



## PLANNING & URBAN DESIGN **REPORT**

# 530 & 540 EXMOUTH STREET

SARNIA / ON



### **Client**

Farahi Group of Companies

### **Contact**

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## PREPARED BY

Siv-ik Planning and Design Inc.

## PREPARED FOR

Farahi Group of Companies  
(c/o Amir Farahi)

## VERSION 1.0

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## ISSUED

04.10.2024

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## ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Farahi Group of Companies (c/o Amir Farahi) as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Official Plan and zoning By-law Amendment for 530 & 540 Exmouth Street and the unique planning process that is being undertaken by the project team.

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# S1: INTRODUCTION

## S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, serving clients across Southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



Baird Architecture + Engineering is a Premiere Multi-Disciplinary Architectural and Engineering Firm located in the City Of Windsor, Ontario, Canada. Baird AE's purpose is to provide outstanding design ideas and solutions for our clients through the modern combination of human need, environmental guidance, client value, science and art.

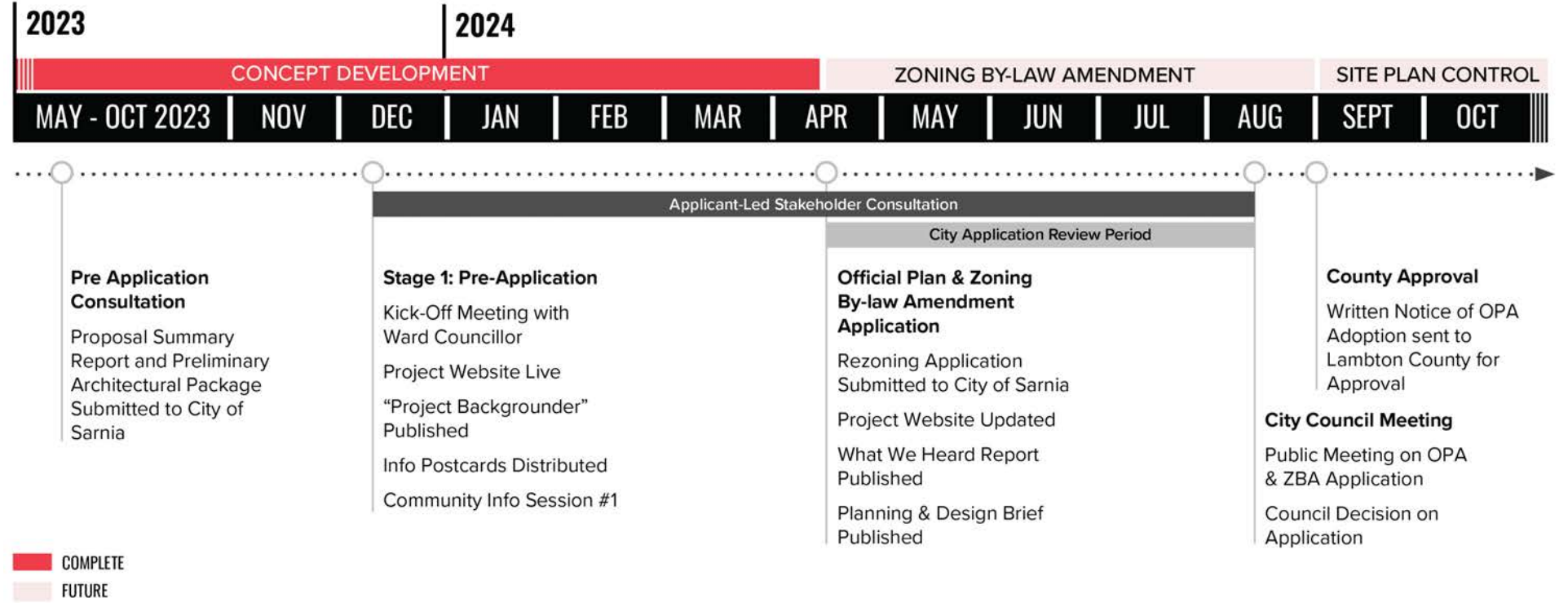


Paradigm is a private incorporated company registered in all transportation planning and traffic engineering specialties. As industry leaders, we help clients meet future transportation needs on projects of all sizes through innovative solutions, an objective approach, and a collaborative mindset.

## S1.2 About the Project

Farahi Group of Companies (FGC) is leading the development of the properties known as 530 & 540 Exmouth Street in Sarnia, ON. With the support of Siv-ik Planning & Design Inc. and the project team, FGC is planning a new high-density "transit-oriented" development that includes two (2) new mixed-use buildings, each containing two (2) high-rise residential towers with a collection of small-scale commercial spaces integrated into the ground floor of the "podium" of each building. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 530 & 540 Exmouth Street. The report also provides an overview of our unique approach to navigating this project from concept to reality.

### / Project Timeline



**Note:** Projected "future" timelines subject to change.

### S1.3 Project Site

The project site is comprised of two legal parcels, municipally referred to as 530 & 540 Exmouth Street in Sarnia, ON. The site is located on the north side of Exmouth Street at the intersection of East Street N., immediately south of Highway 402, within the *Northgate Plaza* shopping area. Northgate Plaza's development dates back to the mid-1950's when, upon opening, it became a major local commercial destination to support the City's growing north-end neighbourhoods. Major retailers at the time included Dominion Grocery Stores as well as a Sears outlet. At the time of its opening it was one of the largest shopping centres in Southwestern Ontario.

Over the years, Northgate Plaza has evolved with a new and growing mix of contemporary retailers/ commercial establishments (e.g., Shopper's Drug Mart, Metro Grocery Store, etc.) that serve the daily and weekly needs of area residents. It continues to serve as an important commercial hub and over time has also evolved into an important hub for public transit services, with the City of Sarnia operating a "Transit Terminal" within the site, at the terminus of East Street North and Exmouth Street.

The Northgate Plaza lands are subdivided into a series of legally titled properties, served by a common network of private lanes which facilitate vehicle and pedestrian circulation across the plaza. The project site (530 & 540 Exmouth Street) form two undeveloped parcels within the Northgate Plaza lands, each containing some surface parking for the surrounding commercial uses but generally vacant. Given the relatively soft market demand for new large-format commercial development, the proximity of commercial uses, and the extensive availability of nearby transit options, there is a unique opportunity to redevelop this site into a mixed-use, transit-oriented development, that supports the City's growth and planning objectives and the further evolution of Northgate Plaza as a transit hub.

#### At-A-Glance

ADDRESS	SITE AREA	FRONTAGE	DEPTH	EXISTING USE
530 Exmouth Street	0.63ha	60.6	104.7m	Vacant (Zoned GC1)
540 Exmouth Street	0.89ha	84.9m	100.5m (Irregular)	Vacant (Zoned GC1)



Figure 1. The Project Site

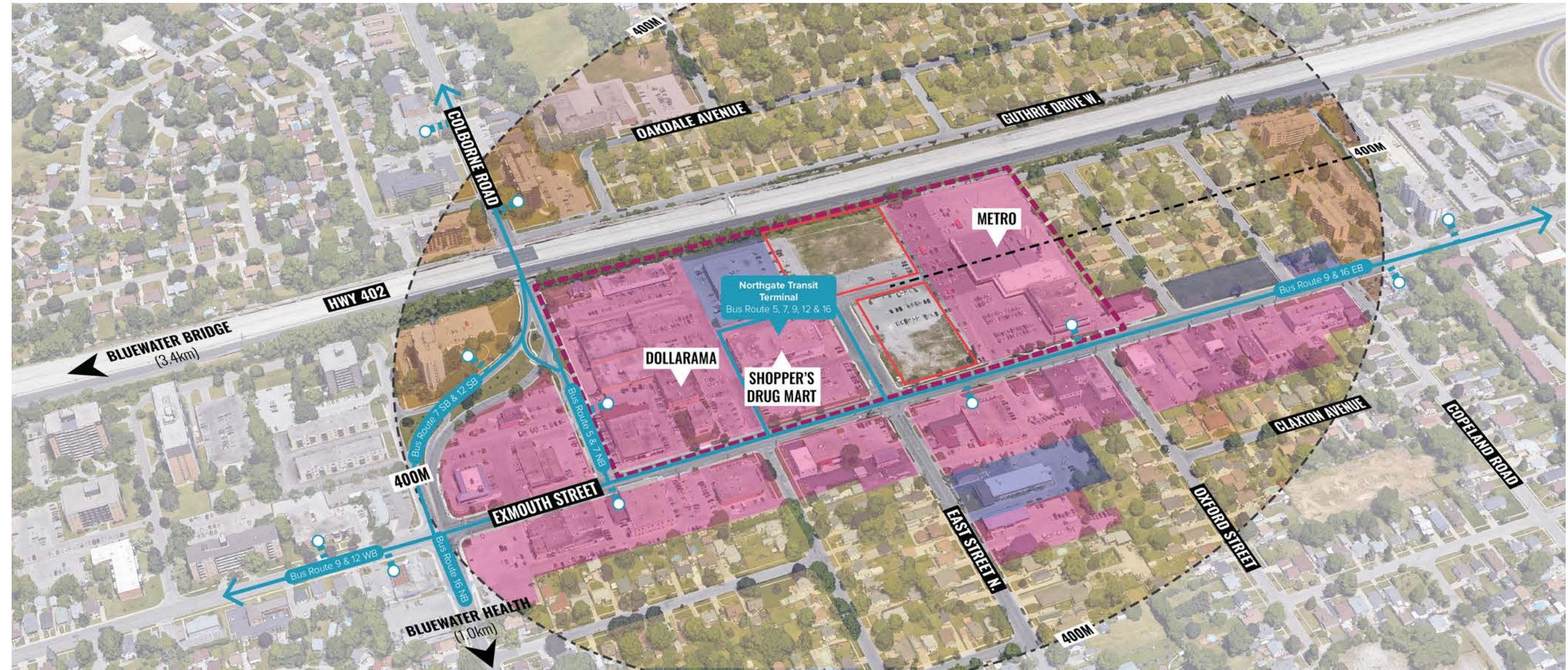
## S2: CONTEXT

### S2.1 Spatial Analysis

**Figure 2** shows the physical and spatial characteristics of the lands surrounding the project site. As noted in the introduction, the lands immediately surrounding the project site are predominantly developed with large-format commercial uses (*Northgate Plaza*) including major retailers, personal services and an office building devoted to the federal public service. Surrounding commercial uses are structured around a grid of common driveways (private lanes) that extend through the lands north of Exmouth Street and east of Colborne Road, spaced in a manner that creates a defined series of blocks. Within the defined blocks, the existing form of development is characterized by a large-format style of auto-oriented commercial development, whereby the buildings are developed as a stand-alone or multi-tenant “big-box” forms and surrounded by surface parking. 530 and 540 Exmouth Street represent the only two currently undeveloped/vacant blocks within the commercial area. Given the size and shape of the various blocks within the Northgate Plaza, it is anticipated that many of them will be redeveloped with a combination of small-scale commercial uses (standalone retail pads or in the ground floor of mixed-use buildings) and more intense residential uses over time.

From an accessibility perspective, Sarnia Transit operates a major transit terminal from Northgate Plaza, with a hub of connections housed immediately west of 530 & 540 Exmouth Street (adjacent to Shopper’s Drug Mart). This terminal station provides connections to direct routes servicing major employment destinations in the City including Bluewater Health (1km via Route 16), Downtown Sarnia (2.5km via Route 9) and Lambton College (3.1km via Route 9). Additionally, the lands are located less than 1km west of the Indian Road N/ Highway 402 Interchange, facilitating convenient vehicular access to all major employment facilities and destinations in the City and Region.

From a physical perspective, Highway 402 acts as a physical divide between Northgate Plaza and the residential neighbourhood to the north. The function and built form of the area north of the highway consists of a typical post-war low-rise residential area, primarily comprised of 1-2 storey single-detached residential dwellings. It is not anticipated that these uses would redevelop in the short and medium-term planning horizons. Exmouth Street acts as a similar physical divide, where the lands south of Exmouth Street are comprised mainly of low density residential development. The lands immediately abutting Exmouth Street are comprised of a mix of commercial uses and larger single detached dwelling lots that present a more logical opportunity for redevelopment and intensification over the next planning horizon. This is an important planning/design consideration in that the built context/environment along Exmouth Street could evolve significantly over the next planning horizon. The site itself is physically isolated from surrounding low-density residential neighbourhoods, providing a sympathetic context for new high density/mixed-use development to occur with minimal potential for impacts to residential areas.



**Figure 2.** Neighbourhood Spatial Context (400m)



# S3: PLANNING FRAMEWORK

## S3.1 Provincial Policy Statement, 2020

The provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Policy Statement (PPS 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS. Locally, the primary mechanism for the implementation of the provincial plans and policies is through the County of Lambton and City of Sarnia Official Plans. Through the preparation, adoption and provincial approval of the City of Sarnia Official Plan, the City of Sarnia has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report. However, acknowledging the scope of the proposed development and the nature of the applications being submitted (i.e., Official Plan Amendment), it is important to highlight some of the key objectives and policy directions of the PPS. The PPS, 2020 includes policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest including:

- Within *Settlement Areas*, land use patterns shall be based on *densities and a mix of land uses which efficiently use land and resources are transit-supportive, where transit is planned, exists or may be developed* (1.1.3.2)
- Municipalities shall *identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas* (1.1.3.3)
- Provide for an *appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area* (1.4.1)
- *Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed* (1.4.3 f))

As outlined above, the PPS, 2020 includes policy guidance on housing and residential intensification in settlement areas, with a focus on creating more diverse, sustainable, and accessible housing options for the benefit of all Ontarians. This guidance has been considered and has informed our professional planning opinion and concept design for the project site. More specific references to the applicable policies of the PPS are included in Section 5 of this report.

## S3.2 County of Lambton Official Plan

As a lower tier municipality, the City of Sarnia's Official Plan must adhere to the directives set forth in the upper tier municipality's Official Plan, which serves as a regional framework for managing growth. The County of Lambton's Official Plan designates the project site as part of an Urban Centre, permitting a diverse range of residential, institutional, commercial, and industrial uses. The plan emphasizes directing the majority of growth to these Urban Centres to minimize land consumption and growth pressure on agricultural areas. Specifically, the Urban Centre designation, encompassing areas such as Sarnia and Point Edward, is highlighted as having full municipal services available and providing significant opportunities for urban development and employment. In line with Section 2.3 of the County's Official Plan, a primary objective is to foster an active and healthy housing market capable of meeting the varied needs of Lambton County residents. Policy 2.3.13 encourages local municipalities to facilitate housing intensification through various techniques, including permitting second units, encouraging infill development, directing housing to vacant lots, converting existing buildings for residential purposes, and promoting higher densities in new developments. Additionally, the Official Plan sets a target that 20% of new housing units provided in the County should be achieved through intensification and redevelopment, aiming to promote efficient land use and sustainable urban growth while meeting housing demands. The proposed redevelopment, detailed in Section 5 of this report, represents an appropriate form of intensification of an underutilized site, as it is located at one of three Sarnia Transit Terminals and is immediately adjacent to a range of community services and commercial facilities that provide all daily and weekly needs for residents within walking distance.

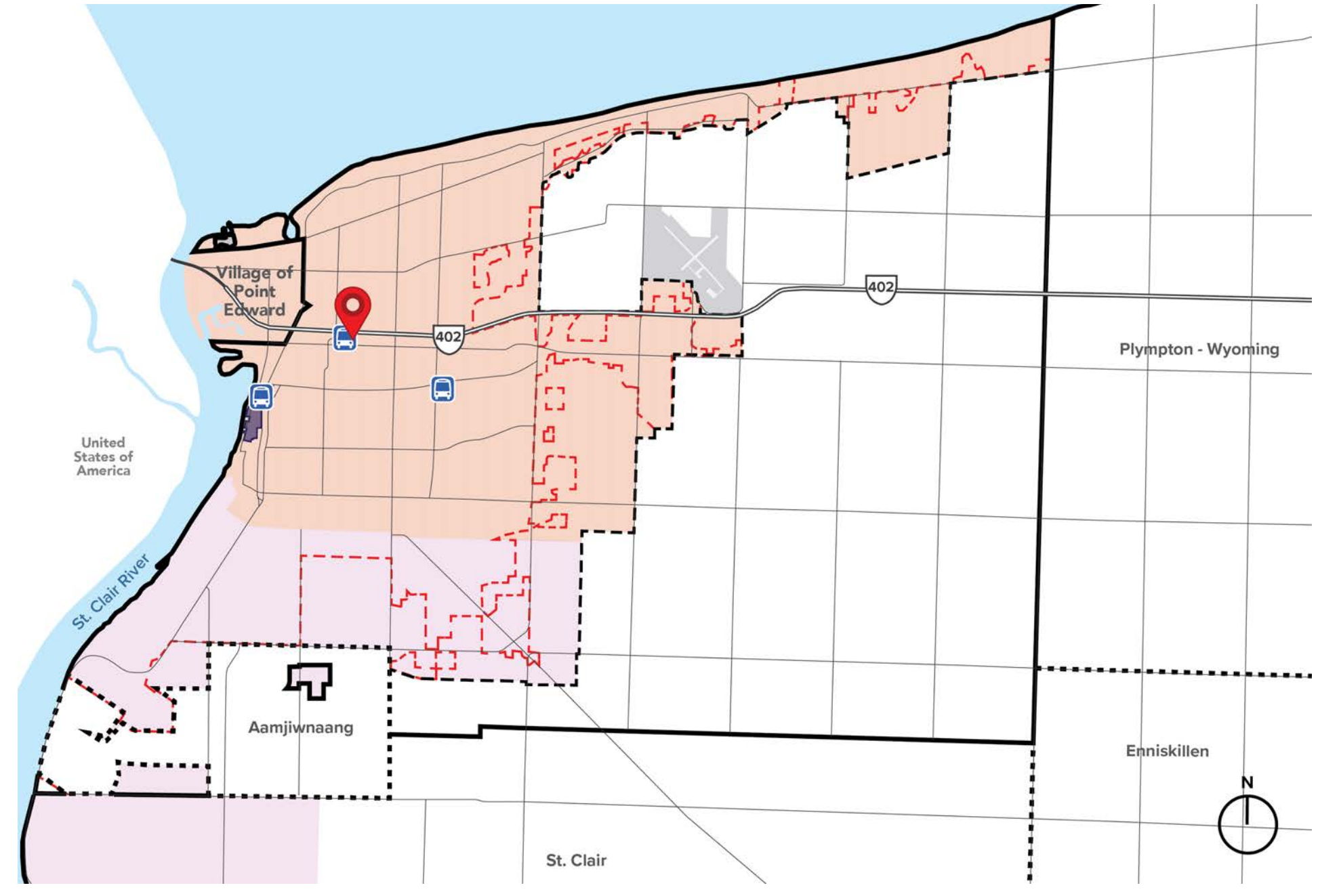


Figure 3. Regional Structure

### S3.3 City of Sarnia Official Plan - Designations

#### / City Structure Plan

In accordance with Schedule 1 - City Structure Plan of the City of Sarnia Official Plan, the project site is within a “Strategic Growth Area”. Section 5.3 of the Official Plan provides that lands designated “Strategic Growth Areas” are expected to intensify over time and include a mix of residential, retail, commercial and office uses. Intensification opportunities in the form of high-density and mixed-use development are intended for these areas. These areas are expected to be supportive of an enhanced transit system.



- Strategic Growth Area
- The Greenlands System
- Existing Community Area

#### / Land Use Plan

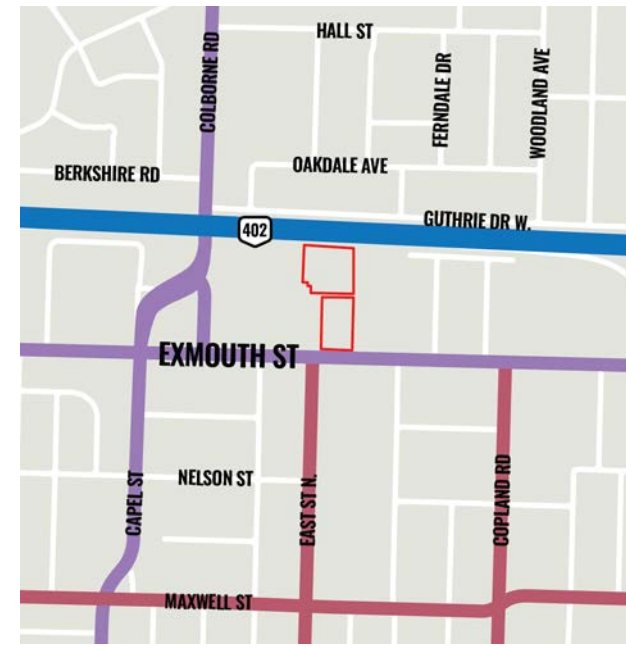
In accordance with Schedule 2 - Land Use Plan of the City of Sarnia Official Plan, the project site is within the “Mixed Use Corridor I” designation. Lands designated “Mixed Use Corridor I” designation are intended to develop as mixed-use and transit-supportive corridors. This designation permits a full range of mid-rise and high-rise residential, office, recreational, cultural, entertainment and community uses. The lands are intended to strengthen existing and future transit routes.



- Mixed Use Corridor I
- Parks and Open Space
- Existing Neighbourhood

#### / Roads

In accordance with Schedule 6 - Roads Plan of the City of Sarnia Official Plan, the project site has direct frontage on an Arterial City Road (26.2m). Arterial Roads are intended to carry high traffic volumes and act as major transit corridors. The policies of the Official Plan seek to reduce direct access from properties fronting onto Arterial Roads except in the case of road intersection locations.



- Arterial City Road
- Collector Road
- Provincial Highways

### S3.4 City of Sarnia Official Plan - Key Policies Summary

The City of Sarnia Official Plan provides a range of both general and specific planning and urban design policies that have guided the project design development and the ultimate form and intensity of development proposed by FGC. The following represents a summary of the key guiding policies. These policies are referred to and analyzed more specifically in Section 5 of this report.

#### / Policies for a Complete Community (3.2)

Section 3.2 of the Official Plan provides policy guidance that supports the development of the City of Sarnia as a “complete community”. The policies encourage the broad development of a wide range of uses, as well as a mix of housing options in the City. An integrated mix of uses is also promoted for new individual developments. Policies specific to Mixed-Use Centres and Corridors promote transit-supportive development and intensification that is compatible with existing development patterns, compact and walkable. The policies in this section also support a range of housing types, styles, tenures and affordability to meet the needs of the growing population and changing demographics.

#### / Growth Management (4.1 & 4.2)

Section 4.1 of the Official Plan outlines that the City of Sarnia will grow from an estimated 74,300 people in 2021 to a projected population of 86,950 people by 2046. This growth represents a need to accommodate 12,650 more residents by 2046. The population projections are not to be considered as caps, or limitations on development, but rather minimum growth targets to be achieved. Further, there is nothing in the Plan suggesting that annual growth rates that could be construed as posing any specific limitations on growth and development year-by-year. Section 4.2 directs growth to appropriate designations within the defined network of centres and corridors, that support ongoing investment in the City’s transit system and active transportation network, and make efficient use of existing municipal service infrastructure and public service facilities.

#### / Accommodating Projected Growth (4.3)

Section 4.3 of the Official Plan provides that growth in Sarnia is planned to occur through a combination of intensification within the Built-Up Area and through greenfield development. The Official Plan requires that a minimum of 45% of all new residential development shall occur within the Built-Up Area of the City. Intensification opportunities are specifically promoted within existing Strategic Growth Areas including the Downtown and Mixed Use Corridors.

#### / The Mixed Use Corridor I - Designation (5.3.2)

In accordance with Section 5.3.2 of the Official Plan, the lands designated as “Mixed Use Corridor I” on Schedule 2 are high-priority intensification corridors planned to develop as *mixed-use and transit-supportive corridors*. Following this overarching intent, Section 5.3.3.2 permits the development of mid-rise and high-rise buildings which may include a range of residential, commercial, office, retail, recreational, entertainment and community uses. Redevelopment of these lands in accordance with 5.3.3.2 is intended to strengthen existing and future transit routes and connect to the active transportation network. The policies for permitted built form/uses, development policies and design for areas within the Mixed Use Corridor I designation are summarized further in the table below.

#### Mixed Use Corridor I Summary (5.3.2)

Permitted Uses	<ul style="list-style-type: none"> <li>• Residential Apartments</li> <li>• Commercial</li> <li>• Office (max. 4,000 sq. m. per building)</li> <li>• Entertainment/Recreational</li> </ul>
Permitted Built Form	<ul style="list-style-type: none"> <li>• All permitted uses shall be developed in Mid-Rise or High-Rise Buildings</li> <li>• Minimum building height of 3-storeys (11.0m)</li> </ul>
Development Policies	<ul style="list-style-type: none"> <li>• Sites can intensify around existing large floor plate retail stores.</li> <li>• For residential development, a minimum 50% of at-grade Gross Floor Area is required for active, non-residential land uses.</li> </ul>
Design Policies	<ul style="list-style-type: none"> <li>• No garbage or loading areas permitted between the building and Arterial Road right-of-way.</li> <li>• Adequate landscaping treatments are required for parking facilities located between the building and Arterial Road right-of way.</li> </ul>

**/ Land Use/Built Form Specific Policies (5.1.5)**

Section 5.1 of the City of Sarnia Official Plan provides a range of development policies that apply within all land use designations. Of specific relevance to this proposal, Section 5.1.5 provides specific policy guidance that is specific to the built-form (rather than the land use designation). Section 5.1.5 identifies a series of built form and locational criteria that help direct the structure and appropriateness of different potential built forms and development intensities within various designations. As per Section 5.3.2, lands within the Mixed Use Corridor I designation are intended for Mid-Rise and High-Rise development. The table below compares/contrasts the site/proposal with the relevant requirements for Low, Mid and High-Rise Development stated in Section 5.1.5.

**Characteristics for Built Form:**

Low-Rise Buildings	Mid-Rise Buildings	High-Rise Buildings
<ul style="list-style-type: none"> <li><input type="checkbox"/> A low-rise building has a maximum height of 3-storeys (11.0m).</li> <li><input type="checkbox"/> Low-rise building types include single-detached, duplex, semi-detached, triplex, fourplex, townhouse dwellings, mixed-use buildings and any other uses accommodated in a low-rise building form.</li> <li><input type="checkbox"/> Located on Local Roads with minimal direct access to higher-order roads such as Highways, Arterial Roads and Collector Roads.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> A mid-rise building has a minimum height of 3-storeys and a maximum height of 6-storeys (22.0m).</li> <li><input type="checkbox"/> Mid-Rise building types include townhouse dwellings, apartment buildings, offices and mixed-use buildings.</li> <li><input type="checkbox"/> Be in proximity to parks, open space, public facilities, services and amenities.</li> <li><input type="checkbox"/> Frontage on a Collector or Arterial Road.</li> <li><input type="checkbox"/> Be located within 400m of a transit stop.</li> <li><input type="checkbox"/> Compatible with the sensitively integrated with surrounding and abutting land uses.</li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> A high-rise building shall be taller than 6-storeys, with a <b>maximum height of 12-storeys (45m).</b></li> <li><input checked="" type="checkbox"/> Frontage on a Collector or Arterial Road.</li> <li><input checked="" type="checkbox"/> Be located within 250 metres of a transit stop.</li> <li><input checked="" type="checkbox"/> Be located within 500 metres of schools, commercial facilities, parks, open space and other public facilities, services and amenities.</li> <li><input checked="" type="checkbox"/> Compatible with the sensitively integrated with surrounding and abutting land uses.</li> </ul>
		<b>BEST FIT</b>

Given the location and physical attributes of the site, it is our opinion that the applicable policies of the City of Sarnia Official Plan would support the development of high-rise buildings on the project site. An Official Plan Amendment is being pursued to increase the maximum permitted height of the built form on the project site. Further explanation of this amendment can be found on Pages 15-16. Given the context of the site and nature of surrounding development, the additional building height can be sensitively integrated with surrounding uses and will not negatively impact abutting uses. Further analysis regarding the fit and form of the proposal is found in Section 5.

**/ Implementation Policies (8.0)**

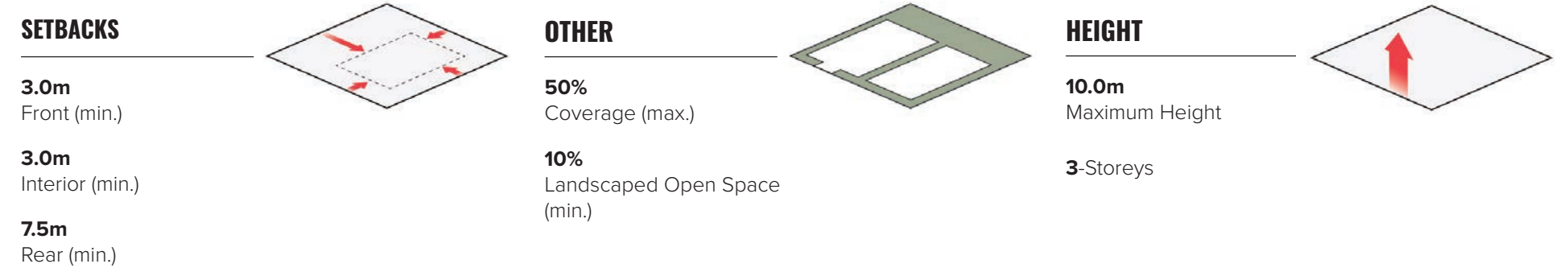
In addition to the land use policies outlined in the Official Plan, specific policies tailored to particular areas may be implemented to offer additional guidance for development on individual sites and/or areas. Section 8.1.3(c) outlines various considerations that applicants must assess and address to justify an Official Plan amendment. A more comprehensive examination and assessment of these considerations are detailed in Section 5 of this report.

**S3.5 Existing Zoning By-law Implications**

**/ General Commercial 1 (GC1) Zone (Section 15)**

Both 530 and 540 Exmouth Street are currently zoned General Commercial (GC1) Zone, in the City of Sarnia Zoning By-law (By-law No. 85-2002). The GC1 Zone provides for and regulates a mix of commercial, retail, office, personal service, automotive and institutional uses. The GC1 Zone has historically been applied to large shopping areas and commercial corridors that provide a range of commercial services to meet the daily and weekly needs of nearby neighbourhoods and, in some cases, other portions of the City and/or Region. The GC1 Zone does allow for a wide range of commercial uses but does not permit residential uses. The GC1 Zone more commonly regulates single-storey commercial buildings but does anticipate an urban form of development, with high allowances for lot coverage and lesser requirements for landscaped open space.

Given that the City of Sarnia’s Official Plan was only recently adopted in 2022, it is important to note that the zone categories in By-law No. 85-2002 are not generally designed implement the designations and policies of the new Official Plan. As such, with each new mixed-use development there is a need to create a site-specific zone variation. The following graphics highlight key regulations guiding development in the GC1 zone, for context.



**/ Parking Regulations (3.37)**

The General Provisions (Section 3) of the City of Sarnia Zoning By-law contain development standards that apply in Sarnia irrespective of the specific zone category that is applied to the site. Section 3.37 outlines requirements (design and quantity) for on-site vehicle parking. The project site is located in a “GC” Zone outside of the Mitton Village district and is not exempt from the minimum parking standards outlined in this section. As per subsection (2)(a), residential dwelling units within an Apartment Building or Mixed-Use Apartment building require a minimum of 1.5 stalls per unit. The requirements for non-residential uses are listed in subsection (b), and range from ratios of 1 per 4.5m<sup>2</sup> of floor area for restaurants (on the high end) and 1 per 100m<sup>2</sup> for low-intensity uses such as warehouses. For a multi-tenant “Shopping Centre” that includes a common mix of commercial/retail uses, a parking ratio of 1 per 18m<sup>2</sup> is generally required. Lastly, as per subsection (13), the by-law requires that (for residential uses) 2 spaces for every 10 required spaces be dedicated for the use of visitors and that such visitor stalls generally be marked with appropriate signage and provided for at-grade.



## S4: SITE ANALYSIS



Figure 4. Site Analysis



### S4.1 Built Form

The existing size, shape, and location of built form in the immediate area surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The site represents a remnant/undeveloped parcel within an existing large-format commercial area. The site is physically divided from surrounding low density residential neighbourhoods by Highway 402 and Exmouth Street, thereby providing for a sensitive context with which to intensify the lands with high-rise residential and mixed-use development.

### S4.2 Mobility

The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration to ensure that the ultimate development is complementing and enhancing the planned function of the mobility network and minimizes operational impacts to the extent possible. The project site has frontage onto an Arterial City Road (Exmouth Street) and private lanes/driveways that have been previously established to serve commercial blocks within Northgate Plaza. Exmouth Street contains a 5-lane cross section with dual eastbound and westbound travel lanes and a central turning lane. The cross section contains separated sidewalks on the north and south side. The defining feature from a mobility perspective is the Northgate Transit Terminal, which is located adjacent to the juncture of 530 & 540 Exmouth Street, at the northern terminus of the East Street extension. The transit terminal serves as a hub with access to multiple routes connecting the site to Downtown, Lambton College and Bluewater Health.

### S4.3 Site Features

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. Generally, the sites are flat and do not possess any notable physical/environmental features that serve to shape the development. A 14.0m "Highway Setback" zone has been accounted for on the north edge of 540 Exmouth Street, to buffer the proposed development from highway ROW.

### S4.4 Edge Conditions

The site abuts an Arterial City Road to the south, a Provincial Highway to the north and existing large-format commercial to the west and east. New development will be required to foster activity on Exmouth Street to the extent possible. In light of these edge conditions, an "Active Frontage Zone" has been identified along the Exmouth Street interface and portions of the site adjacent to the East Street extension. At the terminus of the East Street extension driveway, a "Pedestrian Focus Area" has been established which will dictate and shape various "public realm improvements" (i.e., new enhanced crosswalks) and the orientation of principal entrances. Active elements of the project are designed to enhance this as a pedestrian zone, leveraging proximity to the Transit Terminal.

# S5: THE PROPOSAL

## / Northgate Plaza - Transit-Oriented Development

The following illustrations and graphics provide a detailed overview of the development concept for 530 & 540 Exmouth Street. The development concept is representative of FGC's future intention for the project site and represents a desirable implementation of the proposed Official Plan and Zoning By-law amendment outlined in Sections 5.2 and 5.3 of this report.

The proposed development includes two significant mixed-use buildings, each containing two 23-storey high-rise residential towers on top of a shared "podium structure" with commercial spaces integrated into the ground floor of the building. In total, the proposed development includes 848 dwelling units across the four towers and approximately 900m<sup>2</sup> of commercial/retail space at-grade. The development includes 1042 new parking stalls with the majority of the parking being accommodated within the podium structure of each building. Each of the buildings includes a limited amount of surface parking to provide efficient access to parking for the commercial users/patrons and generally enhance the viability of the mixed-use concept. 27 surface parking stalls are located at 530 Exmouth Street and 28 surface parking stalls at 540 Exmouth Street.

A detailed site plan, floor plans and building elevations for the project have been prepared by Baird Architecture + Engineering and are included in their 03-27-2024 "Architectural Design Package". Additionally, a Landscape Plan (including rooftop amenity area plans) has been prepared by GSP Group Inc. A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the site, building and landscape design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The Architectural Design Package and Landscape Plan should be referred to respectively where detailed dimensions and specifications are required for review. The Design Package is available for public download at [www.siv-ik.ca/530e](http://www.siv-ik.ca/530e).

### At-A-Glance

DWELLING UNITS	COMMERCIAL	PARKING STALLS	HEIGHT
848	9,680sf	1042	23-Storeys (72.0m)



Note: Conceptual Rendering prepared by Baird Architecture + Engineering

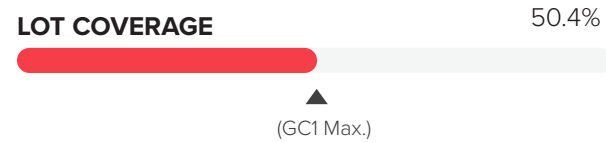
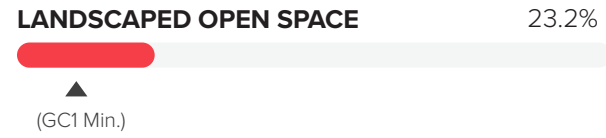
**/ Site Statistics**

**540 EXMOUTH STREET**

**LOT AREA** 0.89 Ha

**DENSITY** 628uph

**PARKING** 557 Spaces



**BUILDING 'A'**

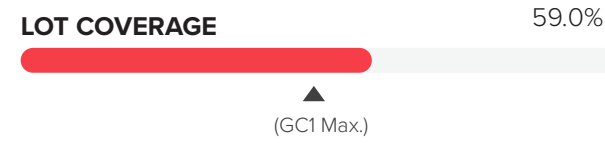
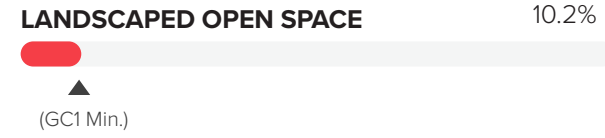
<b>Units</b>	451
<b>Building Heights</b>	23-Storeys
<b>Gross Floor Area</b>	725,189 sq. ft.
<b>Commercial Area</b>	4,760 sq. ft.
<b>Bdrms</b>	0-2 Per Unit
<b>Parking</b>	557

**530 EXMOUTH STREET**

**LOT AREA** 0.63 Ha

**DENSITY** 506uph

**PARKING** 485 Spaces



**BUILDING 'B'**

<b>Units</b>	397
<b>Building Heights</b>	23-Storeys
<b>Gross Floor Area</b>	661,234 sf
<b>Commercial Area</b>	4,925 sq. ft.
<b>Bdrms</b>	0-2 Per Unit
<b>Parking</b>	485



NE PERSPECTIVE

*Note: Conceptual Rendering prepared by Baird Architecture + Engineering*

Note: Conceptual Rendering prepared by Baird Architecture + Engineering



NE PERSPECTIVE

Note: Conceptual Rendering prepared by Baird Architecture + Engineering



NE PERSPECTIVE

**1** Special attention has been paid in the built form treatment at the terminus of the private lane off of Exmouth Street. The building massing, orientation and fenestration pattern is intended to create interest at this key reveal point.

**2** Ground floor building programming provides non-residential uses along defined "Active Frontage Zones" (i.e., Exmouth Street & East Street Driveway), with a ground floor height of 5.0 metres to help create an animated interface with the adjacent public realm.

**3** The buildings include principal entrances facing directly to Exmouth Street and towards the defined active frontage zones, with direct pedestrian connections to the public/private sidewalks, strengthening ties to the pedestrian network and providing animation along the streetscape.

**4** The massing and placement of Building 'B' will serve to create a positive urban built edge along Exmouth Street.

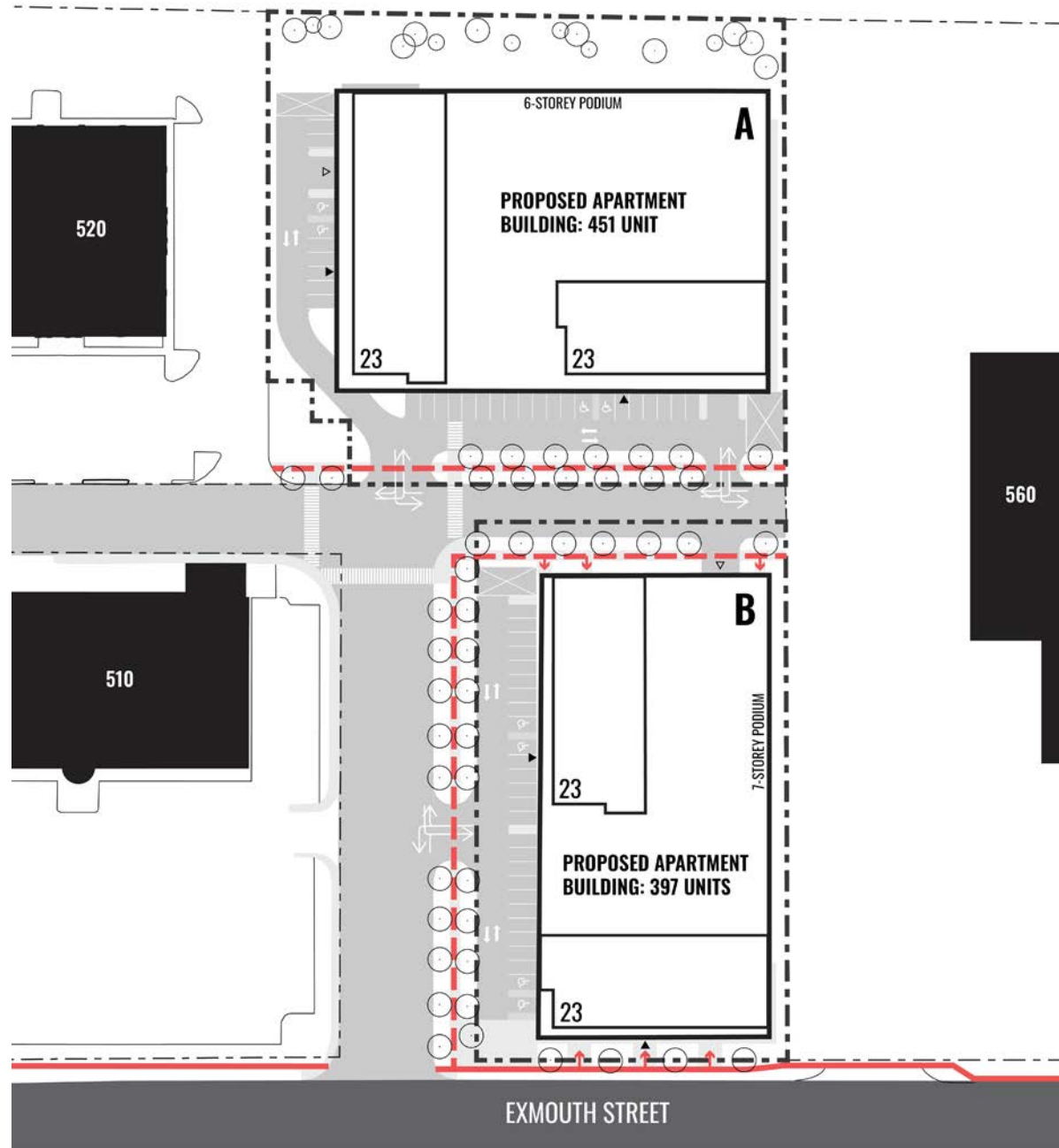
**5** The proposed vehicular and pedestrian circulation network has been designed to functionally integrate with the existing private lane network servicing Northgate Plaza.

**6** The design enhances the existing internal sidewalk network in Northgate Plaza, with the inclusion of new and additional sidewalk connections along the north side of the east-west private lanes.

**7** Access to the parking garage and internal loading/waste collection areas has been strategically located at the rear of the building 'B', off the private lane network, to ensure that it is not visible from the public streetscape along Exmouth Street.

**8** The massing and volume of the proposed towers have been oriented to reduce shadow impacts on the neighbourhoods north of Highway 402 and to the east of the Northgate Plaza commercial area.

**9** Large shared rooftop spaces have been established on the podium of each building which will serve as on-site amenity space for residents.



### LEGEND

- ▲ Individual Unit Entrances
- △ Garage Entrances
- - - Site Boundary
- New Building Footprint
- Existing Sidewalk
- ▬ Proposed Sidewalk
- Pedestrian Circulation
- Vehicular Circulation/Movements

**Note:** This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Baird Architecture + Engineering. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 03-27-2024 Architectural Design Package.

Figure 5. Site Access and Circulation Plan



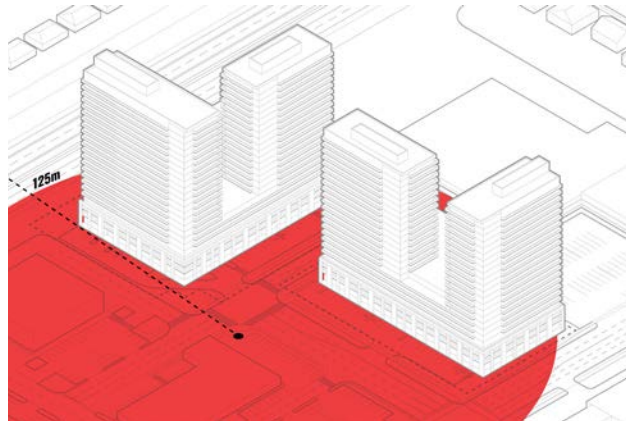
### LEGEND

- ▲ Individual Unit Entrances
- △ Garage Entrances
- - - Site Boundary
- New Building Footprint
- Potential Tree Location
- Landscaped Area
- ▨ Enhanced Edge Treatment
- ▨ Common Amenity Area

**Note:** This simplified landscape plan has been prepared based on the detailed Landscaping Plan by GSP Group Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to surface level landscaping and rooftop amenity area. For dimensions and full site details, please refer to the 03-27-2024 Landscape Plan.

Figure 6. Conceptual Landscape Plan

## S5.1 Design Response to Sarnia Official Plan



### 1 Build Transit-Supportive Density

The City of Sarnia Official Plan encourages the development of “high-rise” buildings within the Mixed Use Corridor I designation, specifically where sites are located within 250m of a transit stop. With the project site being integrated with the existing Northgate Plaza Transit Terminal, the project has been conceived in a manner that supports the transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service.

#### Official Plan References

Policies for High-Rise Buildings - Policy 5.1.5.3(b) v  
The Mixed-Use Corridor I Designation - Policy 5.3.2.2(a), 5.3.2.3(a) & 5.3.2.4(a)

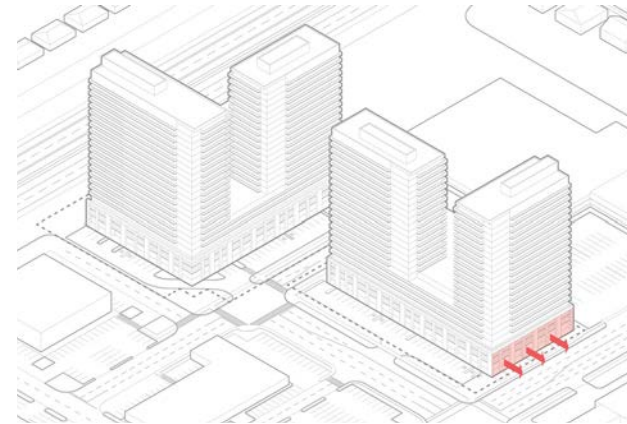


### 2 Build a Mixed-Use Development

The City of Sarnia Official Plan allows for and encourages a mix of uses within the Mixed Use Corridor I designation that support the development of mixed-use and transit-supportive corridors. The proposed buildings have been programmed to include at-grade commercial uses that will reinforce the vision for this designation and help to foster an active public realm.

#### Official Plan References

The Mixed-Use Corridor I Designation - Policy 5.3.2.1(a)

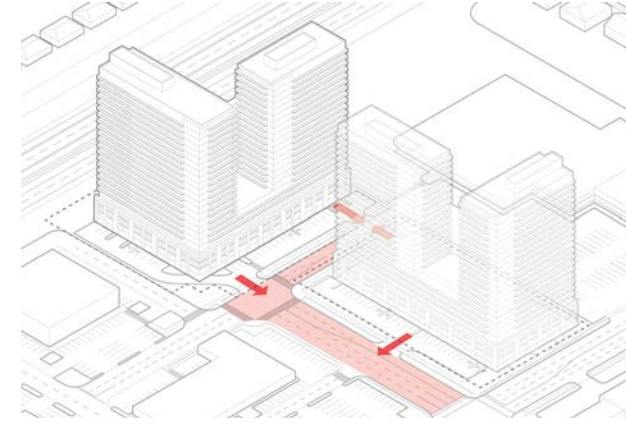


### 3 Enhance the Pedestrian Realm

Building ‘B’ (530 Exmouth Street) has been oriented such that the primary building frontage faces towards the public street (i.e., Exmouth Street). The street facing facade includes active elements such as principle entrances with walkways to the City sidewalks, lobbies, ground floor commercial units and clear glazing with views to the interior space. Additionally, access to parking is provided off of internal private lanes to limit pedestrian-vehicle conflicts.

#### Official Plan References

Policies for High-Rise Buildings - 5.3.2.4(d)ii

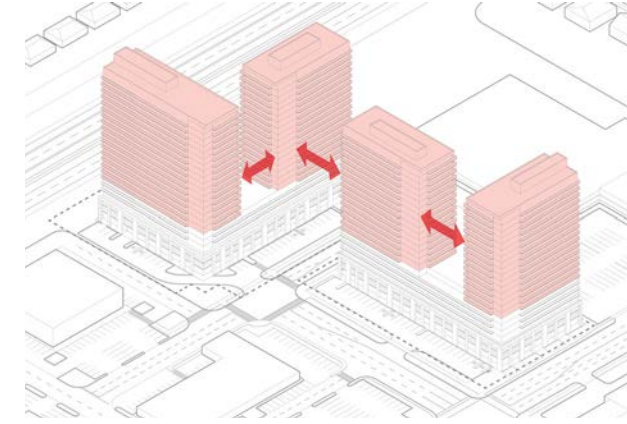


### 4 Formalize Circulation & Access

The proposed development will formalize the existing private mobility network on the site, adding new pedestrian amenities/connections and strengthening ties to the transit terminal. In order to limit the amount of direct access onto Exmouth Street and limit pedestrian vehicle conflicts, connections to both sites are proposed off of the private lanes.

#### Official Plan References

Policies for High-Rise Buildings - Policy 5.1.5.3(b)iv & 5.3.2.4(d)ii  
Road Classifications - Table 1

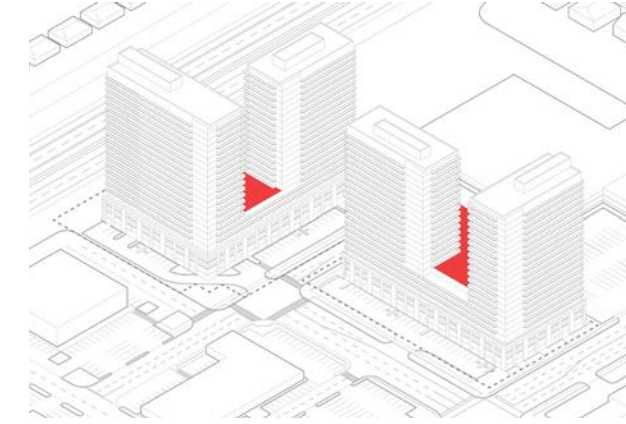


### 5 Tower Envelope Controls

The new buildings have been designed with appropriate massing and envelope controls, including compact tower floor-plates and appropriate tower separation to mitigate potential impacts on sunlight access and sky views. From tower-face to tower-face, a minimum of 20m of separation distance has been accounted for in the new development.

#### Official Plan References

Policies for High-Rise Buildings - Policy 5.1.5.3(b)ii



### 6 Density with Amenity

Both Building ‘A’ and ‘B’ have been designed to include common outdoor amenity space, in the form of a rooftop terrace, located above the integrated podium parkade. This strategy helps in providing a transit-supportive form of development and maximizing the amount of active at-grade uses that can be accommodated on site, further enhancing the site as a mixed-use transit village.

#### Official Plan References

The Mixed-Use Corridor I Designation - Policy 5.3.2.3(f)  
Policies for High-Rise Buildings - Policy 5.1.5.3(b)i

## S5.2 Proposed Official Plan Amendment

Policy 1.1 (b) emphasizes that the City of Sarnia Official Plan is a long-range plan to achieve the City's *Successful City* framework. Subsection (b) further emphasizes that the Plan is a “dynamic document” that will respond to changing circumstances over time. While changes can be made, it is important that such modifications remain consistent with the overall intentions and objectives of the Plan and that the change should not undermine the purpose and intent of the plan overall. Through our planning and design analysis, we have conducted a critical review of the relevant Local, County and Provincial planning objectives in conjunction with a detailed analysis of the context of this portion of the Exmouth Street Corridor, and the site itself.

With respect to the Sarnia's *Successful City* objectives, the site is identified as a Strategic Growth Area within the built-up area of the City. Existing Strategic Growth Areas are intended to provide an effective framework for the provision of higher density, mixed-use development that will support an efficient and integrated transit system. More specifically, the “Mixed Use Corridor I” designation is intended to foster mixed-use and transit-supportive corridors with the development of mid-to-high-rise mixed-use buildings and a full range of residential, office, recreational, cultural, entertainment and community uses and facilities. Furthermore, policy 5.3.2.1 a) states that the lands within the “Mixed Use Corridor I” designation are intended to strengthen existing and future transit routes. Residential intensification in the form of mid-to-high-rise apartment buildings is expressly permitted by 5.3.2.2 a) which provides guidance for uses within mixed-use corridors. Further built form specific policies are provided in policy 5.1.5 which would normally allow for a maximum height of 12-storeys (45.0m).

As a means to further implement the City's objectives of developing mixed-use and transit-supportive development and to address the unique location of the site in proximity to transit and commercial facilities, a site-specific policy area is being proposed. This site-specific policy area would allow for an increased maximum building height for the two properties, while also establishing specific requirements for active frontage and design performance measures for the tower components of any new buildings. The following mapping and language represents the proposed Official Plan Amendment.



Figure 7. Proposed Amendment to Schedule 4 - Area and Site Specific Policy Areas

### 5.7 Site and Area Specific Policies

#### XX. 530 & 540 EXMOUTH STREET

Notwithstanding the policies of Section 5.3.2 and Section 5.1.5 of the Official Plan, the following policies shall apply:

- a. Notwithstanding Section 5.1.5.3 a), High-Rise Buildings shall be permitted to a maximum of 23-Storeys, or 73 metres, whichever is less.
- b. In order to achieve the identified maximum height in subsection a. above, the High-Rise Building components shall achieve a minimum separation of 20m and have a maximum floor-plate size of 1,100m<sup>2</sup>.
- c. Notwithstanding Section 5.3.2.3 (f), a minimum of 30% of the at-grade Gross Floor Area shall include active, non-residential land uses (integrated parking structures shall not be considered as part of the at-grade Gross Floor Area calculation).

## / Basis for Amendment

According to policy 5.7 (a), certain sites require policies that vary from one or more provisions of the plan. These policies provide a further layer of direction or reflect unique historic conditions. Through the detailed review and site analysis carried out by Siv-ik, specific features have been identified that warrant additional built form and technical guidance on this site that do not fit within the existing Official Plan policies. As outlined in Section 3 - Planning Framework - of this report (pg. 10), the *Implementation Policies* of the City of Sarnia Official Plan provide a framework for the evaluation of amendments to the Plan, with respect to a specific site or area. The applicable matters for evaluation are stated below alongside our professional planning opinion as to how, specifically, these policies have been considered and addressed by way of the proposed site-specific policies. A supplementary/explanatory graphic has been provided on pg. 28 to further illustrate unique elements of the site/context.

8.1.3(c) *An applicant for an Amendment to this Plan shall be required to submit a planning justification report(s) to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:*

MATTER	RATIONALE
<p>i. <i>Conformity/consistency with Provincial policies and plans;</i></p>	<p>The proposed site specific policy for 530 &amp; 540 Exmouth Street aligns with several key objectives outlined in the Provincial Policy Statement (PPS), 2020. The amendment will facilitate an increase in the allowable height/density within an identified Strategic Growth Area in the Built-Up Area of Sarnia. In doing so, the amendment supports the following policy objectives of the PPS: 1. Transit-Supportive Development - the amendment will help to concentrate residential density at one of three existing Sarnia Transit Terminals (1.1.3.3); 2. Integration of Land Use Planning and Transit - by integrating land use planning, growth management, and transit-supportive development, the project aligns with Section 1.1.1(e) of the PPS. This integration aims to achieve cost-effective development patterns, optimize transit investments, and minimize land consumption and servicing costs; 3. Range and Mix of Housing Options - the project supports Section 1.4.3 of the PPS by providing an appropriate range and mix of housing options and densities. This is crucial for meeting both market-based and affordable housing needs of current and future residents in the regional market area. 4. Attainable Housing Options - the high-density apartment project serves to provide more attainable housing options for various demographics, including first-time home buyers, renters, and individuals looking to downsize. This aligns with the goal of promoting diverse, sustainable, and accessible housing options for the benefit of all Ontarians, as outlined in the PPS. In summary, the proposed Site Specific Policy for 530 &amp; 540 Exmouth Street supports the objectives of the PPS, 2020 by facilitating transit-supportive development, promoting the integration of land use planning and transit, providing a range of housing options, and offering attainable housing choices for different segments of the population.</p>
<p>ii. <i>Conformity with the County of Lambton Official Plan;</i></p>	<p>The County of Lambton Official Plan identifies the site as located within an <i>Urban Centre</i> which permits a range of residential, institutional, commercial and industrial uses. The proposed Site Specific Policy permits additional residential intensification on the site, which supports the Official Plan's goal of directing growth to Urban Centres and limiting land consumption and growth pressure on agricultural areas. 2.3.4 of the County OP supports the provisions of a range and mix of housing forms, types, sizes and tenures to meet local and County housing needs. Local municipalities are encouraged to provide opportunities for the intensification of housing including directing housing to vacant lots in existing residential areas, the conversion of existing buildings for residential purposes, redevelopment of sites not previously used or underutilized for residential purposes, and higher densities in new development. It is a goal of this Plan that 20% of the new housing units provided in the County be provided through intensification and redevelopment.</p>

<p>iii. <i>Conformity to the vision, goals, objectives and policies of this Plan, and other City adopted plans and guidelines;</i></p>	<p>As detailed in Section 3 and throughout Section 5 of this report, the proposed development fully conforms to the vision, policies and goals of the Mixed Use Corridor I designation, save and except for the increased building height. The proposed Site Specific Policy would allow additional building height in conjunction with enhanced design performance standards for development including a minimum amount of active non-residential use on the ground floor and appropriate guidance on building massing and tower separation. In this regard, the proposed amendment will further support the City's goals outlined in Section 5.3.2.1 of the Official Plan that intend for lands within the Mixed Use Corridor I designation to "strengthen existing and future transit routes", concentrating additional density and mixed-use development at one of three existing Sarnia Transit Terminals.</p>
<p>iv. <i>Need for the proposed Amendment;</i></p>	<p>The proposed special policy provides a more suitable framework to guide transit-oriented development which better leverages the opportunity provided by the unique location of the project site. It provides an appropriate level of residential intensification that can strengthen existing and future transit routes. The reduction of the minimum requirement for active non-residential uses on the ground floor recognizes the abundance of existing commercial uses already in the area and the spatial context of these blocks within the Northgate Plaza.</p>
<p>v. <i>Suitability of the lands for the proposed use;</i></p>	<p>The Sarnia Official Plan identifies a series of locational criteria that direct the form of development on any particular site. When looking at the locational criteria for high-rise buildings (detailed on Page 10), this project site has an elevated level of proximity/access to transit and commercial facilities. The proximity of the Northgate Transit Terminal, as well as the availability of multiple commercial facilities in the immediate vicinity is such that residents can live an automobile-free lifestyle and access key necessities within a 5-minute walk. The project site is uniquely located within the Mixed Use Corridor I area with an elevated level of proximity to the existing Northgate Plaza Sarnia Transit Terminal and multiple commercial/retail establishments that offer one's weekly/daily needs within walking distance. Given the uniqueness of the surrounding context, the site is well suited to accommodate an increased height allowance and a reduced level of non-residential uses on the ground floor without undermining the integrity of the Official Plan. As described in Section 6.2 of this report below, the lands are served with existing municipal services and are void of any significant natural and/or cultural heritage features. Accommodating additional building height on this site, beyond the maximum height for high-rise buildings identified in the Official Plan, helps to concentrate people living near commercial centres and transit hubs, more so than on other sites within the Mixed-Use Corridor I designation.</p>
<p>vi. <i>Land use compatibility with the existing and future uses and built form on surrounding lands; and,</i></p>	<p>As identified in Sections 2 &amp; 4 of this report, the project site is bounded by Highway 402 to the north and large-format commercial uses to the east, west and south. Highway 402 and Exmouth Street both create a distinct physical divide that separates Northgate Plaza (which has traditionally been large format shopping centre) from surrounding low density neighbourhoods in the north end. As such, the proposed high-rise development and additional height can be accommodated in a manner that does not result in shadowing (see <i>Shadow Study</i> in Section 6 below) or adverse overlook conditions on nearby neighbourhoods. Sufficient spatial separation can be achieved from the adjacent Highway 402.</p>
<p>vii. <i>Adequacy of municipal servicing infrastructure and public service facilities to support the proposed use.</i></p>	<p>A Functional Servicing Report and Transportation Impact Assessment have both been prepared in support of the of the Official Plan and Zoning By-law Amendment applications. The FSR summarize existing conditions, storm and sanitary servicing provisions, potable water and fire flow servicing provisions to support the proposed development. A summary of these reports can be found on Page 37.</p>

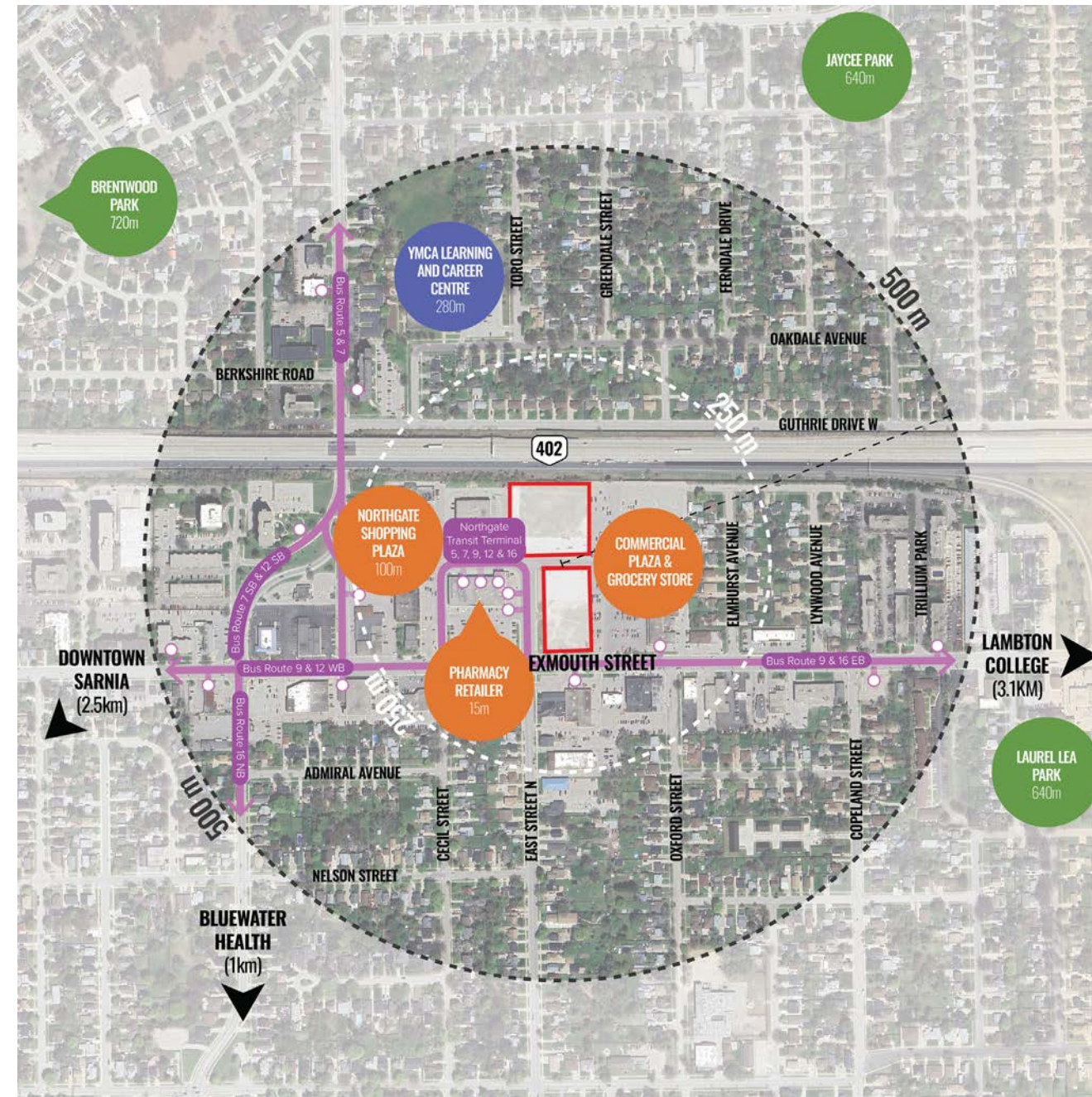


Figure 8. Area Facilities Breakdown



### S5.3 Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment will provide a zoning framework for a high-density, transit-oriented development in the form of two mixed-use (high-rise) buildings, up to a maximum of 73.0m in height (i.e. 23-storeys). The intent of the proposed site-specific amendment is to support the development vision for 530 & 540 Exmouth Street, implement the applicable land use policies for Mixed Use Corridor I designation, and implement the proposed Site Specific Policy Area detailed in Section 5.1 of this report. To achieve these goals, we propose to rezone the site from a General Commercial 1 (GC1) Zone to a General Commercial 1 (GC1(-)) Special Provision Zone for each block. It is important to note that the current zone variations in the City of Sarnia Zoning By-law No. 85-2002 do not directly implement the land use designations within the City's new Official Plan. Thus, there is no single existing zone category that would effectively implement the type of transit-supportive mixed-use development being sought.

The existing GC1 zoning has been utilized as a “base zone” but there are a significant range of special regulations to account for the unique context of the project site and to implement applicable form-based policies of the City of Sarnia Official Plan. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design outcomes, but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

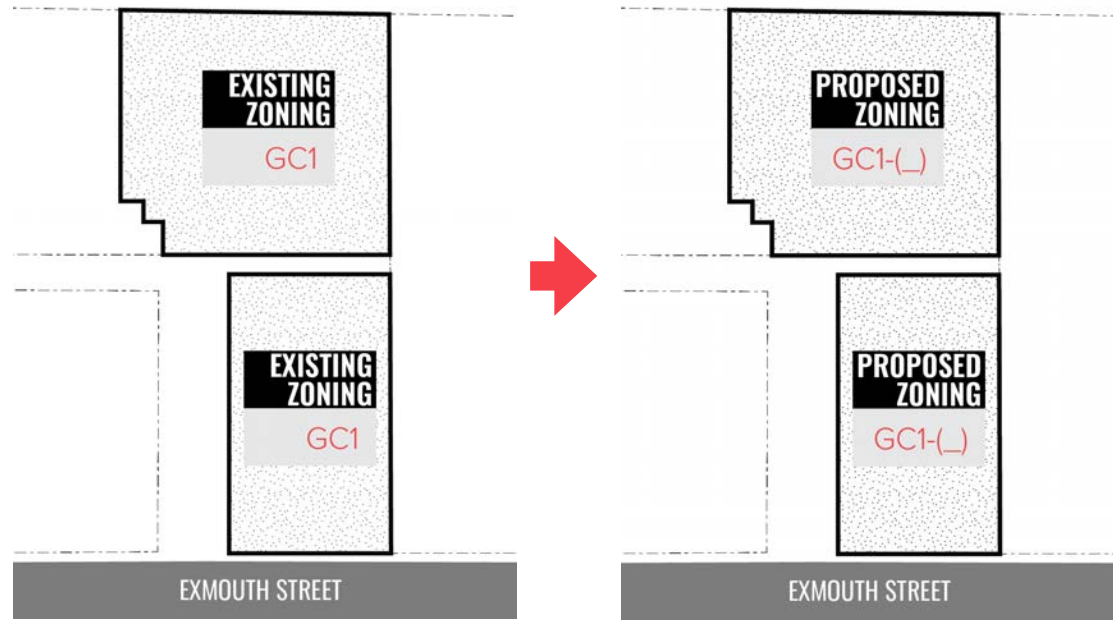
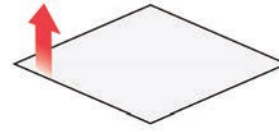


Figure 9. Proposed Zoning

### PROPOSED HEIGHT

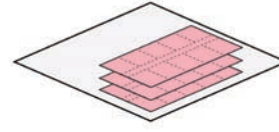
**73.0**  
Metres



### PROPOSED DENSITY

**530 Exmouth Street**  
510uph

**540 Exmouth Street**  
630uph



### / Proposed Site Specific By-laws

	530 Exmouth Street		540 Exmouth Street
Regulation	GC1	GC1(-)	GC1(-)
<b>Permitted Uses</b>	Section 16.1	In addition to the uses permitted by Section 16.1, Apartment Dwellings shall also be permitted.	In addition to the uses permitted by Section 16.1, Apartment Dwellings shall also be permitted. <b>1</b>
<b>Lot Area (min.)</b>	460m <sup>2</sup>	15.9m <sup>2</sup> of lot area/unit for Apartment Dwellings in an Apartment Building, or Mixed-Use Building.	19.75m <sup>2</sup> of lot area/unit for Apartment Dwellings in an Apartment Building, or Mixed-Use Building. <b>2</b>
<b>Lot Frontage (min.)</b>	12.0m	-	-
<b>Front Yard Depth (min.)</b>	3.0m	-	-
<b>Side Yard Widths (min.)</b>	3.0m (each side)	-	-
<b>Rear Yard Depth (min.)</b>	7.5m	-	-
<b>Landscaped Open Space (min.)</b>	10%	-	-
<b>Lot Coverage (max.)</b>	50%	51%	60%
<b>Height (max.)</b>	10.0m	73.0m	73.0m <b>3</b>
<b>Parking (min.)</b>	<b>Apartment:</b> 1.5 per unit <b>Commercial:</b> 1 per 20m <sup>2</sup> <b>Visitor:</b> 2 at grade spaces for every 10-required spaces	<b>Apartment Dwelling:</b> 1.15 per unit <b>Commercial:</b> 1 per 20m <sup>2</sup> <b>Visitor:</b> Notwithstanding Section 3.37(13), a building containing more than 10 dwelling units shall designate 1 space for every 20 required spaces as visitor parking within the development.	<b>Apartment Dwelling:</b> 1.15 per unit <b>Commercial:</b> 1 per 20m <sup>2</sup> <b>Visitor:</b> Notwithstanding Section 3.37(13), a building containing more than 10 dwelling units shall designate 1 space for every 20 required spaces as visitor parking within the development. <b>4</b>
<b>Additional Regulations</b>	<ul style="list-style-type: none"> <li>» No tower face of an apartment dwelling shall be located closer to than 20m to any other tower face on the same or adjoining lot.</li> <li>» A minimum outdoor amenity area of 20% of the lot area for Apartment Dwellings in an Apartment Building, or Mixed-Use Building.</li> <li>» The ground floor of a building shall have a minimum floor to ceiling height of 4.25m.</li> </ul>	<ul style="list-style-type: none"> <li>» Notwithstanding the definition of “Lot Line, Front” in Section 2, the front lot line for 540 Exmouth Street shall be identified as the southern most property line, dividing the lot from the “private lane”.</li> <li>» No tower face of an apartment dwelling shall be located closer to than 20m to any other tower face on the same or adjoining lot. <b>5</b></li> <li>» A minimum outdoor amenity area of 20% of the lot area for Apartment Dwellings in an Apartment Building, or Mixed-Use Building. <b>6</b></li> <li>» The ground floor of a building shall have a minimum floor to ceiling height of 4.25m.</li> </ul>	

-: No Change

## / Special Regulation Explanations

### 1 Mixed Use Corridor Development

The City's current Zoning By-law was prepared prior to the adoption of the new Official Plan. As such, the existing zones on the project site do not align with the vision for land uses as set out in the new Official Plan. The Mixed-Use Corridor I policies encourage a mix of uses including residential, office, recreational, cultural, entertainment and community uses. As such, the range of permitted uses in the GC1 Zone is being expanded to include apartment dwellings to provide a framework for high-rise, mixed-use and transit-supportive development on the project site.

#### Official Plan References

The Mixed-Use Corridor I Designation - Policy 5.3.2.1(a) & 5.3.2.4(a)

### 2 Density

The proposed maximum density provision of 510uph for 530 Exmouth Street and 630uph for 540 Exmouth Street will allow for the implementation of the proposed 23-storey mixed-use buildings on each property and will align with the Mixed Use Corridor I designation as an area targeted for transit-supportive development. The additional density will serve to concentrate new residents close to an existing Sarnia Transit Terminal, in a location that's embedded within an established commercial area with all of one's daily/weekly needs within walking distance.

#### Official Plan References

The Mixed-Use Corridor I Designation - Policy 5.3.2.1(a) & 5.3.2.4(a)

### 3 Height

The proposed site-specific Zoning By-law modifies the typical maximum height of the GC1 Zone from 10.0m to 73.0m to allow for the development of a high-rise built form as per the intent of the "Mixed-Use Corridor I" policies and the additional height contemplated by way of the proposed Site Special Policy Area. The proposed height limit is appropriate, given the inherent physical division of the site from nearby low density neighbourhoods and the accessibility of the site itself.

#### Official Plan References

Policies for High-Rise Buildings - Policy 5.1.5.3(b) 5.1.5.3(c)  
The Mixed-Use Corridor I Designation - Policy 5.3.2.1(a), 5.3.2.2(a) & 5.3.2.4(a)

### 4 Parking Rate

The proposed zoning by-law includes a reduced parking rate requirement to support the delivery of compact and transit-supportive built form. The reduced parking rate has been tailored based on the proximity of the Northgate Transit Terminal and other commercial facilities within a five-minute walk of the project site. All residential units will continue to be provided with a minimum of at least 1 stall per unit, with additional stalls to be devoted to visitors and some multi-car households, if necessary.

#### Official Plan References

Policies for High-Rise Buildings - Policy 5.1.5.3(b)v  
The Mixed-Use Corridor I Designation - Policy 5.3.2.1(a) & 5.3.2.4(a)

### 5 Outdoor Amenity Area

The policies for the Mixed Use Corridor I designation envision the transformation of these strategic growth areas to accommodate new residential and mixed-use development. In areas traditionally dominated by commercial uses, the policies put a focus on the introduction of residential amenity areas and other design features that support the creation of livable developments. To ensure these goals are achieved, a minimum outdoor amenity area regulation has been included, that would see at least 20% of the lot area devoted to outdoor amenity (on the roof of the proposed parking structure).

#### Official Plan References

Road Classifications - Table 1  
Policies for Provincial Highways - Policy 6.2.3

### 6 Tower Face Separation

The proposed zoning by-law includes a minimum tower separation requirement to support access to sunlight and sky views for the proposed apartment units and help to ensure that the massing of the proposed tower components are not overly dominant from a skyline perspective.

#### Official Plan References

Policies for High-Rise Buildings - Policy 5.1.5.3(b)i



# S6: SUPPORTING STUDIES

## S6.1 Sun/Shadow Study

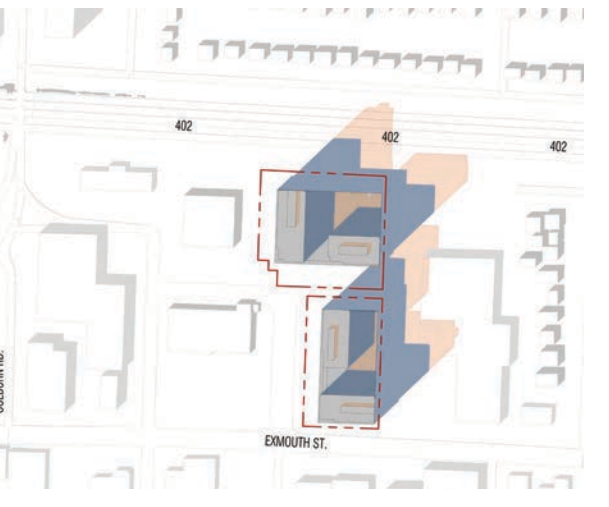
### / Spring Equinox



**9AM**  
March 21



**12PM**  
March 21



**3PM**  
March 21

**NOTES:**

1. The sun/shadow diagrams have been created by Baird Architecture + Engineering using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of the sun/shadow study are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features.
2. Sept 21st and March 21st (equinox) both result in similar shadow patterns so the diagrams above have only shown March 21st.
3. A full analysis of the winter solstice shadow impact (December 21st) can be found in the associated 03-27-2024 Architectural Design Package prepared by Baird Architecture + Engineering.

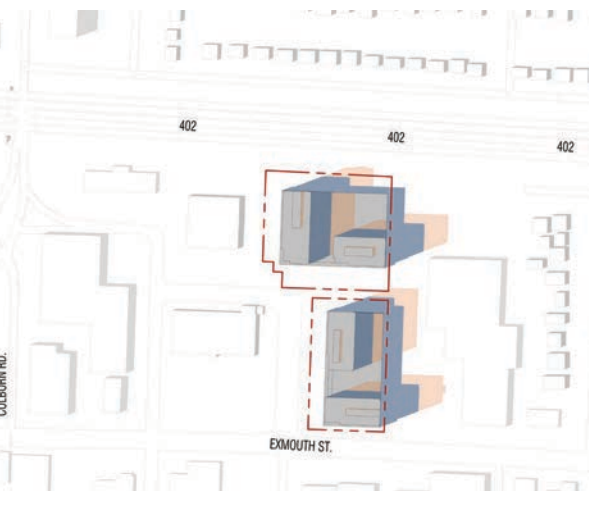
### / Summer Solstice



**9AM**  
June 21



**12PM**  
June 21



**3PM**  
June 21

## S6.2 Functional Servicing Report

Baird Architecture + Engineering has prepared a Functional Servicing Report to support the Official Plan and Zoning By-law Amendment application. The report summarizes existing conditions, storm and sanitary servicing provisions, potable water and fire flow servicing provisions to support the proposed development.

### Wastewater:

From a sanitary perspective, the report identified an existing 200mm diameter sanitary sewer connecting the existing commercial development to the west to a sanitary sewer manhole (MH-03) at the south west corner of the northern tower site. The 200mm sanitary sewer runs south from MH-03 towards Exmouth Street, which connects to the existing 975mm sanitary trunk sewer. It is intended that sanitary waste from the proposed development will be connected to the existing 200mm sanitary sewer. Peak sewage flows of 17.37L/s and 15.41 L/s were calculated for the north and south towers respectively. Each tower site will have a new 200mm sanitary servicing connection to the existing sewer. To provide more capacity, the report recommended that the existing 200mm sanitary sewer be replaced with a 300mm sanitary sewer pipe. It was identified that the trunk sewer along Exmouth has the capacity to accommodate the proposed sanitary flows from the proposed development.

### Stormwater:

From a stormwater management perspective, the allowable release rate for the north and south towers were 61.68 L/s and 43.17 L/s respectively. It was identified that the release rate will be restricted and that excess runoff will be stored temporarily on-site through a combination of above-ground parking lots, rooftops and underground storage. A number of storm sewers are connected to a manhole catch basin (CBMH-16) located at the south west corner of the northern tower site. This includes a 200mm sewer connection from the north of the existing commercial development, a 375mm sewer connecting from the existing commercial development to the west, a 375mm sewer connecting from the east side of the project site and a 450mm sewer connecting southward towards Exmouth Street. Three additional storm connections were identified connecting from the area of the southern tower site to the 450mm storm sewer. Preliminary stormwater management calculations have been included in the report and show that the post-development runoff coefficient is 0.85. The report proposes the relocation of the manhole catch basin (CBMH-16) to the existing right-of-way between the proposed towers. Post development flow rates of 198L/s and 140L/s for a five-year storm were calculated for the north and south tower sites respectively. Since the allowable release for discharge into the 450mm sewer was maintained to predevelopment levels, a downstream capacity assessment is not required. However, since the post development flows for major storm events were greater than the allowable discharge, temporary on-site storage through a combination of grading, rooftop and underground storage is proposed.

### Water:

From a water perspective, one existing 200m watermain exists along Exmouth Street, which runs north along the west side of both tower sites. A 100mm water service connection and a 150mm fire service connection to the existing 200mm watermain is proposed from each building. Peak day demand flows of 17.13L/s and 16.61 L/s were calculated for the north and south towers respectively.

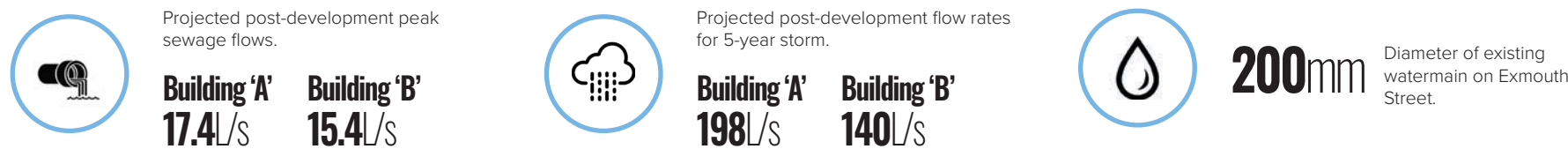


Figure 10. Functional Servicing Report Highlights

## S6.3 Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by Paradigm Transportation Solutions Ltd. The Transportation Impact Assessment (TIA) includes an analysis of existing traffic conditions, a description of the proposed development, analysis of future traffic conditions, and assessment of development traffic impacts with recommendations, as appropriate, to accommodate the proposed development. The TIA assumes full completion of the proposed development by 2033.

The TIA reviewed the function and level of service at eight (8) surrounding intersections during weekday peak hours (AM & PM) and also considered additional new background developments at 200 Exmouth Street, 135 Water Street and a smaller multi-residential development at 927 Exmouth Street. The TIA examined relevant conditions based on the current 2024 base year, five years post-development (2038) and ten years post-development (2043). The TIA generally concluded that, in the post-development scenarios, all of the various intersections within the study area were forecast to operate at similar levels of service as observed under the base year (2024) traffic conditions. It was also found that the site driveway intersections onto Exmouth Street (i.e., signalized intersection at East Street/Exmouth Street and unsignalized intersection at Cecil Street/Exmouth Street) will continue to function with similar levels of service and that the proposed development will not introduce significant level of service implications.

The figures below highlight the peak hour vehicle trip generation anticipated from the proposed development. It is to be noted that although the development is intended to be transit-oriented and located in proximity to the existing Northgate Transit Terminal, transit modal share reductions have not been applied to vehicle trip generation estimates. Further details regarding the local network implications are found in the TIA which has been submitted with the Official Plan and Zoning By-law Amendment application.

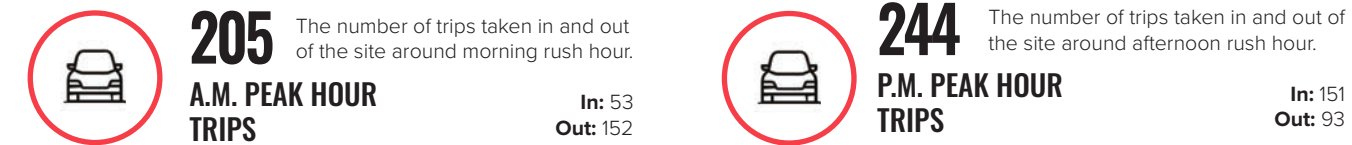


Figure 11. TIA Highlights

## S6.4 Environmental Considerations

It was noted in the May 11, 2023 Pre-Application Report from the City of Sarnia that a Record of Site Condition would be required. A Record of Site Condition (RSC) is a filing process with the Ontario Ministry of the Environment, Conservation and Parks (MECP), based on Ontario Regulations (O.Reg.) 153/04 and its associated regulations, which confirms that a specific property has no soil or groundwater contaminations exceeding the allowable levels that were set by the MECP. This is a typical requirement of development in Ontario where changing the use of land to a more sensitive use. Based on publicly available information regarding past use of the property, and the nature of the proposed development (i.e., urban format mixed use development with underground parking) there does not appear to be any major risk factors that would preclude obtainment of an RSC (if required) in due course in the development process. The requirement for an RSC is thus, most effectively, dealt with prior to Building Permit when Zoning By-law Amendment approval has in fact been granted for the concept itself.

# S7: ENGAGEMENT

## S7.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The Developer (Farahi Group of Companies) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 530 & 540 Exmouth Street and how those steps interact with our applicant-led community engagement program.



Figure 12. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team's response to it.

## STAGE 1 TACTICS

**Info Postcard**  
53 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

**Project Website**  
A project website ([www.siv-ik.ca/530e](http://www.siv-ik.ca/530e)) was launched on November 22, 2023 to provide a "home base" for sharing information and updates about the project and gathering feedback through an online feedback form.

**Downloadable "Project Backgrounder" Publication**  
Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

**Virtual Community Information Session**  
The project team hosted a Zoom webinar on December 6, 2023 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

**What We Heard Report**  
The report has been published, shared on the project website and submitted with the Zoning By-law Amendment application. The report "closes the loop" on our community engagement program by clearly documenting the feedback that was received and our response to it.

## REACH

53

INFO POST CARDS CIRCULATED

96

UNIQUE PROJECT WEBSITE VIEWS

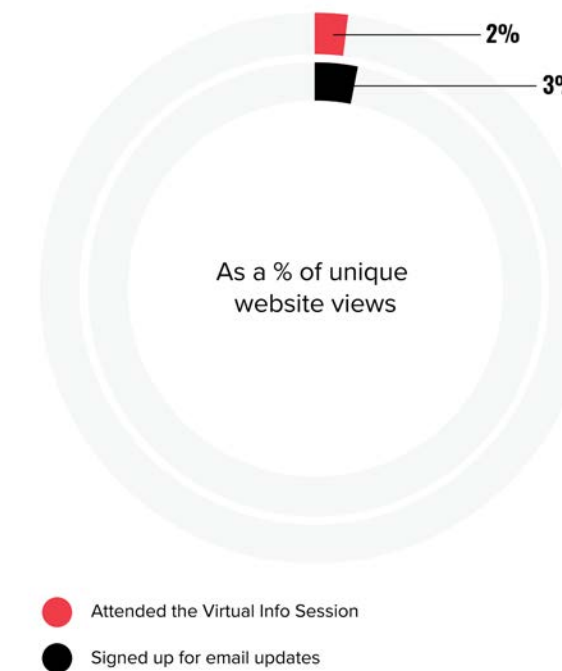
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UNIQUE RESPONDENT

4

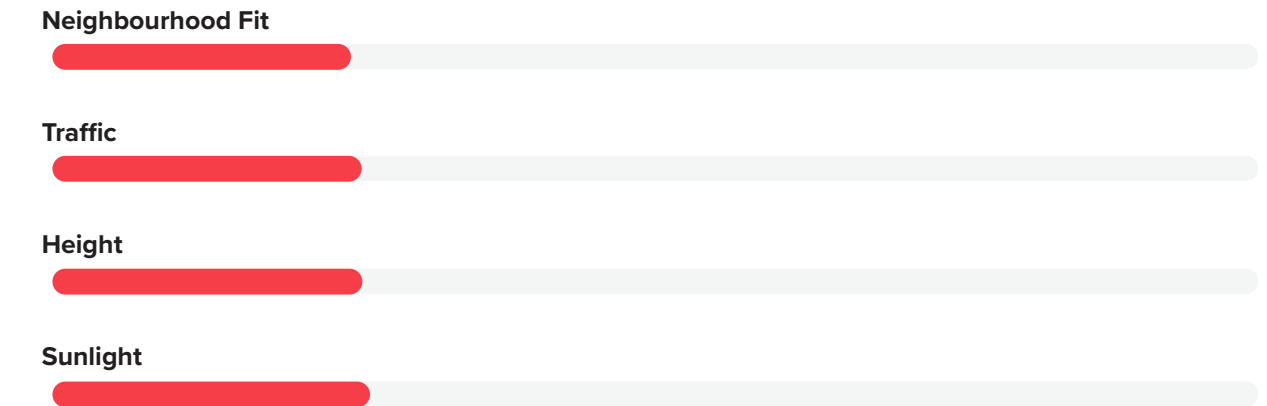
UNIQUE PIECES OF FEEDBACK

## ENGAGEMENT



## TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.



**Note:** The graphics and text above represent highlights of Stage 1 of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2024-03-30 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at [www.siv-ik.ca/530e](http://www.siv-ik.ca/530e).

## S8: INTERPRETATION

### S8.1 Purpose of this Brief

We understand that sites are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 530 & 540 Exmouth Street. The Brief provides an overview of the proposed Official Plan Amendment, Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning by-law and Concept Plan.

### S8.2 The Development Design

The proposed zone and special regulations are structured to facilitate a narrow range of desirable site design and built form outcomes, however the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for an appropriate degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process.

### S8.3 Stakeholder Engagement

The project team has carried out early communications/engagement with the Mayor's Office, Municipal Administration (Community Services Division), and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



## REFERENCES

1. City of Sarnia Official Plan, July 2022.
2. City of Sarnia Zoning By-law.
3. County of Lambton Official Plan, October 1, 2020.
4. County of Lambton, Lambton County GIS Online (Last updated July 2018).
5. Architectural Design Package prepared by Baird Architecture + Engineering, dated 2024-02-21.
6. Functional Servicing Report prepared by Baird Architecture + Engineering, dated 2024-02-29.
7. Transportation Impact Assessment, prepared by Paradigm Transportation Solutions Ltd., dated March 2024.

