



DECISION

With respect to an Official Plan Amendment Subsection 17(34) of the Planning Act

Amendment No. 14 to the Official Plan for the Municipality of Strathroy-Caradoc adopted by By-law No. 69 of 2022 is hereby approved, subject to the following modifications, with additions in **bold** and deletions in ~~strike through~~.

1. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.1.2.1 COUNTY ROADS is modified as follows:
 - a.) By deleting the words “~~the Ministry and~~” from the second sentence on list item b);
 - b.) Where development occurs along a County Road within a Settlement Boundary the County Road may, at the discretion of the Municipality and the County, ~~shall~~ be upgraded to an urban standard if it is not already.
2. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.1.2.6 PRIVATE ROADS is modified by adding the following to the existing list:

“e) The layout of all new residential developments shall provide a minimum of two access points to the existing road network. Exceptions to this policy may be considered if the proposed street pattern is approved by the Municipality, emergency service providers and the County Engineer, where applicable.”
3. Part B, Schedule 1 to By-law No. 69 of 2022 TABLE 1 ARTERIAL & COLLECTOR ROADS – DESIGN WIDTHS is deleted and replaced with the following:

Table 1(a) COUNTY ROADS – DESIGN WIDTHS

Classification & Name	Constructed to an Urban Standard within Settlement Areas	Constructed to a Rural Standard
ARTERIAL		
Victoria St. Caradoc St. Adelaide Road (C.R. No. 81)	30 m	36 m
Metcalfe St. (C.R. No. 9)	30 m	36 m
Albert St. (C.R. No. 39)	30 m	36 m

Victoria St. (C.R. No. 44)	30 m	36 m
Second St. (C.R. No. 33)	30 m	36 m
Carroll St. Glengyle Drive Calvert Dr. (C.R. No. 10)	30 m	36 m
Glendon Drive (C.R. No. 14)	30 m	36 m
Longwoods Road (C.R. No. 2)	30 m	36 m
Melbourne Rd (C.R. No. 9)	30 m	36 m
McEvoy Road (C.R. 37)	30 m	36 m
Hickory Dr. (C.R. No. 39)	30 m	36 m
COLLECTOR		
Muncey Rd. (C.R. No. 11)	26 m	30 m

Table 1(b) COLLECTOR ROADS – DESIGN WIDTHS

Classification & Name	Design Width	Limits
PRIMARY COLLECTOR		
Front St.	26 m	Albert St. and Metcalfe St.
Head St.	26 m	Second St. and CN railway
Queen St.	26 m	Metcalfe St. E. and Carroll St.
Saxton Rd.	26 m	Carroll Street to settlement boundary
York St.	26 m	Metcalfe St. E. and Carroll St.
Darcy Drive	26 m	Second Street and Head Street North
Agnes Drive	26 m	Second Street and Thorne Drive
Thorne Drive	26 m	Head St. and Adair Dr. extended (possible)
Steven St	26 m	Head St and Darcy Dr
SECONDARY COLLECTOR		
Park St.	20 m	Metcalfe St. and Carroll St.
Pannell Lane	20 m	Victoria St. and Dury Lane
McKellar St.	20 m	Metcalfe St W and Carroll St W
Saulsbury St	20 m	Victoria St and Municipal Boundary
Drury Lane	20 m	Pannell Lane and Albert St.
Saxton Rd	20 m	Carroll St and Municipal Boundary
Rougham Rd	20 m	Falconbridge Dr to Parkhouse Dr
Parkhouse Dr	20 m	Rougham Rd to Bentim Rd
INDUSTRIAL COLLECTOR		
Wright St.	26 m	Second Street and Municipal Boundary
Adair Blvd.	26 m	North of Second St. to Municipal boundary
High St.	26 m	Queen St. and York St.
McNab St.	26 m	Metcalfe St. and High St.

4. Part B, Schedule 1 to By-law No. 69 of 2022 TABLE 2 ARTERIAL, COLLECTOR & LOCAL ROADS – DESIGN WIDTHS RURAL AREA is deleted and replaced with the following:

Table 2 Local Roads – Design Widths Rural Area

Classification & Name	Design Width
LOCAL	
All	20-26 m

5. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.2.1.3 b) is modified by adding the words **“At the discretion of Council,”** before the words “the Municipality may permit”
6. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.3.6.1 a) GOALS AND OBJECTIVES is modified as follows:
- “To encourage the identification, ~~restoration,~~ protection, ~~maintenance,~~ **and** conservation ~~and enhancement~~ of the Municipality’s cultural heritage resources and archaeological resources;”
7. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.3.9.6 h) MEDIUM-RISE DEVELOPMENT is modified by adding the words **“where permitted by statute”** after the words “shall be subject to site plan control”
8. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.4.4.1 c) PARKLAND DEDICATION is modified as follows:
- a. By deleting the number “300” and replacing it with **“600”**; and
- b. By deleting the number “500” and replacing it with **“1000”**
9. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.5.2 RENTAL HOUSING CONVERSION AND DEMOLITION is modified by deleting the word “four” as it occurs before the words “or more existing”, and replacing it with the word **“six”**
10. Part B, Schedule 1 to By-law No. 69 of 2022 policy 2.5.9 ADDITIONAL RESIDENTIAL UNITS is modified by deleting the section in its entirety and replacing it with the following:

“2.5.9 ADDITIONAL RESIDENTIAL UNITS

The development of Additional Residential Units shall be permitted as a means of increasing the diversity and stock of rental and affordable housing, creating opportunities for aging in place, and providing homeowners with additional sources of income. The municipality will encourage the development of Additional Residential Units within existing residential areas and in new developments within plans of subdivision or condominium.

Additional Residential Units are permitted in all designations where single detached, semi-detached, and townhouse dwellings are permitted. One (1)

Additional Residential Unit may be permitted within a detached accessory building or structure and up to two (2) Additional Residential Units may be permitted within the principal dwelling, provided that the total number of Additional Residential Units on the parcel does not exceed two.

Tiny homes, garden suites, granny flats, and mobile homes are considered temporary uses and shall be evaluated as such.

2.5.9.1 CRITERIA FOR NEW DEVELOPMENT

The following criteria apply to proposals for new Additional Residential Units:

- a) A garden suite shall not be permitted on a parcel where an existing Additional Residential Unit is located within a detached building or structure accessory to the principal dwelling;**
- b) Demonstration of adequate water and wastewater servicing capacity, where applicable, or provision of conventional private servicing;**
- c) Demonstration that the Additional Residential Units is not located within the natural heritage system, floodplain areas, or other hazard lands;**
- d) Specific to the Municipality's Rural Areas, demonstration that the proposed location of the Additional Residential Unit complies with the Minimum Distance Separation Formulae, where applicable;**
- e) A detached Additional Residential Unit in the Rural Area shall be grouped with the primary dwelling and collocate services where possible to minimize the impact on agricultural land, and shall be prohibited from being severed from the property unless as part of the severance of the primary dwelling as a residence surplus to a farming operation;**
- f) Demonstration that the Additional Residential Unit is subordinate in scale and function to the principal dwelling; and**
- g) Demonstration that the Additional Residential Unit proposal is in full compliance with the Ontario Building Code and Fire Code.**

2.5.9.2 ZONING BY-LAW

The Zoning By-law will establish provisions for the accommodation of Additional Residential Units to address the criteria in subsection 2.5.9.1 a) through g) and the following matters:

a) Compliance with all applicable health and safety standards, including but not limited to those set out in the Ontario Building Code, Ontario Fire Code, and all other Provincial, County, and Municipal standards;

b) The provision of adequate access including location and number of entrances, including emergency access;

c) That the Additional Residential Unit(s) be subordinate in scale and function to the primary unit;

d) Specific development standards for detached Additional Residential Units; and

e) Parking requirements for Additional Residential Units.”

8. Part B, Schedule 1 to By-law No. 69 of 2022 policy 3.3.2.3 CRITERIA FOR CONVERSION is modified by adding the word “**commercial**” before the words “development on adjacent”

9. Part B, Schedule 1 to By-law No. 69 of 2022 policy 3.3.4.21 is modified by adding the following subsection:

"3.3.4.21 Special Policy Area No. 8 - Saulsbury Development Lands (39T-SC1601)

The lands identified as 'Special Policy Area No. 8' as shown on Schedule 'B', and notwithstanding the 'Residential' designation in which it is located and Section 3.3.4.13 of the Official Plan, are exempted from the requirement to prepare a Secondary Plan prior to development.”

10. Part B, Schedule 1 to By-law No. 69 of 2022 policy 3.3.5.2 SECONDARY PERMITTED USES is modified by adding the words “**Additional Residential Units in accordance with Section 2.5.9 of this Plan,**” before the words “and home occupations”

11. Part B, Schedule 1 to By-law No. 69 of 2022 policy 4.2.1.2 third sentence is modified by deleting the words “~~Agriculture and Food~~” and replacing them with “**Agriculture, Food and Rural Affairs**”

12. Part B, Schedule 1 to By-law No. 69 of 2022 policy 4.2.1.5 DIVISION OF FARM PARCELS is modified by deleting the words “~~shall generally be~~” and replacing the with “**is**” in the first sentence of the first paragraph

13. Part B, Schedule 1 to By-law No. 69 of 2022 policy 4.2.1.6 a) MINIMUM FARM PARCEL SIZE is modified by adding the words “**which discourage the creation of new agricultural parcels less than 40 hectares.**”

14. Part B, Schedule 1 to By-law No. 69 of 2022 policy 4.2.1.7 DWELLINGS SURPLUS TO A FARMING OPERATION is modified by deleting the number “20” from first

sentence and replacing it with “**10**”

15. Part B, Schedule 1 to By-law No. 69 of 2022 policy 4.2.1.9 i) ON-FARM DIVERSIFIED USES is modified by adding the words “**be compatible with and**” before the words “not hinder surrounding”
16. Part B, Schedule 1 to By-law No. 69 of 2022 policy 6.2 LANDS ADJACENT TO RAILWAYS is modified as follows:

“Three railway lines pass through the Municipality of Strathroy-Caradoc, two under the jurisdiction of CN Rail and one under the jurisdiction of the CPR. The lines owned and operated by CN Rail are classified as ‘Principal Main Lines’, a classification assigned by CN to its railway lines which carry its heaviest trains and where train speeds and frequency are highest. Noise, vibration, and safety measures ~~are necessary to~~ **have been developed by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC Guidelines) to minimize** minimize potential safety hazards and land use conflicts between residential development and railway operations. These measures may include minimum setbacks, berms, fencing and building design features or combination thereof.”
17. Part B, Schedule 1 to By-law No. 69 of 2022 policy 6.2.2.1 VIBRATION ANALYSIS is modified by deleting the word “~~this~~” from the first sentence and replacing it with the word “**the**”
18. Part B, Schedule 1 to By-law No. 69 of 2022 policy 7.2.2 WHEN NOT REQUIRED is modified by adding the following after the first paragraph “**Where reference is made to Provincial legislation, policy statements, or guideline documents; it shall be read 'as amended or updated' in each case. Where a Provincial ministry name changes, such changes may also occur to the Official Plan without an amendment to this Plan.**”
19. Part B, Schedule 1 to By-law No. 69 of 2022 policy 7.3.7.1 SCOPE is modified by adding the words “**unless exempt by statute**” following the second instance of the word development in the first sentence.
20. Part B, Schedule 1 to By-law No. 69 of 2022 is modified by deleting Schedule G and replacing it with Schedule G dated November 2023 attached to this Notice of Decision.

As thus modified, this Official Plan Amendment is hereby approved pursuant to Section 17(34) of the Planning Act.

Dated at London, Ontario, this ____ day of _____, 2023.

Durk Vanderwerff
Director of Planning and Development
County of Middlesex