

July 12, 2024

PLANNING JUSTIFICATION REPORT

Official Plan Amendment and Zoning By-law Amendment

Sarnia Collegiate Institute and Technical School (SCITS)

Proposed Re-development (Phase II) Project

275 Wellington Road

Sarnia, Ontario

Prepared For:

2858053 Ontario Inc.

Our File #: 18-2201



Prepared by:



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1. INTRODUCTION

1.1 Purpose

Monteith Brown Planning Consultants Limited (“MBPC”) on behalf of our client, 2858053 Ontario Inc. (c/o Rakesh Gupta), is pleased to submit applications to amend the City of Sarnia Official Plan and the City of Sarnia Zoning By-law 85 of 2002 as they apply to 275 Wellington Street (“the subject lands”) in Sarnia, Ontario, which are under our client’s ownership.

Please be advised that a concurrent application for Consent to Sever, as well as the Creation of a New Easement, is also being submitted under separate cover.

The applications being submitted are in support of Second Phase of the SCITS re-development project. Previous Planning Approvals have been granted for a previous Phase I that applied solely to the “existing” school building on the site.

The purpose of these applications is two-fold: firstly, to permit opportunities for limited small-scale commercial development within the existing historic Sarnia Collegiate Institute and Technical School (“SCITS”) building to support the planned private co-ed Elementary and Secondary school (known as Royal SCITS Academy (“RSA”) and student residence (boarding); secondly, to permit an infill, mixed-density townhome and apartment residential development on the southerly vacant portion of the site.

The intent of this report is to analyze the land use planning merits to determine the appropriateness of the proposed development within the context of the surrounding community and the relevant planning documents including the Provincial Policy Statement, County of Lambton Official Plan, the City of Sarnia Official Plan, and the City of Sarnia Zoning By-Law.

1.2 Previous Planning Applications

Applications for site-specific amendments to the City of Sarnia Official Plan and Zoning By-law No. 85-2002 were submitted by MBPC on February 9, 2022, to permit the conversion and adaptive re-use of the historic Sarnia Collegiate Institute and Technical School (“SCITS”) as a private high school, student residence, and daycare, with opportunities for limited small-scale commercial development and stand-alone residential uses. The proposed mix of uses were proposed to be accommodated within the existing building, and no new buildings were proposed to be constructed at the time.

City Council adopted the Official Plan Amendment (OPA No. 42) and approved the Zoning By-law Amendment (By-Law No. 66-2022) on June 27, 2022. Subsequently, the Official Plan Amendment was submitted to the County of Lambton – the approval

authority for Official Plans and Official Plan Amendments. The Official Plan Amendment was approved by the County on August 30, 2022.

Since the approval of both applications, the owner has obtained building permits to undertake internal renovations to support the future private school and boarding operation. Originally, there was an intent to support a daycare centre in the building however, in discussions with the proponent, they are no longer pursuing this as a result of a variety of changes to regulation around the day care use.

An Occupancy Permit for the new school and boarding operation was obtained in November 2023, and it is intended that the RSA operation open its doors in September 2024.

Given the close completion of Phase I discussed above, the proponent is now seeking to move forward with Phase II of the project, which includes the re-development of the southerly portion of the site, which currently sits vacant.

1.3 Site Description

The subject lands, rectangular in shape, have a total area of approximately 3.78 hectares (9.34 acres) and are located on the south side of Wellington Street, west of the Wellington Street, Mitton Street South, and Ontario Street five-leg intersection (See Figure 1).

Figure 1 | Location of Subject Lands



Source: Monteith Brown Planning Consultants Ltd., County of Lambton, 2024

The property has approximately 169 metres of frontage on Wellington Street to the north, approximately 135 metres of frontage of Stuart Street to the east, approximately 170 metres of frontage on Talfourd Street to the south, and 121 metres of frontage on Crawford Street to the west. Given its expansive property frontage, the subject lands serve as a prominent feature within the neighbourhood and the Wellington Road streetscape.

The property is located within the Historic Commercial Shopping district of the Mitton Village, a predominately lower-rise residential and convenience commercial neighbourhood east of downtown Sarnia, with pockets of high-rise buildings dispersed throughout the surrounding community.

With respect to the existing uses on the subject lands, the northern portion of the property contains a three-storey stone and brick school building (SCITS) that was constructed in 1922, with a north-facing entryway that was added in 1966. The single-storey addition on the south side of the building was constructed in phases, with the central portion constructed in 1960, the east wing constructed in 1962, and the west wing constructed in 1968 (See Figure 2 and Figure 3).

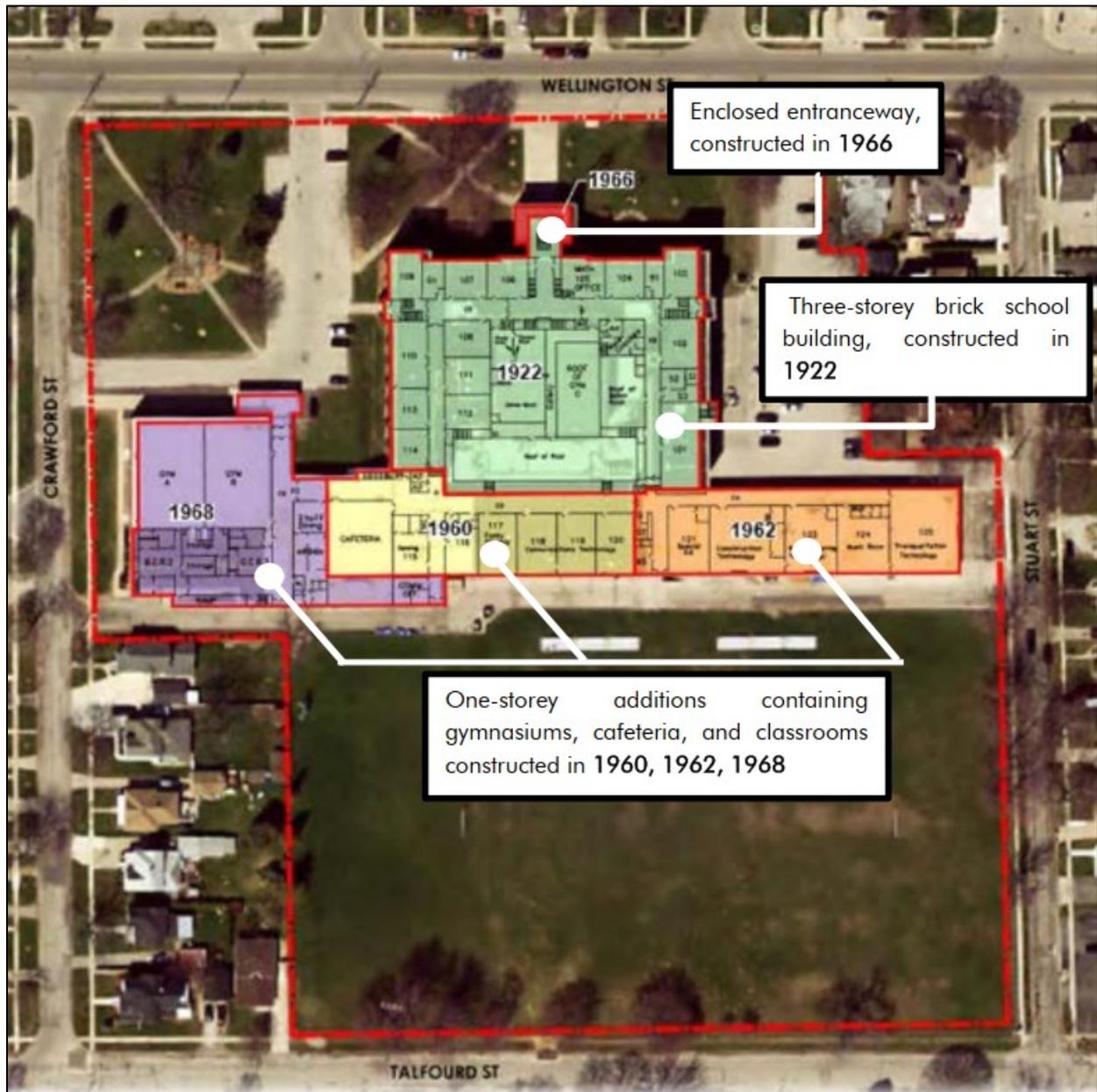
Figure 2 | Aerial View of Subject Lands



Source: Mohit Gupta, Captured 2021

According to the Cultural Heritage Evaluation Report prepared by MHBC (2024) for the subject lands, the original school building has been constructed in the Edwardian/Art Deco architectural style, with brown brick walls, white stone detailing, and black-trim windows.

Figure 3 | SCITS Building Phases



Source: Cultural Heritage Evaluation Report and Contingency Study, SCITS, MHBC (2024)

The SCITS building has been a central hub of the Mitton Village (and wider Sarnia) community since it opened in 1922. The above-mentioned additions were constructed in the 1960s to accommodate growing enrollment due to the “baby boom” generation, but by the mid-2010s the school was facing declining enrollment and mounting capital costs. In May 2016, the Lambton Kent District School Board (‘LKDSB’) voted to close SCITS and endorsed a plan for St. Clair Secondary School students to temporarily move into the building in the 2016-17 school year (while renovations were

underway at St. Clair).¹ SCITS ultimately closed its doors in 2019 and sat vacant for two years. The Province required that the LKDSB provide a six-month window for public-sector institutions to bid on the property, but no offers were received.² LKDSB received approval from the Province to list the subject lands on the open market in February 2021.³ Our client's bid to purchase the property was successful, and the sale closed on September 30, 2021.⁴

The school building's parking lot is located to the east and west of the SCITS building. The existing parking lot on the northeast side of the site can accommodate approximately 66 vehicles, and the existing parking lot on the northwest side of the site can accommodate approximately 37 vehicles, for a total of 103 parking spaces.

A parkette is located at the northwest corner of the property and contains several benches, a pergola, and several trees. Although a plaque in this area notes that "this park" was dedicated in June 1988 by the students and staff of SCITS, this area was never legally severed from the main SCITS property and assumed by the City of Sarnia as parkland. It remains under private ownership.

The southerly portion of the property, south of the building, is a vacant grass field formally used as the SCITS sports field, with frontage on Talfourd Street. The field is enclosed by a chain-link fence along Talfourd Street, Stuart Street, and the eastern property line abutting single-detached dwellings along Crawford Street.

1.4 Spatial Analysis

A regional spatial analysis was conducted around the subject lands at a 400-metre and 800-metre radii (5-minute and 10-minute walking distance, respectively), as illustrated in Figure 4.

The subject lands are located within a 400m (5-minute walk) to the Mitton Village Commercial Centre, and an 800m (10-minute walk) of Downtown Sarnia. The Downtown Transit terminal (located adjacent to the downtown Bayside Shopping Centre) provides transit connections across the city and to other major commercial centres in Sarnia. There are also several public parks within a ten-minute walk of the subject lands, including Rainbow Park to the west along the St. Clair River and Tecumseh Park to the southeast. The site is within walking distance of many community centres and public facilities, including the Sarnia Library, the Sarnia Arena and Community Centre, and the Lochiel Kiwanis Community Centre.

¹ 2016, May 11. Trustees vote to close SCITS and consolidate at St. Clair. Blackburn News. <https://blackburnnews.com/sarnia/sarnia-news/2016/05/11/trustees-vote-close-scits-consolidate-st-clair/>

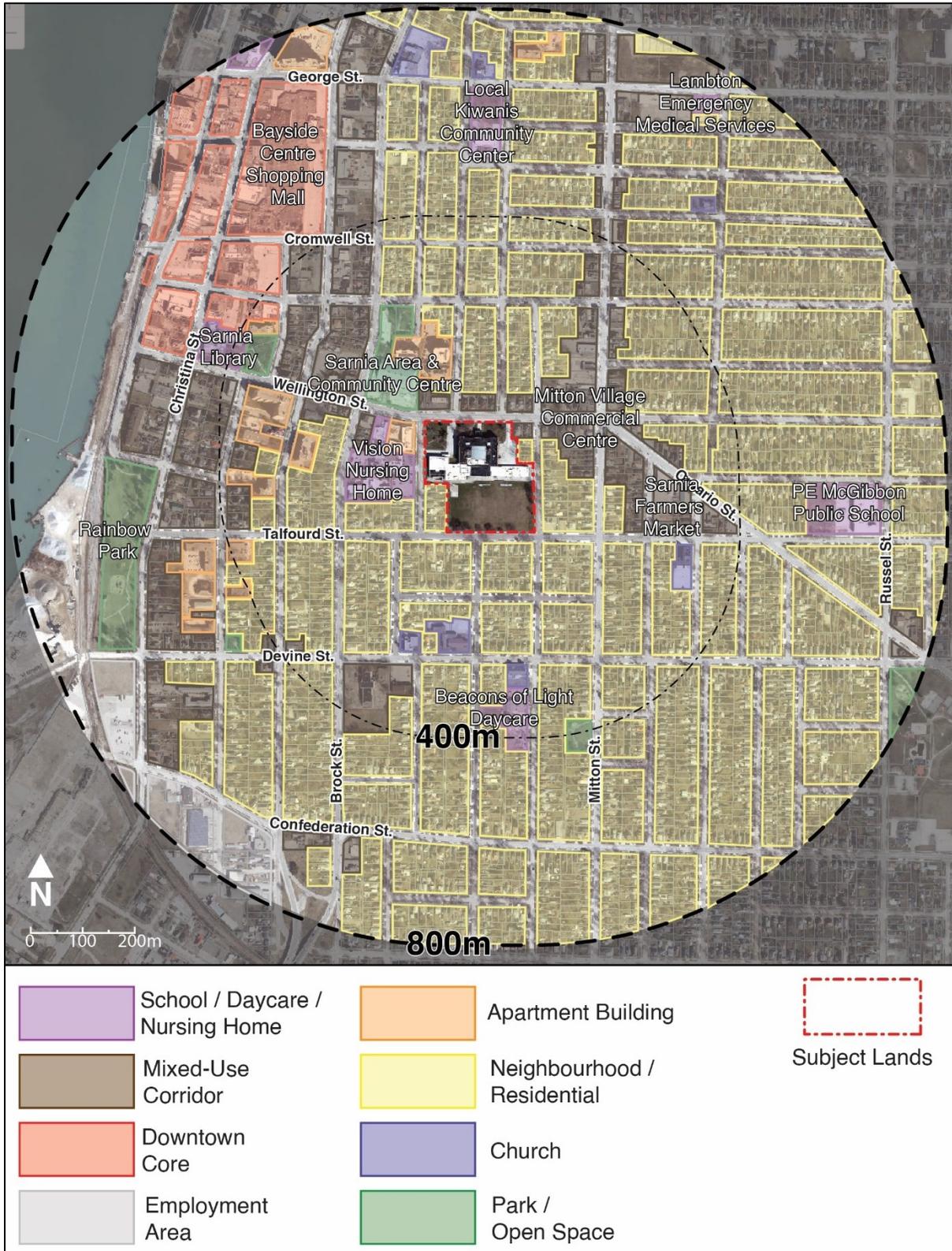
² 2020, November 26. SCITS building going up for sale, pending provincial approval. The Sarnia Observer. <https://www.theobserver.ca/news/local-news/scits-building-going-up-for-sale-pending-provincial-approval>

³ 2021, February 19. Former SCITS site up for sale on open market. Blackburn News.

<https://blackburnnews.com/sarnia/sarnia-news/2021/02/19/former-scits-site-sale-open-market/>

⁴ 2021, September 3. Toronto-area developer announces plans for Sarnia's SCITS building. The Sarnia Observer. <https://www.theobserver.ca/news/local-news/toronto-area-developer-announces-plans-for-sarnias-scits-building>

Figure 4 | Regional Analysis at 800 metres of the Subject Lands



Source: Monteith Brown Planning Consultants, 2024

Single-detached dwellings and office conversions are located to the north of Wellington Street, facing the SCITS building, including a small optometrist clinic, Real Estate Office, and Bridal Shop. The Pat Stapleton Arena (and Community Centre) is located to the northwest of the subject lands, at the intersection of Wellington Street and Brock Street South, with Avondale Park and three apartment buildings (5 to 8 storeys in height) located further to the north within the same block.

Vision Nursing Home buildings and associated surface parking lots occupy a significant portion of the block located to the west of the subject lands and Crawford Street. The four-storey 'Wellington Flats' building is sited at the southwest corner of the Crawford Street and Wellington Street intersection. A surface parking lot located to the south of Wellington Flats separates the two- and three-storey Vision Nursing Home buildings from Crawford Street. A ten-storey apartment building is located approximately 350 metres to the west of the subject lands, at 175 Wellington Street.

The lands to the south of the subject lands and Talfourd Street are predominantly comprised of single detached dwellings facing the former sports field, with mature trees lining the streets.

The lands to the east of Stuart Street are comprised of a mix of small commercial properties and single detached dwellings. Small businesses are clustered along Wellington Street and Mitton Street South, including a chiropractor, several restaurants, a pet groomer, a tattoo parlour, gas station, and Shoppers Drug Mart. A hairdressing school and commercial printer are located at the northeast corner of Stuart Street and Talfourd Street, and the Sarnia Farmer's Market is located at the intersection of Ontario Street and Proctor Street, an approximately 4-minute (300m) walk from the subject lands.

The examination of the subject site's regional context provided above indicates that the area surrounding the proposed residential development is intended to be a mix of low-density, medium-density, and high-density residential uses, complemented by convenient commercial and public recreational opportunities.

1.5 Pre-Application Consultation

At the time of request for pre-application consultation on November 25, 2022, City of Sarnia Planning Staff were not undertaking in-person or virtual pre-application consultation meetings and instead providing only the Pre-Application Report, with opportunity to request a formal meeting if deemed necessary.

The Pre-Application Report, received January 13, 2023, is included as part of the complete application submission package, and the main discussion points from the City are summarized below.

It should be noted that, the request for pre-application consultation submitted to the City was based on a proposed full-build out scenario, which included the removal of

the rear one-storey addition to the SCITS building and a six-storey apartment building proposed to be located at the northwest corner of the site adjacent to the east of the Wellington Flats apartments (part of the Vision '74 Inc. nursing and rest home complex). In addition, a total of five (5) four-storey townhomes were previously proposed, as well as an uplift for the number of student residences and apartment units permitted within the existing building FROM 45 dwelling units or 230 student residence beds TO 75 dwelling units or 350 student residence beds to occupy the space previously allocated for the day care.

Since the request for pre-application consultation and the release of the Pre-Application Report from the City, the development plans have been scaled-back to maintain the existing one-storey SCITS addition as well as the current permitted number of student residents and apartment units within the existing SCITS building as an interim solution. As such, the proposal for the six-storey apartment building and one of the four-storey townhome buildings has been removed from this Phase. A full build out scenario, which includes these two buildings, would be subject to subsequent planning approvals through a Third Phase.

An informal Consultation Meeting was held with City Planning Staff on December 7th, 2023, to discuss the change in proposal.

Notwithstanding the above changes, through the Report, City Staff confirmed that an Official Plan Amendment, Zoning By-law Amendment, Site Plan Control, and Consent to Sever (for any land division) would be required to permit the proposed Phase II infill development project. The Pre-Application Report confirmed that the following items would be required for the submission of a complete application:

- Official Plan & Zoning By-law Amendment Application;
- Planning Justification Report;
- Conceptual Site Plan;
- Floor Plans;
- Architectural Elevations;
- Grading Plan;
- Functional Servicing Report;
- Stormwater Management ("SWM") Report / Brief;
- Transportation Impact Study and Parking Study;
- Geotechnical Report;
- Heritage Impact Statement;
- Urban Design Brief;
- Sun/Shadow Study; and,
- Community Engagement Strategy.

Further to the Pre-Application Report, the requirement for floor plans has been discussed with the City's Manager of Planning, Eric Hyatt, who advised that floor plans would be required as part of the Official Plan Amendment, Zoning By-law Amendment applications, if the floor plans demonstrate the location of required

commercial/non-residential uses as may be required by the planning framework. In this case, the commercial/non residential uses proposed have not been determined yet, and the policy under the Mixed-Use Corridor II designation does not prescribe policy requiring demonstrating the location of these uses. As such, it is proposed that any Floor Plans be provided at the time of Site Plan Approval, or at the time of a subsequent building permit application to allow for a specific commercial use.

In addition, with respect to the required Grading Plan, it is understood that the proponent's engineer, in consultation with the City's Manager of Development / Transportation, Alister Brown, confirmed that the grading plan will not be required at this stage of approvals, and instead be a requirement at the time of Site Plan Approval.

All remaining studies required as part of a complete application are included within this submission package.

2. DEVELOPMENT PROPOSAL

As previously discussed, following the completion of Phase I – which included obtaining planning approvals for the conversion and adaptive re-use of the historic Sarnia Collegiate Institute and Technical School (“SCITS”) as a private high school and student residence, our client is looking to advance Phase II of their development plans for the property, which includes advancing a comprehensive re-development proposal for the southerly vacant portion of the subject lands for higher-density, multiple-attached and apartment residential uses.

At the same time, the proponent is submitting applications for consent (to sever and creation of a new easement, submitted under separate cover) to sever the southerly vacant and proposed residential development lands from the northerly existing SCITS building lands. The purpose of the Consent to sever is to allow the two uses to function separately and to facilitate independent financing for construction purposes. As such, for the purposes of this Report, the existing SCITS lands are described as Parcel ‘A’, and the vacant residential development lands are described as Parcel ‘B’. Further, the purpose of the Consent for a new easement is to allow for shared access along the existing driveway, for both the retained Parcel ‘A’ and severed Parcel ‘B’, after the consent is finalized and registered. This easement will be registered on title.

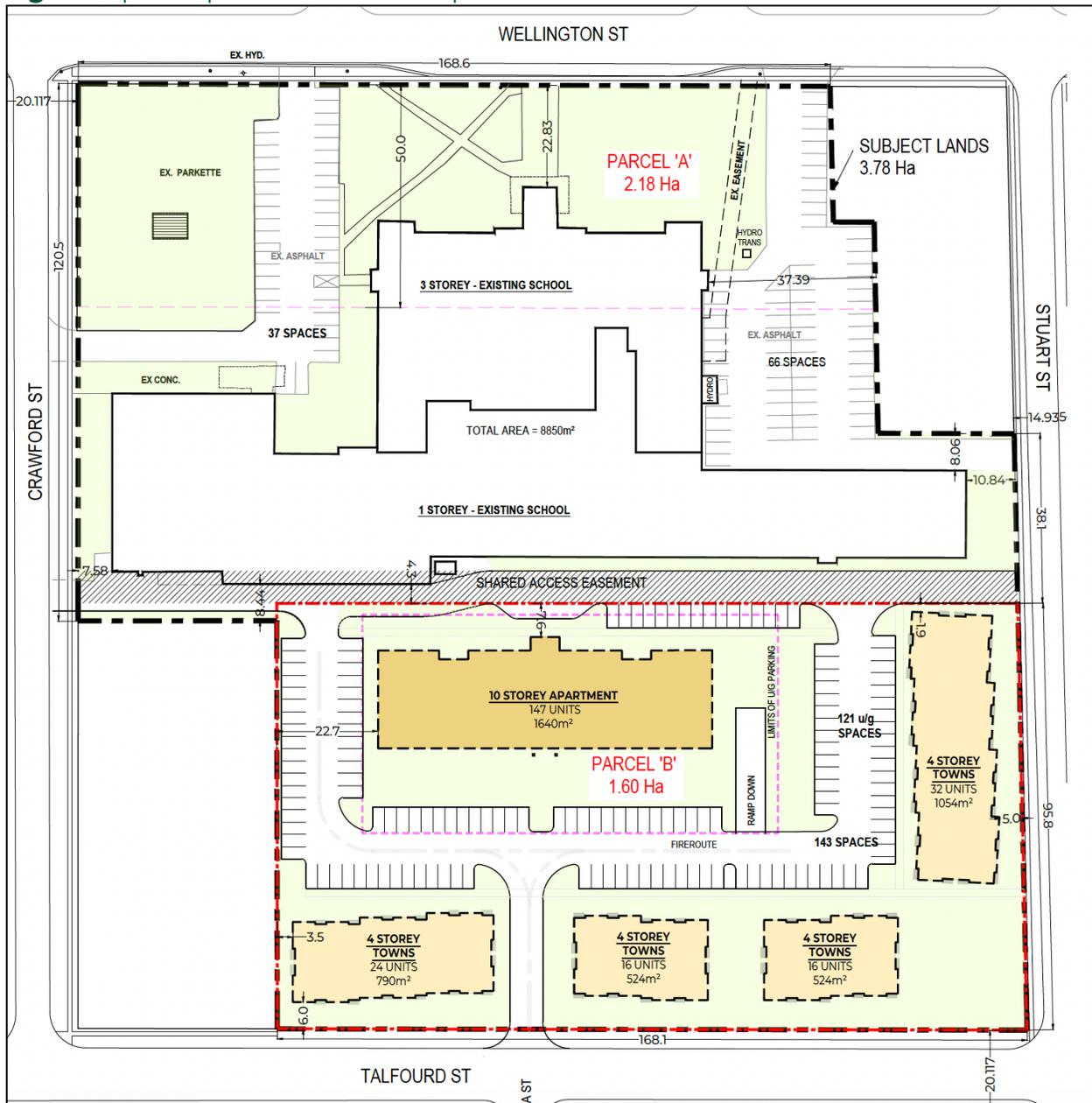
More specifically, Parcel ‘B’ is contemplated for four (4) four-storey townhome blocks along the Talfourd Street and Stuart Street intersections, providing a total of 88 residential dwelling units. The proposed towns have been sited along the existing street edge to create a pedestrian environment that is well defined and aesthetically pleasing that serves to animate the streetscape and transition the form of development from the street edge to the interior of the site. The proposed step-back of the fourth storey, as well as the variety of different building materials and articulation help reduce the overall massing of the towns and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the streets and internal to the site.

Central to Parcel ‘B’ is a proposed ten-storey apartment building, accommodating 147 dwelling units. The specific size and type of apartment units will be determined at the time of Site Plan Approval. Similarly to the towns, the proposed apartment building is planned to be stepped-backed above the 4th and 6th storeys, to alleviate intensity and reduce visual impact. The use of different materials and articulation will also assist in creating a pleasant pedestrian experience.

With respect to compatibility, it is acknowledged that compatibility is not meant to be inclusive to or the same as existing development, but instead meant to be considered consistent and in harmony with existing surrounding uses. That being said, the site is located within a ‘Strategic Growth Area’ of Mitton Village, surrounded by pockets of higher-density residential type uses including the Wellington Flats (5-storey) Apartment Building adjacent to the west, the Maplevue Manor (8-storey) apartment building north of the subject lands, and the Sandpiper Apartment (10-

storey) west of the subject lands. With this in mind, the proposed development of a high-rise residential apartment building is complementary of the building scale of the surrounding area, provides for the integration of this site with the abutting land uses, and, by positioning the building central to site, provides a suitable transition in scale and density for the medium-density towns proposed along the street frontages and the low-density single detached dwellings in proximity to the site. Site-Specific Policy and Provisions are proposed to be implemented through the Planning Applications to ensure minimum building setbacks are provided from each of the public roads.

Figure 5 | Excerpt of Formal Concept Plan



Source: MBPC, 2024

A total of 235 units are proposed for Parcel 'B' and will provide for a density of 147 units per hectare (post severance).

Further, a total of 264 parking spaces are proposed for the residential development, 143 spaces of which will be surface, internal to the site away from the street with appropriate screening to allow for an attractive public realm at the pedestrian scale. The remaining 121 parking spaces are proposed underground below the apartment building. Accordingly, a rate of 1.1 parking spaces per unit is proposed in recognition of the sites location proximate to the core and adjacent transit routes.

Access to proposed Parcel 'B' will be maintained via the existing laneway that bisects the existing SCITS building from the sports field on the subject lands, providing connection to Crawford Street to the west and Stuart Street to the east. It is anticipated that an access easement be applied to the lands associated with the existing laneway to allow for vehicular and pedestrian access to both properties once the lands are severed (See Figure 5, above). In addition, a new access is proposed to Talfourd Street to the south, to create a four-leg cross intersection with Emma Street.

An urban parkette is proposed in the south-easterly portion of Parcel 'B', at the Talfourd Street and Stuart Street intersection, to provide for outdoor amenity space, promoting active and passive recreation through publicly accessible parkland and amenity space, and to anchor the development to the intersection and serve as a focal point into the development. Private amenity space is also provided via individual unit balconies or first storey patio/garden terraces for the towns and apartment building.

With respect to the existing SCITS building (Parcel 'A') no changes to the existing building, parking, or landscape areas to the north of the building are proposed. It is further anticipated that any outdoor recreational space for students, if deemed necessary, may take advantage of the existing private open space north and east of the SCITS building. However, it is proposed that small-scale, complementary commercial uses be permitted within the existing building to support the new RSA operation. Further discussion on this permission is provided in the following sections.

Upon completion, the proposed development will be fully integrated into the neighbourhood, providing a mix of housing types, and based on the siting of the buildings, facilitates an appropriate transition in residential density for the surrounding land uses. The proposed higher density housing will also address housing attainability in a time of considerable housing demand and rising costs and provide for opportunities for aging-in-place in proximity to key soft services.

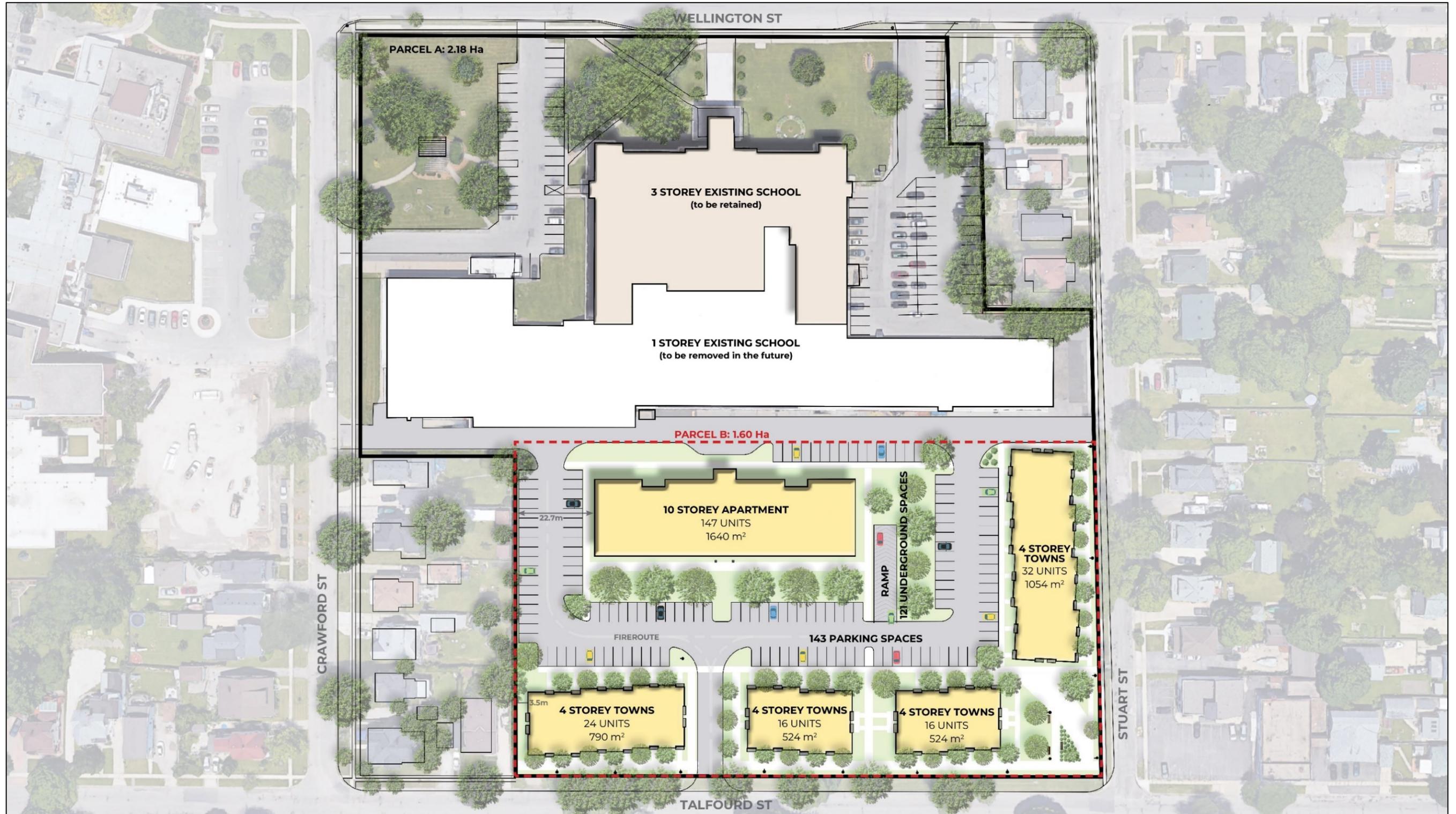
A conceptual site plan illustrating the proposed development, Conceptual Renderings and Conceptual Elevations are provided as Figure 6-12, below.

It is noted that the conceptual renderings and elevations have been prepared by Nicholson Sheffield Architects ("NSA") based on a "full build out" scenario – which includes the removal of one-storey, 1960s rear SCITS addition and the development of

a six-storey apartment building at the north-west portion of the site along the Wellington Street and Crawford Street intersection, as well as one additional four-storey town building along Stuart Street. At this time, the removal of one-storey, 1960s rear SCITS addition is not being contemplated. Therefore, the removal of the addition and the development of the six-storey apartment building and additional towns building do not form part of this application and shall be subject to future planning and development applications should a “full build out” scenario be contemplated (i.e., through a subsequent Phase III).

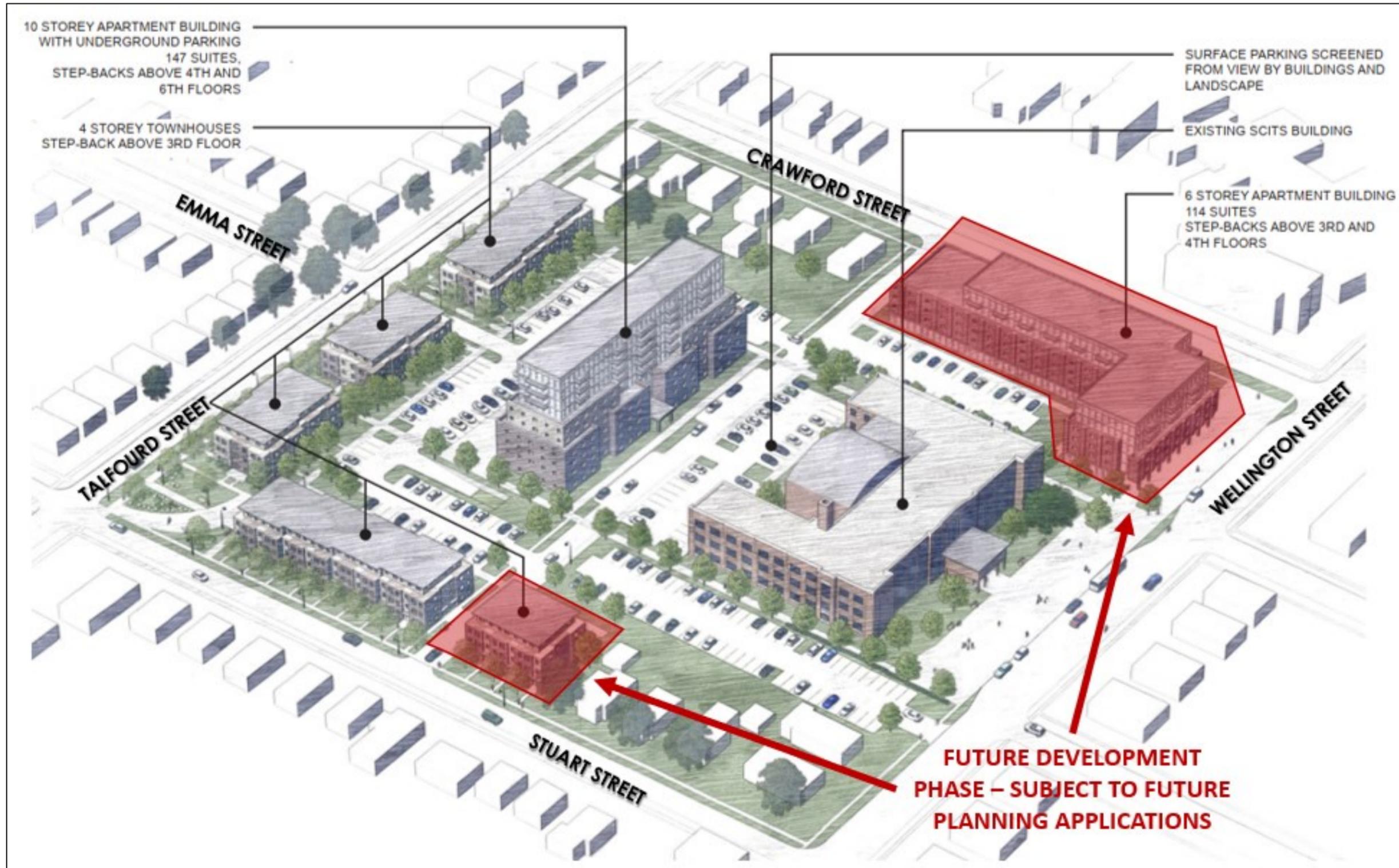
It is further noted that components to development such as, but not limited to, architectural design and treatment, landscaping, off-street parking, unit layout and composition, garbage and snow storage, and amenity features, may be refined through Site Plan Approval.

Figure 6 | Rendered Concept Plan



Source: MBPC, 2024

Figure 7 | Rendered Development Concept – Full Build Out Scenario



Source: NSA, 2022

Figure 8 | Rendered Pedestrian-Level Perspective, View Looking North from Talfourd Street



Source: NSA, 2022

Figure 9 | Rendered Pedestrian-Level Perspective, View Looking North from Emma Street



Source: NSA, 2022

Figure 10 | Rendered Pedestrian-Level Perspective, View Looking North-West at Parkette From Talfourd Street and Stuart Street Intersection



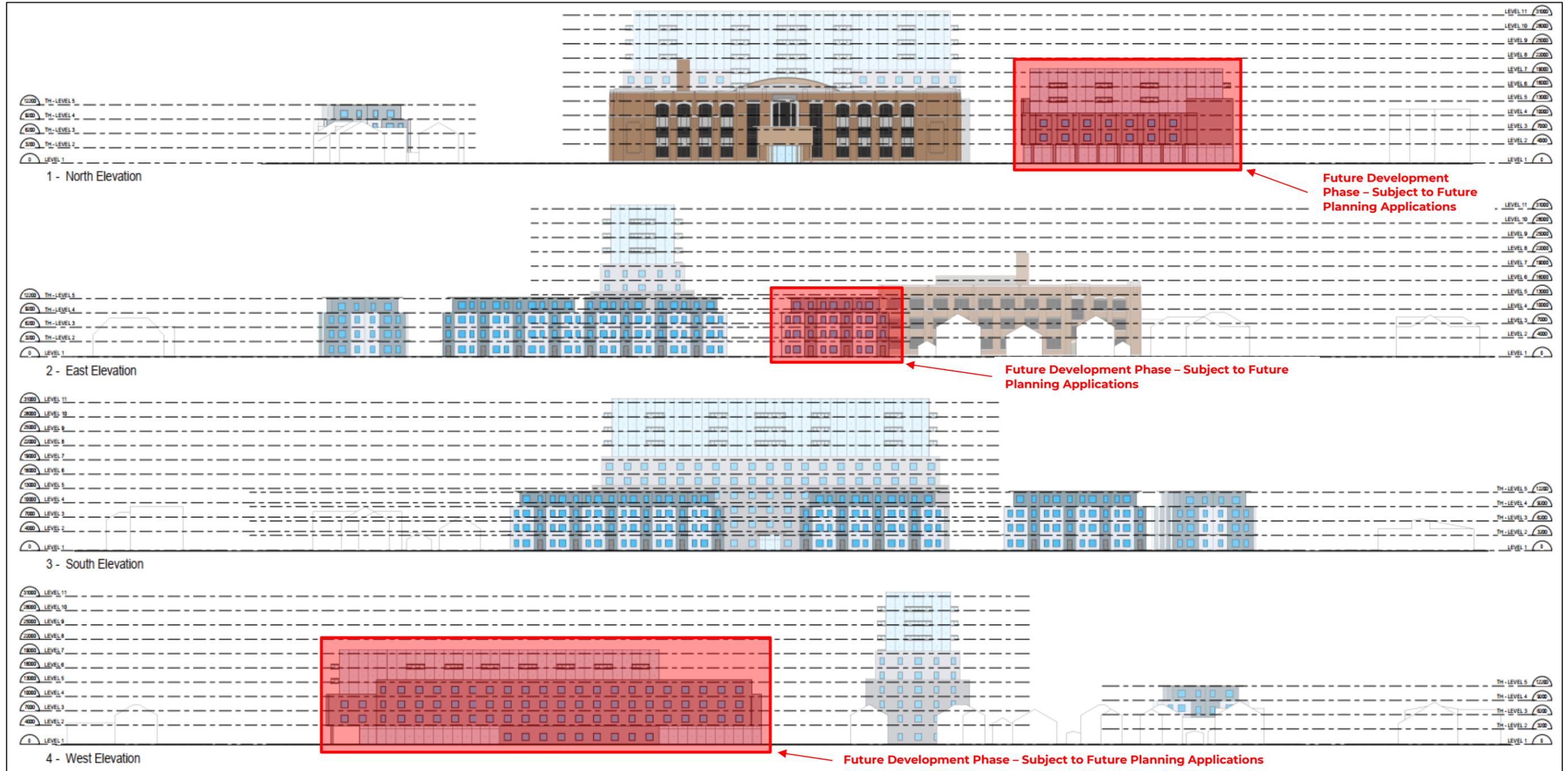
Source: NSA, 2022

Figure 11 | Rendered Pedestrian-Level Perspective, View Looking North-West from Stuart Street



Source: NSA, 2022

Figure 12 | North, East, South, and West Elevations



Source: NSA, 2022

3. BACKGROUND AND TECHNICAL STUDIES

3.1 Functional Servicing & SWM Report (B.M. Ross, 2024)

B.M. Ross and Associates Limited (BM Ross) has been retained to undertake a Functional Servicing Report (FSR) and a preliminary Stormwater Management Report (SWM) of the subject lands, in support of the proposed subdivision development. The report examines the proposed development plans and their functional serviceability, including requirements and proposed design works.

Water Servicing

The site is currently serviced with a 100mm watermain from Wellington Street and Forsyth Street to the existing SCITS building. A review was completed of potable water demands for the original building's maximum capacity of 1050 students compared to the proposed total occupant load of 330. In accordance with the average daily flow rates based on Ministry of the Environment, Conservation, and Parks (MECP) Guidelines, the proposed potable water demand is less than the original occupancy of the building, so the existing municipal services to the building are considered to be adequate to accommodate the proposed redevelopment, and no servicing improvements are required.

It should be noted that although the existing 100mm water service to the building is considered to be sufficient for the potable water demands, it would not be large enough to provide fire sprinkler system demands if required.

The existing water servicing to Parcel 'B' consists of an existing 150mm watermain from Talfourd Street along the west property line of the adjacent backing properties that services a private on-site hydrant on the shared service lane. It is recommended that this existing line be capped and abandoned, and the existing hydrant reconnected to the proposed 150mm watermain connection on the access laneway from Crawford Street so that it is part of the private isolated system.

The proposed 150mm watermain network through the site will supply service connections into the mechanical rooms of each of the four townhome blocks and the apartment building. In the mechanical rooms of each building, the incoming services shall be split to supply the fire sprinkler systems (as required), and then through bulk water meters to supply the potable water system for each building. The location and size of the services and meters will be determined during the design phase for the Site Plan and buildings.

Each building requiring a fire sprinkler system will be provided with a Fire Department Connection (FDC) on the exterior wall of the utility room adjacent to the principal entrance and the two on-site hydrants have been located to be within 45m of the FDCs. To be determined during the detailed design phase of the buildings per OBC.

Sanitary Servicing

A review was completed of sanitary demands for the original building's maximum capacity of 1050 students compared to the proposed total occupant load of 330. In accordance with the average daily sewage flow rates based on Ministry of the Environment, Conservation, and Parks (MECP) Guidelines, the proposed sewage flow rate is less than the original occupancy of the building, so the existing municipal services to the building are considered to be adequate to accommodate the proposed redevelopment, and no servicing improvements are required.

Sanitary servicing for the development will be by conventional 200mm diameter PVC gravity sewers with an outlet to the existing 450mm municipal sanitary gravity sewer on Talfourd Street by breaking into Ex.MH3. The 200mm sanitary sewer shall be extended into the site with individual 150mm sanitary services into each of the four townhome buildings and a 200mm service to the 10-storey apartment building. The final location of the services shall be determined during the design phase of the buildings.

Storm Drainage

For Parcel 'A', the existing lot grading and lot imperious coverage is consistent with the predevelopment to the post-development conditions. Therefore, no stormwater controls are required for Parcel 'A' as the current municipal system loading will not change.

Parcel 'B' is the existing sports field of SCITS and currently has overland drainage south to Talfourd Street and east to Stuart Street. Since the City has recently reconstructed Talfourd Street and Stuart Street in 2017 and 2021 respectively, it has been requested that the number of new connections be limited. The Stuart Street storm sewer is tributary to the Davis Street trunk storm sewer via Stuart Street. The east Talfourd Street catchment is tributary to the Devine Street trunk sewer via Emma Street and the west Talfourd Street catchment is also tributary to the Devine Street trunk sewer via Margaret Street.

Storm drainage within the proposed development will be by conventional gravity sewers, catchbasins, and manholes discharging to the existing storm sewer on Talfourd Street and Emma Street. The post-development stormwater runoff rates from the proposed development will be higher than the existing runoff calculated by the City of Sarnia during the storm sewer design of their reconstruction projects.

The proposed storm sewers will be provided individual connections to each building for rooftop and sump pump drainage. The final location and size of the services shall be determined during design of the final building plans.

Proposed Stormwater Management

As the development will increase the peak runoff, PCSWMM modeling software was used to model the 2yr and 100yr post-development stormwater runoff.

As the proposed development stormwater runoff is greater than the municipal system was designed for, the use of an undersized pipe as a flow restrictor from MH23 to Ex.4 is proposed (see drawing 01 in the FSR and Preliminary SWM report). This pipe was sized with the use of PCSWMM to accurately calculate the peak flow under the surcharged flow. A 250mm diameter pipe at 0.4% grade will have a maximum peak discharge of 152.38 L/s for the 2-year design storm and 158.07L/s for the 100-year design storm. The 100- year peak discharge is within 3% of the 2-year allowable peak discharge rate.

The 100-year event was modeled with parking lot storage with depths of 320mm in the deepest location to still allow passage during the 100-year storm. It should be noted that the final grading plan of the site will be completed during the detailed design to ensure that overland flow routes direct overflow to Municipal Streets before entering the ramp to the underground parking. Additional LIDs or rainwater capture techniques have not been incorporated into the conceptual design calculations; however, they may be utilized in the final stormwater strategy.

The proposed development outlet from Ex.4 is the existing 525mm diameter storm sewer on Emma Street. This existing storm sewer has a design capacity of 235.55 L/s. The combined existing baseline flow from Talfourd Street and the proposed development discharge is 259 L/s, which is greater than the capacity of the outlet sewer. However, existing Ex.4 is also a top-end maintenance hole for the 450mm diameter sewer that part of the proposed development site is tributary to. As the existing 525mm storm sewer on Emma Street surcharges, the existing 450mm storm sewer on Talfourd Street will act as an overflow, ensuring no backup onto the streets.

Utilities and Construction

Utility servicing of the development will consist of an underground primary and secondary hydro distribution system designed by the electrical consultant and Bluewater Power Distribution Corporation, communication infrastructure by Cogeco and Bell Canada, and natural gas servicing by Enbridge Gas.

The municipal servicing and parking lot construction aspects of the project will be constructed by a general contractor selected by the developer. General review of construction of the site servicing works shall be provided by B.M. Ross and Associates Limited.

A copy of the Functional Servicing & Stormwater Management Report is provided as part of the complete application package.

3.2 Geotechnical Investigation (LDS, 2023)

LDS Consultants Inc. (“LDS”) was retained to complete a geotechnical investigation, for the purpose of providing geotechnical comments and recommendations for the design and construction relating to the proposed re-development of the subject lands.

LDS carried out a field program consisting of a series of boreholes; seven (7) boreholes were advanced to depths ranging from 8.1 metres (26.5 feet) to 20.3 metres (66.5 feet) below existing grade. All boreholes were observed to be open and dry during the drilling activities, and no significant water-bearing layers were documented in the collected soil samples; therefore, no monitoring wells were installed at the site.

In general, soils observed in the boreholes consisted of topsoil/fill overlying interlayered deposits of silt, silt till and clayey silt. Shallow groundwater was not encountered within the open boreholes during drilling. However, localized wet seams were documented in the collected soil samples. A review of moisture content determinations carried out on select samples from the boreholes generally correspond with wet layering being associated with weathered soils, which is likely the result of surface water which has infiltrated through the topsoil cover, and into the weathered subgrade soils.

No discernable methane concentrations were recorded in the open boreholes.

A review of local well records available through the Ministry of Environment, Conservation, and Parks (MECP) concluded that there were no active water supply wells noted within the well records that are within close proximity to the site. Some water supply wells in the vicinity of the site have been abandoned, following access to municipal water supply/serving which is now available in the area.

The Geotechnical Report also provides geotechnical comments and recommendations to assist with the design and construction of the proposed development, including, but not limited to, site preparation (i.e., guidance for cut and fill operations), excess soils management, temporary excavations (i.e., maximum slope inclinations to provide stable excavation side slopes), groundwater control for construction dewatering, foundation design (i.e., soil bearing capacity), concrete slab construction and underground parking recommendations, elevator shaft recommendations, and site servicing.

A copy of the Geotechnical Assessment Report is provided as part of the complete application submission package.

3.3 Heritage Impact Assessment (MHBC, 2024)

MHBC Planning Ltd. (“MHBC”) was retained to complete a scoped Heritage Impact Statement (“HIS”) for the proposed Phase II re-development of the subject lands.

Previously, a Cultural Heritage Evaluation Report ('CHER') was completed for the City of Sarnia in 2019 for the subject lands. The property is 'listed' (non-designated) on the "Register of Sarnia Heritage Property" (2010) identified as having Cultural Heritage Value or Interest ("CHVI"). The CHER confirmed that the property has significant CHVI for its physical/ design, historical/ associative and contextual values.

Based on the assessment of the impacts to identified heritage attributes, the following impacts have been identified:

- Beneficial impact as a portion of the original SCITS will be retained and adaptively re-used which promotes long-term conservation;
- Potential impact of alteration due to the detachment of the one storey addition from the SCITS building if unsympathetic alterations are made as a result of demolition works;
- Potential impact of isolation if the new construction is unsympathetically designed in relation to the retained SCITS building and subsequently lacks appropriate integration causing isolation of identified heritage attributes;
- Negligible indirect obstruction of kinetic views travelling eastward along Wellington Street; and,
- Potential impact of land disturbances as it relates to demolition and construction activities that will occur in proximity of the retained SCITS building.

Based on the above noted impacts, it was determined that the adverse impacts identified are limited, and as such, alternative development options are not warranted contingent on the implementation of the following mitigation measures:

- Submission of a Conservation Plan which is consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, including a Temporary Protection Plan ("TPP"). It is recommended that a Conservation Plan be submitted prior to the removal of the one storey addition to the rear of the SCITS proposed to occur in Phase 2.
- Implement Design Guidelines in order to mitigate potential isolation; the guidelines will ensure that the SCITS maintains its presence as a landmark.
- Complete a Landscape Plan, to provide a buffer between the SCITS and surrounding development to create an appropriate context for the SCITS while cohesively integrating new buildings. The use of tree plantings and pedestrian pathways can allow for a well-circulated and presentable environment for the existing building onsite.

It is anticipated that the above-noted requirements be provided as part of the subsequently comprehensive Site Plan Approval Process.

A copy of the Heritage Impact Assessment Report is provided as part of the complete application submission package.

3.4 Sun/Shadow Impact Study (NSA, 2023)

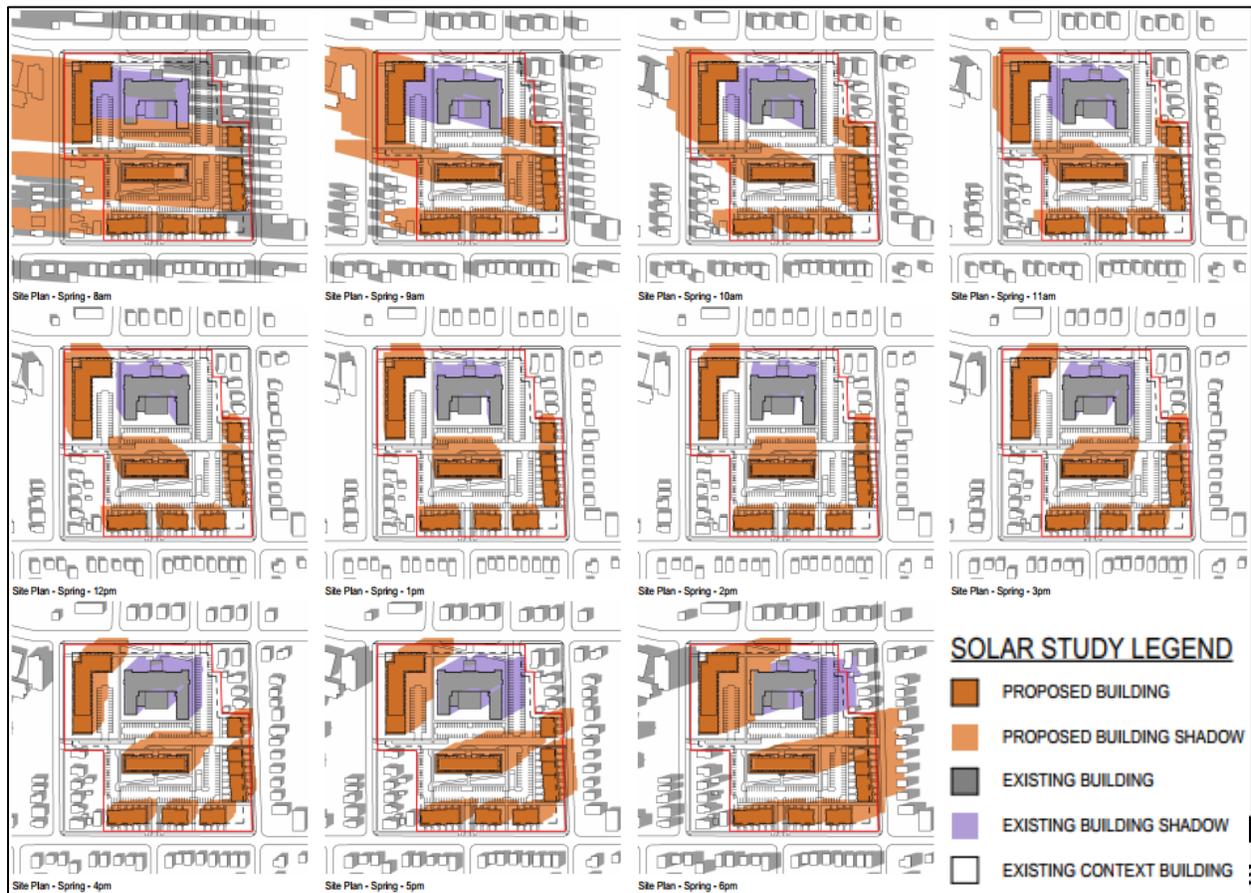
Nicholson Sheffield Architects Inc. (“NSA”) was retained to complete the Sun/Shadow Study for the proposed development, showing how the shadow cast from the proposed development may affect the surrounding area at the Spring Equinox, Summer Solstice, Fall Equinox, and Winter Solstice.

Below is a summary of the estimated shadow caused from the proposed buildings:

Spring Equinox

During the Spring Equinox, 8:00AM shadowing impacts are predominantly on the residential dwellings directly adjacent to the west along Crawford Street, which is minimized or largely eliminated by 10:00AM where shadowing crosses only within the parking areas of the proposed development. Shadowing impacts are presented again at 6:00PM and is anticipated to remain until the typical sunset hour (approximately 8:00PM). In this case, adjacent properties have full sun for the majority of the day.

Figure 13 | Excerpt of Spring Equinox Solar Study

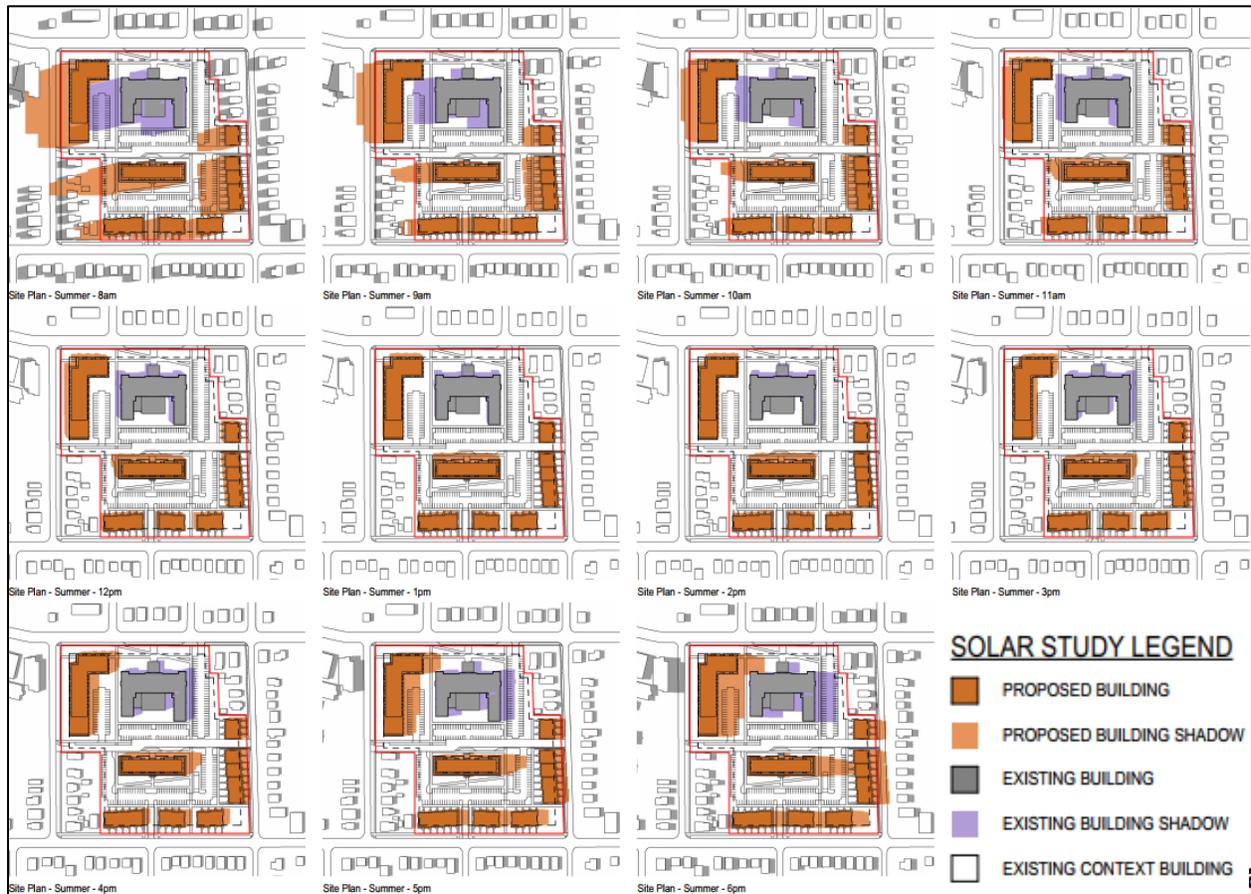


Source: Nicholson Sheffield Architects Inc., 2023

Summer Solstice

During the Summer Solstice, minimal shadowing impacts are present on four (4) of the residential dwellings directly adjacent along Crawford Street, which are minimized or largely eliminated by 10:00AM where shadowing crosses only within the parking areas of the proposed development. No other shadowing impacts are presented for the remainder of the day.

Figure 14 | Excerpt of Summer Solstice Solar Study

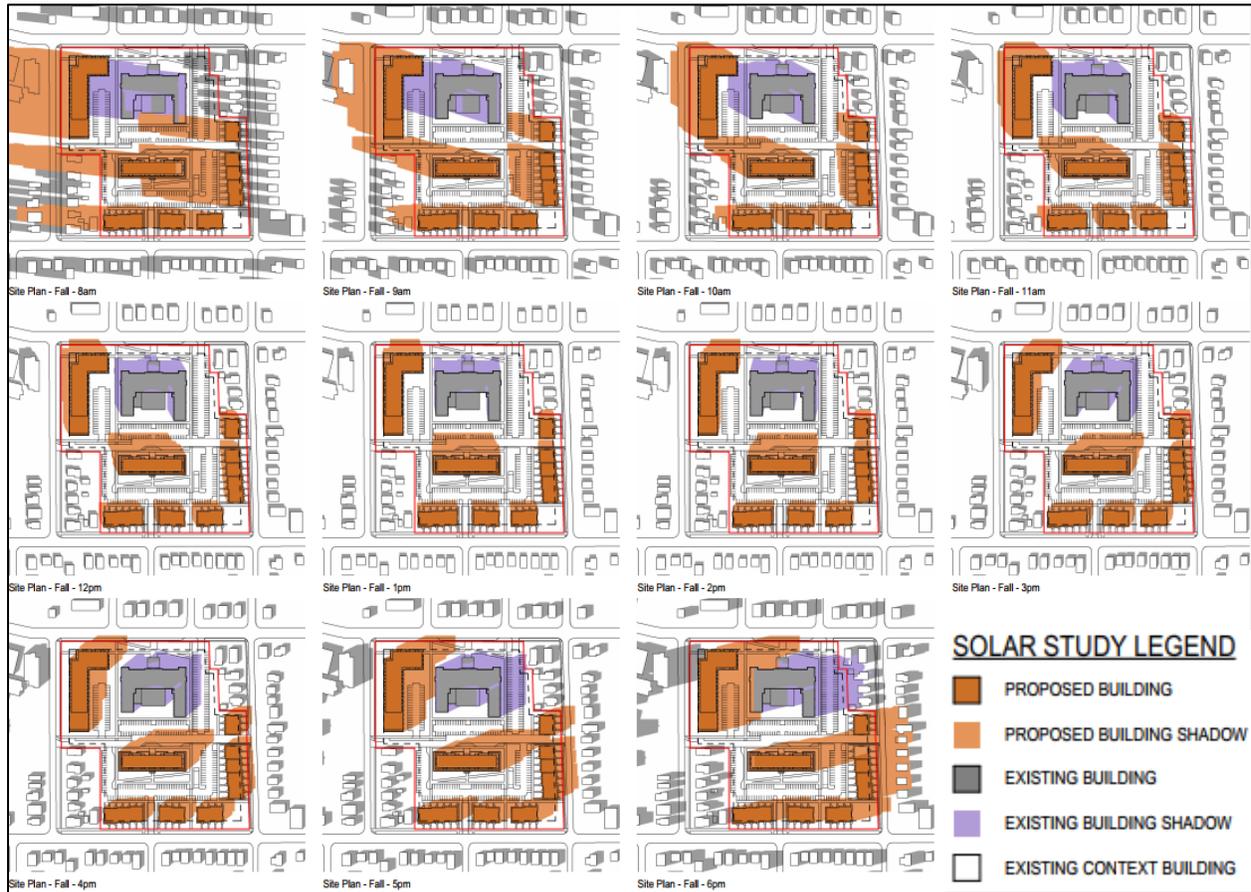


Source: Nicholson Sheffield Architects Inc., 2023

Fall Equinox

During the Fall Equinox, 8:00AM shadowing impacts are predominantly on the adjacent residential dwellings along Crawford Street, which is minimized or largely eliminated by 10:00AM where shadowing crosses only within the parking areas of the proposed development. Shadowing impacts from the four-storey towns begin to cross Stuart Street at 5:00PM but do not shadow the adjacent residential dwellings east of Stuart Street until 6:00PM, where it is anticipated to remain until the typical sunset hour (approximately 8:00PM). However, adjacent properties have full sun for the majority of the day.

Figure 15 | Excerpt of Fall Equinox Solar Study

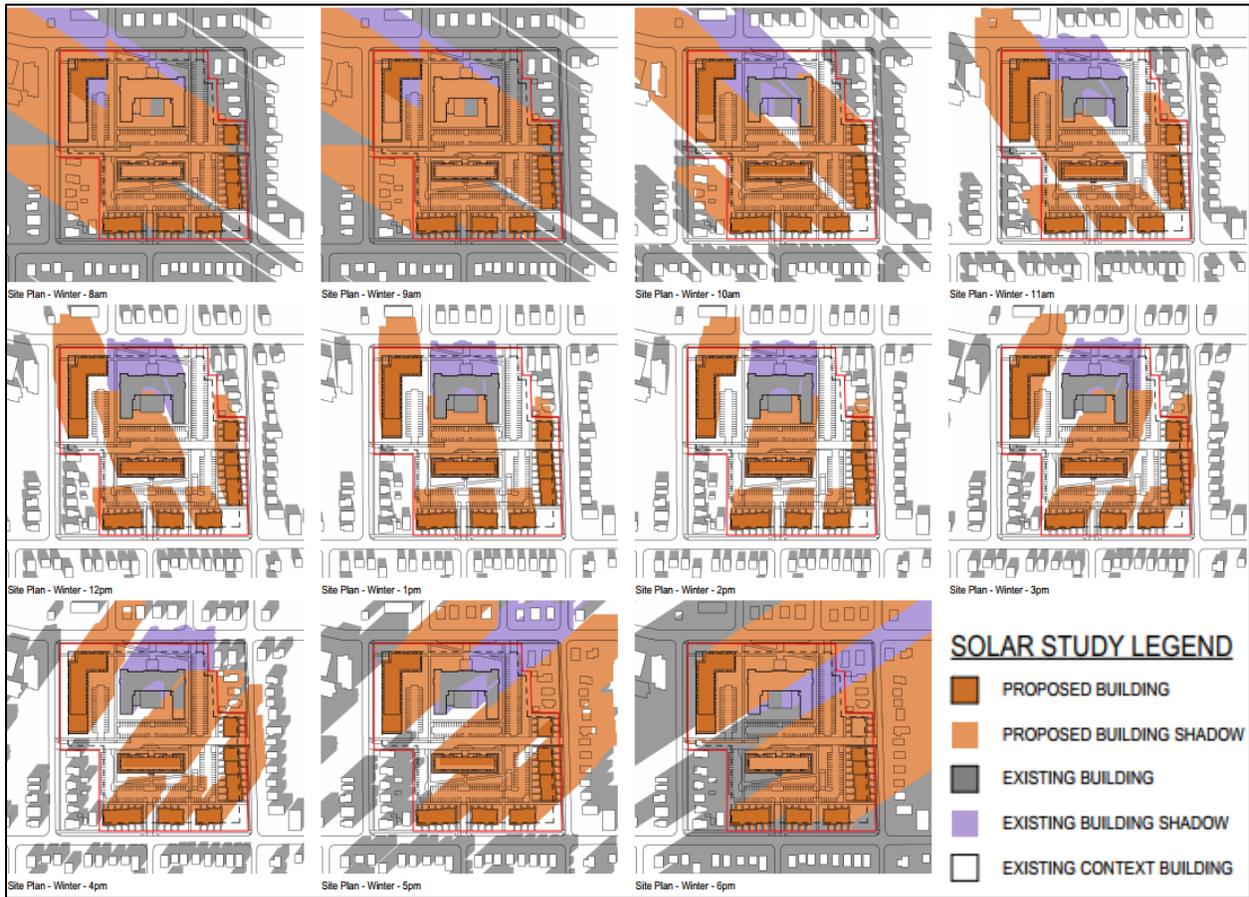


Source: Nicholson Sheffield Architects Inc., 2023

Winter Solstice

During the Winter Solstice, longer shadows are anticipated to be cast on residential dwellings directly adjacent along Crawford Street, however, impacts to these dwellings is largely eliminated by 11:00AM. Shadowing impacts from the apartment building are presented at 4:00PM on the dwellings directly north-east of the subject lands along Stuart Street, and continue until sunset (approximately 5:00PM). In this case, adjacent properties have full sun for the majority of the day.

Figure 16 | Excerpt of Winter Solstice Solar Study



Source: Nicholson Sheffield Architects Inc., 2023

In conclusion, the anticipated shadowing impacts to adjacent properties are limited and not anticipated to have adverse effects on the surrounding land uses, and properties are anticipated to have full sun for the majority of the day.

3.5 Traffic Impact Study & Parking Study (RC Spencer, 2024)

RC Spencer Associates Inc. (“RC Spencer”) was retained to complete a Traffic Impact Study, Sight Line Analysis, and Parking Study to identify transportation impacts, or lack thereof, associated with the proposed development on the subject lands. The study forecasted traffic volumes for the 2028 and 2033 horizon year and assessed traffic operations within the vicinity of the subject site for existing, future background, and future total traffic conditions.

Based on the traffic data collection and trip generation and distribution analysis undertaken, it was concluded that:

- The signalized intersections of the one-way streets, Vidal Street South and Brock Street South at Wellington Street, will continue to operate at good horizon levels of service;
- The northbound stop-controlled tee intersection of Crawford Street at Wellington Street will continue to operate at good levels of service in all horizon scenarios;
- The westerly and easterly tee intersection site accesses at Wellington Street will operate at good levels of service in all horizon scenarios;
- The northbound/southbound stop-controlled intersection of Stuart Street at Wellington Street will continue to operate at good levels of service in all horizon scenarios;
- The westerly and easterly site accesses at Wellington Street will operate at good levels of service in all horizon scenarios;
- The signalized five-legged intersection of Ontario Street / Mitton Street South at Wellington Street will continue to operate satisfactorily in all horizon scenarios;
- The eastbound/westbound stop-controlled intersections of the one-way streets, Vidal Street South and Brock Street at Talfourd Street, will continue to operate satisfactorily in all horizon scenarios;
- The southbound stop-controlled tee intersection of Crawford Street at Talfourd Street will continue to operate at good levels of service in all horizon scenarios;
- The new four-legged intersection of the southerly site accesses / Emma Street at Talfourd Street will operate at good levels of service in all horizon scenarios;
- The northbound / southbound stop-controlled intersection of Stuart Street at Talfourd Street will continue to operate at good levels of service in all horizon scenarios;
- The eastbound / eastbound stop-controlled intersection of Mitton Street South at Talfourd Street will continue to operate at good levels of service in all horizon scenarios;
- The sight lines at the proposed Talfourd Street site access are clear of potential obstructions; the proposed site access is safe for all-directional ingress/egress.

In addition, the parking study concluded that the proposed parking supply of 367 spaces should adequately accommodate the peak parking demand generated by the school, student residence, commercial area, and the 196 mid-rise residential units. Further, the proposed parking supply is consistent with provincial trends aimed at encouraging increased use of sustainable active transportation and transit options.

Based on the above-noted results of the technical works completed, it is RC Spencer's opinion that the proposed development will not adversely impact area traffic operations. Geometric and/or traffic control improvements are not required to accommodate the proposed redevelopment project.

A copy of the Traffic Impact Study Report is provided as part of the complete application submission package.

3.6 Public Consultation Strategy

As part of our client's commitment to the community and recognizing the importance of the SCITS building and property to the surrounding community and the City of Sarnia as a whole, the proponent and MBPC hosted a privately initiated community meeting in April 2024 prior to filing any planning applications for the property. Specifically, a Virtual Public Information Session was hosted by MBPC and the proponent on April 8th, 2024, from 6:00PM to 7:00PM using the video webinar attributes of Zoom.

The intent of the community meeting was to introduce the proposed re-development concept to the community before submitting any formal planning applications, and before the approval authority makes a decision on the Planning Applications, as well as to gather feedback, answer any questions and respond to any concerns regarding the development proposal.

Invitations were mailed out on March 25th, 2024, to all property addresses within 120 metres of the subject lands (the notification distance prescribed in the *Planning Act* for public meetings relating to Official Plan and/or Zoning By-law Amendments), using a mailing list provided by the City of Sarnia Planning Department. Invitations were also extended via email to the City's Planning and Development Manager, Eric Hyatt, on March 25th, 2024. It should be noted that eleven (11) mailed out invitations were returned by the postal service as a result of either vacant properties, incomplete addresses, or non-existent addresses.

The invitation provided a brief description of the proposed development, and a request to register for the meeting in advance through the webinar software. By requiring advanced registration, we were able to anticipate and plan for the number of attendees. We also provided direct contact information for the Project Lead, Mr. McGuffin, should people have questions or difficulty navigating the registration system. A total of nine (9) households registered; however, only two (2) persons attended the meeting.

At the Virtual Public Information Session, MBPC introduced the project team and the proposed development vision for the property, ran through a presentation on the details of the proposal and then provided opportunity for questions and comments from the attendees. A copy of the PowerPoint presentation from the meeting is provided as part of the complete application package.

Overall, there were **no objections** to the development proposal raised by the attendees. A question regarding recreational space for the private school was brought up, to which we responded would be explored at such time that registration numbers for the private school become available. Further, questions about the number of townhome units and the building start dates were raised. MBPC responded that, through this application, a total of 88 townhome units were proposed and that building start dates have not been determined at this time and are subject to a

number of factors (i.e., timing on Site Plan Approval and Building Permit); the development program would need to be explored with the proponent.

Our project team received positive comments from the members of the community that were in attendance, including that the development vision and proposal for the site is "*a good plan*".

A copy of the consolidated Community Engagement Session Materials, which includes the mailed invitation, mailing list, registrations, presentation, and meeting notes, are provided in Appendix 'I' of this Report.

4. PLANNING FRAMEWORK AND ANALYSIS

The following section will provide an overview and analysis of the existing planning framework, identify the key policies and by-laws that relate to the subject lands, and discuss the Official Plan and Zoning By-law Amendments required to permit the proposed development.

4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (“PPS”) provides policy direction on matters of provincial interest related to land use planning and development. Any decision by a planning authority that requires approval under the Planning Act “*shall be consistent with*” policy statements issued under the Act. The PPS is intended “*to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together*” (Part III).

The proposed planning approvals will facilitate infill residential development and intensification on full municipal services, within the City’s Urban Growth Boundary and within walking distance of major public transit and active transportation routes and in proximity to everyday commercial uses, in a manner that is supported by PPS policies which seek to:

- Direct growth and development to existing settlement areas (Policy 1.1.3.1);
- Provide for land use patterns based on densities and a mix of uses that:
 - efficiently use land and resources;
 - are appropriate for, and efficiently use, the infrastructure and public services which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - support active transportation;
 - are transit-supportive; and,
 - Support a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2);

The proposed development will contribute to achieving targets for intensification and redevelopment within the City’s built-up and strategic growth area, consistent with Policy 1.1.3.5. Surrounded by existing urban development to the north, south, and west, the proposed development constitutes residential infill and intensification through the redevelopment of the southerly portion of the subject lands, which is currently vacant. As defined in the PPS, “Residential intensification” means, “*intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:*

- 1) *redevelopment, including the redevelopment of brownfield sites;*

- 2) *the development of vacant or underutilized lots within previously developed areas;*
- 3) *infill development;*
- 4) *development and introduction of new housing options within previously developed areas;*
- 5) *the conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,*
- 6) *the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other housing options.*

The proposed development will also provide for market-based units, however at a greater density, to meet projected attainable housing needs of current and future residents, and will be consistent with the housing policies of the PPS which seek to:

- Permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current, as well as all forms of residential intensification and redevelopment;
- Direct new housing towards locations where appropriate levels of infrastructure is, or will be, available to support current and projected needs;
- Promote densities that contributes to the efficient use of land, resources, infrastructure, as well as public transit and active transportation; and,
- Provide for residential intensification in a compact urban form that minimizes the cost of housing, while maintaining appropriate levels of health and safety (Policy 1.4.3).

In addition, the preservation of the existing SCITS Building is consistent with the PPS direction that “*significant built heritage resources [...] shall be conserved*” (Policy 2.6.1). As previously discussed, the Heritage Evaluation Report prepared by MHBC (2024) identified that the long-term conservation of the building could be supported through “*adaptive re-use*”, as has been approved through the Phase I planning applications, and as is proposed to be maintained through the Phase II planning applications – with the addition of complementary, small-scale commercial uses to support the RSA operation. Our client is not proposing to make any significant changes to the exterior of the original three-storey building, and all significant heritage features remain unaltered through the proposed re-development process.

As there are no natural heritage features or archaeological potential on the subject lands, the proposed development is in keeping with Policy 2.1.1 and 2.6.2 of the PPS.

Based on the above analysis, the proposed amendments are consistent with the PPS.

New Changes to the Provincial Policy Statement (2024)

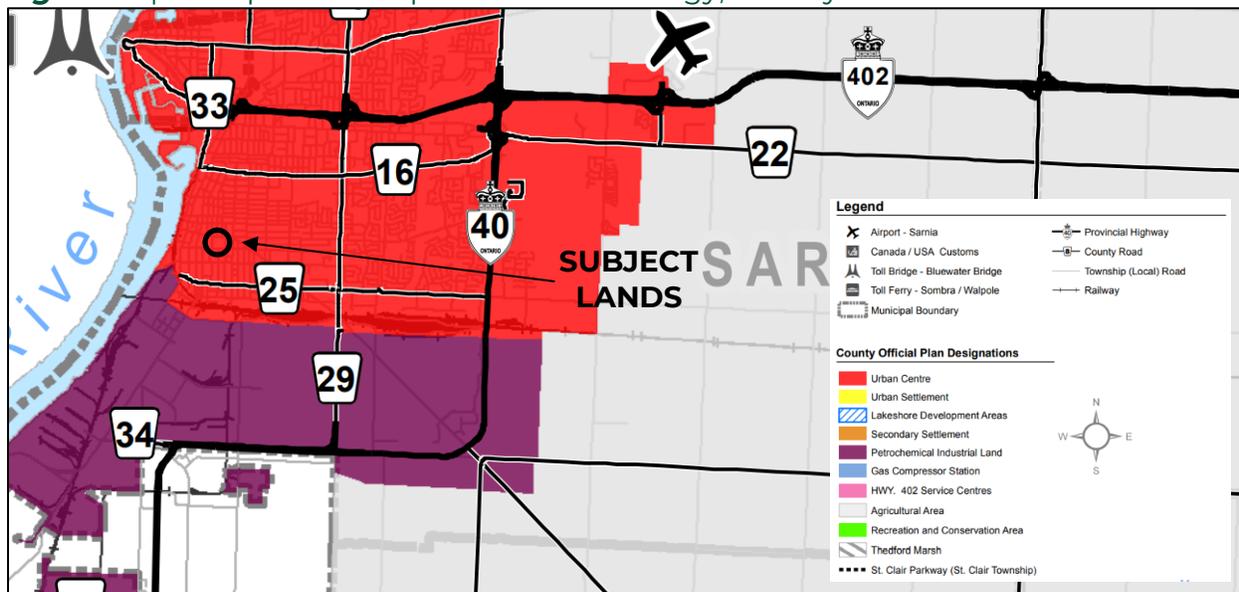
A Draft copy of the Proposed Provincial Policy Statement, 2024 (“new PPS”), was released by the Province on April 10, 2024. At the time of preparing this Planning

Justification Report, the final approved new PPS has not been released. Notwithstanding this, the proposed development is capable of maintaining constancy with the new PPS by providing for an appropriate range and mix of housing options and densities through infill and intensification (Policy 2.2.1, 2.4.1.2), within the City’s Settlement Area and Strategic Growth Area (Policy 2.3.1.1, 2.4.1.1), that is transit-supportive and support active transportation (Policy 2.3.1.2), on full municipal services (Policy 3.6.2), and protects and maintains the cultural heritage associated with the existing SCITS building (Policy 4.6).

4.2 County of Lambton Official Plan

Land-use planning in Lambton County is organized within a two-tier system. The Lambton County Official Plan (‘County OP’) provides the general policy framework to guide decision-making on land-use planning and development matters in the County, with more specific policies implemented at the municipal level through local official plans, such as the City of Sarnia Official Plan (s.s. 1.3). In general, the County OP promotes improvements to quality of life in the County (including the provision of housing and the preservation of cultural heritage features and assets), as well as “*patterns of new development which minimize disruption and protect the identity of existing communities*” (s. 2).

Figure 17 | Excerpt from Map 1 – Growth Strategy, County of Lambton Official Plan



Source: County of Lambton Official Plan

Map ‘1’ of the Lambton County Official Plan designates the subject lands (along with the vast majority of the City of Sarnia) as an ‘Urban Centre’ (see Figure 17, above). A wide range of residential, institutional, commercial, and industrial uses are located within ‘Urban Centres’, with specific development policies provided through local official plans (s.s. 3.2.2, 3.3.1). The proposed development directs growth to an Urban Centre, on full municipal services, and within the Settlement Boundary (S. 3).

The proposed development conforms to the County OP directive to promote patterns of development that “*minimize disruption to existing and planned residential uses, protect the physical character and vitality of established neighbourhoods and communities, and to conserve cultural and natural heritage features and resources*” (s.s. 2.1.5). The existing historic SCITS building is a landmark within the Mitton Village neighbourhood, and the proposed planning approvals will continue to allow the former school to be conserved and revitalized as the new RSA, through “*adaptive re-use*” supported by the Heritage Impact Assessment completed by MHBC (2024).

The proposed higher-density residential uses proposed for the southerly portion of the site are consistent with and are complementary of the surrounding residential use, form, and scale, most notably the Wellington Flats 5-storey Apartment Building adjacent to the west, the 8-storey apartment building (Mapleview Manor at 125 College Avenue South; 120 metres north of subject lands), and the 10-storey apartment building (Sandpiper Apartments at 175 Wellington Street; 275 metres west of subject lands).

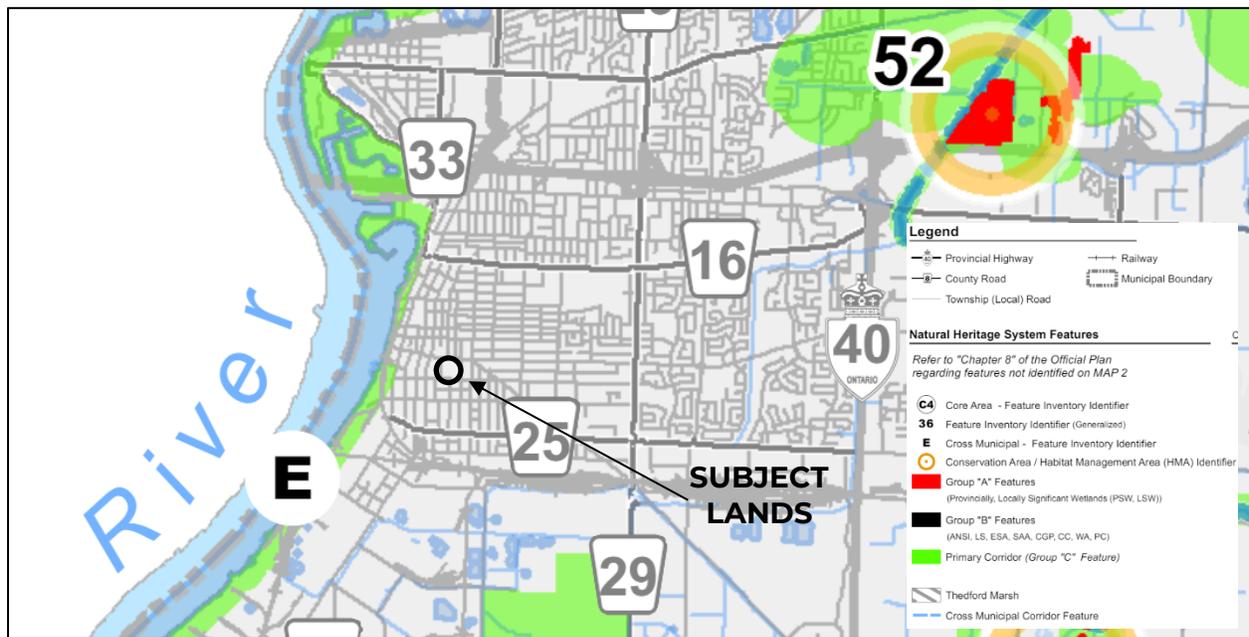
The adaptive re-use of the existing SCITS buildings into the new RSA, similar to the former use of the building as a public high school, with the additional permissions for small-scale, complementary commercial uses, will serve to promote the County’s image as “*an educational centre of excellence*” (s.s. 2.1.11).

The proposed development conforms to Section 2.1 (Improving Quality of Life) of the County OP, locating new development within the existing centres and built-up area to maximize use of existing and future public facilities and services, including education, recreation, health care, social services, cultural activities, and physical infrastructure (s.s. 2.1.6).

The proposed development also conforms to Section 2.3 (Housing) of the County OP, by contributing to the County’s adequate supply of housing and providing for a mix and range of housing forms, types, sizes, and tenure to meet local and County housing needs. Further, the proposed development provides the opportunity for the intensification of housing by way of redevelopment of a site not previously used (or underutilized) for residential purposes and takes into consideration the County’s OP policies which encourage medium-density and apartment housing developments as part of their intensification strategy (s.s. 2.3.9, 2.3.12, 2.8.5).

There are no Natural Heritage Features identified on or adjacent to the subject lands, as shown on ‘Map 2 – Natural Heritage System’ (see Figure 18).

Figure 18 | Excerpt from Map 2 – Natural Heritage System, County of Lambton Official Plan



Source: County of Lambton Official Plan

It is the policy of the County Official Plan that detailed land use policies and designations will be detailed through local municipal official plans (s.s. 1.4).

As the lands proposed to be developed are located within an 'Urban Centre' and the proposed development conforms to the County OP, no amendment to the County OP is required.

4.3 City of Sarnia Official Plan

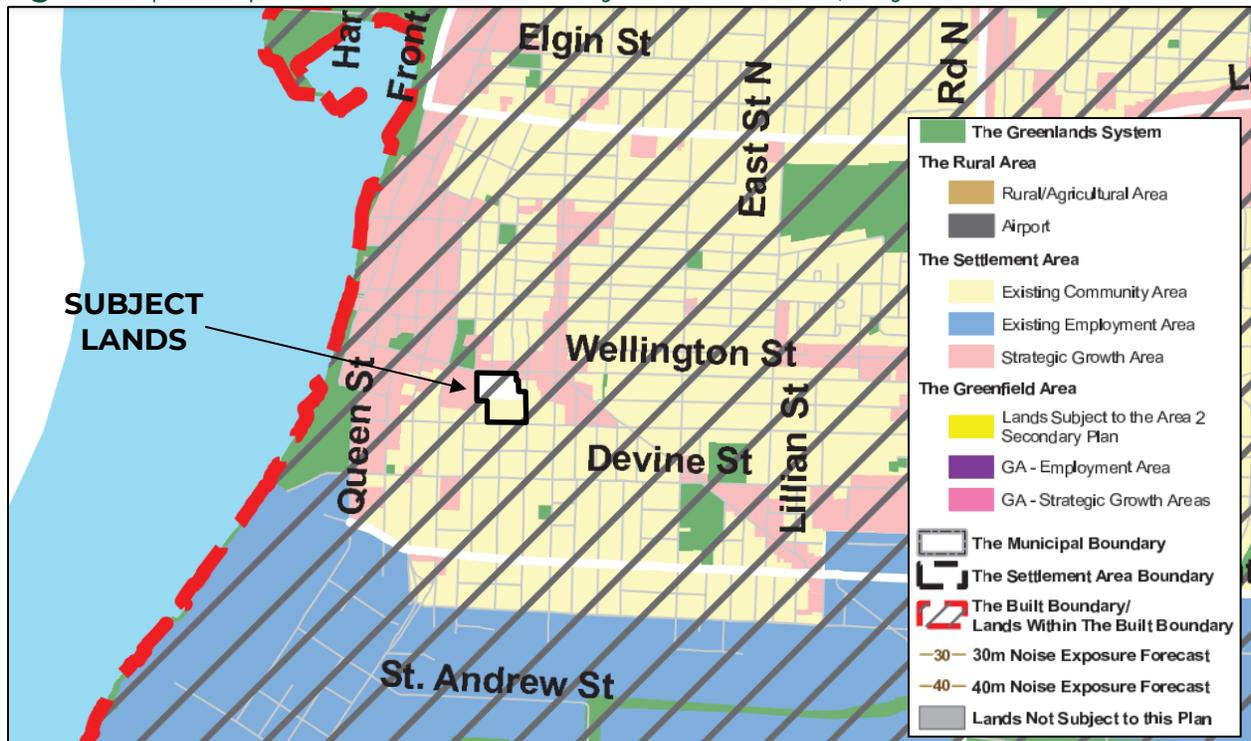
On July 25, 2022, Sarnia City Council adopted the new City of Sarnia Official Plan ("City OP") through By-law 83 of 2022. The new City OP provides a comprehensive framework to guide decision making about future growth and development to the year 2046. The plan is intended to conform with the County of Lambton Official Plan, be consistent with the Provincial Policy Statement and have regard to matters of provincial interest. The County of Lambton – as the approval authority – approved the City OP on December 28, 2022.

Notwithstanding the County's approval of the Official Plan, a number of site-specific appeals remain, including a City-initiated appeal for the subject lands. More specifically, at the time of the adoption of the Official Plan, a decision rendered on OPA no. 42, privately initiated by MBPC for the proponent for Phase I, had not yet become final and binding. As a result, the changes through OPA No. 42 were not captured.

Subsequently, the approval authority of the City's new Official Plan, the County of Lambton, in rendering their decision, did not direct modifications to the plan to

implement these changes. As such, as of March 13, 2024, via letter (submitted as part of the complete application submission package), the City had advised the proponent that they have filed an appeal to the approval authority's decision with respect to these technical changes. The City proposes changing the designation within the Official Plan on the subject lands from 'Major Institution' (See Figure 20) to 'Mixed-Use Corridor II' on Schedule 2 – Land Use Plan to implement the permissions granted through the Phase I applications. In addition, the City suggests that Schedule 1 would be updated to reflect the 'Strategic Growth Area', whereas it currently shows 'Existing Community Area' (See Figure 19) (the northerly portion is not delineated within the 'Existing Community Area', however, per discussions with the City, it was confirmed that this is a mapping error, and the subject lands should form part of the 'Existing Community Area' designation).

Figure 19 | Excerpt from Schedule '1' – City Structure Plan, City of Sarnia Official Plan



Source: City of Sarnia Official Plan

Schedule '1' (City Structure Plan) identifies the high-level urban structure of the City for the purposes of managing growth, and conceptually identifies the urban structure of the City as it evolves into this century. Lands designated 'Strategic Growth Area' (as proposed by the City), are expected to intensify over time and include mixture of residential, retail and service commercial uses as well as offices. The Strategic Growth Areas are to be the focus for intensification and are to accommodate mixed-use forms of development that include a mixture of uses within each Designation, a mixture of uses on individual development blocks and a mixture of uses within buildings (s.s. 5.3a).

Figure 20 | Excerpt from Schedule '2' – Land Use Plan, City of Sarnia Official Plan



Source: City of Sarnia Official Plan

Further, Schedule '2' (Land Use Plan) articulates the City Structure Plan through the identification of more detailed land use designations and associated policy framework. Lands designated 'Mixed-Use Corridor II' (as proposed by the City), are destinations for surrounding neighbourhoods which provide opportunities for creating vibrant, pedestrian and transit-oriented places through residential intensification, infill, and redevelopment (s.s. 5.3.3.1). The Mixed-Use Corridor permits a range of uses, within low-rise and mid-rise buildings, including but not limited to: retail and service commercial uses; restaurants; artisan studios and maker spaces; hotels; office uses; cultural, entertainment, and recreational uses; public service facilities; institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship; day care facilities; and residential apartments and townhouses (s.s. 5.3.3.2).

There are no natural heritage features delineated on or in proximity to the subject lands, as illustrated on Schedule '3' (Natural Heritage System) of the City OP (See Figure 21, below).

Figure 21 | Excerpt from Schedule '3' – Natural Heritage System, City of Sarnia Official Plan



Source: City of Sarnia Official Plan

Proposed Official Plan Amendment

To permit the proposed development on the southerly portion of the subject lands, an amendment to the City of Sarnia’s Official Plan is required, which would request a site-specific exception to allow permitted uses to be developed within a high-rise building to a maximum height of ten (10) storeys, or 34 metres, whichever is less. Currently, the Mixed-Use Corridor II designation supports Low-Rise (3 storeys maximum) and Mid-Rise (6 storeys maximum) buildings. This site-specific exception would apply **only** to the lands associated with the apartment building envelope illustrated on Proposed Official Plan Amendment Sketch 1B (see Figure 26).

The above-noted proposed Official Plan Amendment is based on the City’s appeal to have the subject lands designated ‘Strategic Growth Area’ and ‘Mixed-Use Corridor II’.

The following discussion provides planning justification for the proposed Official Plan Amendment.

Section 3.0 of the City’s Official Plan sets out the Policies for a Successful City, which include policies for a Sustainable/Resilient City, a Complete Community, a Beautiful and Well-Designed City, A Healthy City, and a Viable City. The proposed development supports these policies by:

- Providing for a development that supports intensification and compact urban form, at higher density and intensity, in close proximity to transit and active transportation opportunities, on lands not impacted by natural heritage features;

- Providing for a full range and mix of housing options to meet the needs of current and future residents, integrated into the surrounding neighbourhood which provides for a range of uses including retail, parks and open space, employment opportunities, institutional uses, and other public service facilities and amenities throughout the City;
- Providing a high-quality development that is compatible with the surrounding community, while providing opportunities for appropriate transitions and buffering to alleviate intensity, and conserves the SCITS building which is considered a culturally significant heritage resource to the City; and,
- Maintaining opportunities for long-term employment and economic development through the RSA operation, including the opportunity for small-scale, complementary commercial uses.

The proposed development is in keeping with the intent of the Mixed-Use Corridor II Designation, which is to provide opportunities for residential intensification, infill, and redevelopment, developed along a transit-supportive corridor, within a mixed-use building, in close proximity to key services and transportation networks (s.s. 5.3.3.1). The amendment to the Official Plan would allow for the proposed development to be within a High-Rise building (up to 10 storeys), whereas the Mixed-Use Corridor II designation supports Low-Rise (3 storeys maximum) and Mid-Rise (6 storeys maximum) mixed-use (or stand alone if residential) buildings. However, the subject lands are immediately adjacent to lands within the Mixed-Use Corridor I designation, which permits heights up to twelve (12) storeys and are in proximity to a number of high-rise buildings, which would be in keeping with the character and form of the surrounding community.

In addition, the Official Plan – through the Policies for a Sustainable/Resilient City – encourages development that includes higher density, built forms and higher intensity land uses as a way to reduce land consumption, and maximizing the efficiency and cost effectiveness of municipal service infrastructure (s.s. 3.1).

The proposed development – which includes the previously approved private school and boarding, complementary small-scale commercial uses within the private school, towns, and apartment building - is in keeping with the permitted uses under subsection 5.3.3.2 of the Official Plan, which may include, but is not limited to, the following: retail and service commercial uses; restaurants; artisan studios and maker spaces; office uses; cultural, entertainment and recreational uses; public service facilities; institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship; day care facilities; residential apartments and townhouses; and, live-work units. The Zoning By-law Amendment - which will be discussed further in the following section - proposes that a maximum of 743 square metres (8,000 square feet) of non-residential (commercial/office) space be permitted within the existing SCITS building, in keeping with subsection 5.3.3.3g) which permits retail and service commercial uses, restaurants and office uses, moderately scaled at less than 2,000 square metres of Gross Floor Area per use.

The proposed development is also in keeping with the Development Policies for the Mixed-Use Corridor II Designation under subsection 5.3.3.3 of the Official Plan. More specifically, the development proposed is intended to be advanced as a multi-building development that establishes appropriate mechanisms to ensure compatibility, sensitive integration, and appropriate transition to abutting properties within the Existing Neighbourhood. This has been done by siting the lower-rise towns along the street frontages and the high-rise apartment central to the site to direct intensity and height internal to the site, and transition down as you move towards the abutting low-density residential uses. In addition, the imposition of building step backs at the fourth storey for the proposed towns and the fourth and sixth storey for the proposed apartment building helps reduce the overall massing, transition in height to promote compatibility, create a pleasant and interesting pedestrian environment, and provide an “angular plane” element. As previously mentioned, Site-Specific Policy and Provisions are proposed to be implemented through the Planning Applications to ensure minimum building setbacks are provided from each of the public roads.

It is also be noted that the City’s Official Plan considers Mitton Village (and Downtown Sarnia and other higher intensity mixed-use centres and corridors) as the Strategic Growth Areas, and it is the policy of the City’s Official Plan that intensification will be compatible with existing development patterns, while also supporting an evolution to a more compact, walkable and transit supportive urban structure (s.s. 3.2 c)ii)).

With respect to compatibility, the City’s Official Plan defines compatible development as follows: *“Compatible development is not necessarily the same as, or even similar to existing development in the vicinity. Compatible development is development that enhances the character of the community, without causing any undue, adverse effects on adjacent properties”* (s.s. 3.3h).

As such, when evaluating compatibility, the following considerations were made:

- The use of the property, for mid-rise and high-rise residential uses, is consistent with the housing forms in the surrounding community;
- The height, massing, and location of the buildings have been designed to locate the higher-intensity internal to the site, and gradually transition down towards the street frontages where the property abuts lower-density housing forms;
- Appropriate transitions and buffering have been incorporated through step-backs, appropriate distance separation between uses, and potential landscape buffering (to be refined through Site Plan Approval) to soften and mitigate any unacceptable impact from the proposed intensity on the subject lands;
- On-site amenity space, via individual balconies, patios, or garden terraces, and the inclusion of a parkette in the south-east corner of the property, complements the existing patterns of private and public amenity space in the vicinity; and,

- Streetscape patterns are to generally be maintained, including maintaining similar front yard setbacks provided by existing residential forms in the surrounding context, to create a uniform street edge and positive pedestrian environment.

The proposed development also has regard for the design policies in subsection 5.3.3.4 of the City Official Plan. More specifically:

- Adequate parking, loading and garbage collection/storage facilities for all permitted land uses will be provided on-site, screened appropriately, and refined through the Site Plan Approval Process;
- No individual unit driveway accesses are proposed to adjacent roads; instead, the proposed multi-unit development will be serviced by shared internal, private roads;
- Parking areas have been sited internal to the site, with opportunities for planting strips and landscaped medians and bump-outs to promote beautification, and designed to provide for natural surveillance from the surrounding residential uses proposed;
- Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort throughout the site are contemplated; and,
- Opportunities for bicycle parking and storage will be explored at the time of Site Plan Approval and will be provided in locations that are close to building entrances but situated such as to avoid any conflicts for movement along pedestrian routes.

The design policies detailed above are expanded upon in the Urban Design Brief under separate cover submitted as part of the complete application package.

The proposed 10-storey apartment building proposed central to the development has regard for subsection 5.1.5.3 of the City Official Plan, which sets out the policies for High-Rise Buildings. Namely, the proposed apartment building will be less than the prescribed maximum height for a high-rise building, which is 12 storeys, or 45 metres, whichever is less. The proposed height maximum of 10-storeys requested is consistent with (and complementary to) the pockets of 8-storey and 10-storey apartment buildings north and west of the subject lands. Further, the proposed development has regard for the following criteria, set out in subsection 5.1.5.3 of the City Official Plan, when considering a new High-Rise Building:

“i. Be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;”

The subject lands are suitably sized and are intended (through the Site Plan Approval Process) to provide adequate landscaping, amenity feature, buffer, on-site parking, and garbage pick up and recycling services. Specifically, the private open space north

of the SCITS building is proposed to be maintained and could potentially provide area for future outdoor recreational space for students of the RSA operation (dependent on registration), and a new parkette is proposed in the south-easterly portion of the site, to provide passive, publicly accessible recreation and leisure space for the proposed development and surrounding community. Private amenity space is also provided via individual unit balconies or first storey patio/garden terraces.

“ii. Be located in proximity to parks, open space and other public service facilities, services and amenities;”

As previously discussed, the subject lands are conveniently located within a ten-minute walk to a number of public parks, including Rainbow Park to the west along the St. Clair River, Avondale Park to the North-East, MacKenzie Lane Park to the East, and Hanna Park and Tecumseh Park to the South-East. Further, the subject lands are in walking distance to Downtown Sarnia and the Mitton Village Commercial Centre, which includes the Sarnia Farmers’ Market to the East and a number of small, clustered businesses along Wellington Street and Mitton Street South, including a chiropractor, several restaurants, a pet groomer, a tattoo parlour, gas station, and Shoppers Drug Mart. There are also many community centres and public facilities, including the Sarnia Library, the Sarnia Arena and Community Centre, and the Lochiel Kiwanis Community Centre.

“iii. Have access to utilities and service infrastructure that can adequately serve the proposed development;”

The subject lands are anticipated to be adequately serviced by municipal water, sanitary, and storm infrastructure, and will have access onto four open public municipal roads, maintained year-round.

“iv. Have frontage on a Collector or Arterial Road; and,”

The subject lands currently have frontage on Wellington Street, which is considered an Arterial Road in the City’s Official Plan. However, the southerly portion of the site (Parcel ‘B’), proposed for the apartment building, is proposed to be severed from the northerly SCITS building lands (Parcel ‘A’). In addition, the Wellington Street frontage is currently occupied by the existing SCITS building, which is considered to have significant cultural heritage value or interest and will be maintained. Given the current constraints of the site and surrounding context, it is our opinion that the apartment building is more suited to be located internal to the site, to centralize the higher-intensity use, and transition down into lower-intensity housing forms as you move towards the existing community.

“v. Be located at highly accessible locations, generally within 250 metres of an existing or planned public transit stop and, where possible, within 500 metres of schools, commercial facilities and/or parks, open space and/or other public service facilities, services and amenities.”

As previously discussed, the subject lands are also located in an area well-served by several City of Sarnia transit routes. Bus Route 3/4 (Wellington/Maxwell) runs east to west along Wellington Street, with an eastbound stop located directly to the north of the property. Route 1 runs northward along Brock Street South and southward on Vidal Street South (along with Route 2), both west of the subject lands. Routes 1, 2, and 3/4 connect to the Downtown Terminal at the Bayside Centre, as well as the Murphy Road terminal on the east end of the City. Both terminals are located near commercial and employments land uses, and there is also a major grocery store (Superstore) located near the Murphy Road terminal. Route 6 runs along Ontario Street and Mitton Street South (through Mitton Village), connecting with the Northgate transit terminal near Highway 402.

The northerly portion of the subject lands are intended to be used for a private school; however, PE McGibbon Public School is located approximately 550 metres East of the subject lands. The property is located within Mitton Village Commercial Centre, and in walking distance to Downtown Sarnia. Avondale Park and MacKenzie Lane Park are located less than 500 metres to the north and east of the subject lands, respectively. Rainbow Park, Hanna Park, and Tecumseh Park are also all within walking distance. There are also many community centres and public facilities, including the Sarnia Library, the Sarnia Arena and Community Centre, and the Lochiel Kiwanis Community Centre.

4.4 City of Sarnia Zoning By-law No. 85-2002

Schedule 'A' (Zoning Map Part 57) of the City of Sarnia Zoning By-law ("City ZBL") zones the subject lands as 'Urban Residential 2, Site Specific Zone 1' ("UR2-1"), however the schedule has not been updated since the approval of By-Law No. 66-2022 (approved June 27, 2022), which zoned the lands 'Urban Residential 5, Site Specific Zone 32' ('UR5-32'). This approved zone is reflected in the City's Zoning Mapping (See Figure 22, below).

Under the UR5-32 zone, the permitted uses are as follows:

- Accessory uses and buildings;
- Apartment dwellings;
- Converted Dwellings;
- Daycare;
- Group Homes;
- Homes for the aged;
- Lawfully existing dwellings;
- Multiple use apartment;
- Nursing homes;
- Retirement homes
- Rooming or boarding house;
- School;
- Student Residence;
- Women's shelters.

The UR5-32 zone allows the above-noted uses to only be permitted within the building as it existed on the date of the passing of the by-law. Further, notwithstanding the definition of "*dwelling, multiple use apartment*" in Section 2 of the Zoning By-law, non-residential uses shall be permitted on a portion of the first storey of the building

portion of the subject lands, at a maximum of 8,000 square feet (743 square metres) Gross Floor Area, based on 'Mixed-Use Corridor II' policies in the new City of Sarnia Official Plan and the existing 'General Commercial 2' zone in the City of Sarnia Zoning By-law No. 85 of 2002. Lastly, specific parking ratios for the existing parking on the SCITS lands are proposed.

Subsection 11.3.32.2(6) of the By-law states the following: *notwithstanding the definition of "dwelling, multiple use apartment" in Section 2 of the Zoning By-law, non-residential uses shall be permitted on a portion of the first storey of the building within 50 metres of Wellington Street as it existed on the date of the passing of the by-law.* To allow for greater flexibility, it is proposed that this subsection be removed and, instead, that commercial uses be permitted within any portion of the existing building. Permitting commercial uses would be based on 'Mixed-Use Corridor II' policies in the new City of Sarnia Official Plan and the existing 'General Commercial 2' zone in the City of Sarnia Zoning By-law No. 85 of 2002. The list of proposed commercial uses may include, but is not limited to: auditoriums, commercial schools, commercial recreation establishments, medical centres/clinics, offices, public halls, restaurants, retail establishments, schools, and studios. At this time, a specific non-residential use or location of said use within the existing building have not been established, but the permission would allow for flexibility for small-scale, complementary commercial/office uses to support the RSA operation.

It is also noted that pursuant to the approval of OPA No. 42, *small-scale retail, service, and office uses on-site* were permitted on the subject lands. Therefore, the proposed additional permitted uses would be consistent with the previous approval for the subject lands, as well as the new proposed 'Mixed-Use Corridor II' designation.

The lot area (minimum) regulation for the UR5-32 is calculated based on the number of dwelling units provided onsite: 650 m² for the first 3 units, plus 100 m² for each additional unit (s.s. 11.2.1.1). The maximum number of dwelling units for the existing SCITS building, as approved through By-Law No. 66-2022, is 45 dwelling units (or 230 student residence beds), which would require a minimum lot area of 6,150 square metres (or 0.615 hectares). Parcel 'A' (existing SCITS lands), post severance, will have a lot area of 2.18 hectares, and thus meets the Lot Area minimum requirement. However, given that the predominant use of the site is Institutional, it is proposed that the Lot Area be amended to reflect the area of the property (Parcel 'A', post severance).

The proposed reduction in interior side yard setback to 4.0 metres, whereas 5.0 metres is required, is to recognize the new southerly property line after the lands are severed. The lands to the south (Parcel 'B'), as proposed, will continue to provide an appropriate interior setback from any future development on Parcel 'B'. In addition, should the one-storey addition to the SCITS building be removed through a future development phase(s), the interior side yard setback will increase significantly as a result based upon the ultimate design plan illustrated on Figure 7.

The proposed reduction in landscape open space to 30%, whereas 40% is required, will continue to provide appropriate, expansive landscape and open space north and west of the existing SCITS building. Further, acknowledging that the predominant use of proposed Parcel 'A' is institutional, the proposed landscape open space is greater than what is prescribed in the Zoning By-law for lands typically zoned Institutional (25% minimum). The proposed reduction also supports infill, intensification, efficient use of land and compact urban form.

The current UR5-32 zone permits 88 parking spaces, while the existing conditions for the SCITS building provides for 103 parking spaces. Through the proposed Zoning By-law Amendment, it is proposed that specific parking ratios be provided for each permitted use within the existing building. As such, it is proposed that the student residence require 1 parking space per 6 beds, the Private School require 2 parking spaces per classroom (one per teacher, and one per administrative staff), and the commercial uses require 1 parking space per 30 square metres of gross floor area. Based on the conclusions of the Traffic Impact Study, the proposed parking supply is anticipated to adequately accommodate peak parking demand generated.

See Table 1 below for the proposed UR5-* Zone Regulations, mentioned above. The lots proposed as part of the Redline Draft Plan satisfy all other regulations of the standard UR5-32 zone that currently applies to the subject lands.

Table 1 | Proposed 'UR5-*' Zone Provisions

Regulation	Standard UR5-32 Zone Regulations	Proposed UR5-* Zone Regulations
Permitted Use	Accessory uses and buildings; Apartment dwellings; Converted Dwellings; Daycare; Group Homes; Homes for the aged; Lawfully existing dwellings; Multiple use apartment; Nursing homes; Retirement hones; Rooming or boarding house; School; Student Residence; Women's shelters.	Accessory uses and buildings; Apartment dwellings; Converted Dwellings; Daycare; Group Homes; Homes for the aged; Lawfully existing dwellings; Multiple use apartment; Nursing homes; Retirement hones; Rooming or boarding house; School; Student Residence; Women's shelters; auditoriums; commercial schools; commercial recreation establishments; medical centres/clinics; offices; public halls; restaurants; retail establishments; studios*

Lot Area (min)	650m ² first 3 units + 100m ² / additional unit	2.18 hectares *
Lot Frontage (min)	20.0 metres	20.0 metres
Front Yard Depth (min)	9.0 metres	9.0 metres
Interior Side Yard Widths (min)	5.0 metres	4.0 metres *
Rear Yard Depth (min)	7.5 m	7.5 metres
Lot Coverage (max)	43%	43%
Height (max)	15.0 m	15.0 metres
Landscaped Open Space (min)	40.0 %	30% *
Density (max)	45 Units or 230 Student Beds	45 Units or 230 Student Beds
Parking (min) Student Residence School Commercial	88	88
		1 / 6 Beds*
		2 / Classroom*
Other	Notwithstanding the definition of “dwelling, multiple use apartment” in Section 2 of the Zoning By-law, non-residential uses shall be permitted on a portion of the first storey of the building within 50 metres of Wellington Street as it existed on the date of the passing of the by-law (s.s. 11.3.32.2(6)).	Notwithstanding the definition of “dwelling, multiple use apartment” in Section 2 of the Zoning By-law, non-residential uses shall be permitted on a portion of the first storey of the building within 50 metres of Wellington Street as it existed on the date of the passing of the by-law*
	All uses are only permitted within the building as it existed on the date of the passing of the by-law (s.s. 11.3.32.2(5)).	All uses are only permitted within the building as it existed on the date of the passing of the by-law.

*** Special Provisions Required**

‘Urban Residential 5, Site Specific Zone (‘UR5-’) – Proposed Residential Development**

The proposed UR5-** zone is intended to address the development of the southerly portion of the site (Parcel ‘B’), post severance, for the proposed higher-density residential uses. Specifically, amendments to minimum lot area, minimum front yard depth (towns), minimum interior side yard width (towns), minimum rear yard depth (towns), maximum building height (apartment), maximum density, and minimum

parking, are proposed. In addition, the street multiple-attached dwelling (“MT”) use is proposed to be added as a permitted use to the UR5-** zone.

The Zoning By-law does not explicitly define the towns use, but instead uses the umbrella term “*street multiple attached dwelling*” to capture a dwelling that contains three (3) or more dwelling units divided vertically, in whole or in part, above grade, below grade or both above and below grade with no interior access between such units on a lot or lots having frontage on a public street. The multiple attached dwelling use is a permitted use under a number of site-specific UR5 zones and is complementary to the higher density uses under the UR5 zone.

As previously mentioned, the lot area (minimum) regulation for the UR5-32 is calculated based on the number of dwelling units provided onsite: 650 m² for the first 3 units, plus 100 m² for each additional unit (s.s. 11.2.1.1). It is proposed that the Lot Area be based on the size of the property, as opposed to the number of units proposed for the development lands, similarly to what is proposed for the SCITS parcel.

With respect to the front yard depth, the Zoning By-law defines Front Lot Line as “*in the case of an interior lot, the line dividing the lot from the street. In the case of a corner lot, the shorter lot line abutting a street shall be deemed the front lot line and the longer lot line abutting a street shall be deemed the exterior side lot line*” In this case, given the irregular shape of the site with frontages on four streets, however broken up by some single-detached dwellings along Stuart Street and Crawford Street, the property is, in our opinion, considered a corner lot. As such, for Parcel ‘B’, the shorter lot line abutting Stuart Street is deemed the front lot line, and the longer lot line abutting Talfourd Street is considered the exterior side lot line.

A reduced front yard depth for the towns allows for parking to be sited internal to the proposed development and allows the towns to be sited with minimal setbacks from the public right-of-way to create a street edge, establish a sense of enclosure and comfortable pedestrian environment.

A reduced rear yard depth of 1.9 metres, whereas 5 metres is required for uses under the UR5-32 zone (the current zoning does not provide setbacks for multi-attached dwellings), is proposed for the towns building proposed north-west of the Talfourd Street and Emma Street intersection. Although, per the Zoning By-law, the setback is considered a rear yard, based on its location it ultimately functions as an interior side yard for the proposed development. Sufficient setback is provided between the proposed building and the adjacent dwellings to the west.

Under the parent UR5 zone, the maximum building height is 45 metres. However, it is proposed that the height permission be reduced to a maximum 34 metres, to ensure that the lands are appropriately developed in the context of the surrounding neighbourhood, to ensure compatibility in form, and to limit the intensity of development to an appropriate height that can appropriately be accommodated on

site. Similar heights can be seen in the 8-storey apartment to the north and 10-storey apartment to the west.

The existing UR5-32 regulates density based on the existing SCITS building and its proposed Private School operation; density is permitted at 45 dwelling units or 230 student residence beds. As such, it is proposed that a density of 150 units per hectare be permitted to support the proposed higher density uses. The proposed intensity of the site associated with the proposed density will be alleviated by providing for an appropriate development that is consistent with the form and architectural style of the surrounding neighbourhood, providing for detailed architectural elements (i.e., the interplay of materials and colours, accentuated façade elements, and vision glazing to facilitate passive surveillance) to break up the massing of the building, and enhanced landscaping to beautify the pedestrian realm and to provide a buffer and screening to adjacent properties. The increase in residential density is also supported by the sites convenient location to existing public transit routes, commercial facilities, and public recreation areas, and other desirable facilities and services. The increased density will continue to provide sufficient landscape open space, and not exceed coverage. It is also recognized that the proposed density has been applied appropriately in other urban municipalities, such as the City of London and the City of Windsor.

With respect to parking, a reduction in parking provision is requested to 1.1 per dwelling unit, whereas 1.5 per dwelling unit is required under section 3.37(2) of the By-law. A reduced minimum parking standard has been applied appropriately in other urban-rural municipalities, such as the City of Belleville, City of Sault Ste. Marie, City of Welland, City of Peterborough, and the City of London, for lands that are adjacent to employment areas, major transit routes, and significant community services. Further, per the Traffic Impact and Parking Study completed by RC Spencer, the proposed parking supply should adequately accommodate the parking demand generated, and the proposed parking supply is considered consistent with provincial trends aimed at encouraging increased use of sustainable active transportation and transit options. It is also worth noting that the property is also located just south of the Mitton Village District, which has no parking requirements for permitted uses within the 'GC – General Commercial' zone, as outlined below on Zoning Map Part 54 of Schedule 'A' (s.s. 3.37(1)(a)(iii)).

It is also proposed that the development lands be exempt from subsection 11.3.32.2(5) of the Zoning By-law, which states that "*All uses are only permitted within the building as it existed on the date of the passing of the by-law*". This regulation was implemented through the Phase I approvals, during which no new development was proposed on the subject lands. Since new development is now proposed on the southerly portion of the subject lands, this regulation no longer applies.

See Table 2 below for the proposed UR5-** Zone Regulations, mentioned above. The lots proposed as part of the Redline Draft Plan satisfy all other regulations of the standard UR5-32 zone in the Zoning By-law.

Table 2 | Proposed 'UR5-**' Zone Provisions

Regulation	Standard UR5-32 Zone Regulations	Proposed UR5-* Zone Regulations
Permitted Use	Accessory uses and buildings; Apartment dwellings; Converted Dwellings; Daycare; Group Homes; Homes for the aged; Lawfully existing dwellings; Multiple use apartment; Nursing homes; Retirement hones; Rooming or boarding house; School; Student Residence; Women's shelters.	Accessory uses and buildings; Apartment dwellings; Converted Dwellings; Daycare; Group Homes; Homes for the aged; Lawfully existing dwellings; Multiple use apartment; Nursing homes; Retirement hones; Rooming or boarding house; School; Student Residence; Women's shelters; street multiple attached dwellings (MT)*
Lot Area (min)	650m ² first 3 units + 100m ² / additional unit	1.60 hectares *
Lot Frontage (min)	20.0 metres	20.0 metres
Front Yard Depth (min)	9.0 metres	5.0 metres (MT)*
Interior Side Yard Widths (min)	5.0 metres	1.9 metres (MT) *
Rear Yard Depth (min)	7.5 metres	3.5 metres (MT)*
Lot Coverage (max)	43%	43%
Height (max)	15.0 metres	34 metres (Apartment)* 15.0 metres (MT)
Landscaped Open Space (min)	40.0 %	40.0%
Density (max)	45 Units or 230 Student Beds	150 units per hectare*
Parking (min)	88 spaces	1.1 parking spaces / unit*
Other	All uses are only permitted within the building as it existed on the date of the passing of the by-law (s.s. 11.3.32.2(5)).	All uses are only permitted within the building as it existed on the date of the passing of the by-law*
Apartment Building Setback From Public Road (minimum)	N/A	120 metres (Wellington Street) 65 metres (Stuart Street) 60 metres (Talfourd Street) 65 metres (Crawford Street)

** Special Provisions Required*

5. PROPOSED PLANNING APPROVALS

5.1 Proposed Official Plan Amendment

To permit the proposed development on the southerly portion of the subject lands, an amendment to the City of Sarnia's Official Plan is required, which would request a site-specific exception to allow permitted uses to be developed within a high-rise building to a maximum height of ten (10) storeys, or 34 metres, whichever is less. This site-specific exception would apply **only** to the lands associated with the apartment building envelope, illustrated on Proposed Official Plan Amendment Sketch 1B (see Figure 26).

The above-noted proposed Official Plan Amendment is based on the City's appeal to have the subject lands designated 'Strategic Growth Area' on Schedule 1 – City Structure Plan (See Figure 24), and 'Mixed-Use Corridor II' on Schedule 2 – Land Use Plan (See Figure 25).

Site Specific Policy - Proposed Text

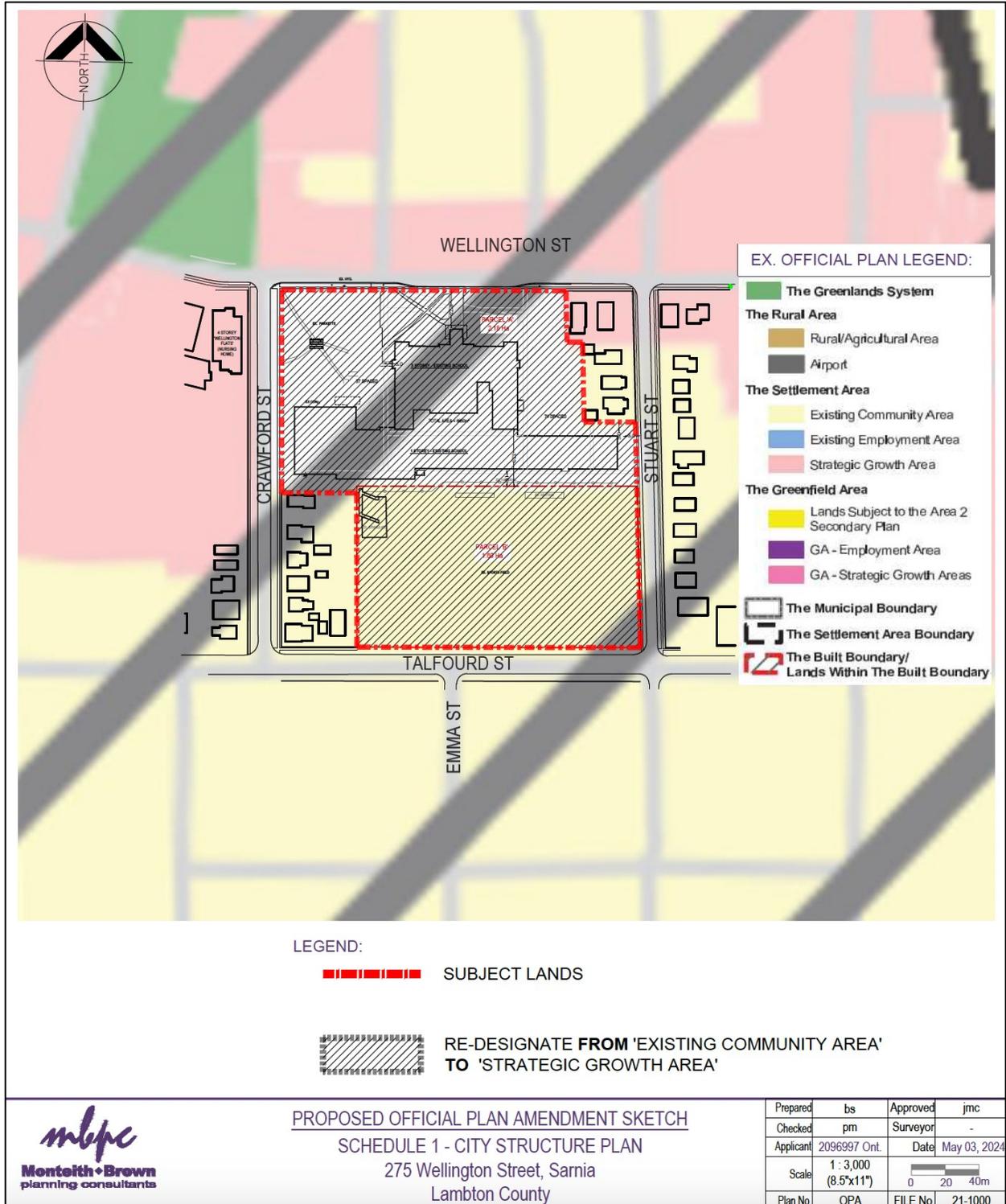
x. *275 Wellington Street*

The lands located on the north side of Talfourd Street and west side of Stuart Street, and municipally known as 275 Wellington Street, notwithstanding subsection 5.3.3.2a) of the By-law, may be developed for a ten-storey high-rise apartment building only within the development limits illustrated on Map 'A', subject to the policies of the Mixed-Use Corridor II Designation.

Any proposed high-rise apartment building on the lands shall provide the following minimum building setbacks: 120 metre setback from Wellington Street, 65 metre setback from Stuart Street, 60 metre setback from Talfourd Street, and 65 metre setback from Crawford Street.

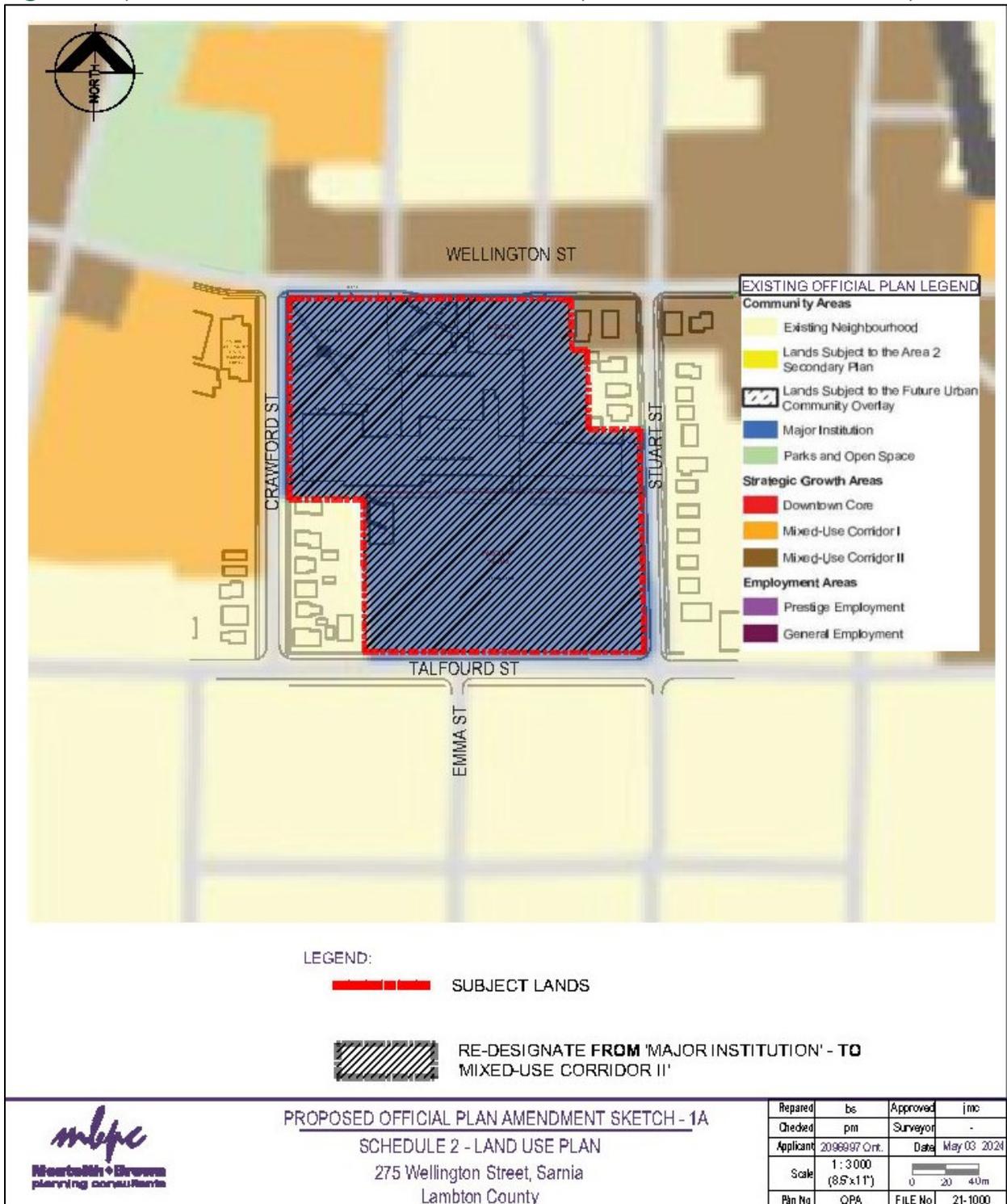
For the purposes of the Site Specific Policy proposed above, Map 'A' refers to the Proposed Official Plan Amendment Sketch 1B (see Figure 26).

Figure 24 | Official Plan Amendment Sketch (Schedule 1 – City Structure Plan)



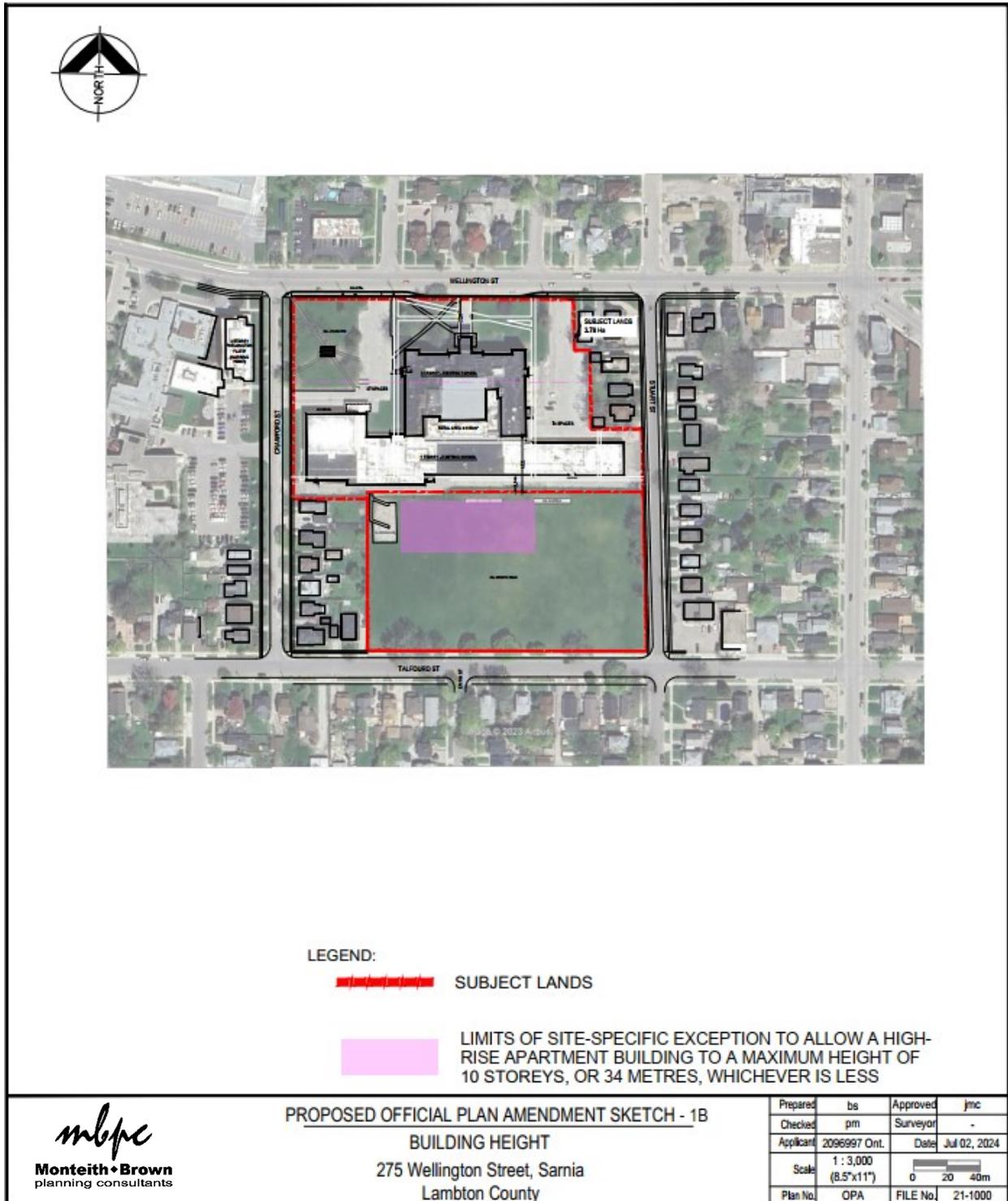
Source: MBPC, 2024

Figure 25 | Official Plan Amendment Sketch - 1A (Schedule 2 – Land Use Plan)



Source: MBPC, 2024

Figure 26 | Official Plan Amendment Sketch – 1B (Schedule 2 – Land Use Plan)



Source: MBPC, 2024

5.2 Zoning By-law Amendment

It is proposed that the subject lands be re-zoned **FROM** 'Urban Residential 5, Site Specific Zone 32' ('UR5-32') **TO** a new 'Urban Residential 5, Site Specific Zone' ('UR5-*' for the northerly portion of the site (Parcel 'A') and 'UR5-**' for the southerly portion of the site (Parcel 'B'), post severance).

The draft Zoning By-law Provisions are listed below, and a proposed Zoning By-law Amendment sketch is shown in Figure 27.

11.3.x UR5-x

11.3.x.x Permitted Uses

- (1) Accessory uses and buildings;
- (2) Apartment dwellings;
- (3) Converted Dwellings;
- (4) Daycare;
- (5) Group Homes;
- (6) Homes for the aged;
- (7) Lawfully existing dwellings;
- (8) Multiple use apartment;
- (9) Nursing homes;
- (10) Retirement homes;
- (11) Rooming or boarding house;
- (12) School;
- (13) Student Residence;
- (14) Women's shelters;
- (15) Auditoriums;
- (16) Commercial schools;
- (17) Commercial recreation establishments;
- (18) Medical centres/clinics;
- (19) Offices;
- (20) Public halls;
- (21) Restaurants;
- (22) Retail establishments;
- (23) Studios.

8.3.x.x Site Zone Regulations

- | | |
|---|--|
| (1) Lot Area (minimum): | 2.18 hectares |
| (2) Interior Side Yard Width (minimum): | 4.3 metres |
| (3) Landscaped Open Space (minimum): | 30% |
| (4) Parking Spaces (minimum): | parking shall be provided based on the following standards:
- 1 space per bed (student residence) |

- 2 spaces per classroom (school)
- 1 space per 30 sq. m. of GFA (commercial)

(5) All uses are only permitted within the building as it existed on the date of the passing of the by-law.

11.3.x UR5-xx

11.3.x.x Permitted Uses

- (1) Accessory uses and buildings;
- (2) Apartment dwellings;
- (3) Converted dwellings;
- (4) Daycare;
- (5) Group Homes;
- (6) Homes for the aged;
- (7) Lawfully existing dwellings;
- (8) Multiple use apartment;
- (9) Nursing homes;
- (10) Retirement homes;
- (11) Rooming or boarding house;
- (12) School;
- (13) Student Residence;
- (14) Women's shelters;
- (15) Street Multiple Attached Dwellings;

8.3.x.x Site Zone Regulations

- (1) Lot Area (minimum): 1.60 hectares
- (2) Density (maximum): 150 units per hectare
- (3) Parking (minimum): 1.1 spaces per unit

8.3.x.x Site Zone Regulations – street multiple-attached dwellings

- (1) Front Yard Depth (minimum): 5.0 metres
- (2) Interior Side Yard Width (minimum): 1.9 metres
- (3) Rear Yard Depth (minimum): 3.5 metres

8.3.x.x Site Zone Regulations – apartment dwellings

- (1) Height (maximum): 34 metres
- (2) Building Setback From Public Road (minimum): 120 metres (Wellington Street)
65 metres (Stuart Street)

6. CONCLUSION

Based on the above analysis, the proposed development, and associated Official Plan Amendment and Zoning By-law Amendment, are consistent with the Provincial Policy Statement, are in conformity with the County of Lambton Official Plan, maintain the general intent and purpose of the City of Sarnia's Official Plan and Zoning By-Law No. 85 of 2002, and represent good land use planning.

The following materials have been submitted in support of the above applications:

- One (1) copy of the covering letter for the Above-Noted Planning Applications;
- One (1) copy of the Official Plan & Zoning By-law Amendment Application;
- One (1) copy of the Planning Justification Report, prepared by MBPC (2024);
- One (1) copy of the Conceptual Development Plan, prepared by MBPC (2024);
- One (1) copy of the Architectural Elevations, prepared by NSA (2023);
- One (1) copy of the Architectural Renderings, prepared by NSA (2023);
- One (1) copy of the Sun/Shadow Study, prepared by NSA (2023);
- One (1) copy of the Functional Servicing & Stormwater Management Report, prepared by BM Ross (2024);
- One (1) copy of the Geotechnical Report, prepared by LDS (2024);
- One (1) copy of the Heritage Impact Statement, prepared by MHBC (2024);
- One (1) copy of the Community Engagement Strategy Materials, including the invitation, circulation and attendance list, and PowerPoint slide deck;
- One (1) copy of the Boundary and Topographic Plan of Survey, prepared by Monteith & Sutherland Limited; and,
- Authorization as Agent form.

The planning application fees have been submitted directly to the City by our client. We trust that the enclosed information is satisfactory to address the submission requirements and look forward to working with staff to advance the application. If you have any questions regarding this matter or require any additional information, please do not hesitate to contact me.

Respectfully submitted,

MONTEITH BROWN PLANNING CONSULTANTS LTD.



Jay McCuffin, MCIP, RPP
Principal Planner
jmcguffin@mbpc.ca



Patrick Matkowski, MCIP, RPP
Intermediate Planner
pmatkowski@mbpc.ca

Appendix 1 Community Engagement Session Materials



**COMMUNITY
ENGAGEMENT STRATEGY
MATERIALS**

INVITATION LETTER (MAIL-OUT)



Monteith♦Brown
planning consultants

Public Information Session



Proposed Redevelopment - Sarnia Collegiate Institute 275 Wellington Street, Sarnia

Hello Neighbour,

Monteith Brown Planning Consultants ("MBPC") would like to invite you to attend a **virtual** Public Information Session to share with you the long-term vision for the former Sarnia Collegiate Institute and Technical School ("SCITS") lands, located at 275 Wellington Street in Sarnia, Ontario.

The owner, Rakesh Gupta, purchased the property in September of 2021 and has assembled a team of professionals to conceptualize the re-development of the property into an attractive design that preserves and respects the historic school building and neighbourhood character, while accommodating a new and exciting housing opportunity for Mitton Village.

This Session is for Phase 2 of the SCITS Conversion and Re-Development Project. MBPC previously held a virtual Community Information Meeting for Phase 1 in November 2021 regarding the conversion and adaptive re-use of the existing SCITS building into a private high school, student residence, and day care facility. Phase 2 contemplates additional compatible uses within the existing SCITS building, as well as infill residential development on the vacant rear portion of the property.

As part of the owner's commitment to the community, we value the opportunity to discuss the proposed re-development project with you before submitting formal planning applications to the City. **It is important to realize: this is NOT a formal Council meeting, that no applications have been filed, and no decisions are being made at this meeting.**

If you are unable to attend the meeting, or if you have any questions and/or comments, please contact Jay McGuffin by e-mail at jmcguffin@mbpc.ca.

When:

Monday, April 8th, 2024
6:00 pm - 7:30 pm (EST)

Where:

Online Zoom Webinar

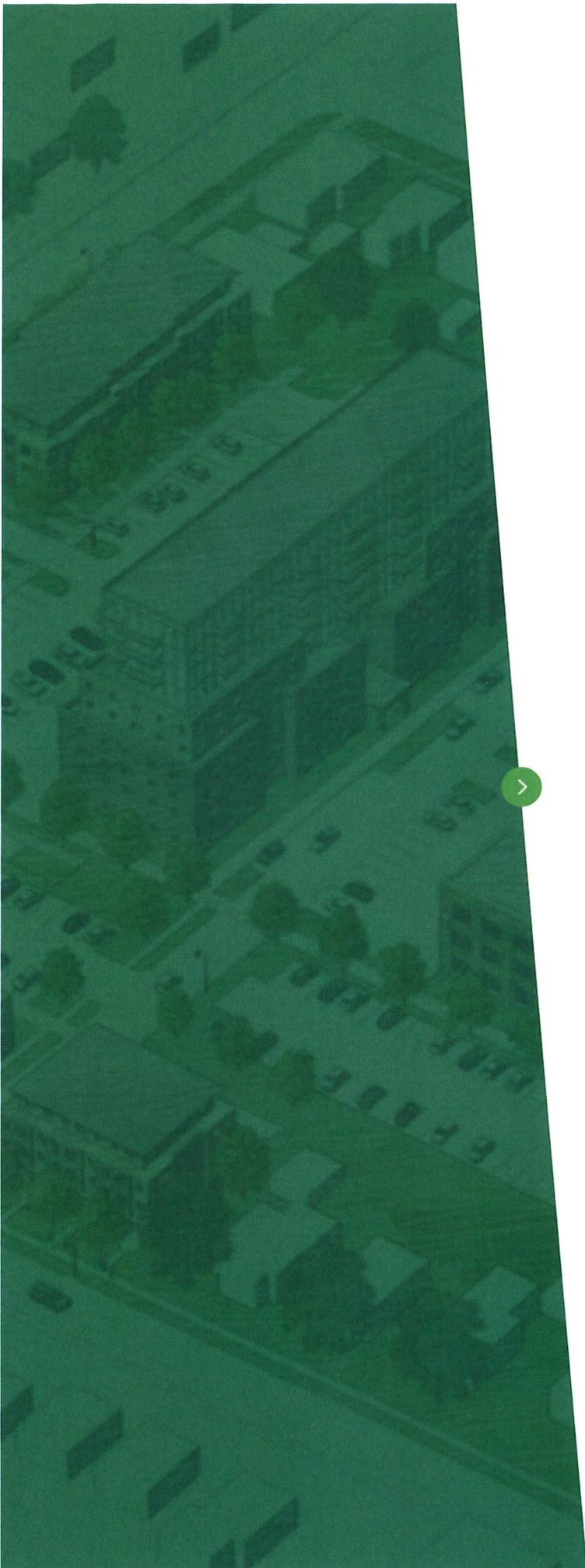
How:

Scan the QR code or go to the website below to pre-register for the event. A link to the Zoom meeting will be available once you pre-register for the event.



See you there!

<https://bitly.ws/3gKcD>



**COMMUNITY
ENGAGEMENT STRATEGY
MATERIALS**

MAILING ADDRESSES LIST

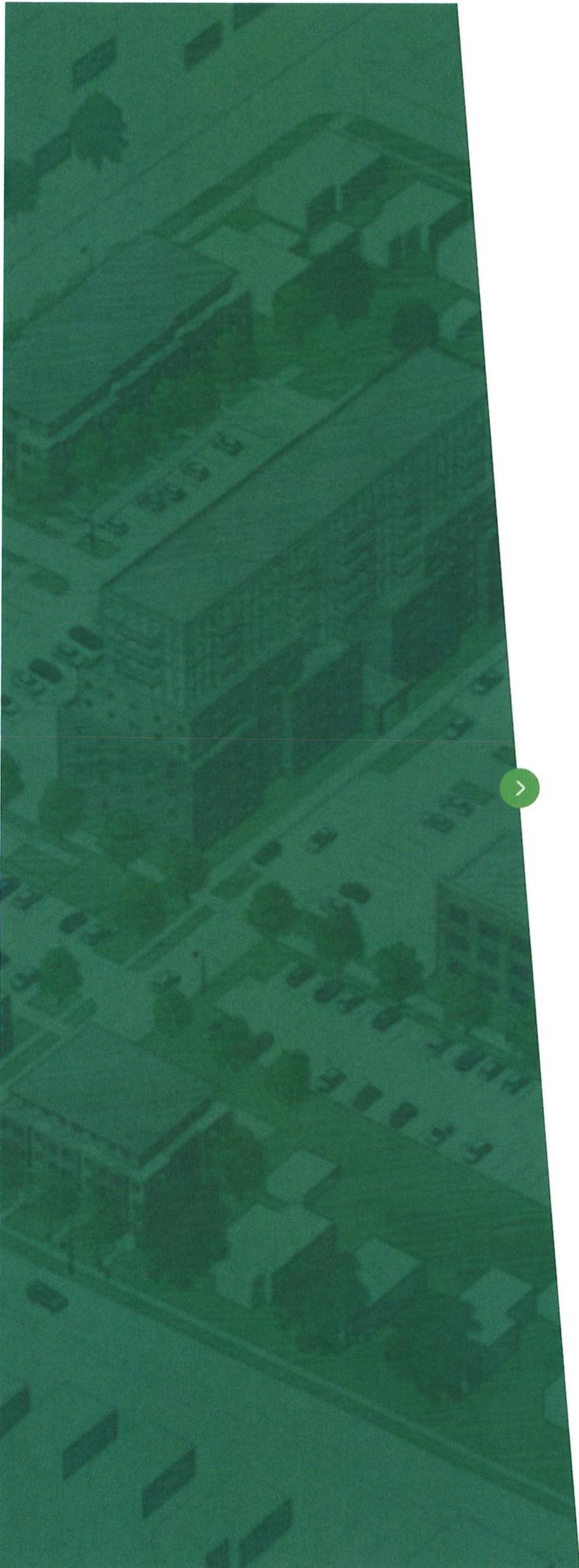
Address:

321 TALFOURD ST
125 FORSYTH ST S
321 WELLINGTON ST
134 FORSYTH ST S
316 TALFOURD ST
144 STUART ST
161 163 MITTON ST S
143 CRAWFORD ST
251 TALFOURD ST
152 RICHARD ST
136 COLLEGE AVE S
207 EMMA ST
132 RICHARD ST
309 TALFOURD ST
220 STUART ST
185 MITTON ST S
114 RICHARD ST
268 WELLINGTON ST
138 COLLEGE AVE S
143 FORSYTH ST S
135 STUART ST
217 STUART ST
148 FORSYTH ST S
162 BROCK ST S
215 EMMA ST
130 132 FORSYTH ST S
275 WELLINGTON ST
173 MITTON ST S
184 RICHARD ST
326 WELLINGTON ST
305 TALFOURD ST
307 WELLINGTON ST
111 MARGARET ST
195 MITTON ST S
139 COLLEGE AVE S
169 STUART ST
128 RICHARD ST
144 FORSYTH ST S
214 TALFOURD ST
150 CRAWFORD ST
313 WELLINGTON ST
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225 MITTON ST S
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140 COLLEGE AVE S
131 FORSYTH ST S
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141 CRAWFORD ST
211 EMMA ST
245 TALFOURD ST
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229 MITTON ST S
250 258 WELLINGTON ST
180 STUART ST
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130 COLLEGE AVE S
229 TALFOURD ST
242 TALFOURD ST
126 RICHARD ST
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207 MITTON ST S
140 FORSYTH ST S
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221 STUART ST
249 TALFOURD ST
297 WELLINGTON ST
308 WELLINGTON ST
319 TALFOURD ST
146 CRAWFORD ST
183 MITTON ST S
162 RICHARD ST
272 WELLINGTON ST
118 RICHARD ST
201 EMMA ST
114 MARGARET ST
217 WELLINGTON ST



**COMMUNITY
ENGAGEMENT STRATEGY
MATERIALS**

REGISTRATIONS

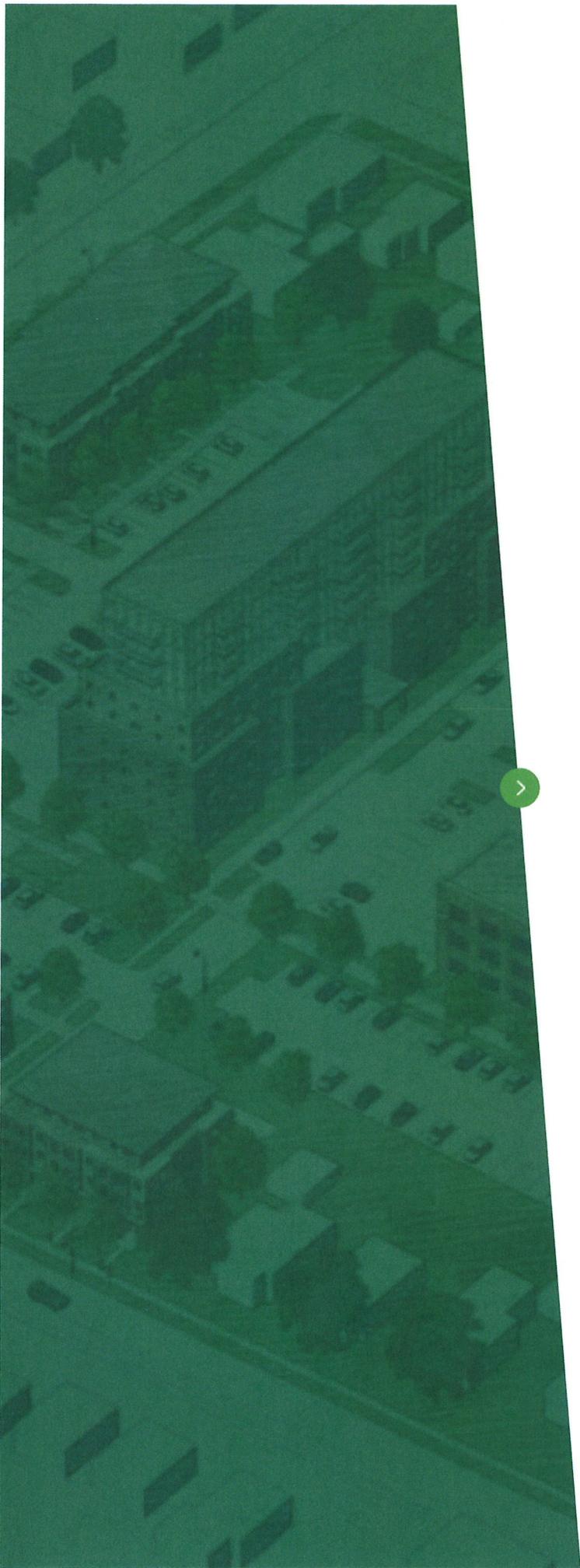
Report Generated: 2024-04-08 18:01:40

Webinar Date and Time: Apr 8, 2024, 18:00 Eastern Time (US and Canada)

Webinar Topic: Public Information Session - SCITS Redevelopment - 275 Wellington Street, Sarnia, Ontario

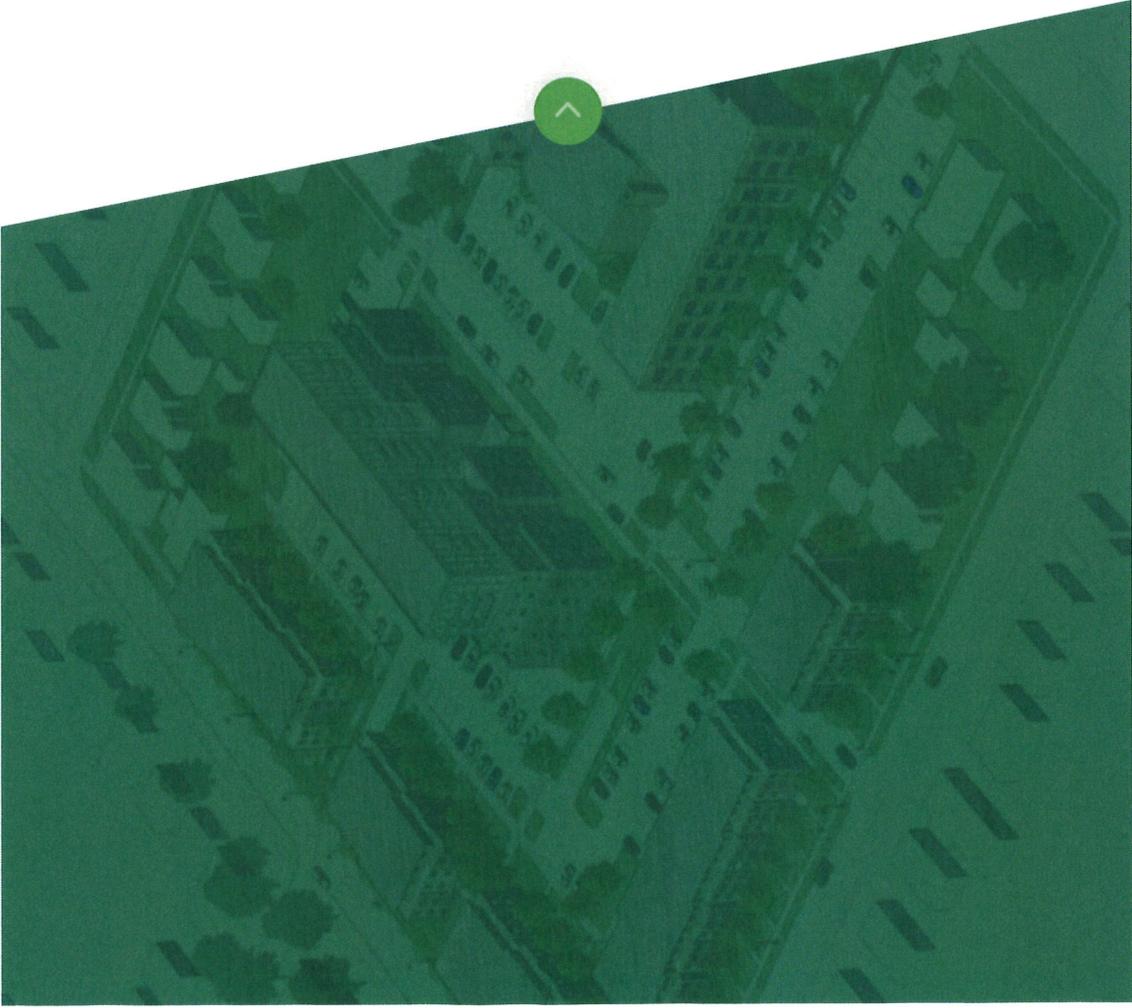
Registrations

- Adrianna Debot
- Becky Wellington
- Debbie Chapman
- Derek Hoogland
- Karen Kaldeway
- Kathleen Stinson
- Lise de Paepe
- Scott Sills
- Wendy McKay



**COMMUNITY
ENGAGEMENT STRATEGY
MATERIALS**

PRESENTATION



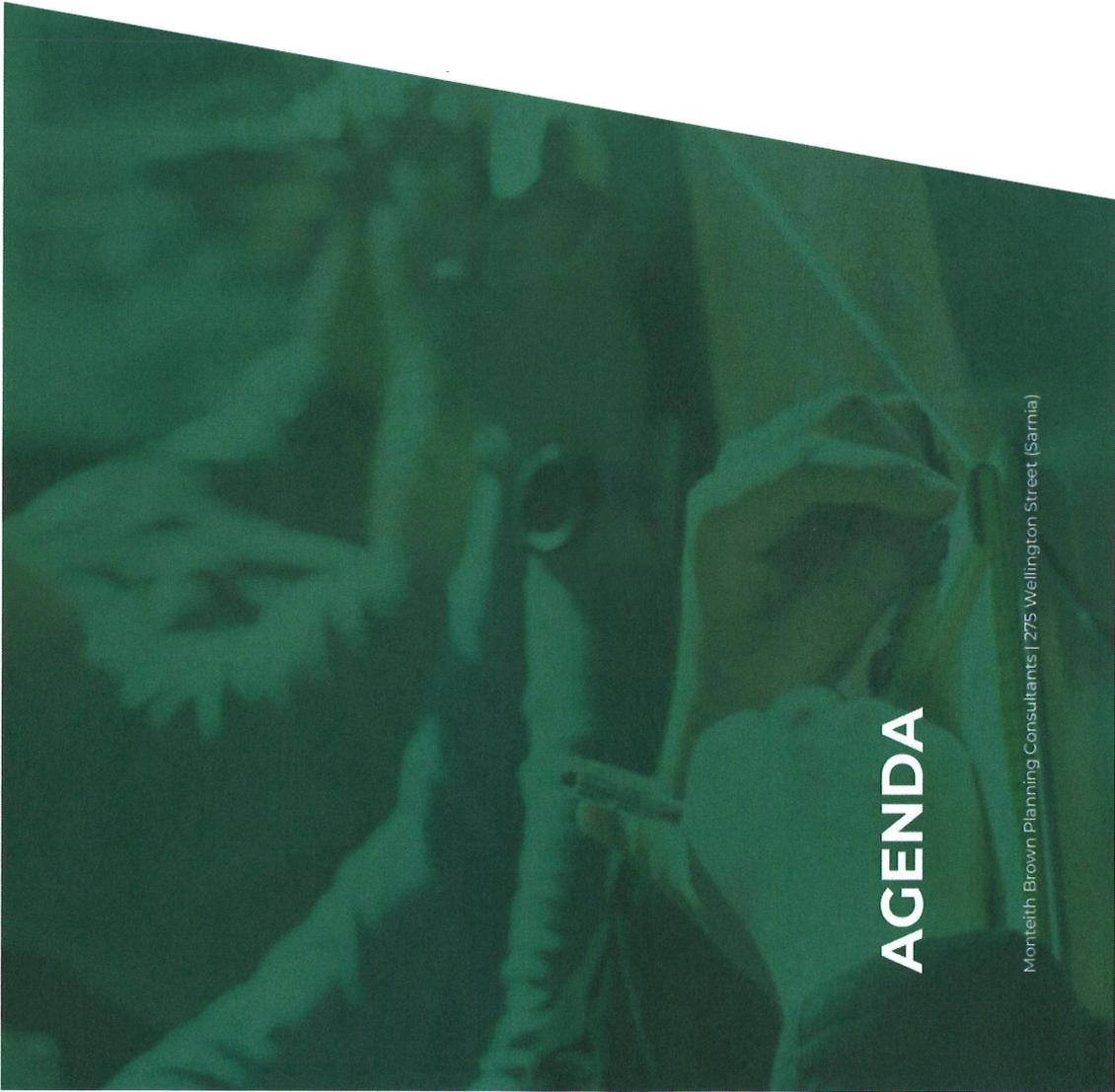
April 8, 2024

**Sarnia Collegiate Institute & Technical School
("SCITS") School Building Conversion & Infill
Development – PHASE II**

275 Wellington Street, Sarnia, Ontario
Official Plan Amendment, Zoning By-law Amendment & Consent

Rakesh Gupta

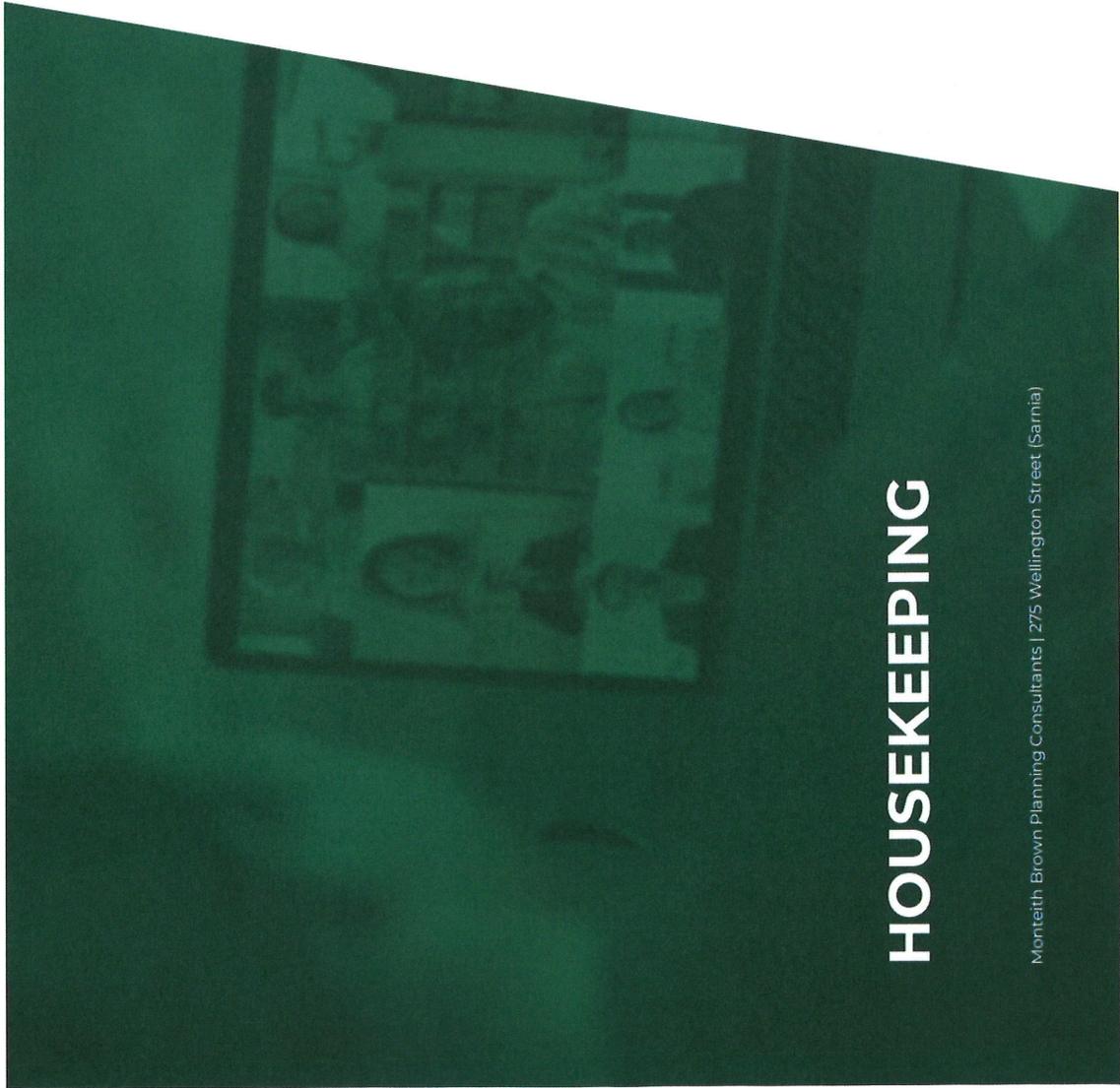
Virtual Community Information Meeting



AGENDA

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)

- Introductions
- Neighbourhood Context
- Development Vision
- What Happens Next?
- Questions & Comments



HOUSEKEEPING

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)



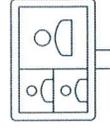
Please mute your mic if you are not speaking



Type your question or comment in the Q&A box



Please "raise your hand" if you would like to speak



This presentation is being recorded

WHO ARE WE?



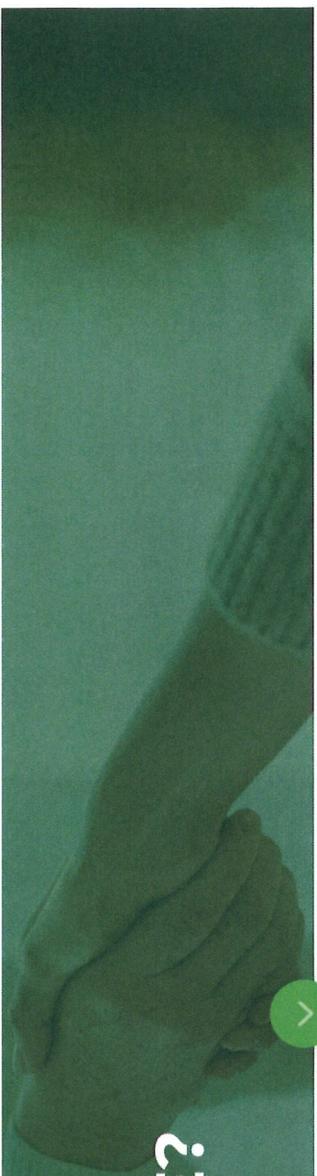
RAKESH GUPTA

- Owner of the SCITS property through 2858053 Ontario Inc.
- Greater Toronto Area-based land developer.
- Purchased the Property in September 2021.

MONTEITH BROWN PLANNING CONSULTANTS ("MBPC")

- London-based planning firm with extensive experience working in Sarnia on urban re-development projects (including the former Central United Church and the Sarnia General Hospital site).

WHY ARE WE HERE?



Introduce the proposed re-development concept to the community **before** submitting any formal planning applications, and **before** the approval authority makes a decision on the Planning Applications.

Present our clients plans, to gather feedback on the proposal and to answer questions and respond to any concerns regarding the development proposal.

PROJECT SITE

ADDRESS:

275 Wellington Street

AREA:

3.78 hectares (9.34 acres)

FRONTAGE:

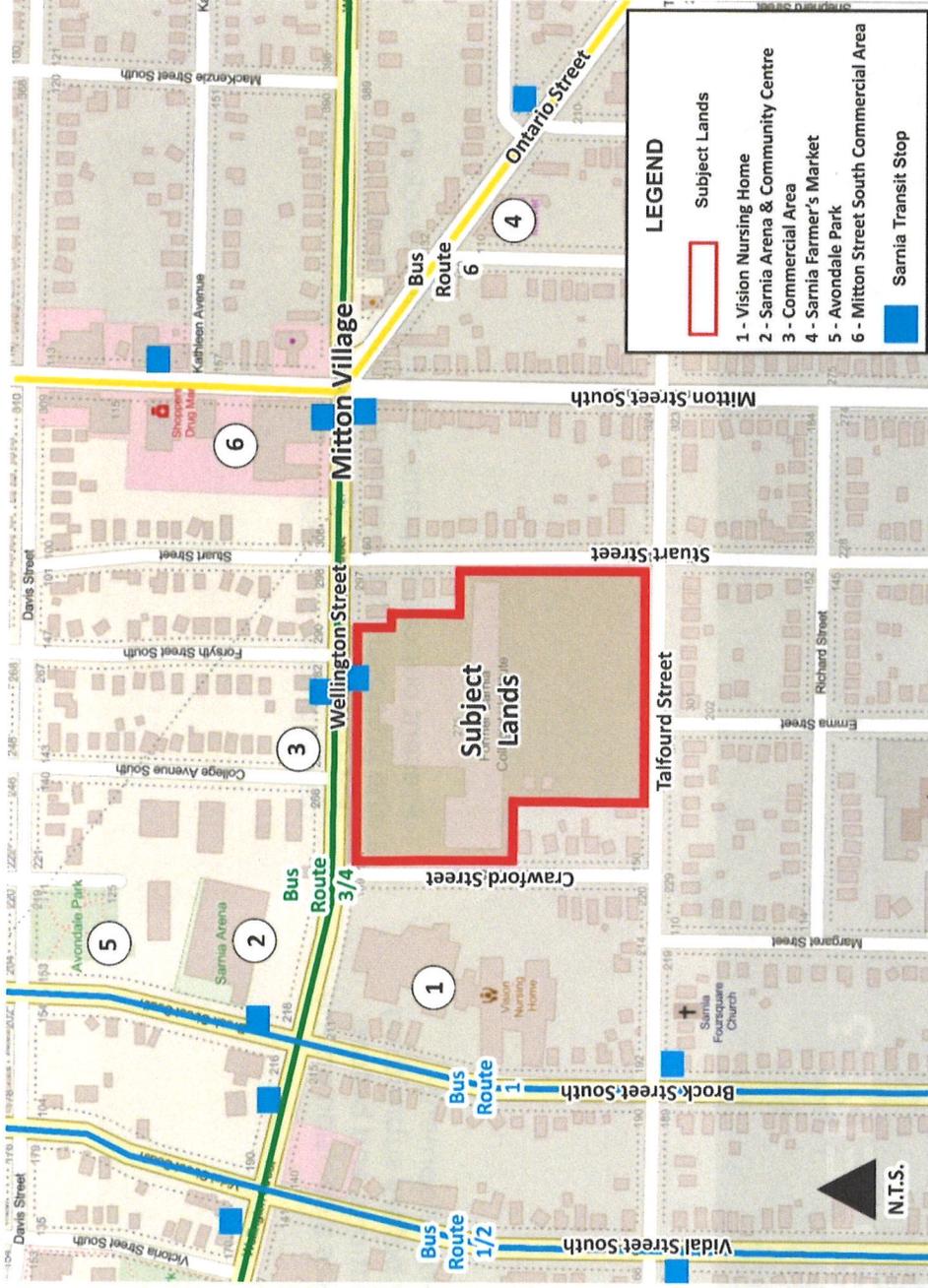
- 168 metres (Wellington Street)
- 133.9 metres (Stuart Street)
- 168.1 metres (Talfourd Street)
- 120.5 metres (Crawford Street)

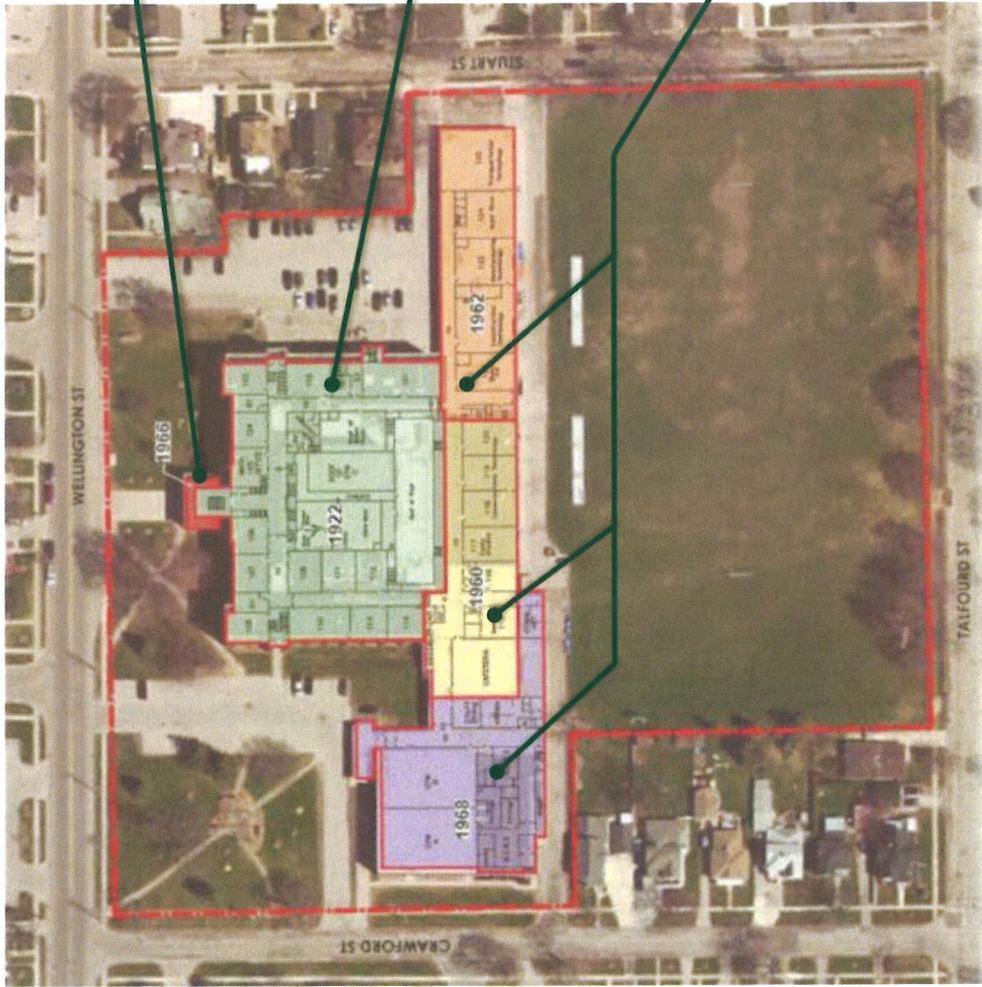
EXISTING USE:

Former SCITS Building, proposed for Royal SCITS Academy (RSA) – a Private Elementary & Secondary Co-ed Day and Boarding School planned to open its doors in September 2024.

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)

FIGURE. 01





Enclosed entranceway,
constructed **1966**

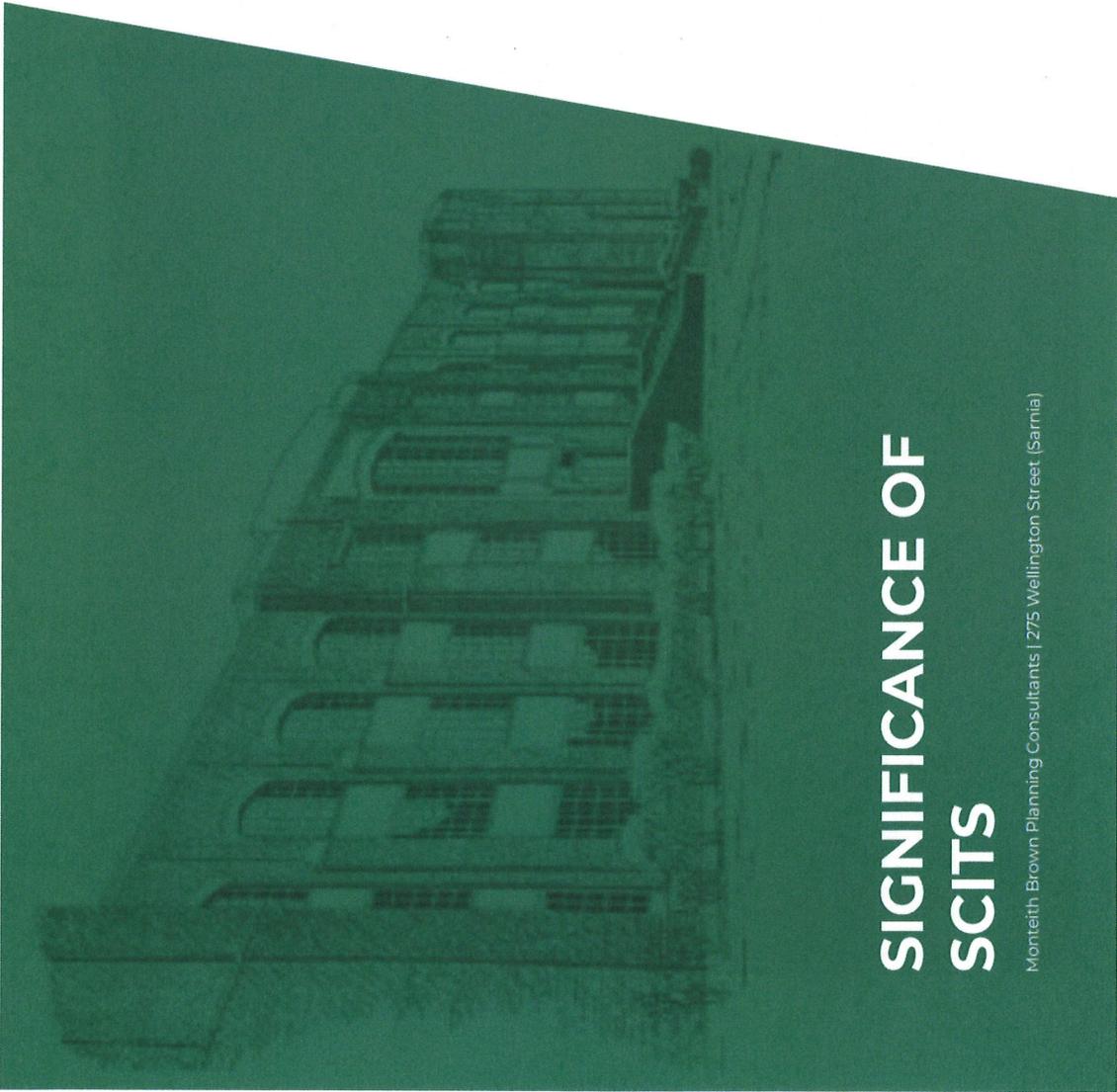
Three-storey brick
school building,
constructed **1922**

One-storey additions
containing
gymnasiums,
cafeteria, and
classrooms
constructed in **1960,**
1962, and 1968

FIGURE. 02

Former SCITS Building

Source: Heritage Impact Statement, SCITS, MHBC (2024)



- We are mindful of the historic importance of SCITS to Mitton Village and Sarnia as a whole.
- A Heritage Evaluation Report was completed for the property and identified that the long-term conservation of the building could be supported through “adaptive re-use”.

SIGNIFICANCE OF SCITS

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)



PREVIOUS PLANNING APPROVALS – PHASE I

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)

- Application for Official Plan Amendment & Zoning By-law Amendment submitted to the City on February 9, 2022.
- Applications proposed to permit the conversion and adaptive re-use of the former SCITS building, to allow for private high school, student residence, and daycare, with opportunities for limited small-scale commercial development and stand-alone residential uses .
- Zoning By-law Amendment approved by City Council on June 27, 2022.
- Official Plan Amendment adopted by City Council on June 27, 2022, and approved by the County on August 30, 2022.
- Occupancy Permit obtained November 2023.

WHY ARE WE PROPOSING NEW USES ON THE SITE?



- 1

Provide opportunity for greater mix of housing choice, attainability, and age-in-place options within the community, through appropriate infill development.
- 2

Allow for complementary commercial uses, supportive of the planned Royal SCITS Academy (RSA) operation.
- 3

Continue to preserve cultural heritage attributes of the historic school building exterior, and the legacy of SCITS in the Mitton Village neighbourhood.

Planning approvals required to implement our client's vision to permit a broader range of uses and development forms.

DEVELOPMENT VISION



DEVELOPMENT VISION



FIGURE 03

ORIGINAL BUILDING

- Private K-12 School, Boarding, possible commercial/office space.
- Minimal changes to exterior street-facing façades.
- Building Permits Approved for interior renovations.



FIGURE 04

1960s – ERA ADDITIONS

- Retained at this time, with anticipated demolition in the future.
- Re-purposed to support classrooms, boarding, and possible complementary commercial uses (i.e., event space, commercial school, food and beverage sales).



FIGURE 05

INFILL DEVELOPMENT

- Infill Mixed-Density, Residential Development
- Four (4) Storey Towns & Ten (10) Storey Apartment Building
- Official Plan Amendment & Zoning By-law Amendment required.

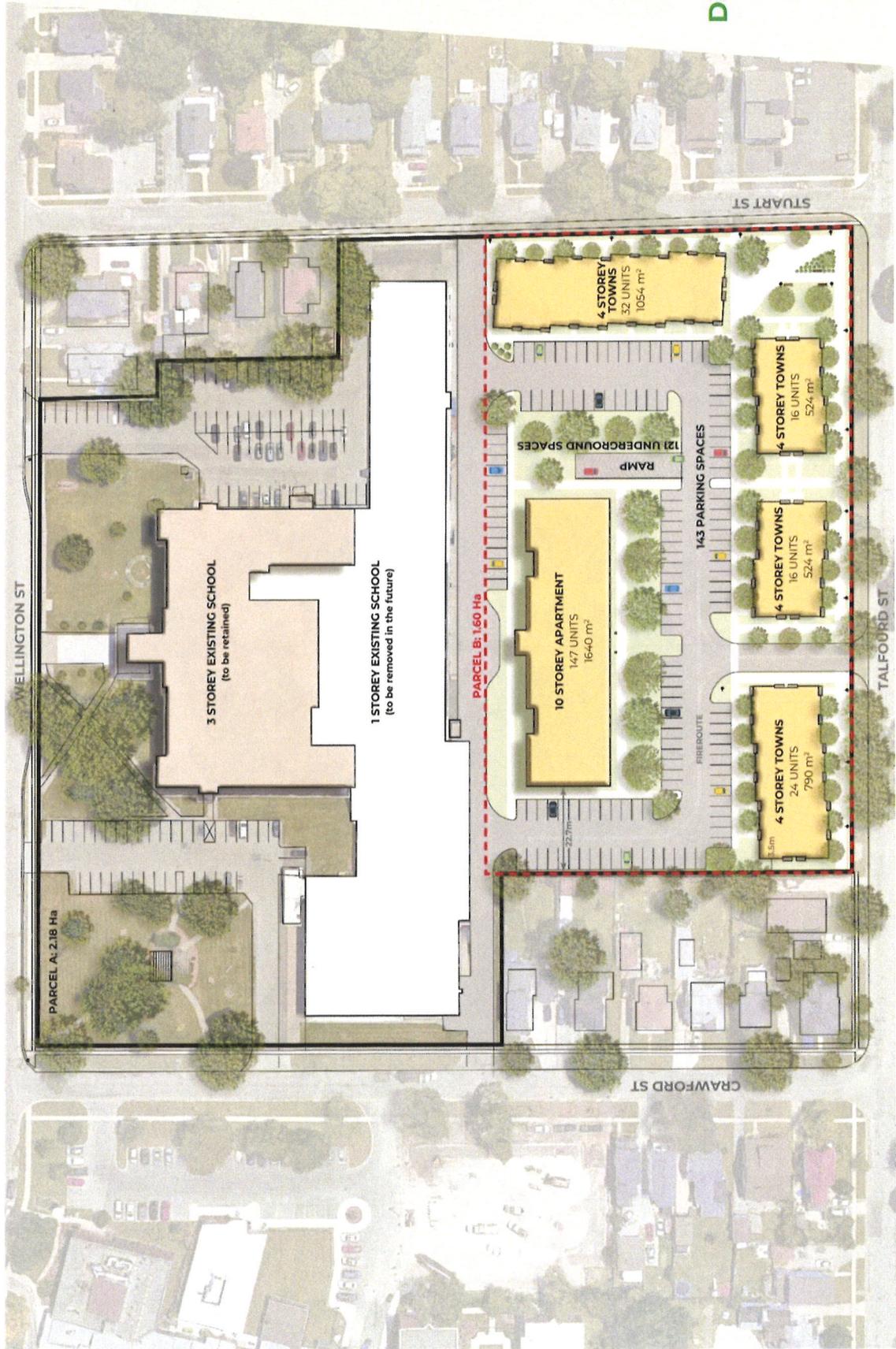


FIGURE 06
**DEVELOPMENT
 CONCEPT –
 PHASE II**

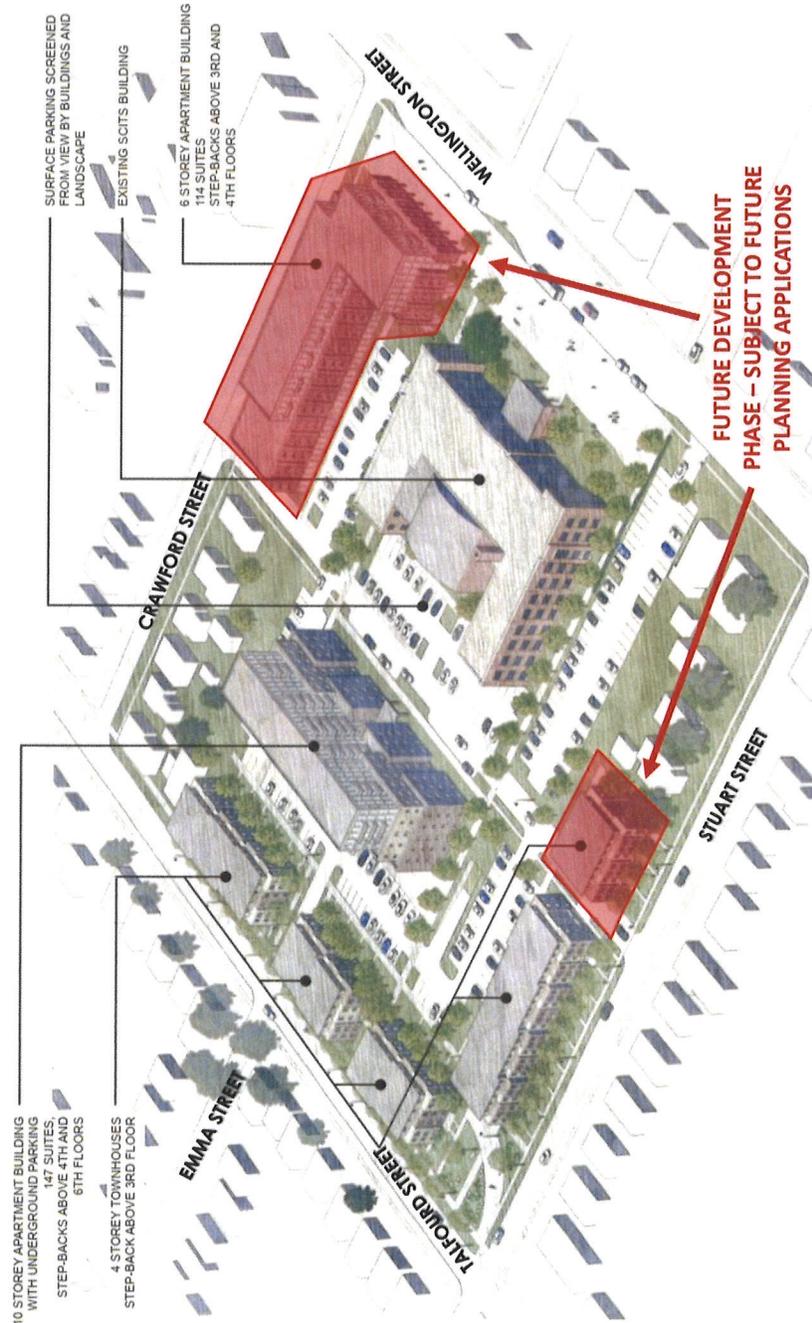


FIGURE. 07
**DEVELOPMENT
 CONCEPT -
 FUTURE BUILD
 OUT**

VIEW NORTH FROM TALFOURD STREET



FIGURE: 08
CONCEPTUAL
RENDERING

VIEW NORTH FROM EMMA STREET



MID-BLOCK VEHICULAR AND PEDESTRIAN CONNECTION

10 STOREY APARTMENT BUILDING AT MID-BLOCK

4 STOREY TOWNHOUSES WITH SITEBACK ABOVE 3RD FLOOR

FIGURE. 09
CONCEPTUAL RENDERING

VIEW NORTH-WEST FROM TALFOURD STREET AND STUART STREET



**FIGURE 10
CONCEPTUAL
RENDERING**

VIEW NORTH-WEST FROM TALFOURD STREET AND STUART STREET



FIGURE. 11
CONCEPTUAL
RENDERING

POLICY FRAMEWORK



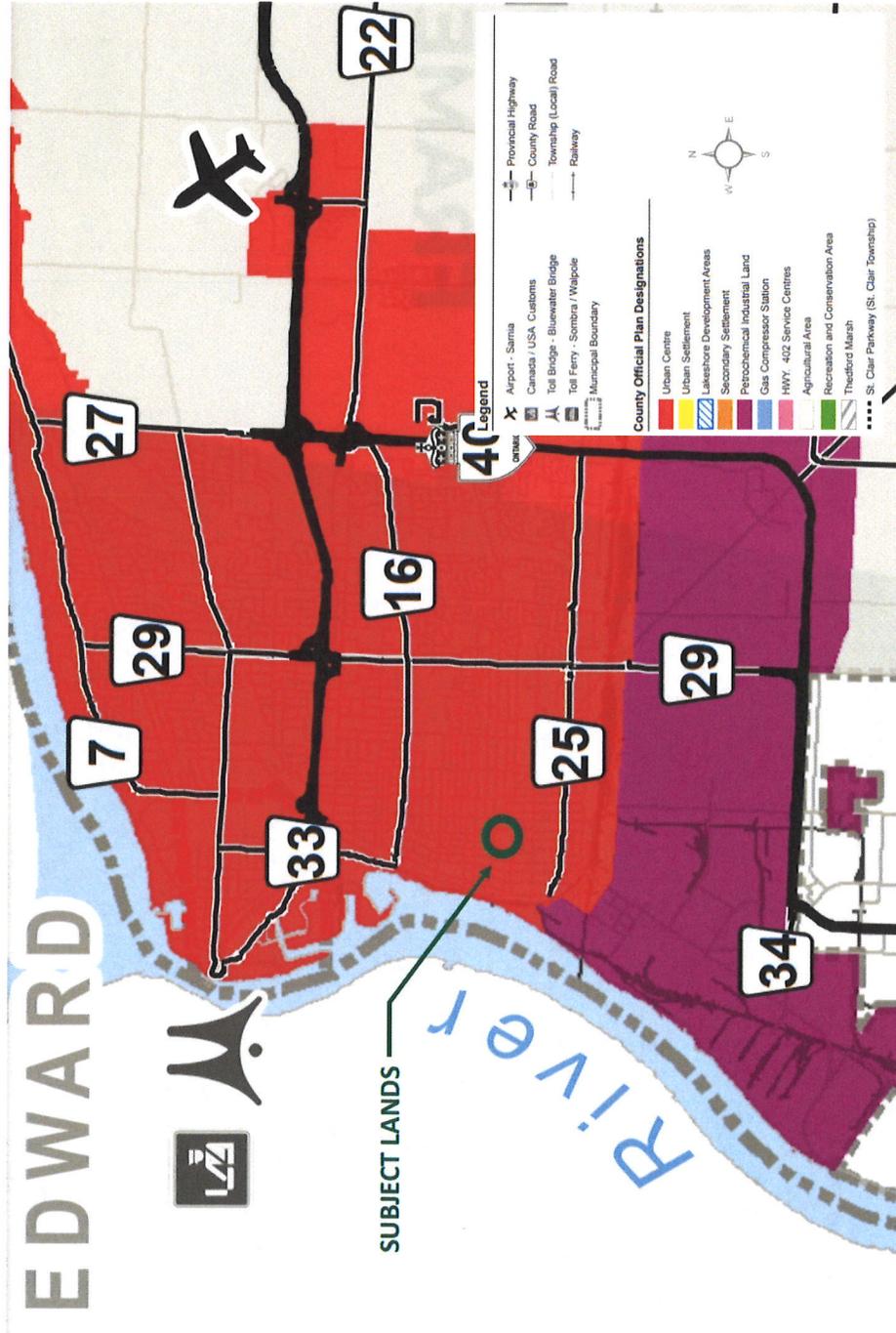
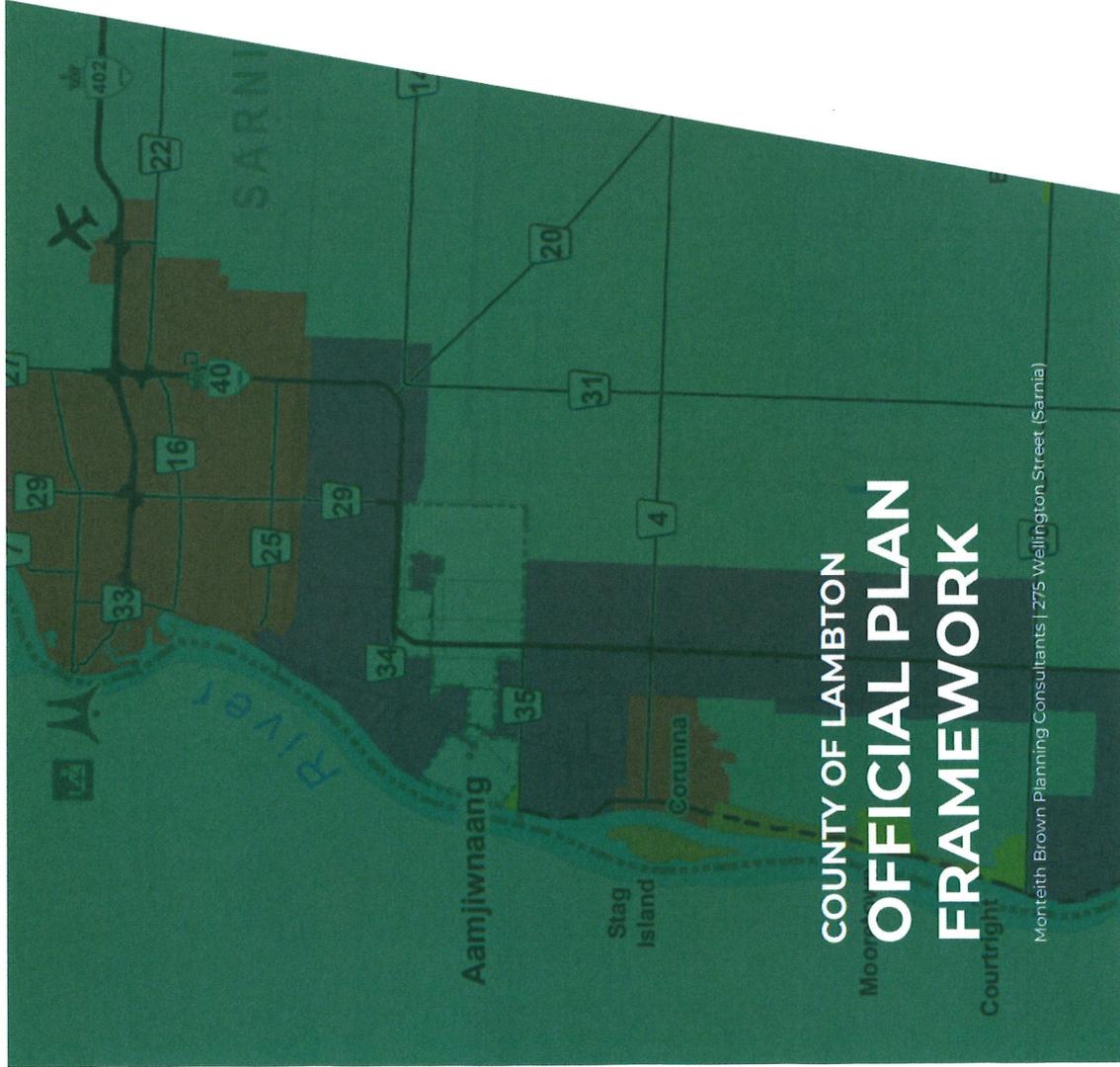


FIGURE 12

County of Lambton Official Plan

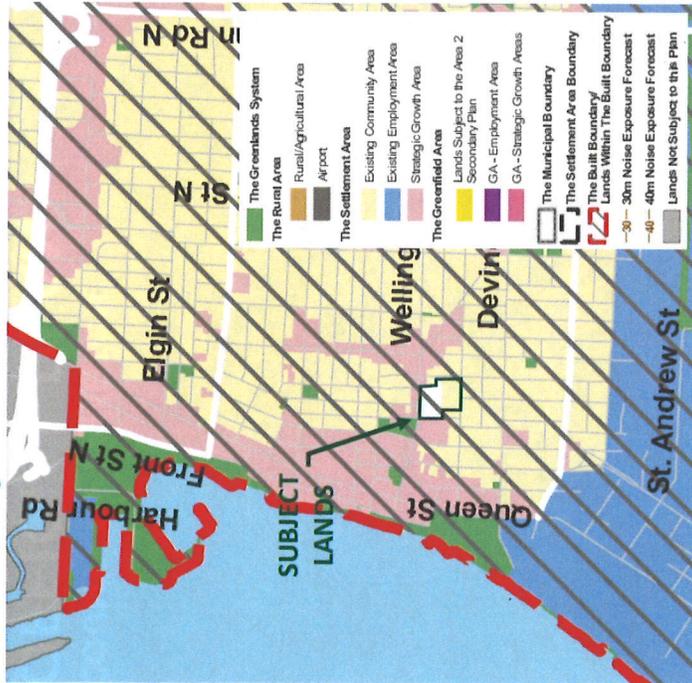
Excerpt from Map 1- Growth Strategy



POLICY

- Urban Centres contain a wide variety of residential, institutional, commercial, and industrial lands uses and cultural nodes including major public service facilities and a variety of major employers (s.s. 3.2.2).
- The majority of future urban growth will be directed to Urban Centres (and Urban Settlements) with full municipal services (s. 3).
- Development in Urban Centres will promote an efficient and compact land use pattern to minimize land consumption, control infrastructure costs, and limit non-farm growth pressure In Agricultural Areas (s.s. 3.2.11).
- Local official plans provide general guidance for development (s. 3).

Schedule '1' - City Structure Plan



Schedule '2' - Land Use Plan

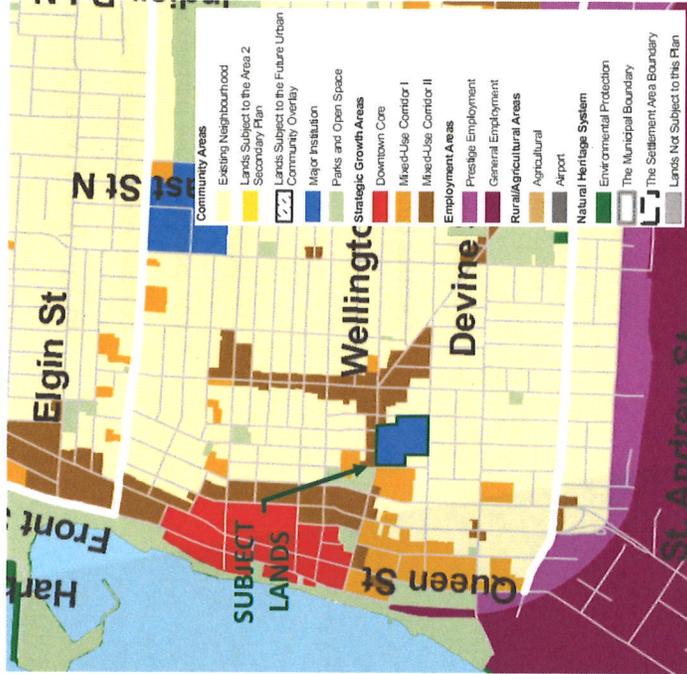


FIGURE 13 & 14

City of Sarnia Official Plan

Excerpt from Schedule '1'
- City Structure Plan &
Schedule '2' - Land Use
Plan



**CITY OF SARNIA
OFFICIAL PLAN
FRAMEWORK**

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)

DESIGNATION

Existing Community Area, Major Institution*

- Lands were re-designated from 'Institutional' to 'Apartment Residential' in the previous Official Plan (OPA No. 42). Per City direction, the new Official Plan is to be modified (via technical change) to illustrate the subject lands as 'Strategic Growth Area' and 'Mixed-Use Corridor II' on Schedule 1 and 2 of the City new Official Plan, respectively.

PERMITTED USES (under 'Mixed-Use Corridor II' Designation)

- Residential Apartments and Townhouses
- Retail and Service Commercial Uses
- Restaurants
- Office Uses
- Cultural, entertainment and recreational use
- Institutional uses, including schools, education facilities and places of worship
- Day care facilities
- Live-Work Units
- Accessory Uses

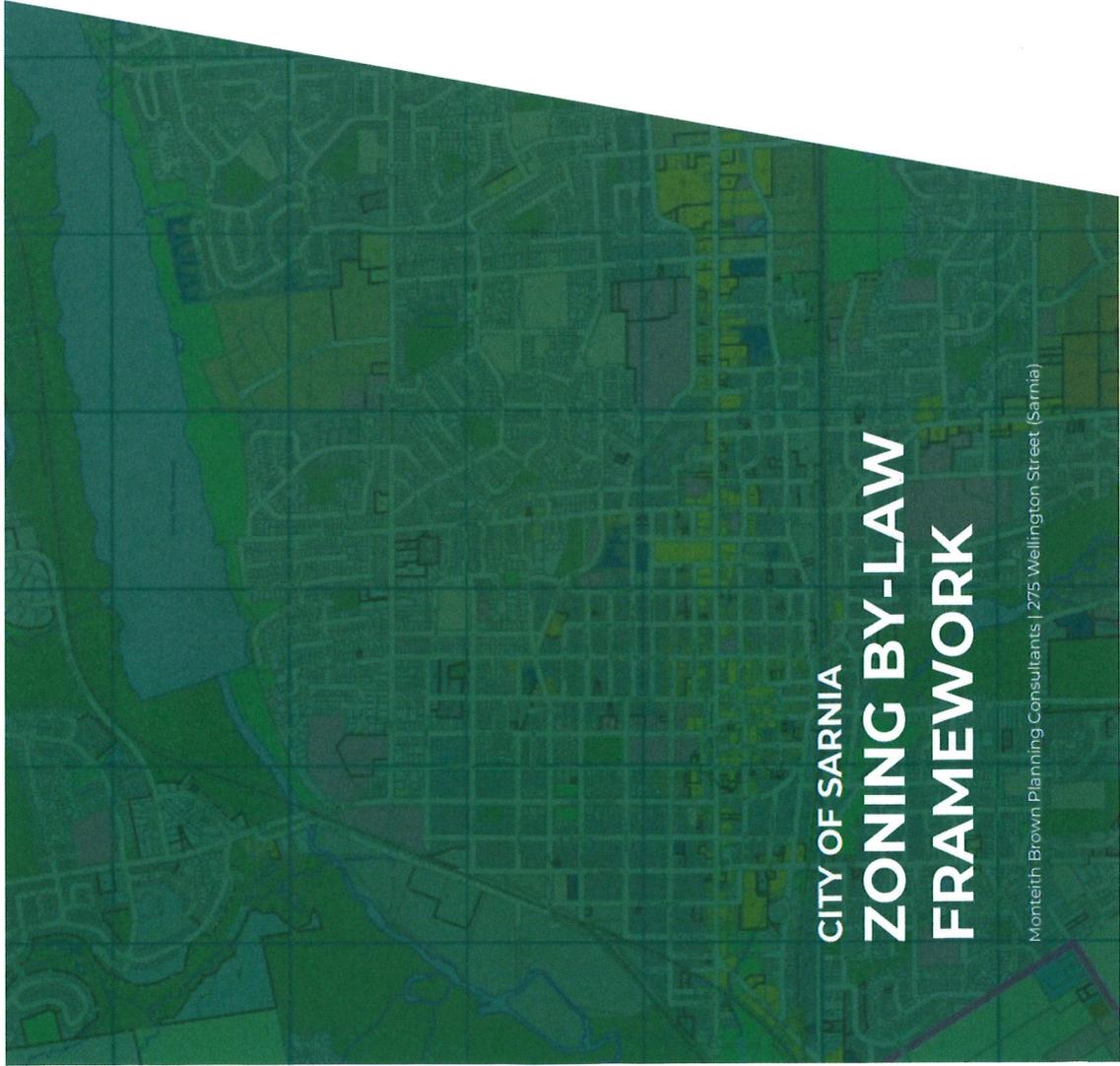
PERMITTED HEIGHT (under 'Mixed-Use Corridor II' Designation)

- Low-Rise Building = 3 storeys (11 metres) (max)
- Mid-Rise Building = 6 storeys (22 metres) (max)

PROPOSED OFFICIAL PLAN AMENDMENT

Site-Specific Official Plan Amendment ('OPA') to:

- **AMEND** Section 5.7 (Site and Area-Specific Policies) to permit Residential Apartment building heights up to 10 storeys (32 metres) at 275 Wellington Street.



CITY OF SARNIA ZONING BY-LAW FRAMEWORK

Monteith Brown Planning Consultants | 275 Wellington Street (Sarnia)

ZONE

Urban Residential 5, Site Specific Zone 32 ('UR5-32')

CURRENT PERMITTED USES

- Accessory uses and buildings;
- Apartment dwellings;
- Converted Dwellings;
- Daycare;
- Group Homes;
- Homes for the aged;
- Lawfully existing dwellings;
- Multiple use apartment;
- Nursing homes;
- Retirement homes;
- Rooming or boarding house;
- School;
- Student Residence;
- Women's shelters;

PERMITTED INTENSITY (HEIGHT)

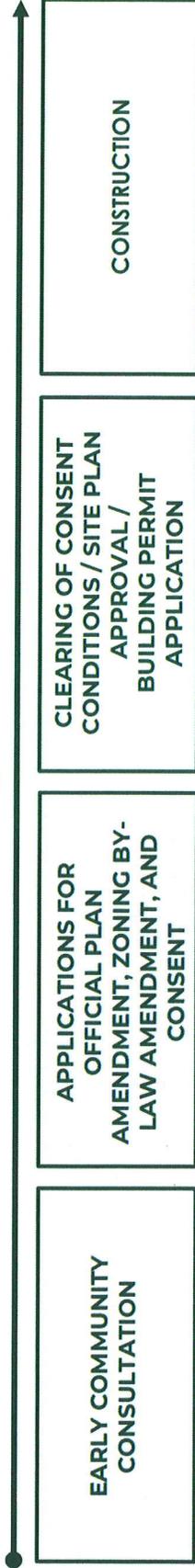
- 15 metres (maximum)

PROPOSED ZONING BY-LAW AMENDMENT

Site-Specific Zoning By-law Amendment ('ZBA') to:

- Re-zone the subject lands **FROM** 'Urban Residential 5, Site Specific Zone 32' ('UR5-32') **TO** a new 'Urban Residential 5, Site Specific Zone' ('UR5-*' and 'UR5-**'), recognizing a multiple-attached dwelling use, commercial uses, and special regulations for lot area, setbacks, height, density, and parking.

WHAT HAPPENS NEXT?



EARLY COMMUNITY CONSULTATION

Introducing development concept to community, gathering feedback.

PUBLIC INPUT.



APPLICATIONS FOR OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT, AND CONSENT

Finalize the development program for the site.

File applications for Official Plan Amendment, Zoning By-law Amendment, and Consent with supporting technical studies.

City & County review of planning applications.

PUBLIC PROCESS

Council approval required.

CLEARING OF CONSENT CONDITIONS / SITE PLAN APPROVAL / BUILDING PERMIT APPLICATION

Conditions to be cleared; once cleared, final approval may be issued by Approval Authority and Consent Registered.

Finalize the development program & building design for the site, including building elevations, landscaping, lot grading and parking.

Site Plan may occur in conjunction with previous stages.

Building Permit is required to construct any new building or structure on the property.

CONSTRUCTION

Implementation of development vision.

Conclusions

The proposed Consent, Official Plan Amendment & Zoning By-law Amendment Applications are:

- Consistent with the Provincial Policy Statement
- Conforms to the County of Lambton Official Plan & maintains the general intent and purpose of the City of Sarnia Official Plan
- Maintains the general intent & purpose of the City of Sarnia Zoning By-Law
- Represents sound land-use planning

- Contribute to a complete community by providing higher-form, attainable residential uses in proximity to commercial, employment, institutional, and recreational uses;
- Provide for an appropriate range and mix of housing options and densities to meet projected market-based and attainable housing needs;
- Land use patterns and appropriate development standards which facilitate intensification, redevelopment and compact form;
- Support development on lands which preserve Cultural Heritage Features (SCITS Building) and not impacting Natural Heritage features;
- Promote efficient use of land by proposing development on existing municipal services, within the existing built-up area of the City of Sarnia; and,
- Provide opportunities for active/passive recreation through existing and new publicly-accessible parkland space and open space amenity.

QUESTIONS & COMMENTS?





THANK YOU!

219 Oxford Street West, Unit 302
London, Ontario N6H 1S5

www.mbpcc.ca | 519.686.1300



**COMMUNITY
ENGAGEMENT STRATEGY
MATERIALS**

MEETING NOTES



Monteith•Brown
planning consultants

Community Information Meeting Notes

Client: Rakesh Gupta, 2858053 Ontario Inc.
File #: 21-1000
Date: April 8, 2024

Place / Time: Zoom Webinar, 6:00 PM – 7:00 PM

In Attendance: Rakesh Gupta (2858053 Ontario Inc.)
Mohit Gupta (2858053 Ontario Inc.)
Jay McGuffin (MBPC)
Patrick Matkowski (MBPC)
+ 2 attendees from the community

Reference: **SCITS Conversion and Infill Development (275 Wellington Road) – Phase II**

Presentation

- MBPC planners began the meeting by running through a presentation (slides enclosed) outlining our clients' plans for the site
- At the beginning of the presentation, MBPC staff let attendees know that the presentation was being recorded for note-taking purposes.

Questions & Answers

- After the presentation concluded, MBPC opened up the meeting for questions and comments from attendees, which are transcribed below.
- Attendees could ask questions through the "Chat" or "Question and Answer" or "Raise Hand" function. All questions and comments received were read aloud.

Question: For the school, do you have any green space for the kids to play? Kids need a playground.

Response (Patrick / Jay): There are opportunities for recreation space at the north end of the existing school building and anticipate additional opportunities for recreational space may be provided within the existing school as part of the private school operation. Any recreational space for the school operation would need to be programmed within the existing school building lands (post severance) as the lands to the south will service the residential proposal.

Green Space and Recreational Space will also depend on the registration for the private school, as the student population may range from kindergarten to grade 12.

It should also be acknowledged that this is not a typical elementary or secondary school provided by the Catholic/Public School Board, but rather a private school.

Question: What is the approximate value of the units for the townhomes?

Response (Jay): At this time, we do not have the cost numbers for the townhome units. This is, however, a market-rent proposal. We received comments from the community via email regarding concerns for these lands being proposed for a low-income housing project. This is not what is being proposed here. The quality of the architectural renderings is commensurate with the market price that the units will be attracting.

Question: What buildings will be developed first? What are the phases?

Response (Jay): Construction would happen in two elements: one, continued renovation for the interior of the SCITS building; second, likely the town development along the street edges. However, this will depend on construction financing and market demand for the units. We will not know until we get detailed costing estimates for construction from the architect.

The meeting concluded shortly after 7 PM.