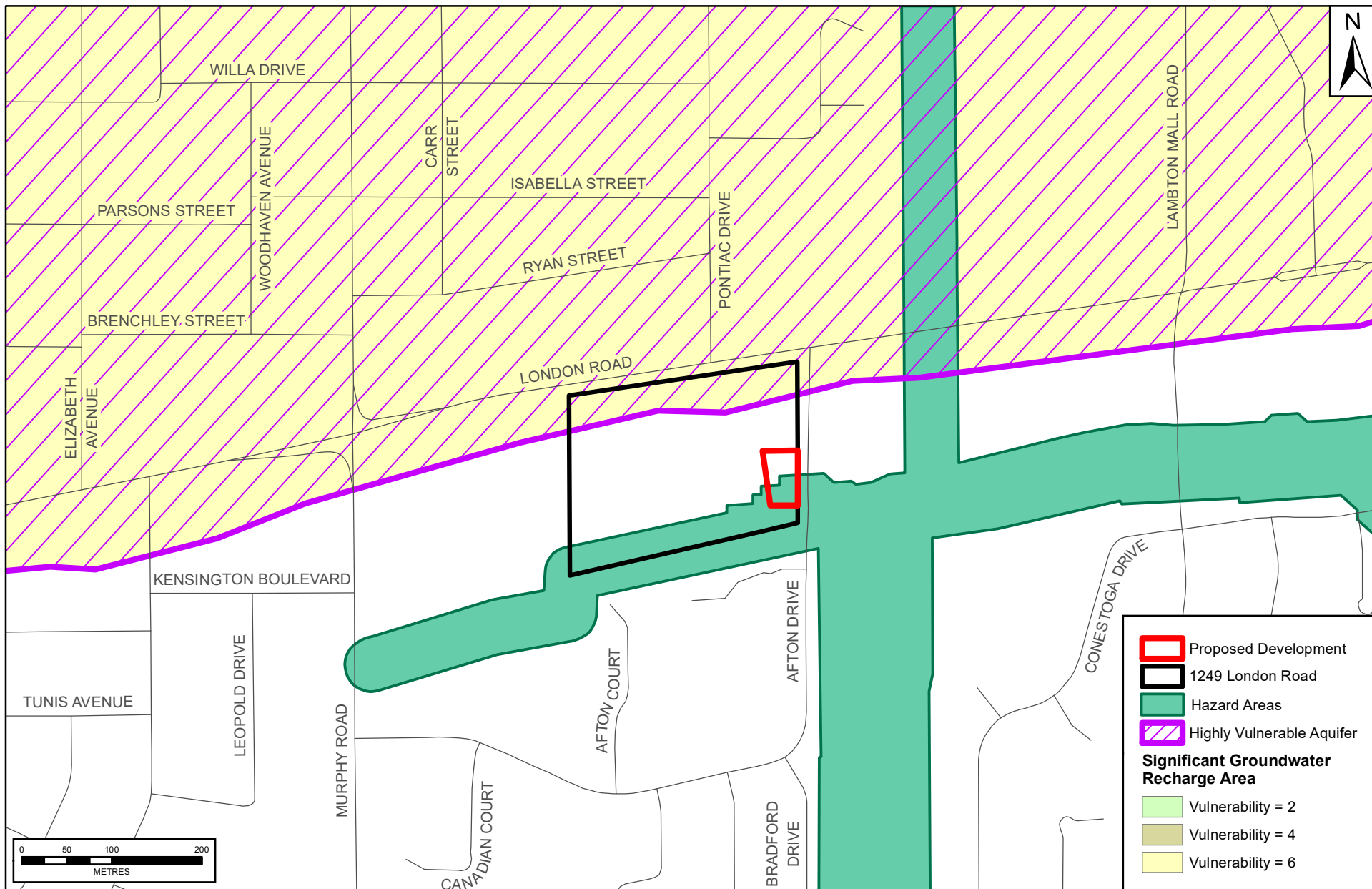
The subject property and adjacent lands are designated ‘Centre Urban Area’ on Map 1 of the Official Plan. Map 3 Water Resources, indicates that the property is located within the Perch Creek watershed and is not located within any vulnerable areas associated with Source Water Protection policies. Map 4 Transportation indicates that London Road is an arterial County Road 26.2 metres in width. The watercourse which is located immediately south of the property is the only feature identified as Natural Heritage or Natural Hazard on Official Plan Maps 5 & 6. Map 7 Land Use, identifies the entire parcel as ‘Commercial Centre’. Figure 2.4 illustrates the proposed development parcel in relation to vulnerable source water protection areas and hazard lands. Appendix ‘B’ contains copies of the relevant land use planning documents.

2.2.4 City of Sarnia Zoning By-Law 85-2002

The subject property is zoned CC1-4– Commercial Centre 1 Zone, which is a commercial zone for urban areas of the City. Existing commercial developments to the west, north and east are also zoned Commercial Centre 1, with site specific criteria specific to their individual developments. Residential lands located directly south of the property are zoned UR4-1 and UR5-15. These are site specific Urban Residential zones with policies specific to the developments on those properties. A copy of the zoning map for the site is in Appendix B.

2.2.5 Lambton County Official Plan

The Lambton County Official Plan was recently updated and was adopted by County Council on September 6, 2017. The new plan was approved by the Province on March 21, 2018, with some modifications. Map 1 Growth Strategy, of the new Official Plan, designates the subject lands as ‘Urban Centre’. The subject property does not contain any natural features identified on Map 2 - Natural Heritage System. Similarly there are no features on the property identified on Appendix Map A – Source Protection Plan Map, Appendix Map B – Mineral Aggregate Resources, Appendix Map C – Oil, Natural Gas and Salt Resources or Appendix Map D – Natural Hazard Features. Appendix Map E – CLI Class for Agriculture Map, indicates that the subject property is Class 2 – Moderate Limitations. Appendix B includes copies of the recently approved Official Plan maps.



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PLANNING JUSTIFICATION & URBAN DESIGN REPORT
(CITY OF SARNIA)
SOURCE WATER AND HAZARD LANDS

DATE
DEC. 04, 2019

PROJECT No.
19032

SCALE
1 : 6,000

FIGURE No.
2.4

3.0 PROPOSED DEVELOPMENT

3.1 Proposed Use of Property

The applicant is proposing to modify the 4.8 hectare (11.9 acre) site by severing a 0.2 ha (0.5 acre) parcel from the southeast portion of the site along the Afton Drive frontage and developing a residential apartment tower at this location. The proposed residential tower will be 11 storeys tall and will include 1000 square feet of commercial space on the ground floor level. A total of 133 dwelling units would be created in the proposed development. Figure 3.1 shows the proposed lot layout on the parcel to be severed.

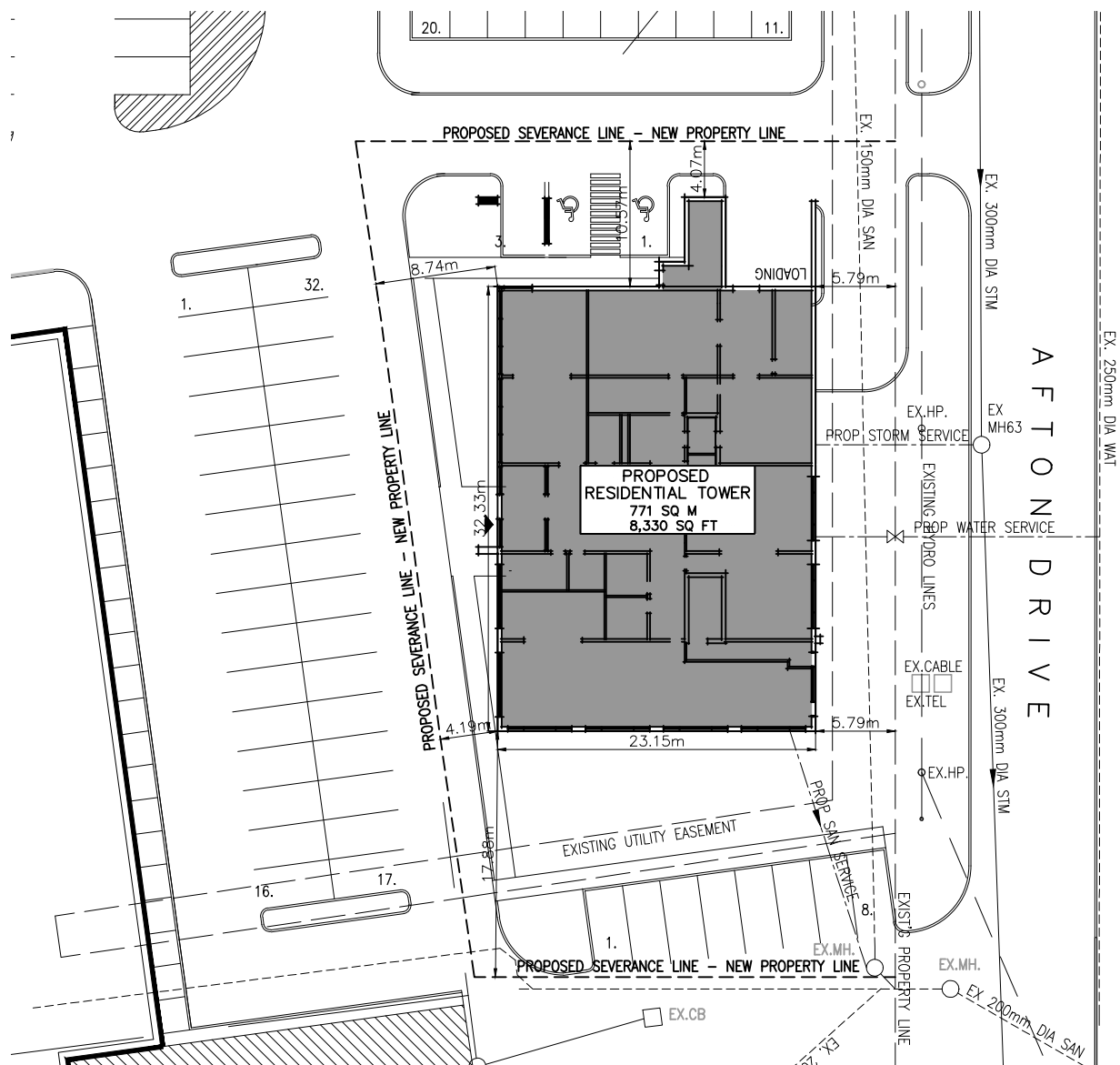
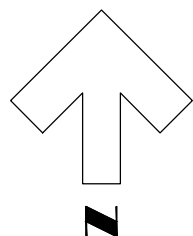
Some parking opportunities will be provided on the tower block site with additional shared parking being incorporated into the surrounding plaza site. The primary vehicular access route to the tower block will be via Pontiac Drive off of London Road, however a secondary access to the site will be provided off of Afton Drive for deliveries as well as access to the covered parking area.

3.2 ON-SITE INVESTIGATIONS

A traffic impact assessment was completed for the proposed development in November 2019 by R.C. Spencer Associates Inc. The Study scope was approved by City staff in advance and utilized Sarnia's guidelines for Traffic Impact Studies. A copy of the Traffic Study Report is found within Appendix C.

The Study evaluated traffic impacts associated with the proposed residential apartment tower construction and other site modifications (plaza demolition) required to accommodate the new development. Parking requirements at the site were also considered. Traffic counts were collected at the signalized intersection of London Road and The Howard Watson Nature Trail and the un-signalized intersection of Afton Drive and London Road on September 25, 2019 by Pyramid Traffic. Existing traffic counts collected by the City of Sarnia were also available for the intersection of Pontiac Drive and London Road (June 15, 2016 counts). The existing traffic counts were used to run the Synchro 10 program, which can be used to calculate various parameters of intersection performance such as level of service (LOS), intersection capacity utilization (ICU), and queue lengths on different approaches. An analysis of existing traffic operations indicated that all intersections are operating at a satisfactory level of service.

The ITE Trip Generation Manual – 10th Edition was used to generate estimated trip volumes for the proposed land uses at the site. The proposed site is estimated to generate a total of 41 trips in AM peak hour, with 11 trips entering the site and 30 trips exiting the site. During the PM peak hour, a total of 51 trips would be generated, with 31 trips entering the site and 20 exiting the site. This information was added to existing and anticipated traffic data to determine potential impacts associated with the proposed development.



1249 LONDON ROAD
PLANNING JUSTIFICATION & URBAN DESIGN REPORT
(CITY OF SARNIA)
PRELIMINARY SITE CONFIGURATION

DATE
DEC. 04, 2019

PROJECT No.
19032

SCALE
NTS

FIGURE No.
3.1

Based on the analysis, the intersections of Pontiac Drive and the Howard Watson Nature Trail will continue to operate at good levels of service following completion of the development, and will also operate well to the year 2030, even allowing for continued growth of background traffic volumes. The intersection of Afton Drive at London Road will continue to operate poorly regardless of whether the development proceeds. Rerouting traffic to either Pontiac Drive or the Howard Watson Nature Trail intersections can be accommodated without negatively impacting traffic operations at those intersections.

3.2.2 Parking Analysis

A parking analysis was undertaken as part of the traffic study cope of work. It is understood that the City of Sarnia zoning requirements are 1.25 spaces per dwelling unit, which would result in a requirement of a total of 166 spaces for the proposed 133-unit residential component. The ITE Parking Generation Manual for Land Use Code 222 (Multifamily Housing - High Rise), as provided in Appendix G of the Traffic Report, suggests an average rate of 0.98 spaces per unit for a total of 130 spaces.

The applicant is applying to the City of Sarnia for a site-specific zoning amendment for the residential tower site and this rezoning will include a request to establish the apartment tower parking requirement at 1.10 spaces per residential unit which is a middle ground between the current City of Sarnia requirement and the ITE guidelines. With this rezoning, the total required parking for the apartment tower, including the 1000sqft of main floor commercial use, will be 151 spaces.

The proposed apartment tower will include 10 covered parking spaces on the ground level within the building footprint, and there will be a total of 618 shared parking spaces in the surface parking lots of the residential tower site and shopping center site for a total of 628 parking spaces for a combined total requirement of 612 spaces for the apartment tower and the shopping center.

3.2.3 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was completed by Wood PLC for the entire plaza site at 1249 London Road. The Phase 1 study examined historic and current land uses to identify potential activities that might have contaminated sub-surface conditions on the property.

A Phase One site inspection was conducted on September 20, 2019 by a representative of Wood PLC. The site review was conducted to assess whether any current land uses could impact the environmental condition of the site. While on site it was confirmed that only the southeast corner of the property would require a Record of Site Condition (RSC) due to the anticipated severance and land use change to allow a residential use.

Based on the Phase One ESA, areas of potential environmental concern (APECs) were identified that may require additional assessment as part of the Phase 2 study. These include the following activities: 1) parking lot salting, and 2) an off-site pad-mounted transformer. A Phase 2 ESA is recommended in conjunction with registration of the RSC. The additional investigations will be completed once the planning approvals and proposed severance application has been approved by the City. A copy of the report is included within Appendix D.

3.3 PROPOSED LAND USE CHANGES

The subject lands are currently designated as ‘Commercial Centre’ on Map 7-Land Use Plan of the Sarnia Official Plan and is zoned Commercial Centre 1 Zone (CC1-4), in the Sarnia Zoning By-Law, which is a site specific Commercial Centre Zone which limits the number and gross floor area of on-site restaurants.

A majority of the site will maintain the existing Official Plan and Zoning-By-Law designations currently in place. However, the parcel to be severed at the southeast corner of the site will need to be rezoned to a site specific commercial centre zone to permit the proposed mixed use residential apartment tower with limited commercial uses. An amendment to the City of Sarnia Official Plan will also be required to change the OP designation to ‘Mixed-Use’ which will allow the residential apartment tower use, with ground level commercial, in that location.

3.3.1 Site Zoning

As noted, the subject property is currently zoned Commercial Centre 1 Zone (CC1-4). Existing developed residential lands to the south are zoned UR4-1 and UR5-13, both Urban Residential Zones currently used for townhome style developments. We anticipate that the proposed apartment tower site will require a site specific CC1 zone to allow construction of the residential mixed-use tower and to address other site specific site details. The site specific CC1 zone will be based on other site specific UR5 and D1 zones established for multi floor apartment dwellings. Site specific policies will be established to confirm the number of floors, the amount of retail/commercial space on the ground level, the number and location of parking units/dwelling unit, site setbacks and amenity space.

3.3.2 Proposed Zoning By-Law Text

Text of the proposed by-law is included below.

15.3.24 CCI-24 (See Zoning Map Part 47)

15.3.24.1 Permitted Uses

(1) May include a multiple use apartment dwelling.

15.3.24.2 Site Zone Regulations – Multiple Use Apartment Dwellings

(1) Height:	(maximum)	11 storeys
(2) Number of Dwelling Units:	(maximum)	133
(3) Number of Commercial Units:	(maximum)	2 ground floor units
having a total gross floor area of not more than 92.9m ²		
(4) Lot Frontage	(minimum)	20m
(5) Front Yard Depth	(minimum)	5.79m
(6) Side Yard Depth	(minimum)	4m (each side)
(7) Rear Yard Depth	(minimum)	4m
(8) Lot Coverage	(maximum)	45%

- (9) *Landscaped Open Space* (minimum) 25%
- (10) *Vehicular Access Easement:* (maximum) *The subject lands shall have the benefit of an easement for vehicular access and egress over the adjacent plaza site being shown as Part1, Plan 25R-1858, of the premises lying to the immediate west and northwest of the subject lands; the design and maintenance of such easement to be to the continuing satisfaction of the City Engineer of the City of Sarnia.*
- (11) *Office Areas:* (maximum) *Access to each office shall be by an entrance/exit directly to the exterior of the building only.*
- (12) *Parking:* (minimum) *141 off-site parking spaces, in addition to 10 on-site spaces, shall be provided within a 150m radius of the said lands to the continuing satisfaction of the Director of Planning and Building.*

3.3.3 Proposed Official Plan Amendment

The plaza site is currently designated as Commercial Centre on Map 7 Land Use of the Sarnia Official Plan. To permit development of a residential apartment tower with ground-level commercial uses on a separate parcel within the plaza site, an amendment to the Official Plan is required. The applicant proposes to designate the severed parcel as ‘Mixed Use’, which will permit the site to be utilized for a mixed use residential apartment tower.

3.3.4 Proposed Severance Application

The applicant is proposing to sever a 0.2 ha (0.5 acre) parcel from the southeast portion of the site along the Afton Drive frontage and developing a residential apartment tower at this location. The severed parcel will have frontage of 60.78m along Afton Drive, 39.273m depth along the north boundary of the site, 30.617m depth on the south lot limit, and 61.392m along the west boundary. A draft reference plan is included in Appendix A showing the limits of the parcel to be severed and the outline of the plaza property. Parts 3, 4 and 5 comprise the proposed severed parcel. Part 3 is subject to an easement associated with an existing gas line servicing the site.

The severance application will be submitted for formal approval following approval of the Official Plan and Zoning By-Law Amendment applications. Figure 3.2 shows the outline of the parcel to be severed on an aerial photo.



1249 LONDON ROAD
PLANNING JUSTIFICATION & URBAN DESIGN REPORT
(CITY OF SARNIA)
PROPOSED SEVERED PARCEL

DATE
DEC. 04, 2019

PROJECT No.
19032

SCALE
1 : 750

FIGURE No.
3.2

3.4 REVIEW OF RELEVANT PLANNING DOCUMENTS

The proposed Official Plan and Zoning By-Law Amendments, and consent application are subject to policies contained within the Provincial Policy Statement (PPS 2014), the Lambton County Official Plan and the Sarnia Official Plan. The following sections of the report review the current policies having relevance to the application and indicate whether the proposed amendments can be supported.

3.4.1 Provincial Policy Statement (2014)

i) General

The Provincial Policy Statement (2014) was issued under Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest. Land use planning decisions must be consistent with the policy statements. A number of the policies contained within the PPS have relevance to the current application. Excerpts from the Policy document are included below as follows:

ii) Section 1.1

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial) institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and project needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

Section 1.1.3 Settlement Areas

- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:*
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

Discussion

The development site is located within a well-established commercial area of the City, with higher density residential development located in close proximity, abutting the site to the south. Full municipal servicing (water, sanitary sewers and stormwater drainage) is available at the site and can be easily extended to service the proposed residential tower. There are no sensitive natural environment features, Class 1 farmland, or threats to drinking water sources present on the site. Development of a mixed use residential tower within an established commercial area will expand the customer base for existing commercial tenants and provide improved access for seniors or lower-income residents who may not have access to a vehicle. The site also provides improved connectivity to adjacent pedestrian recreational opportunities (Howard Watson Trail), which is located adjacent to the site.

3.4.2 Lambton County Official Plan

i) General

The subject lands are governed by the City of Sarnia Official Plan, which must be in conformity with the Lambton County Official Plan. No amendments to the County OP are required, however conformity with the plan should be demonstrated. As noted previously, the Lambton County Official Plan was recently updated and was adopted by County Council on September 6, 2017. The new plan was subsequently approved by the Province on March 21, 2018, with modifications. Map 1 Growth Strategy of the new Official Plan, designates the subject lands as Urban Centre. Excerpts from the 2018 version of the plan are included below.

ii) Section 2.3 Housing

“Goals: To ensure an active, healthy housing market that is able to provide a range of quality housing suitable to the needs and desires of the residents of Lambton County.

To ensure new housing development does not detract from the viability of existing built-up areas.

Policies:

- 2.3.1 An adequate supply of housing will be ensure by:
 - a) maintaining the ability to accommodate residential growth for a minimum of 10 years through intensification and redevelopment, and if necessary lands designated for residential development; and*
 - b) maintaining a minimum 3 year supply of residential units available through lands available for intensification and redevelopment and draft approved and/or registered plans.**
- 2.3.2 The County encourages the construction of an adequate supply of dwelling units to meet the needs of the local housing market. This is expected to average 449 dwelling units per year in the beginning portion of the planning period.*
- 2.3.3 The supply, production and affordability of housing will be monitored by the County in co-operation with the local municipalities to assess the effectiveness of these policies and to ensure an adequate supply of land, appropriately designed for housing, in accordance with Sections 2.3.1 and 2.3.2.*
- 2.3.4 Local municipal official plans will include provisions to allow for a range and mix of housing forms, types, sizes and tenures to meet local and County housing needs.*
- 2.3.5 Local municipal zoning provisions will be flexible enough to permit a broad range of housing forms, types, sizes and tenures, including accessory apartments where feasible.*
- 2.3.6 Proponents of residential development are encourage to provide a broad mix and range of lot sizes, dwelling types, and tenure choices suited to the needs and desires of the residents of the community.*
- 2.3.10 Residential developments, including proposals that would result in the creation of affordable housing will be located to have access to community services and facilities including public transit facilities where available and should be in proximity to downtown hubs and cultural nodes when possible.*

2.3.12 *Local municipalities are encouraged to provide opportunities for the intensification of housing. Techniques may include permitting second units in existing dwellings or detached accessory buildings, encouraging the creation of infill lots, directing housing to vacant lots in existing residential areas, the conversion of existing buildings for residential purposes, redevelopment of sites not previously used or underutilized for residential purposes, and higher densities in new development. Rooming, boarding and lodging houses may be permitted where appropriate. It is a goal of this Plan that 20% of the new housing units provided in the County be provided through intensification and redevelopment.*

iii) Section 3.1 – County Development and Growth

“The County of Lambton is comprised of diverse areas, including Agricultural Areas the Recreation and Conservation Area along Lake Huron from Kettle Point to Grand Bend, and settlements including Urban Centres, Urban Settlements, and Secondary Settlements. Growth must be managed to minimize adverse effects on the natural heritage system, heritage resource features, and agriculture and be phased to coincide with the availability of appropriate types and levels of services. The protection of existing investments in infrastructure by maximizing their use, where possible, is desired. Accordingly, a development strategy has been prepared to manage growth in the County. The Development strategy in this Plan:”

Several policies within this section have a bearing on the proposed application as follows:

- *“creates a focus for development within established Urban Centres and Urban Settlements;*
- *directs the majority of growth to areas with full municipal water and sewage services;*
- *ensures the preservations of agricultural lands and the protection of resources and natural heritage features for their economic use and/or environmental benefits;”*

iii) Section 10. Implementation Mechanisms

Discussion

The proposed development will add 133 one and two bedroom rental units to the market upon completion. The site is located in close proximity to a variety of shopping and transit opportunities and will result in diversification and intensification of residential housing in the central area of Sarnia. The posted 2018 vacancy rate for the Sarnia/Lambton area is only 3.3% compared to 4.3% in 2015¹.

The site will be provided with sewage, water and stormwater servicing which is currently present on the site. A traffic study has been completed for the proposal which has confirmed that anticipated traffic volumes will not negatively impact the City’s road network in the vicinity of the development. Access to the Howard Watson Trail is within 125 metres of the site providing recreational opportunities in addition to other readily available site amenities.

¹ <https://www150.statcan.gc.ca/t1/tb11/en/tv.action?pid=3410012801>

3.4.3 City of Sarnia Official Plan

i) General

As noted previously, the subject lands are governed by the City of Sarnia Official Plan. The subject property and adjacent lands are designated as ‘Centre’ Urban Area on Map 1 City Structure plan and as ‘Commercial Centre’ on Map 7 Land Use Plan of the Official Plan. Map 5 and Map 6 which illustrate Natural Heritage & Natural Hazard features have no features on the site, however the adjacent municipal drain is identified on both maps. Given these designations, a number of policies within the plan have a bearing on the current application.

ii) Section 4.6 Mainstreets and Commercial Areas

“The City maintains existing and planned mixed-use and commercial areas of varying forms and functions. Each of these mainstreets and commercial areas is different in terms of its character, potential to grow, and scale. Some reflect historic main streets, while other represent short- and medium-term opportunities for consolidation, intensification and redevelopment.

While these areas are expected to retain a commercial character, this Plan supports housing in locations that do not undermine large-scale retail opportunities. Renewal and regeneration of mainstreets and commercial areas is encouraged in a manner that introduces strategic mixed-use flexibility and improves integration with surrounding neighbourhoods. Institutional and social service uses that serve surrounding neighbourhoods are also provided for in these areas.

Context-sensitive development is a key aspect of ensuring appropriate growth. Respecting adjacent stable areas, improving the public realm, providing adequate parking and maintain commercial functions at street level are essential aspects of ensuring that mainstreets and commercial areas are renewed, vibrant and accessible. It is anticipated that automobile traffic will remain important; however it is the intent of this Plan to develop mainstreets and commercial areas in a manner that will support transit and active transportation over the long term.

2.4.6.1 General Policies

1. Mainstreets and Commercial Area Objectives

*Mainstreets and commercial areas are shown as downtown, centres, corridors and commercial hubs on **Map 1**. It is the intent of this Plan to:*

- a) Provide for a functional mix, balanced representation, and hierarchical organization of mixed-use and commercial uses and activities within the City;*
- b) Promote a strong downtown focus with continuous renewal and regeneration of existing mainstreets and commercial areas;*
- c) Prioritize the downtown and centres as the primary locations for comparison and specialty retail activity in the City;*
- d) Allow for the concentration and mix of uses, including residential, institutional, retail, office and community services, in appropriate locations in mainstreets and commercial areas;*

- e) *Establish linkage policies that connect mixed-use and commercial development with other elements of the city structure and with adjacent land uses, supporting infrastructure and services, while ensuring convenient access to all modes of transportation;*
- f) *Facilitate development and redevelopment in a manner that limits negative impacts on adjacent sensitive uses; and*
- g) *Ensure that mainstreets and commercial areas function as locations for social interaction.*

3. *Transportation within Mainstreets and Commercial Areas*

Automobile access will continue to be the primary mode of transportation into mainstreets and commercial areas, but such access must be balance with the need to support the use of transit and active forms of transportation through public realm improvements. Mainstreets and commercial areas shall therefore be designed to accommodate increasing numbers of residents, visitors and employees arriving by a range of transportation modes.

4.6.3 *Commercial Centre Designation*

Lands designated as commercial centre reflect major concentrations of shopping facilities servicing the City and broader regional community, as well as community shopping for surrounding communities and neighborhoods. In support of the centres, this plan:

- a) *Prioritizes centres as the primary locations for comparison and specialty retail activity in the City, and provides for a range of convenience retail and service functions serving nearby communities and neighbourhoods;*
- b) *Encourages mixed-use development, in appropriate locations, that support a range of housing types in medium- and high-density buildings;*
- c) *Recognizes centres as local employment centres that provide a range of offices, personal services, and local institutions to surrounding communities; and*
- d) *Recognizes centres as important transit hubs in the City, and encourages active transportation through public realm improvements such as improved pedestrian and cycling routes.*

3. *Housing in Commercial Centres*

Within the commercial centre designation, a broad mix of uses is permitted in locations that do not undermine large-format retail opportunities. Residential uses should include a range of housing types located in medium- and high-density buildings above commercial uses at street level. New low-density residential uses are not permitted.

4. *Commercial Centre Development Criteria*

Within the commercial centre designation, commercial development shall comply with section 4.6.4(4) and the following criteria:

- a) *Provide primarily a retail and/or service commercial function;*
- b) *Not adversely affect the function and amenity of the area for businesses and residents, and the economic health of city-wide and nearby shopping districts;*
- c) *Ensure sufficient transportation capacity and transit connectivity is available to accommodate the additional traffic generated by the development, resulting in an acceptable volume of traffic on adjacent and nearby streets; and*
- d) *Review opportunities for parking structures to provide for the efficient use of land.*

4.6.4 Mixed Use Designation

Lands designated as mixed use generally reflect corridors and commercial hubs. These areas are dominated by community-scale retail commercial and/or office uses that have grouped along major streets or have developed in a nodal configuration around specific intersections. Through the mixed use designation, it is the intent of this Plan to:

- a) Provide convenience retail, office and service functions to serve the daily and weekly needs of surrounding communities and neighbourhoods; and*
- b) Revitalize existing commercial areas as local focal points for pedestrian activity and transit routes.*

3. Housing in Mixed Use Areas

Within the mixed use designation, a wide range of housing types are promoted in contextually appropriate buildings provided residential uses are directed to the rear or the upper floors above commercial uses.

4. Mixed Use Development Criteria

All mixed-use development in the City necessitates a design that integrates new and existing buildings, as well as building façade treatment. Development shall:

- a) Locate and mass new buildings to provide a transition between areas of different intensity and scale through means such as providing appropriate setbacks and/or stepping down heights, particularly close to lower-scale stable residential area designations;*
- b) Locate and mass new buildings to limit shadow impacts on adjacent stable residential areas, particularly during the spring and fall equinoxes;*
- c) Locate and mass new buildings to frame the edge of streets and parks to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;*
- d) Provide an attractive, comfortable and safe pedestrian environment;*
- e) Ensure access to schools, parks, community centres, libraries, and childcare;*
- f) Take advantage of nearby transit services;*
- g) Provide good site access and circulation and an adequate supply of parking, including bicycle parking, for residents and visitors;*
- h) Locate and screen service areas, ramps and garbage storage, and rooftop mechanical areas to minimize the impacts on adjacent streets and residences; and*
- i) Provide indoor and outdoor amenity space for building residents in every significant multi-use residential development.”*

Discussion

The proposed development is in general conformation with all of the policies noted above. The proposed residential tower is situated in the south east corner of the development site, adjacent to the street, where there will be no shadow impacts on adjacent residential developments located immediately to the south. The massing and location of the tower fits well with the overall site layout and will not detract from adjacent commercial operations. The new tower site will have private amenity areas for tenants that are screened from general plaza activities and from commercial spaces on the ground floor.

A traffic study has been completed to ensure that traffic movements within the site function well and access into and out of the site will have no negative impacts on the current operation of intersections in proximity to the site. On-site parking has also been assessed and will provide sufficient parking within the plaza site for the proposed number of residential and commercial units.

Existing retail tenants within the plaza have been consulted on the proposed development and are very supportive of the project. Existing retail space on the ground floor of the tower will provide cohesion with adjacent commercial operations. The site currently has a good mix of retail/commercial operations that will provide a variety of retail options for tenants living in the tower. There are grocery stores, service industries, schools, recreational opportunities and transit immediately adjacent to the site.

Development of a mixed-used residential tower at 1249 London Road will provide a great opportunity to revitalize the plaza and adjacent commercial uses by providing new rental housing opportunities within this diverse commercial area. Lambton College has been consulted and they are very enthusiastic about opportunities the new tower might provide for students attending the college. The site would also be desirable for seniors, given its accessible location in close proximity to restaurants, transit, and other retail opportunities. The developer has had preliminary conversations with respective organizations (County of Lambton, Canada Mortgage and Housing Corporation) regarding helping to address the growing need of affordable housing. The intent of this development is to bring new inventory with fair market pricing which they hope will include a percentage of affordable priced units.

iv) Section 5.2 Community Design

5.2.1 Guidelines for New Development

1. Location and Organization

New development shall be located and organized to fit the existing or planned character of the neighbourhood or district and shall frame and support adjacent streets, parks and open spaces. New buildings shall contribute to a pedestrian-friendly public realm in the following way:

- a) Buildings shall be located parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages;*
- b) Main building entrances shall be located so that they are clearly visible and directly accessible from the public sidewalk;*
- c) Ground floor uses shall have views into, and where possible, access to , adjacent streets, parks and open spaces;*
- d) Existing mature trees shall be preserved wherever possible and incorporated into landscape designs; and*
- e) Use Crime prevention Through Environmental Design (CPTED) principles to enhance the safety of the community.*

2. *Massing, Scale and Design*

New buildings shall be massed and exterior facades designed to fit harmoniously into the existing or planned context. The impact on neighbouring streets, parks, open spaces, and properties shall be limited in the following ways:

- a) new buildings shall be massed to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;*
- b) new buildings shall allow for appropriate transitions in scale to neighbouring existing or planned buildings;*
- c) adequate light and privacy shall be provided for users of the building and for users of adjacent buildings and spaces; and*
- d) shadowing of and uncomfortable wind conditions on neighbouring streets, properties, parks and open spaces caused by the buildings shall be minimized.*

3. *Parking and Servicing*

Vehicle parking, vehicular access, service areas and utilities shall be located and organized to minimize their impact on the property and on surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a) using shared service areas where possible, including public and private lanes, driveways and service courts to minimize points of conflict;*
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;*
- c) screening surface parking lots from adjacent streets;*
- d) integrating service and utility functions within buildings where possible*
- e) providing underground parking where possible;*
- f) limiting surface parking between the front face of the building and public street or sidewalk; and*
- g) integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable space at-grade facing adjacent streets, parks and open spaces.*

4. *Amenity Space*

Every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such developments will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Discussion

The above-noted sections of the Official Plan speak to the design of the development and ensuring that the proposed development fits well with existing developments in the area, with the policies of the Official Plan, and with current urban design standards. Section 4 of this report provides details related to the urban design of the development that addresses this criteria.

3.5 Site Servicing

Site servicing will be provided through connection to existing municipal water, sanitary, and storm sewer distribution systems located on Afton Drive, immediately adjacent to the severed parcel along the east boundary of the property. The site servicing concept is displayed in Figure 3.1, 'Preliminary Site Configuration'.

Part of the existing site is serviced by municipal infrastructure on Afton Drive. As such, there are existing services from the retained London Road Shopping Centre site that cross the severed parcel. The existing 150mm diameter sanitary service from the McDonald's restaurant runs along the east limit of the site parallel to Afton Drive. There is also an existing sanitary service and gas line from the commercial space east of the existing Giant Tiger building that crosses the south portion of the severed parcel. The draft Reference Plan in Appendix 'A', indicates that there is an existing registered easement for the gas service along the south and east limits which will be Part 3 on the proposed Reference Plan. The existing sanitary services that impose on the severed parcel are located within Parts 3 and 5 on the Reference Plan and an easement will be required in favor of the retained parcel.

3.5.1 Sanitary

The existing site is tributary to the City of Sarnia's Bedford Pumping Station No.33. The site currently discharges to an existing 200mm sanitary sewer on Afton Drive at the southeast corner of the property. The sewer crosses Afton Drive and discharges into the existing 900mm Sanitary Trunk within the Howard Watson Trail ROW, which flows to the Bedford Pumping Station.

The design proposes to provide a sanitary service connection for the proposed severed parcel connecting to the existing 200mm sanitary sewer on Afton Drive through the existing sanitary MH1922.

3.5.2 Water

There is an existing 250mm diameter municipal watermain on Afton Drive. The design proposes to provide a water connection for the proposed severed parcel connected to the existing 250mm diameter main on Afton Drive, complete with an isolation gate valve at the property line. A water meter and backflow preventer will be required in the building mechanical room on the incoming service line.

3.5.3 Storm

There is an existing 300mm diameter storm sewer on Afton Drive. The existing sewer collects runoff from Afton Drive and services the existing McDonald's site and East Mall, including the subject site, with a connection to existing storm MH 64. The 300mm storm sewer ties into an existing MH on the Bissel-McArthur Storm Drain crossing Afton Drive. The design proposes to provide a storm service connection for the proposed severed parcel connected to the existing 300mm diameter sewer on Afton Drive at existing MH 63. The runoff from the parcel will ultimately discharge into the Bissel-McArthur Storm Drain, as it does under the current site configuration.

3.6 Public Consultation Strategy

The applicant chose to consult directly with existing plaza tenants and adjacent property owners as part of the public consultation strategy for this application. A meeting was arranged with existing plaza tenants on November 12th to describe the proposed development concept and respond to any questions. The response was very positive from plaza tenants.

An Open House was organized for interested members of the public on November 14th, 2019 from 6-8 in a vacant commercial unit within the plaza site. A series of display boards were prepared which provided details on the proposed development concept, site layout, proposed planning amendments and anticipated project timelines.

A public meeting notice, advertising the meeting, was mailed to all properties which would be contacted as part of the Sarnia planning review process for the proposed Official Plan, Zoning and Severance application process. The mailing list was provided by City staff. A summary of input received from residents contacted is provided in Appendix 'E' along with display material from the Open House.

4.0 URBAN DESIGN REPORT

4.1 Design Intent

The objective of the proposed development is to provide a new residential apartment tower within an established commercial development area that will blend seamlessly with existing commercial operations located in proximity to the site. The proposed apartment tower will include a commercial component at street level, private amenity areas for residents that will be screened from public view, and ready access to adjacent commercial operations, pedestrian access routes and transit opportunities.

4.2 Site Description

4.2.1 Location

The subject lands are located adjacent to the London Road corridor in the central portion of the Sarnia settlement limits. The property is owned by Elison Developments Inc., and is described as Part of Lot 18, Concession 6, being Part1, Plan 25R-1858 except Parts 1 & 2, Plan 25R-976, Parts 1-3, Plan 25R-10552. The parcel is 4.8 hectares (11.9 acres) in size and is currently operated as a commercial plaza with a variety of existing commercial operations present. The north limit of the property is located adjacent to the London Road corridor which is a four lane arterial road which extends east from Front Street at the river front in Sarnia to an intersection at Modeland Road. The easterly extent of the property abuts Afton Drive, a two lane local road which terminates at London Road.

The applicant is proposing to modify the existing commercial development on the 4.8 hectare (11.9 acre) site by severing a 0.2 ha parcel in the southeast corner of the site and constructing a residential apartment tower at this location. Portions of an existing commercial plaza were recently demolished to allow for redevelopment of the property. A copy of the site reference plan is in Appendix ‘A’. Figure 4.1 displays a site rendering of the proposed tower block on the plaza site.

4.2.2 Development Concept

a) Proposed Apartment Tower

The applicant is proposing to modify the 4.8 hectare (11.9 acre) site by severing a 0.2 ha (0.5 acre) parcel from the southeast portion of the site along the Afton Drive frontage and developing a residential apartment tower at this location. The proposed residential tower will be 11 stories tall and will include 1000 square feet of commercial space on the ground floor level. A total of 133 dwelling units would be created in the proposed development (111 one bedroom apartments and 22 two bedroom apartments). The severed parcel will have approximately 34% green amenity space and bring the total development to 15% green zone space.

The apartment tower will be located in the southeast corner of the existing plaza with the entrance oriented to the north, toward the London Road entrance. Private amenity areas will be located at the rear of the tower, facing south which will provide southern exposure to these outdoor areas. Given the orientation of the site and the tower’s location, tower shadows will extend to the west in the AM, to the north during the mid-day hours, and to the east in the evening. This will have no impacts on existing residential developments to the south and instead will shadow existing commercial structures or parking areas. Sample layouts of the one and two bedroom apartment units are included below. Figure 4.2 illustrates the proposed tower appearance.

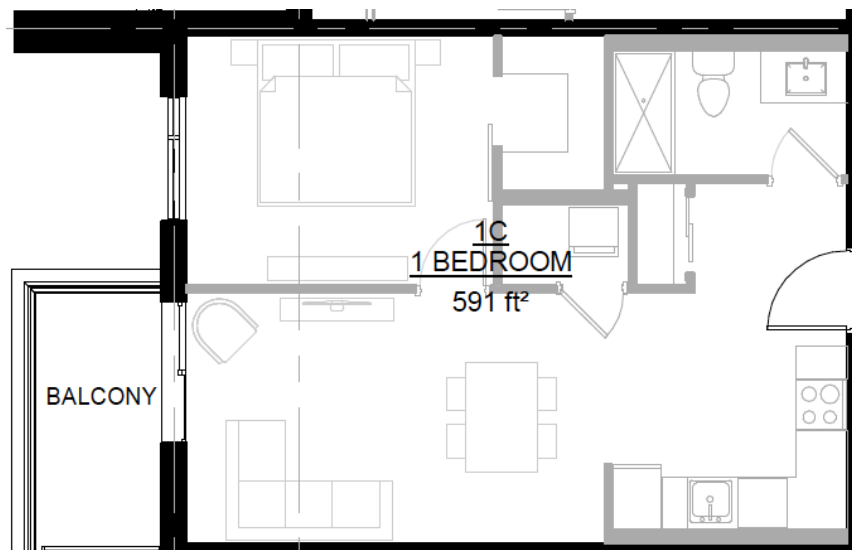
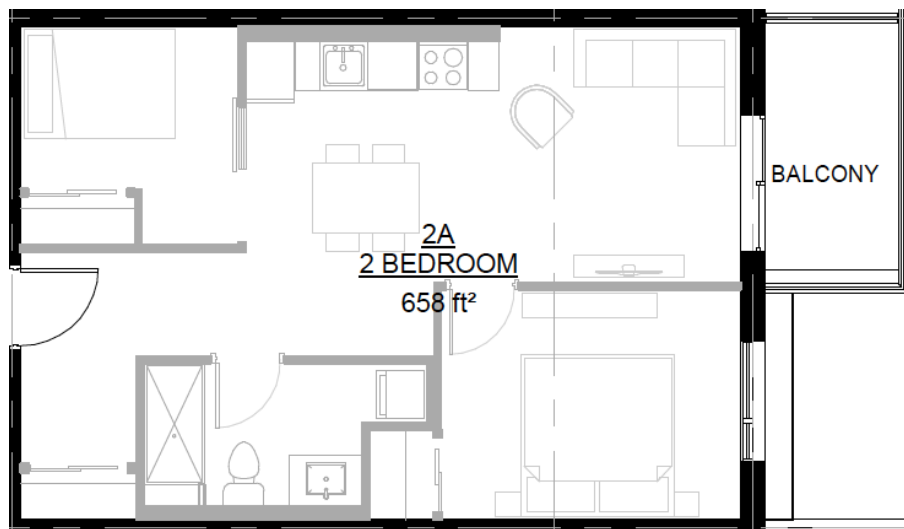


Figure 4.1 – Plaza Rendering



Sample Two Bedroom Unit



b) Building Design

A proposed rendering of the tower is included below. The structure will have 11 storeys and preliminary designs include a balcony and stackable washer/dryer in each unit. The target market for the proposed development will be recent retirees looking to downsize while being in a brand new unit and surrounded by amenities, as well as working singles/couples, and students.

Figure 4.2 – Tower Rendering



4.2.3 Site Design

a) Transportation

The primary access to the site will be located at the north extent of the property along the London Road frontage at the signalized intersection of Pontiac Drive. A secondary delivery access will be installed along the easterly extent of the property off of Afton Drive. An existing delivery access will remain at the southeast corner of the site, immediately south of the proposed tower location, to service existing commercial operations within the plaza parcel. A service lane extends along the south extent of the property from this entrance to a laneway situated at the southwest corner of the property adjacent to Teppermans.

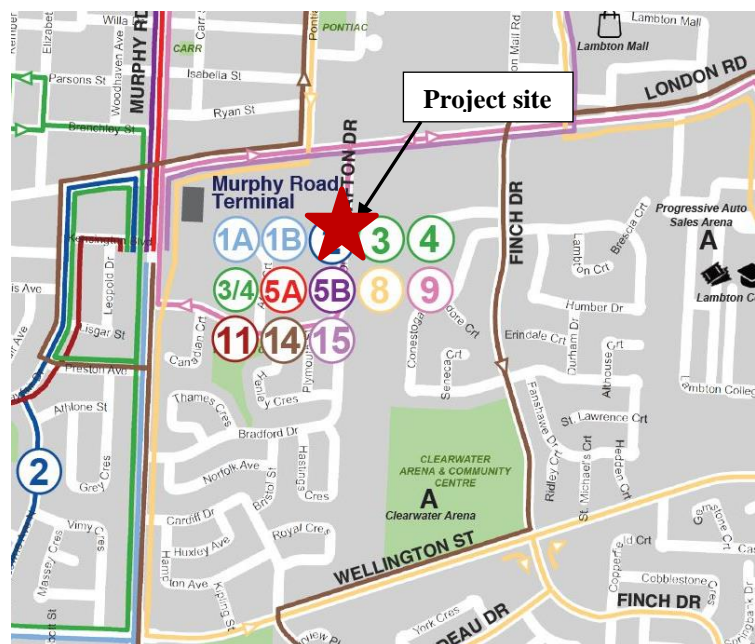
As noted in Section 3.2 of this report, a traffic impact assessment was completed for the proposed development in November 2019 by R.C. Spencer Associates Inc. The study scope was approved by City staff in advance and utilized the results of a previous traffic counts completed by the city at adjacent intersections. Based on the analysis, the intersections of Pontiac Drive and the Howard Watson Nature Trail will continue to operate at good levels of service following completion of the development, and will also operate well to the year 2030, even allowing for continued growth of background traffic volumes. The intersection of Afton Drive at London Road will continue to operate poorly regardless of whether the development proceeds. Rerouting traffic to either Pontiac Drive or the Howard Watson Nature Trail intersections can be accommodated without negatively impacting traffic operations at those intersections.

b) Pedestrian Access

To encourage an active lifestyle and improved walkability, pedestrian walkways will be enhanced throughout the property by creating more defined walkways within existing parking areas. Linkages to existing sidewalks on Afton Drive and London Road will be constructed or enhanced as well as connections to the Howard Watson Trail located directly east of the development site on the former rail corridor.

c) Transit

The City of Sarnia is serviced by a bus transit system that services the entire developed urban area. The site is located within walking distance of the Murphy Road Bus Terminal located at the corner of London Road and Murphy Road. From this location 13 of the main bus routes can be accessed. In addition, Route 9 travels down Afton Drive passing directly by the proposed tower location.



Two bus stops are located in close proximity to the site. Both are situated on Afton Drive. The first is located approximately 50 metres north of the tower site opposite the Crabby Joe's restaurant and the second is located approximately 75 metres to the south near the entrance to the residential development located immediately south of the subject property. Several bus stops are also located on London Road adjacent to the site.

Route 9 which travels down Afton Drive on the return trip to the Murphy Road Terminal, leaves every 15 minutes, providing residents with ready access to the Murphy Road terminal where they could then travel anywhere in the City using bus transit.

d) Amenity Areas

The proposed apartment tower will have approximately 34% of the parcel developed as amenity area, with a portion of this developed as private amenity areas for the residents. A majority of the amenity space will be located in the south portion of the lot where it will be screened from plaza activities. Given the orientation of the building, this area will receive maximum sun exposure during the day.

5.0 SUMMARY

This report is being submitted in support of a proposed Official Plan and Zoning By-Law Amendment to the City of Sarnia for development of a mixed-use residential apartment tower development at 1249 London Road in the central area of Sarnia, adjacent to the London Road corridor.

The subject lands are situated on the south side of the London Road corridor, east of Murphy Road in the City of Sarnia. The site is located within a Centre Urban Area, as shown on Map 1 – City Structure Plan of Sarnia's Official Plan. The property is described as Part of Lot 18, Concession 6, being Part 1, Plan 25R-1858 except Parts 1 & 2, Plan 25R-976, Parts 1-3, Plan 25R-10552. The applicant is proposing to modify the existing commercial developments on the 4.8 hectare (11.9 acre) site by severing a 0.2 ha parcel in the southeast corner of the site and constructing a residential apartment tower at this location. Portions of an existing commercial plaza were recently demolished to allow for redevelopment of the property.

The property is surrounded on three sides by other commercial activities and by residential developments to the south. Northwest of the property, across London Road, is another commercial plaza with a TD Canada Trust branch, a First Choice Haircutters and a Money Mart. To the East of Pontiac Drive is a Pizza Hut Restaurant and a Cash Money branch. The east boundary abuts Afton Drive and another commercial plaza is located on this parcel. A Subway restaurant, Starbucks Coffee shop and a Cash 4 You outlet are located along the London Road frontage. The Dragon Palace restaurant is located further south on the parcel, adjacent to the Afton Drive frontage.

The primary access to the site is from the London Road frontage where a signalized intersection is located midway through the parcel. The intersection serves Pontiac Drive, which is a two-lane local road extending south from Exmouth Street to a point of termination within the development parcel. Several secondary entrances are also provided as access to the property. A turning lane entrance is located at the west extent of the London Road frontage to access the commercial plaza located adjacent to the west lot limit. Two entrances are located off of Afton Drive. The first is situated near the north limit of the parcel, providing access to Crabby Joe's Bar and Grill loading area. The second access is located adjacent to the south lot limit and is currently used as loading access for the larger commercial operations (Giant Tiger and Teppermans) located at the south end of the parcel. The central portion of the site is currently dominated by paved parking areas.

This report includes a review of relevant provincial and regional planning documents including the Provincial Policy Statement (PPS) and the Lambton County Official Plan as well as the City of Sarnia Official Plan and Zoning By-Law. The analysis concluded that the proposed development is appropriate for the site and is in general conformance with criteria detailed within each of the documents reviewed in conjunction with the assessment. The following points summarize the key aspects of the analysis:

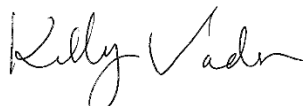
- The subject property is zoned CC1-4 – Commercial Centre 1 Zone, which is a site specific commercial centre zone for the existing commercial plaza. Existing commercial developments are located to the north, east and west of the site along the London Road corridor while multi-unit residential lands are located directly south of the property. The property is currently designated Commercial Centre on Map 7 Land Use of the Sarnia Official Plan.
- A traffic impact assessment was completed for the proposed development in November 2019 by R.C. Spencer Associates. The study scope was approved by City staff in advance and utilized the results of a previous traffic counts completed by the City. It was determined that the proposed development would not negatively impact traffic movement at adjacent intersections.
- A parking analysis was undertaken as part of the traffic study scope of work. Although the City of Sarnia's Zoning By-Law currently requires 1.25 spaces per dwelling unit, the ITE Parking Generation Manual for Land Use Code 222 (Multifamily Housing - High Rise), suggests an average rate of 0.98 spaces per unit. The applicant is proposing a requirement of 1.10 spaces per residential unit which is a middle ground between the current City of Sarnia requirement and the ITE guidelines. With this rezoning, the total required parking for the apartment tower, including the 1000sqft of main floor commercial use, will be 151 spaces.
- Some parking spaces are proposed on the tower site itself with additional parking provided on the adjacent plaza property, which will have an easement registered allowing shared use of the site for both plaza users and tower residents.

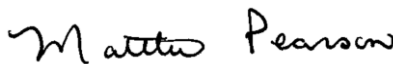
- The proposed development is in conformance with Official Plan policies of the County of Lambton Official Plan and the City of Sarnia Official Plan. Both documents are supportive of mixed-use residential uses, specifically within existing urban areas that are already serviced and have ready access to transit, recreational opportunities, and other amenities.

In conclusion, based on a review of the Provincial Policy Statement (2014), issued under Section 3 of *Planning Act* and current Official Plan and Zoning By-Law policies of the City of Sarnia and the County of Lambton, it is my opinion that the proposed application is in general conformance with the intent of these policies and serves as the best use for the subject lands.

All of which is respectfully submitted.

B. M. ROSS AND ASSOCIATES LIMITED

Per 
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Environmental Planner

Per 
Matthew J. Pearson, RPP, MCIP
Senior Planner

:hv

References

1. Province of Ontario, Provincial Policy Statement. April 30, 2014.
2. County of Lambton, Official Plan, May 6, 2019 Office Consolidation.
3. City of Sarnia Zoning By-Law No. 85-2002.
4. City of Sarnia Official Plan, June 2014, consolidated July 31, 2016.
5. R.C. Spencer Associates, Traffic Impact Assessment. November 2019.
6. Wood PLC, Phase One ESA. October 23, 2019.