

RESIDENTIAL REDEVELOPMENT

396 EDITH CAVELL BOULEVARD
PORT STANLEY, MUNICIPALITY OF
CENTRAL ELGIN, COUNTY OF ELGIN

OFFICIAL PLAN AND ZONING BY-LAW
AMENDMENT APPLICATIONS

MICHAEL MESCIA

PLANNING JUSTIFICATION REPORT



Project No. 24035

RESIDENTIAL REDEVELOPMENT
396 EDITH CAVELL BOULEVARD, PORT STANLEY, MUNICIPALITY OF CENTRAL ELGIN,
COUNTY OF ELGIN
PLANNING JUSTIFICATION REPORT

TABLE OF CONTENTS

1.0	INTRODUCTION.....	2
2.0	SUBJECT PROPERTY AND SURROUNDING LAND USES.....	3
3.0	PROPOSAL.....	5
3.1	Conditionally Approved Consent to Sever	5
3.2	Applications for Official Plan and Zoning By-law Amendment	6
3.3	Proposed Servicing.....	6
	3.3.1 Water Servicing:.....	7
	3.3.2 Sanitary Sewer Servicing:.....	7
	3.3.3 Storm Sewer Servicing:	7
4.0	PLANNING ANALYSIS.....	8
4.1	Provincial Planning Statement	8
4.2	Elgin County Official Plan (2025).....	9
4.3	Central Elgin Official Plan	12
5.0	SUMMARY AND CONCLUSIONS.....	15

24035
24 April 2026

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1.0 INTRODUCTION

This report provides a review of applications for Official Plan Amendment and Zoning By-Law Amendment submitted on behalf of Michael Mescia, owner of the Subject Property located at 396 Edith Cavell Boulevard, Port Stanley. Cyril J. Demeyere Ltd. (CJDL) has been retained by the applicant to provide planning services in support of these applications. A Pre-Consultation Meeting took place on 9 March 2026.

The application for Zoning By-law Amendment would allow for the redevelopment of the Subject Property from a single lot with two dwellings to two properties with one main dwelling and one Additional Residential Unit (ARU) on each. The Official Plan Amendment application is required to allow the ARUs to be located within the front yard area.

The general location of the Subject Property and wider surrounding land uses is depicted below in Figure 1.

2.0 SUBJECT PROPERTY AND SURROUNDING LAND USES

The Subject Property is located on Edith Cavell Boulevard in the Community of Port Stanley in the Municipality of Central Elgin in Elgin County. The front of the property has a front lot line on Edith Cavell Boulevard that is approximately 21.2 metres long (a lot frontage of approximately 20.6 metres, as defined by the Port Stanley Zoning By-law). It also has approximately 9.1 metres of frontage along the shoreline of Lake Erie. The total area of the Subject Property is approximately 2,395.51 square metres, of which approximately 1,122.8 square metres is located outside of the Dynamic Beach Hazard Zone. The land is relatively flat, with a gentle slope towards the shoreline. The Subject Property currently contains two existing single-detached dwellings and a wood-frame shed. A chain link fence runs along a portion of the eastern property line and a board fence runs along a portion of the western property line.

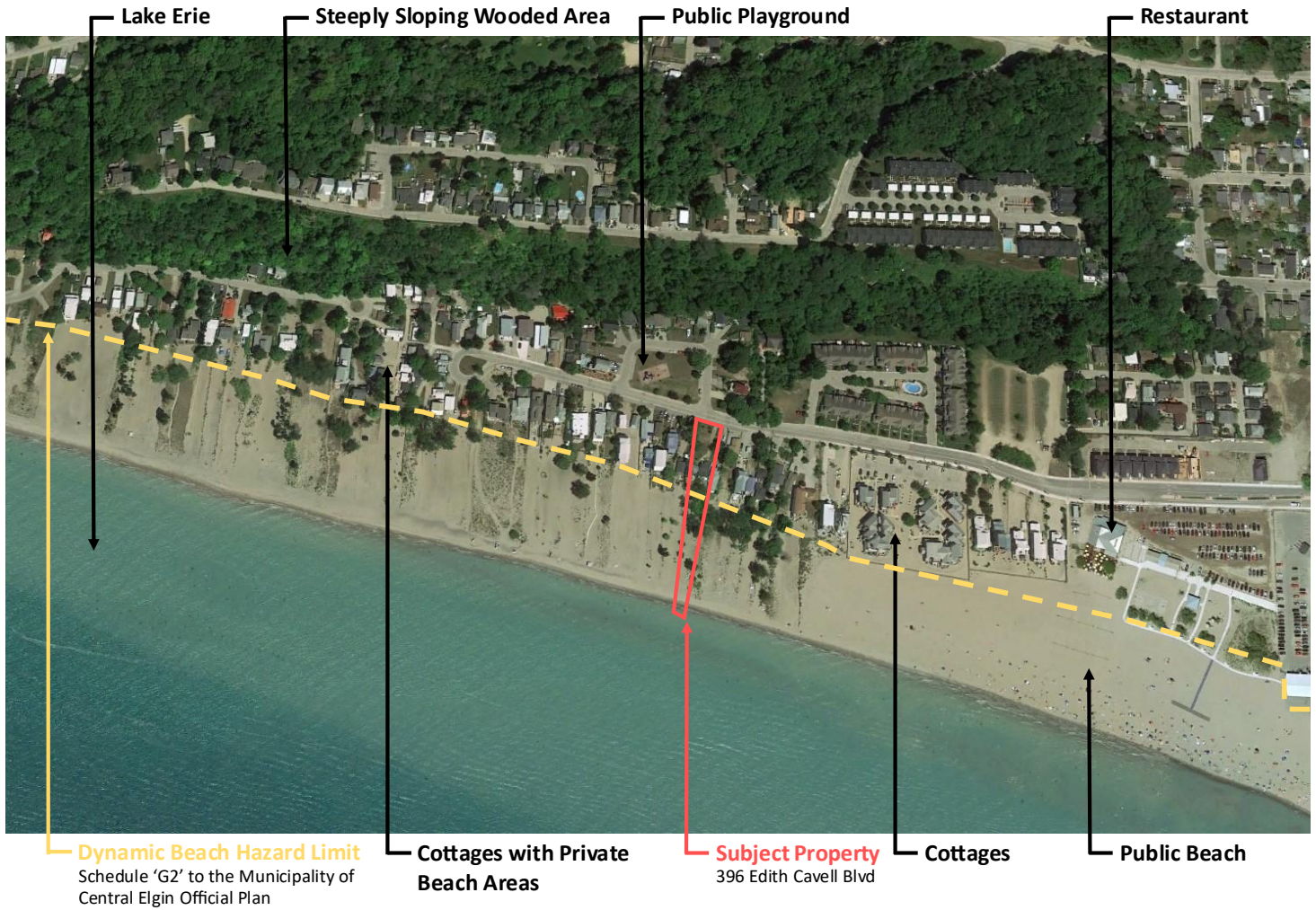
The Subject Property is municipally known as 396 Edith Cavell Boulevard, Port Stanley and legally described as Part Lot 25, North Side of Lake Erie, Plan 117 Port Stanley.

The Subject Property is designated Residential and Dynamic Beach in Schedule "G": Community of Port Stanley Land Use Plan, to the Official Plan of the Municipality of Central Elgin. It is located on Edith Cavell Boulevard, designated a Municipal Collector Road in Schedule 'G1': Community of Port Stanley Roads Classification and Widening, to the Official Plan of the Municipality of Central Elgin. The proposed development is outside of the dynamic beach hazard as depicted in Schedule "G2": Community of Port Stanley Natural Hazards to the Official Plan of The Municipality of Central Elgin. The Subject Property is fully located within the Flood Hazard Area, which includes lands along the shoreline below an elevation of 177.15 m, based on the flood hazard elevation limit as specified by the Port Stanley Coastal Risk Assessment, Appendix 'B' (2021). The Subject Property is in a regulated area for Kettle Creek Conservation Authority (KCCA) based on its location within the Dynamic Beach Hazard Limit and Shoreline Flood Hazard Limit.

Existing development along the south side of Edith Cavelle Boulevard around the Subject Property is characterized as cottages on narrow lots, backing onto the beach. Many of these lots contain multiple dwellings, with the larger cottage in the rear.

There is a small crescent road around a public playground to the north, Lake Erie is located directly to the south, and the shoreline defines the southern property line. Located east of the adjacent cottages is the Port Stanley public beach, along with associated parking areas and a restaurant. The location of the Subject Property and the surrounding land uses are depicted in Figure 1.

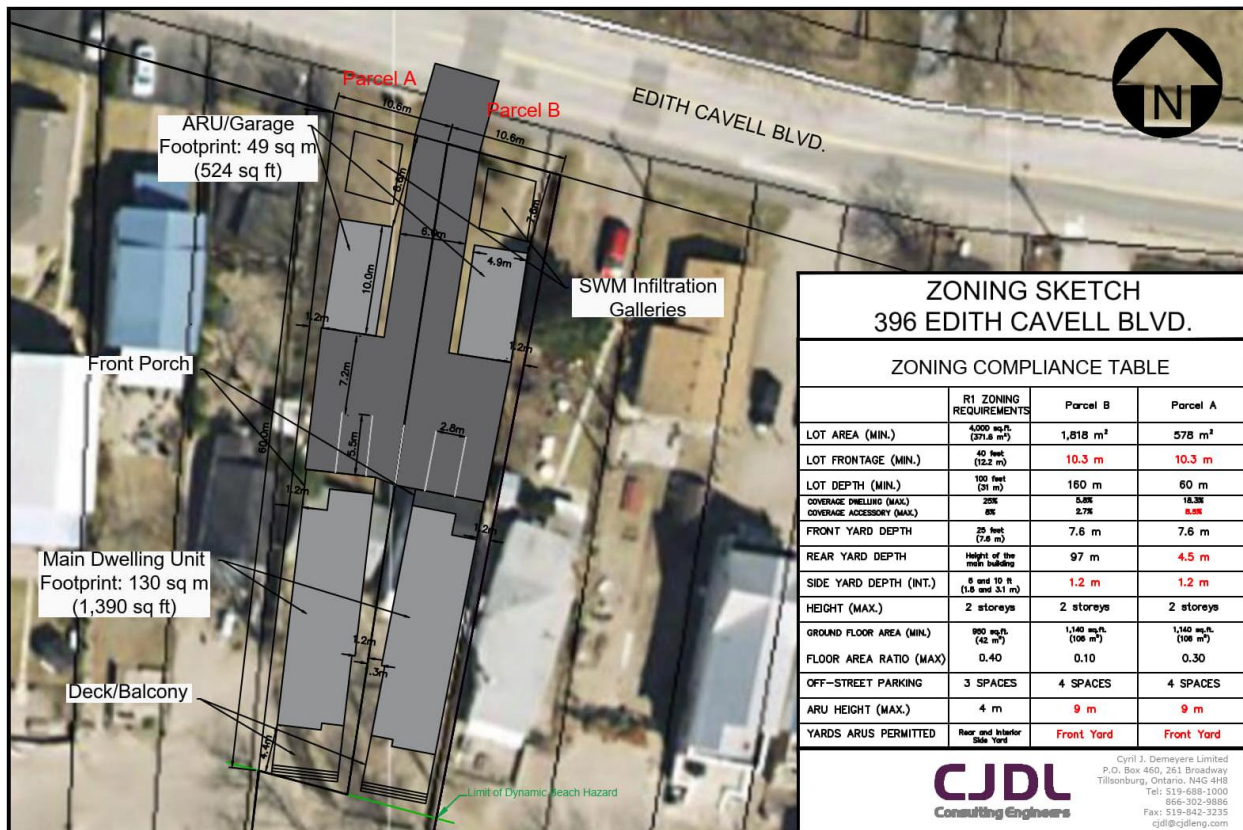
Figure 1: Subject Property and Surrounding Land Uses



3.0 PROPOSAL

The applicant is proposing to redevelop the Subject Property by replacing two existing residential dwellings on the lot with two new residential dwellings, each with a detached additional residential unit (ARU), that would be on separate lots. To facilitate this, the applicant has sought and received conditional approval for consent to sever, and is now seeking Official Plan and Zoning By-law Amendments to permit the proposed ARUs and satisfy one of the conditions of the consent approval.

Figure 2: Zoning Sketch for Proposed Redevelopment



3.1 Conditionally Approved Consent to Sever

The conditionally approved severance would evenly divide frontage of the Subject Property to create two separate lots but, since lot creation isn't permitted within hazardous areas, the portion of the Subject Property within the Dynamic Beach Hazard will be retained by the proposed easterly lot, with the rear lot line of the westerly lot lying just inside the hazard limit.

The consent will also create an easement on a portion of the retained lands within the dynamic beach hazard. This easement will provide the owners of the severed parcel with exclusive use of the easement area, and place all maintenance obligations on them. A sketch of the severance and associated easement is provided in Figure 2.

3.2 Applications for Official Plan and Zoning By-law Amendment

The Central Elgin Official Plan permits 'Additional Residential Uses' in the residential designation (Section 4.3.1(e)). The proposed ARUs conform with all of the policies of the Section 2.3.6 of the Official Plan (Additional Residential Units), except for Section 2.3.6(e)(ii), which restricts ARUs to rear and interior side yards. The proposed ARUs are located in front of the main dwelling, so the applicant is seeking an Official Plan Amendment to create a special policy for the Subject Property that would permit ARUs in front yards.

The proposed Zoning By-law amendment would rezone the Subject Property from Open Space 3 (OS 3) to a special Residential Zone 1 (R1-___) zone with reduced requirements for minimum lot frontage, maximum accessory building coverage, minimum rear yard, and minimum side yard. It would also permit an ARU in the front yard and increase the maximum height for ARUs in accessory structures from 4 m to 9 m.

The proposed amendment would reduce the minimum lot frontage from 40 feet (12.2 metres) to 10.3 metres (34 feet), to allow the existing lot to be divided into two lots with equal frontage. The smaller frontage requirement reflects the existing use of the property (two side-by-side dwellings) and the character of the area.

The proposed amendment would effectively eliminate the rear yard requirement by reducing it from a distance *"equal to the height of the main building"* to 0 metres. This would allow the new dwelling on the westerly lot to be located an equal distance from the beach as the easterly lot, for which this limit is effectively set by the Dynamic Beach Hazard Zone. Even though the area to the rear of the westerly lot would be owned by the easterly lot, the westerly lot would enjoy exclusive use of it, so no negative impacts would result from the rear yard reduction.

The proposed amendment would also reduce the minimum interior side yard requirement from *"4 feet plus 2 feet for each storey or part thereof above one storey on one side, and 10 feet on the other side"* to 1.2 metres (3.9 feet). Existing buildings on the site currently have a setback configuration of 0.25 metres (0.82 feet) from the western side lot line and a setback of 0.56 metres (1.84 feet) from the eastern side lot line. The 1.2 metres proposed is consistent with Ontario Building Code requirements, accommodates building maintenance, and is consistent with the general pattern of development along Edith Cavell Boulevard.

The proposed changes to the ARU regulations would allow a proposed accessory garage with an ARU on the second floor to be located in front of the main building.

3.3 Proposed Servicing

In support of the proposed development, Engineering Services at Cyril J. Demeyere Ltd. (CJDL) have developed a preliminary servicing concept. Currently, the residential dwellings at 396 Edith Cavell Boulevard are serviced with municipal water and sanitary sewers. The two residences share a single water service and a single sanitary service.

3.3.1 Water Servicing:

A municipal water service is located near the east lot line of the retained lot. This service will be utilized for the retained parcel. The applicant proposes a new dedicated water service to be constructed for the severed parcel. Currently, there is a 250 mm diameter PVC watermain located in the southerly boulevard of Edith Cavell. A new service to the lot to be retained would be provided by live tapping a 25mm diameter water service to this main.

3.3.2 Sanitary Sewer Servicing:

Sanitary sewer service is currently provided to the existing dwellings at 396 Edith Cavell Boulevard via a single 150mm diameter sanitary service. The assumed location of the existing sanitary service is approximately 2.7m east of the westerly property line of the parcel to be severed. Given the location of the existing sanitary service, it would be used to service the parcel to be severed. The condition of the existing private drain connection shall be confirmed in the field prior to connection via video inspection and verified by the engineer. If the condition is not found to be suitable for reuse, the private drain connection shall be repaired at time of construction. A new 125mm diameter sanitary private drain connection will be required to provide servicing to the parcel to be retained.

There is an existing 250mm diameter sanitary sewer located within the eastbound lane of Edith Cavell Boulevard and conveys sewage east towards William Street. A 1200mm diameter sanitary manhole is located near the intersection of Edith Cavell Boulevard and Stanley Park Drive, directly north of the parcel to be retained. In order to minimize the disturbance to Edith Cavell Boulevard, the proposed sanitary private drain connection is to be cored directly into the existing sanitary manhole at an invert of 174.50 and will include an internal drop structure. In June of 2025, the water level of Lake Erie was measured to be approximately 174.40. As such, the invert of the sanitary connection is proposed to be cored 0.10m above the recorded water level to avoid interaction with the groundwater table. This approach has been reviewed with the Municipality of Central Elgin and accepted as the preferred servicing solution.

3.3.3 Storm Sewer Servicing:

On-site stormwater management will be implemented for both the severed and retained parcels by utilizing low impact development (LID) principles to promote infiltration of stormwater runoff from the proposed development. A soak-away pit is proposed in the front yard of each parcel and would receive flows from the roof leaders of the dwellings as well as additional runoff from the side yard swales. This is a common approach for lot level stormwater management and has been utilized on other lots along Edith Cavell in the past.

4.0 PLANNING ANALYSIS

The proposed severance and Zoning By-law amendment are supported by the existing framework of the policy-led planning system provided by the Provincial Planning Statement (PPS), the Elgin County Official Plan, and the Central Elgin Official Plan.

4.1 Provincial Planning Statement

The Provincial Planning Statement came into effect on October 20, 2024, and replaced the former Provincial Policy Statement (2020). This policy was issued under Section 3 of the *Planning Act* (R.S.O. 1990) and provides policy direction on matters of provincial interest related to land use planning and development. All municipal planning decisions in Ontario are required to be consistent with the PPS.

Chapter 2 of the PPS is related to building homes and sustaining strong, competitive communities. Section 2.1.6 states:

“Planning authorities should support the achievement of complete communities by:
a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; “

Additionally, Section 2.2.1 states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

...

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3*

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;”

Consistent with these policies, the proposed development contributes residential development a density that optimizes land use, provides additional range and mix of housing options, and is consistent with existing servicing capabilities. The proposed amendments would permit an increase the number of residential units on the subject property and constitutes intensification.

Section 2.3 contains General Policies for Settlement Areas. Section 2.3.1.1 states, *“Settlement areas*

shall be the focus of growth and development.” Section 2.3.1.2 states:

“Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;”

The proposed residential redevelopment is within the Port Stanley Settlement Area, and it makes efficient use of land while optimizing the use of the existing servicing infrastructure. The proposed front yard accessory residential units represent an increase to the mix of housing options for the community.

Section 5.2.1 contains policies related to natural hazards. Section 5.2.3 states that *“3. Development and site alteration shall not be permitted within: a) the dynamic beach hazard.”*

Consistent with this policy, the proposed development does not encroach into the dynamic beach hazard limit, as depicted in Schedule “G”: Community of Port Stanley Land Use Plan, to the Official Plan of the Municipality of Central Elgin, which was determined according to provincial standards. Specific conformance with the Hazard Policies of the Central Elgin Official Plan is described in Section 4.3 of this report.

The applications for Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Planning Statement.

4.2 Elgin County Official Plan

In September of 2025, the new Elgin County Official Plan was approved by the province and came into full force and effect. This plan describes the strategic direction and objectives that guide Elgin’s growth, housing, business development, transportation, and environmental protection. This section of this report reviews the proposal’s conformance with the goals, objectives, and policies of this Plan.

Schedule ‘A’ of the Elgin County Official Plan identifies Port Stanley as a Tier I community. Section 2.0 includes policies for growth management. Section 2.5 establishes a hierarchy of settlement areas, with tiers based on the level of servicing available for each. This section states that:

“Tier I Settlements – generally have the largest populations in the County, full municipal services (municipal water and sewage services), and the highest levels of amenities and employment opportunities. The boundaries of these settlement areas are shown on the County Structure Plan. Given the level of infrastructure provided in these settlement areas and their ability to accommodate growth, this Plan directs most new growth to these settlements.”

Section 2.10 contains policies related to residential intensification and redevelopment. This section states that:

“Intensification and redevelopment of existing residential areas is a key strategy to managing growth in the County and ensuring the efficient use of land and infrastructure. As such, the County will target 16% of all new residential development to be achieved through intensification and redevelopment. To achieve this the County will:

- a) *Require all local official plans to develop policies advising how this target will be achieved in a way that respects the County’s urban character;*
- b) *Encourage local municipalities to ‘up-zone’ or ‘pre-zone’ sites for residential intensification and redevelopment in their zoning by-laws;”*

The proposed redevelopment constitutes intensification through redevelopment, and contributes to achieving the target of 16% of development in the County be achieved through intensification. This intensification will occur in an appropriate location that within the settlement area in a manner that maintains the character of the area and is serviced by centralized wastewater and water supply facilities.

Section 4.0 contains policies related to housing, stating that objectives include to:

- “a) ensure a healthy supply of residential lands, including redevelopment lands for new housing opportunities.*
- b) Ensure an adequate mix of housing types and tenures to address the current and future needs of households in the County;”*

The proposed development increases the range and mix of housing types within the County, addressing the current and future housing needs in the County.

Section 6.0 of the County Official Plan lists the objectives for Settlement Areas within Elgin County. The following table quotes each objective and explains how they are addressed by the proposed redevelopment.

Objective	Proposal
<i>“a) Protect the unique small-town character of the County’s settlement areas;</i>	The proposed setback reductions and provisions to permit the proposed ARUs are all consistent with the existing pattern of development along the south side of Edith Cavell in Port Stanley. The redeveloped site will be consistent with character, which is part of what make the community unique.
<i>b) Facilitate the creation of compact, complete, and pedestrian-friendly communities that provide equitable access to a range of local economic and social opportunities, centered around a vibrant main street or commercial core;</i>	The proposed redevelopment is a compact form of development that is compatible with the existing residential area.
<i>c) Ensure that development and redevelopment utilize land efficiently, as servicing will permit;</i>	The density of the redevelopment optimizes the use of land and existing services.
<i>d) Ensure that development is appropriately located, safely accessed, and adequately serviced; and,</i>	The development is located in a designated settlement area with full municipal services.
<i>e) Encourage the use of environmental best practices for development and redevelopment.”</i>	The proposed redevelopment will follow environmental best practices.

Section 6.8 outlines policies related to development in Tier I Settlement Areas and provides a list of requirements for new development. The following table includes a column containing each policy listed in Section 6.8 and a column containing a brief explanation of how each is addressed by the proposed redevelopment.

Criteria	Proposal
<i>“a) comprehensively develop the land in question, serve as a logical extension to the existing built-up area, be compact, and minimize the consumption of land and infrastructure;</i>	The proposed development is entirely within a built-up area, is compact, and minimizes the consumption of land and infrastructure.
<i>b) comply with the relevant transportation policies of Subsections 8.3 to 8.15 and relevant servicing policies of Subsections 8.16 to 8.23;</i>	The proposal complies with relevant transportation policies in Sections 8.3-8.5 related to Right-of-Way widths, Section 8.6 related to road widenings, and Section 8.9 related to Development Adjacent to a County Road. The proposal also complies with the transportation policies of Sections 8.10 to 8.15. The proposal complies with servicing policies of Sections 8.16 to 8.23.
<i>c) where feasible, retain and integrate, mature trees into the development through the preparation of tree preservation plan and/or landscape plan, regardless of whether the trees form part of the designated Natural System;</i>	While it will not be feasible to retain the existing trees in front portion of the property, all of the existing trees on the beach side of the proposed main dwellings will be retained.
<i>d) achieve a minimum net density of 20 units/net hectare where residential development is proposed however, should the County or a local municipality be satisfied that this is not appropriate in certain circumstances due to geography, topography, or other similar factors, this requirement may be waived;</i>	With a gross density of 17 units/ha, the proposed development surpasses the minimum density of 20 units/net hectare when the undevelopable beach area is excluded.
<i>e) front onto, and be directly accessed, by a public road that is maintained year-round by a public authority;</i>	Edith Cavell Boulevard is a public road maintained year-round.
<i>f) conform to the access policies of the relevant road authority; and,</i>	The development conforms to the access policies of Central Elgin.
<i>g) make any required improvements to public roads, including any required road dedications, needed to facilitate safe ingress and egress and to meet the standards and requirements of the appropriate road authority.”</i>	The proposed new driveways for each lot follow the new property line separating them. As shown on the plan, safe ingress and egress can be provided to meet the standards of Central Elgin.

Section 10.0 Contains policies related to Development Hazards. Section 10.8 pertains to the Dynamic Beach Hazard and states that, *“No development or site alteration shall be permitted in a dynamic beach hazard.”*

No development is proposed to occur within the beach hazard limit as depicted in Schedule “G2”- Community of Port Stanley Natural Hazards. The delineation of the limit is based on the most current technical study for the Port Stanley Flood Uprush, as specified in the Port Stanley Coastal Risk Assessment prepared in 2021.

The proposed amendment to the Central Elgin Official Plan and Zoning By-law are in conformity with the Elgin County Official Plan.

4.3 Central Elgin Official Plan

The Central Elgin Official Plan is issued under the *Planning Act* (R.S.O. 1990) and outlines goals, objectives, and policies for land use and development in the Municipality of Central Elgin.

Schedule A of the Central Elgin Official Plan depicts the limits of natural hazards, including the dynamic beach hazard and shoreline erosion hazard, consistent with the Elgin County Official Plan and in regard to provincial standards.

Section 2.1.1.1 contains policies for Urban Settlement Areas and states, “*The Urban Settlement Areas will be the focus of urban growth in Port Stanley.*”

The proposed redevelopment is in the urban growth area of Port Stanley, as depicted in Schedule “1” Land Use Structure, to the Official Plan of the Municipality of Central Elgin.

Section 3.2 of the Central Elgin Official Plan includes policies related to Natural Hazards including the dynamic beach hazard. This section states:

“Where development and/or site alteration is proposed on lands adjacent to the Natural Hazard designation, the site-specific limits of the natural hazard(s) shall be determined through relevant studies prepared by a qualified professional with recognized expertise in the appropriate principles using accepted methodologies to the satisfaction of the Municipality and the conservation authority having jurisdiction in the area. Those limits shall be interpreted as the correct limits of the Natural Hazard designation and include potential risks that may be associated with the impacts of a changing climate. Such interpretation shall not require amendment to this Plan.”

Section 3.2.4 includes policies related to the Lake Erie Shoreline, and includes regulations related to the Lake Erie Regulatory Flood Uprush and the Dynamic Beach Hazard:

“(ii) Regulatory Flood Uprush

- a) All development on the lands within the Lake Erie Regulatory Flood Uprush as shown on Schedule G2 to this Plan shall incorporate floodproofing standards to the satisfaction of the Municipality and Kettle Creek Conservation Authority.*
- b) The flood uprush elevation shall be determined by the most current technical study for the Port Stanley Flood Uprush as approved by the Municipality and Conservation Authority.*
- c) Updates to the flood uprush elevation resulting from an approved study shall be interpreted as the correct elevation and such interpretation shall not require amendment to this Plan.*
- d) The Regulatory Flood Uprush shall be recognized in a separate category in the Zoning By-law.*

(iii) Regulatory Dynamic Beach

The following policies shall apply:

- a) Within the Regulatory Dynamic Beach Standard designation as shown on Schedule G, permitted uses shall be limited to passive recreational activities, flood or erosion control, conservation uses, beach management practices and public safety uses*

approved by the Municipality and the Kettle Creek Conservation Authority.”

The proposed development is within the Regulatory Flood Uprush limit as depicted in Schedule “G2”- Community of Port Stanley Natural Hazards.

The proposal considers conformance with floodproofing standards, including the ability of all openings, including windows and doors, to remain above an elevation of 177.15 m, based on the flood hazard elevation limit specified in the Port Stanley Coastal Risk Assessment, Appendix B (2021). The applicant will undertake additional studies to ensure that floodproofing standards are satisfied prior to the receipt of building permissions.

No development is proposed to occur within the beach hazard limit as depicted in Schedule “G2”- Community of Port Stanley Natural Hazards. The delineation of the limit is based on the most current technical study for the Port Stanley Flood Uprush, as specified in the Port Stanley Coastal Risk Assessment prepared in 2021.

Section 4.7.6.3 contains policies related to the use of the Port Stanley Waterfront, stating:

“Where areas of the waterfront are also within a Natural Hazards designation as shown on the Schedule G2, development and site alteration shall be in accordance with the policies of Subsection 3.2 of this Plan.”

Section 4.7.6.8 contains policies related to existing uses on West Edith Cavell and Edith Cavell Boulevard. This section states

“To advance the objectives of the Municipality, it shall be Council's policy that:

- 1. Where residential uses exist, they may be permitted in this area in accordance with the implementing Zoning By-law.*
- 2. No additions to residential uses be permitted except in accordance with the implementing Zoning By-law. Consideration shall be given to such matters as the following:*
 - i. the proposed lot has sufficient frontage and lot area to comply with the standards for residential uses in the implementing Zoning By-law;*
 - ii. the lot is located on and has access to an existing public road that is built to municipal standards and maintained year-round or the property owner is dedicating lands to the village for a future right-of-way widening to bring the road up to municipal standard;*
 - iii. the lot is serviced with full municipal services;”*

The proposal is seeking to permit additional residential uses along Edith Cavell Boulevard. The proposed redevelopment has access to a municipal road built to municipal standards and is serviced with full municipal services. The proposed Zoning By-law Amendment will ensure that the planned redevelopment will comply with the implementing Zoning By-law.

Section 5.1.2.1 (Amendments to the Plan – Policies) states that Planning Justification Reports are required for any application to amend the Official Plan, and requires them to include nine specific criteria. The following table includes a column containing each criterion listed in Section 5.1.2.1 b) and a column containing a brief explanation of how each is addressed.

Criteria	Proposal
<i>“1. Information regarding the proposed use amendment on surrounding land uses;</i>	The proposed use is described in detail in Section 2 of this report.
<i>2. An analysis of how the proposed amendment conforms to prevailing Provincial policy and the policies of this Plan;</i>	Consistency with the PPS and conformity with the policies of the Central Elgin Official Plan are demonstrated in this analysis.
<i>3. An analysis of the impacts of the proposed amendment on the provision of and demand for services, infrastructure and facilities, the transportation system, community amenities;</i>	The conversion of an existing lot with two dwellings into two lots with a main dwelling and an Additional Residential Unit on each would not impact the provision and demand for any municipal infrastructure or community amenities.
<i>4. The adequacy of the proposed servicing with respect to the servicing policies of this Plan;</i>	The proposed redevelopment would be on full municipal services, consistent with the policies of Section 2.8.1.1.1 of the Official Plan.
<i>5. An analysis of the impact of the proposed amendment on surrounding uses;</i>	As noted in the previous analysis, the OPA would permit ARUs to be located in the front yard of the Subject Property, and that they are consistent with the existing development pattern on the south side of Edith Cavell Boulevard. No impacts on surrounding uses will result from the proposed redevelopment.
<i>6. An analysis of the impact of the proposed amendment on agricultural land and uses;</i>	The proposed amendment will only affect the Subject Property, which is entirely within the Port Stanley Settlement Area, and it does not impact agricultural land and uses.
<i>7. An analysis of the impact of the proposed amendment on cultural and/or natural heritage features, and natural resources;</i>	The proposed amendment will have no impact on cultural and/or natural heritage features, or on natural resources.
<i>8. An analysis of the impact of the proposed amendment on the financial sustainability of Central Elgin;</i>	The provision of ARUs is recognized in the PPS as a means of increasing housing options, which improve financial stability and overall economic health of communities.
<i>9. Any other information determined by Central Elgin, in consultation with the appropriate agencies, to be relevant and applicable.”</i>	All additional information identified through consultation has been included with the application package.

The proposed amendment maintains the intent of the Central Elgin Official Plan, and it conforms with its policies for amending the Plan. The proposed Zoning By-law Amendment is in conformity with the Central Elgin Official Plan, subject to the approval of the proposed Official Plan Amendment.

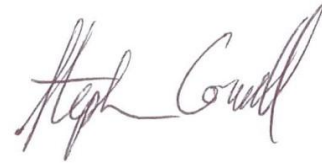
5.0 SUMMARY AND CONCLUSIONS

The applications for Official Plan Amendment and Zoning By-law Amendment submitted in support of the proposed redevelopment of 396 Edith Cavell Boulevard are consistent with the Provincial Planning Statement and are in conformity with the Elgin County Official Plan. The Official Plan Amendment maintains the intent of the Central Elgin Official Plan and is in conformity with its policies governing amendments to the Plan. The proposed Zoning By-law Amendment is in conformity with the Central Elgin Official Plan, subject to the approval of the proposed Official Plan Amendment.

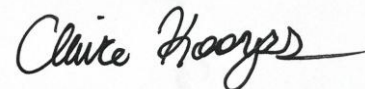
The subject amendments support the proposed redevelopment of 396 Edith Cavell Boulevard in manner that increases housing options in Port Stanley and maintains the existing character of the surrounding community.

** ** **

This report was authored by,



Stephen Cornwell, RPP, MCIP



Claire Koops, Junior Planner