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# PLANNING & DESIGN BRIEF

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## Developers

Magnificent Homes &  
Royal Premier Homes

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## Project Site

6092 Pack Road / London / ON

**02.17.2022**

## Contact

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#### PREPARED BY

Siv-ik Planning and Design Inc.

#### PREPARED FOR

2847011 Ontario Inc.

#### VERSION 1.0

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#### ISSUED

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#### ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for the Project Development Partners: Magnificent Homes & Royal Premier Homes, 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 Zoning By-law Amendment for 6092 Pack Road 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, ON and 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.



We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

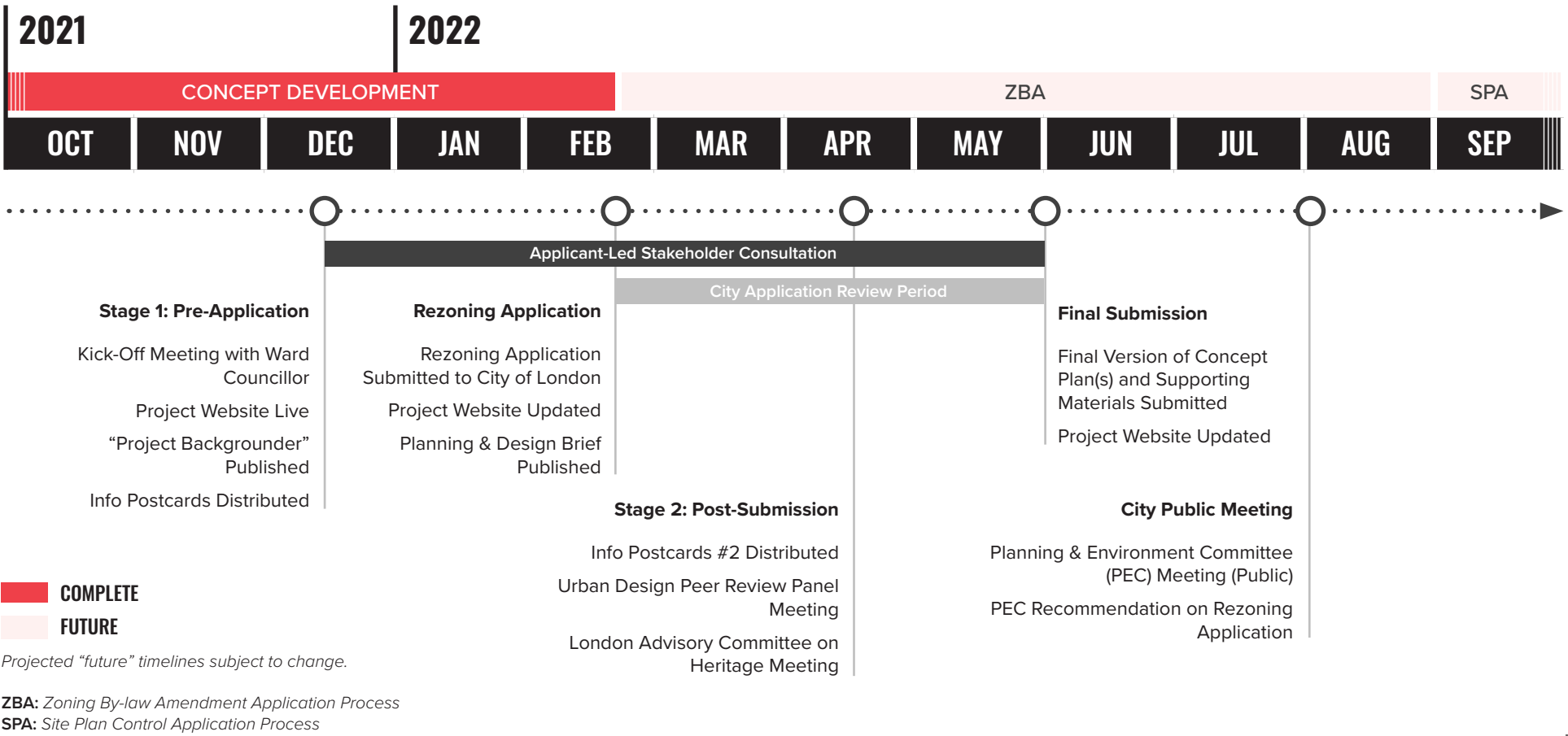


Ron Koudys Landscape Architects provide landscape architectural design services that shape the way we live, learn, work, and play. From county estates and urban parks to courthouse facilities and health care centres, we are committed to the principles of art, innovation and nature.

## S1.2 About the Project

Operating jointly as 2847011 Ontario Inc., Magnificent Homes and Royal Premier Homes have acquired 6092 Pack Road in southwest London, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a new low-rise, ground-oriented housing project on the site. The project team is committed to ensuring this development makes a positive contribution to the evolving North Talbot Community. 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 6092 Pack Road. The report also provides an overview of our unique approach to navigating this project from concept to reality.

### / Project Timeline



**S1.3 Project Site**

6092 Pack Road (the project site) is a remnant “rural residential” parcel located in the southwest quadrant of London, on the north side of Pack Road and approximately 275 metres (~2.5 minute walk) west of Bostwick Road. The project site is located in the North Talbot Community which encompasses the area generally bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west. The site contains an existing 20th-Century Farm Dwelling with an added attached garage and an outbuilding in the rear yard. None of the land is actively farmed and it is of sufficient size and shape to accommodate urban residential development. With the site being located in proximity to municipal services and the planned urbanization of the broader area, 2847011 Ontario Inc. is planning a residential development project to implement the planned intent of the North Talbot Community Plan.

**At-A-Glance**

<b>SITE AREA</b>	<b>FRONTAGE</b>	<b>DEPTH</b>	<b>EXISTING USE</b>
<b>.996</b> Hectares	<b>60.9</b> Metres	<b>163.45</b> Metres	<b>Residential</b> 20th-Century Farm Dwelling
<b>SERVICING</b>			
<b>Municipal Services</b> Available on Regiment Road			



**Figure 1:** The Project Site

# S2 CONTEXT

## S2.1 The Neighbourhood

The Talbot Planning District is an actively developing “greenfield” area within the City of London. The majority of lands within the district were annexed by the City of London January 1, 1993 and were part of the Vision '96 Official Plan review process and subsequently, the North Talbot Community Plan process. The Community/Area Plan was approved in 1999 and planning and development in the area has been ongoing since the early 2000’s. From a housing perspective, the Talbot Planning District is comprised of a high proportion of single detached dwellings (66%) with some larger apartment buildings being planned and developed in the north part of the district, focused along Southdale Road W.

Key community services and amenities within walking distance of the site include the Talbot Village Wetland and associated trails, Talbot Park (a neighbourhood park with soccer fields), Ecole Elementaire La Pommeraiie and the planned elementary school immediately west of the site. A wide range of commercial services and amenities are available at major shopping centres lining Wonderland Road South. Access to those commercial amenities will be significantly improved upon the completion/ extension of Bradley Avenue westward to Bostwick Road which is scheduled for 2026.

From a demographic perspective, Talbot has a growing population base. The majority of this growth has occurred within single detached dwellings and the aforementioned high-rise apartments. The area houses a high proportion of families, with an average household size of 3.0 compared with 2.4 for the broader London Census Metropolitan Area.

### Talbot At-A-Glance

PLANNING DISTRICT	POPULATION		
	2011	2016	Change
Talbot	1,590	3,470	+118%

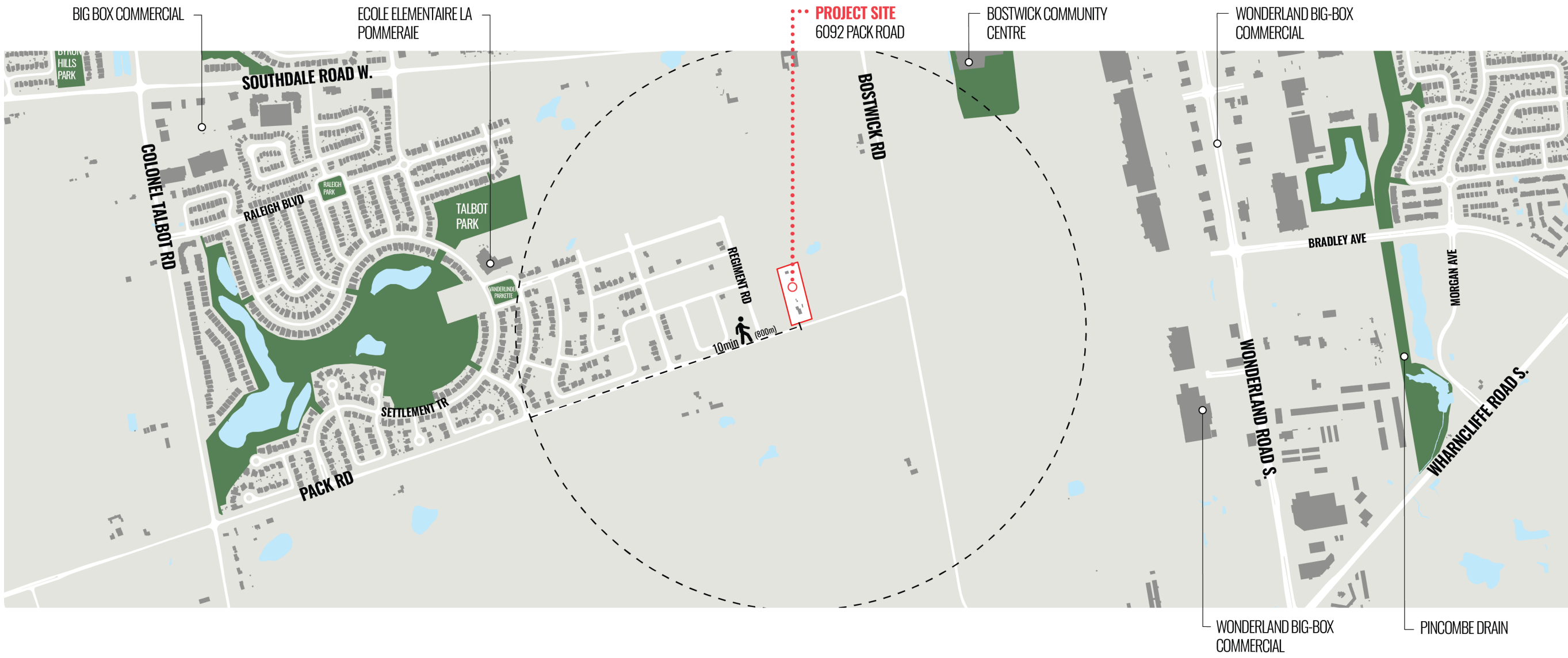


Figure 2: Neighbourhood Spatial Context (800m)

## S2.2 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands surrounding the project site. The lands on the west side of Regiment Road form part of an actively developing residential subdivision (see City of London Staff Report 39T-14506/Z-8436 for further details) comprised primarily of 2.5-storey single detached dwellings. The dwellings sited along Regiment Road face directly onto Regiment Road with individual driveway accesses to the street. For the dwellings sited along Pack Road, the subdivision pattern is varied including a mix of “side-lotting” conditions onto Pack Road as well as intervening “window-streets” which allows for the dwellings to face Pack Road without having individual driveway accesses connecting them to Pack Road.

Immediately west of the subject site is a planned school site which is currently zoned Neighbourhood Facility (NF1). The school block was planned and zoned through the subdivision planning process for the lands to the west. The size and shape of the school block was confirmed through the same process. A detailed site design for the adjacent school site is not currently available, however, it is anticipated that the school building and corresponding vehicular access would be oriented towards Regiment Road, with the project site being in the “rear yard” of the school.

Lands to the east of the site are designated for a mix of residential uses with medium density residential uses in proximity to Pack Road and Bostwick Road and low density residential uses in interior portions of that future subdivision. Lands to the south will be comprised of a similar mix of residential uses, with medium density residential uses also focused along Pack Road.

### Spatial Context At-A-Glance

#### NORTH

**Existing**  
Vacant/  
Undeveloped

**Planned**  
School/Open Space

#### SOUTH

**Existing**  
Agricultural

**Planned**  
Medium Density  
Residential

#### EAST

**Existing**  
Agricultural

**Planned**  
Mixed Residential

#### WEST

**Existing**  
Vacant/  
Undeveloped

**Planned**  
School



Figure 3: Neighbourhood Spatial Context (400m)

# S3 PLANNING FRAMEWORK

## S3.1 Provincial Planning Policy

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.

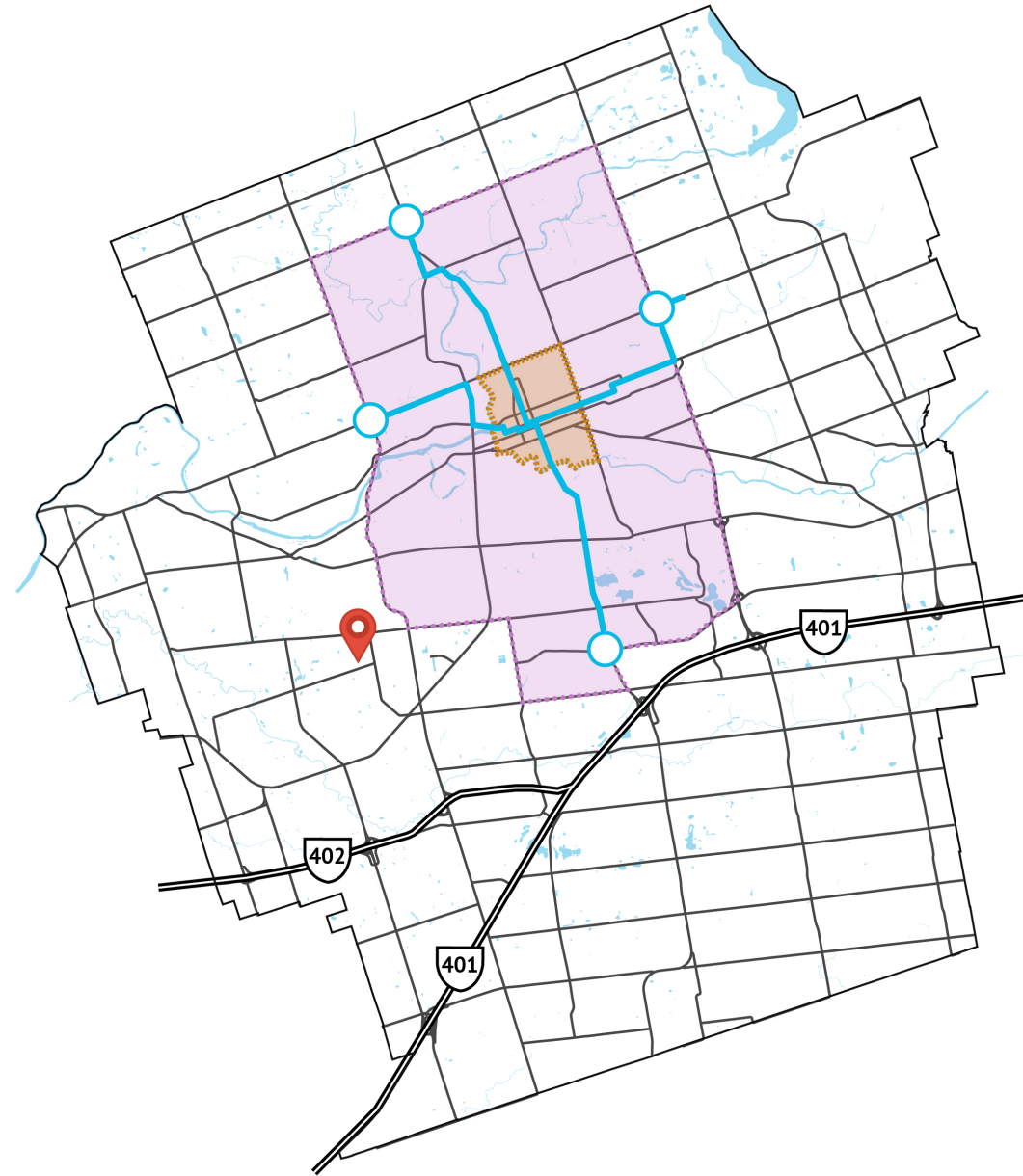
The mechanism for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are addressed in the Official Plan discussion in this report.

## S3.2 City Policy Overview

**Figure 4** shows the site's positioning relative to London's city-structure. Of note, the site is located within a planned Neighbourhood area. Also highlighted in Figure 4 is London's network of major streets. The project site contains direct frontage on Pack Road, identified as a Civic Boulevard by the London Plan.

The site is located within an actively developing residential area outside of the Primary Transit Area. It's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

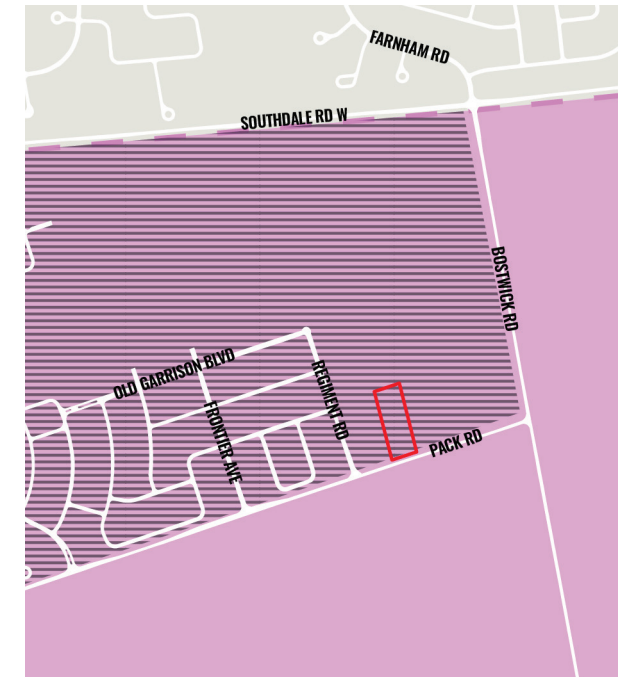
- » Neighbourhoods Place Type
- » Outside Primary Transit Area
- » Frontage on Civic Boulevard



**Figure 4:** City Structure

## / Southwest Area Secondary Plan

The project site is within the boundaries of the Southwest Area Secondary Plan (SWAP). Section 20.5.1.5 of the SWAP explains that some areas of the plan are also subject to pre-existing "Area Plans". Where conflicts arise between the general policies of the SWAP and the approved Area Plan policies, the Area Plan prevails. In this case, the lands are subject to the North Talbot Community Area Plan. Relevant policy direction is contained in Section 3.5.11 of the 1989 Official Plan. The underlying land use designations for the project site, shown on Schedule 12 of the SWAP, align with designations outlined on Schedule A - Land Use - of the 1989 Official Plan.



- Subject to SWAP
- Not Subject to SWAP
- North Talbot Community

## / 1989 Official Plan

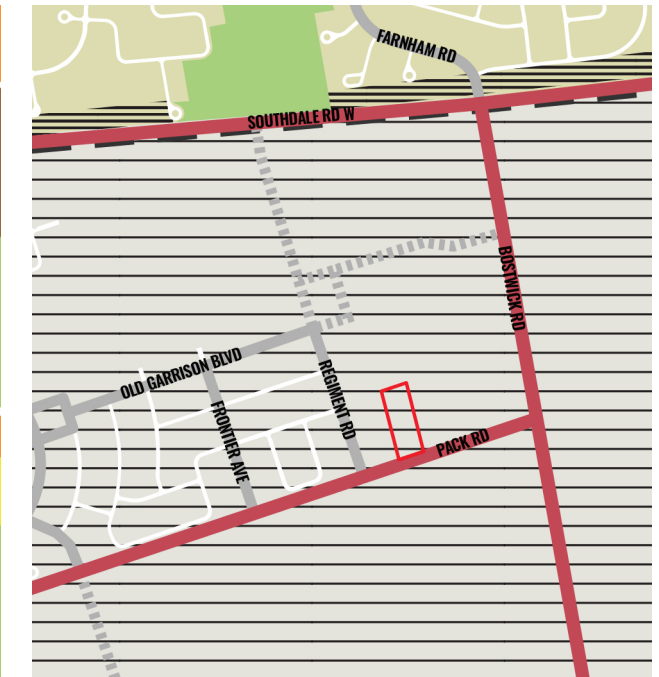
Schedule A of the 1989 Official Plan shows the project site as being within the Multi-Family, Medium Density Residential and Low Density Residential. The MFMDR designation permits multiple-unit residential developments having a low-rise profile, with a maximum density of 75 units per hectare (uph). Permitted uses include multiple-attached dwellings, such as apartments, row houses or cluster houses. These areas also allow for single-detached, semi-detached and duplex dwellings. The site is also subject to Section 3.5.11 which provides specific policies for the North Talbot Community. The implications of 3.5.11 are discussed further herein.



- Open Space
- Low Density Res.
- Environmental Review
- Medium Density Res.
- High Density Res.

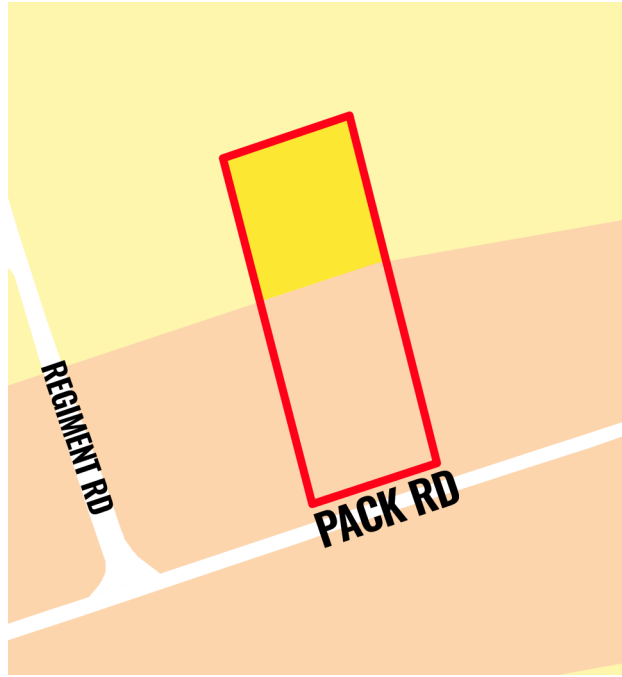
## / The London Plan (not in full force & effect)

Map 7 - Policies for Specific Areas - of the London Plan identifies the project site as being within a Secondary Plan Area (SWAP) and the North Talbot Community Plan Area. Much of the land north of the project site are within the Neighbourhoods Place Type in accordance with Map 1. Pack Road is identified as a Civic Boulevard on Map 3 of the London Plan while Regiment Road is identified as a Neighborhood Connector Street. Policies 994-999 of the London Plan provide specific guidance that carry through the objectives of the Area Plan.



- Open Space
- Neighbourhoods
- Specific Area Policy
- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

S3.3 Land Use Designations



6092 Pack Road: North Portion

**/ Low Density Residential Designation**

In accordance with Schedule 12 - North Talbot Residential Land Use Designations - of the Southwest Area Secondary Plan, the northern portion of the project site is designated Low Density Residential. The related policies for permitted uses and intensity refer back to Section 3.2 of the 1989 Official Plan. The policies of 3.5.11 of the 1989 Official Plan and the general policies of the SWAP have also been considered but do not provide additional or conflicting guidance. A summary of the applicable policies is provided below.

**Permitted Residential Uses:**

<input checked="" type="radio"/> Single Detached	<input type="radio"/> Triplexes
<input checked="" type="radio"/> Semi-Detached	<input type="radio"/> Fourplexes
<input checked="" type="radio"/> Duplex	<input type="radio"/> Stacked Townhouses
<input checked="" type="radio"/> Converted Dwellings	<input type="radio"/> Apartment Buildings
<input checked="" type="radio"/> Street Townhouses	
<input checked="" type="radio"/> Cluster Townhouses	

● Permitted   ○ Not Permitted

**Allowable Height (Storeys):**

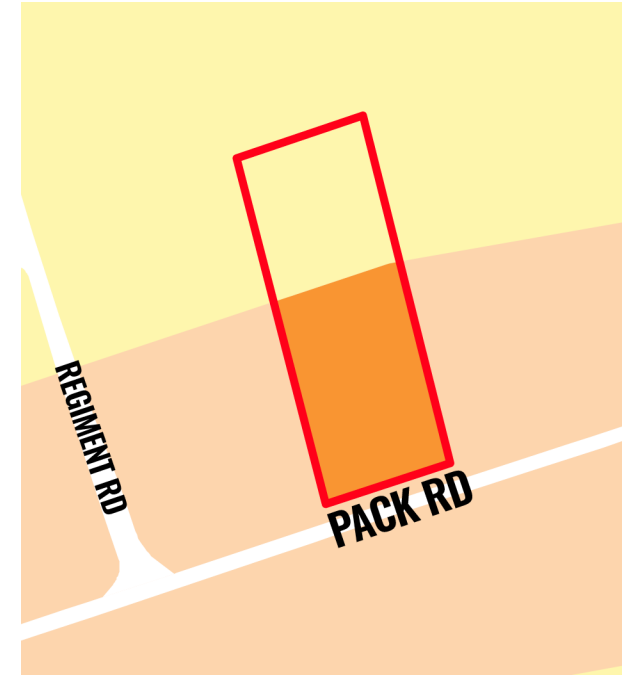
Min.	<b>N/A</b>
Max.	<b>4</b>
Bonus	<b>N/A</b>

**Allowable Density (Units Per Hectare):**

Min.	<b>N/A</b>
Max.	<b>30</b>
Bonus	<b>N/A</b>

**/ Additional Guidance**

None.



6092 Pack Road: South Portion

**/ Multi-Family, Medium Density Residential Designation**

In accordance with Schedule 12 - North Talbot Residential Land Use Designations - of the Southwest Area Secondary Plan, the southern portion of the project site is designated Medium Density Residential. The related policies for permitted uses and intensity refer back to Section 3.3 of the 1989 Official Plan. The policies of 3.5.11 of the 1989 Official Plan and the general policies of the SWAP have also been considered and provide additional guidance for Medium Density Residential development along select arterial roads. A summary of the applicable policies is provided below.

**Permitted Residential Uses:**

<input checked="" type="radio"/> Single Detached	<input checked="" type="radio"/> Triplexes
<input checked="" type="radio"/> Semi-Detached	<input checked="" type="radio"/> Fourplexes
<input checked="" type="radio"/> Duplex	<input checked="" type="radio"/> Stacked Townhouses
<input checked="" type="radio"/> Converted Dwellings	<input checked="" type="radio"/> Apartment Buildings
<input checked="" type="radio"/> Street Townhouses	
<input checked="" type="radio"/> Cluster Townhouses	

● Permitted   ○ Not Permitted

**Allowable Height (Storeys):**

Min.	<b>2</b>
Max.	<b>9</b>
Bonus	<b>N/A</b>

**Allowable Density (Units Per Hectare):**

Min.	<b>30</b>
Max.	<b>100</b>
Bonus	<b>120</b>

**/ Additional Guidance**

Section 20.5.4.1 iv) allows opportunity for a higher intensity of development than is typical for medium density development, to support the future provision of transit along the arterial road network. The additional height and density permission are reflected in the summary tables on this page.



### S3.4 Key SWAP and 1989 Official Plan Policies

#### / Existing Approved Area Plans (20.5.1.5)

As described on page 10 of this report, in addition to being subject to being within the boundaries of the Southwest Area Secondary Plan, the project site is also subject to the existing approved North Talbot Community Plan. The policies of Section 20.5.1.5 of the SWAP state that if a conflict arises between the Secondary Plan policies and the Area Plan policies, that the Area Plan policies embedded within the 1989 Official Plan shall prevail. By and large, the policies guiding the use, intensity and form of new development contained in Section 3.5.11 of the 1989 Official Plan (North Talbot Community Plan) refer back to the general policies of the applicable land use designations (e.g., 3.2 - Low Density Residential & 3.3 - Multi-Family, Medium Density Residential). With respect to the project site and the proposed development, there are no identifiable conflicts between the varying levels of policy guidance. The applicable use, intensity and form based policies of the North Talbot Community Plan, Southwest Area Secondary Plan and 1989 Official Plan have been considered in their totality and the summary provided on page 11 & 12 of this report outlines our interpretation of the policy web and the direct implications for the land use designations and applicable policies for the project site.

#### / North Talbot and North Longwoods Neighbourhoods (20.5.11)

Section 20.5.11 of the SWAP provides overarching policy guidance for lands in the North Talbot and North Longwoods Neighbourhoods identified on Schedule 12 & 13 of the Plan. In addition to the land use and intensity policies which are explained on page 11 & 12 of this report, this section of the Plan contains policies for character and built form. In terms of the character of new development in these neighbourhoods, it is expected that redevelopment and new development will reflect the existing character of the neighbourhood and will provide a walkable environment with a pedestrian scale. The built form is to be primarily street-oriented on all public rights-of-way. Opportunities should be provided for and sought to strengthen public transit and the use of alternative transportation methods and increase housing choices, while maintaining existing neighbourhood character and enhancing the design of the public realm. The proposed Zoning By-law and development concept which are detailed in Section 6 of this report provide for a range of new housing options and will contribute to a broadening of the housing options available in the neighbourhood. Significant design efforts have been made to ensure a positive interface along Pack Road is achieved. Those specific measures are further in Section 5-7 of this report for reference.

In accordance with subsection 20.5.11.1 iii), as part of a complete application, applicants are to submit an adequately detailed statement of streetscape compatibility, to demonstrate that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments. Notwithstanding the “greenfield” context of this site, a statement of streetscape compatibility has been prepared and is included in Section 6 of this report (pg. 32).

#### / Interpretation (19.1)

As explained on page 11 & 12 of this report, the broad Official Plan mapping shows the project site as being within both the Medium Density Residential and Low Density Residential designations. Section 19.1.1 of the Official Plan explains that boundaries between land use designations are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features is the responsibility of Council and Council may permit minor departures from such boundaries if it is of the opinion that the general intent of the Plan is maintained and that the departure is advisable and reasonable. In this case, given that the site bounds a school site and future development lands to the east, and can be developed on its own, it is reasonable to interpret the entire parcel as being within the Multi-Family, Medium Density Residential designation. The proposed form of development focuses a higher intensity ground-oriented built form along Pack Road, with the built form stepping down in height for the remaining northern portion of the site. The proposed form of development generally meets the intent of both of Low and Medium Density residential designations. It is also important to emphasize that the interpretation being made is tied to a site specific Zoning By-law that generally limits the height and massing of the buildings. It is not proposed to extend and apply the maximum allowable height and densities in the MFMDR designation across the entire site.

### S3.5 Key London Plan Policies

#### / Cultural Heritage Resources

The London Plan directs that new development/redevelopment projects on, and adjacent to, heritage designated properties and properties listed on the Register are to be designed to protect the heritage attributes and character of those resources, and to minimize visual and physical impacts on those resources. 6092 Pack Road is listed on the City of London’s Register of Cultural Heritage Resources. A preliminary Heritage Overview Report was prepared by Stantec for reference by the project team in the early planning stages. The report found that the existing 20th-Century Farmhouse had both design/physical value and historic/associative value. The specific heritage attributes of the existing farmhouse are outlined in the Heritage Impact Assessment which has been submitted in conjunction with this Zoning By-law Amendment application. Policy 568 of the London Plan further directs that conservation of whole buildings on properties identified on the Register is the preferred approach. As further detailed in this report, the concept plan envisions full retention of the original volume of the existing 20th-Century Vernacular Farmhouse.

#### / City Design Policies

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. The information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

#### / Civic Infrastructure

Policy 460 of The London Plan was referenced by City Staff through the pre-application consultation process. Policy 460 states that planning and development approvals that will not have access to the necessary civic infrastructure within a five year period will be considered premature. In this regard, Staff noted that there is currently not a sanitary servicing outlet to the site. A Sanitary Servicing Analysis has been completed by Stantec and a supporting brief has been submitted as part of the complete application for this Zoning By-law Amendment. The Brief provides an overview of the proposed sanitary servicing strategy for the project which involves the construction of a new (approximately 150-metre) sewer line extension within the Pack Road right-of-way to the closest outlet which is current at the intersection of Pack Road and Regiment Road. The sanitary servicing strategy is further summarized in Section 7 of this report below.

#### / Our Tools

The “Our Tools” section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

### S3.6 Existing Zoning By-law Implications

#### / Urban Reserve (UR3) Zone

The project site is currently zoned Urban Reserve (UR3) Zone in the City of London Zoning By-law No. Z-1. This Zone provides for and regulates existing uses on lands which are primarily undeveloped for urban uses. The Urban Reserve Zone is intended to protect large tracts of land from premature subdivision and development in order to provide for future comprehensive development on those lands. The UR1, UR2 and UR3 Zone variations are intended to be applied to undeveloped areas within the former City boundaries and to areas which have been reviewed through the Community Plan process. Our understanding of the existing zone permissions also helps to frame the context around the degree of change being pursued and informs the risk assessment of various development scenarios presented later in this report. In this case, the fact that the site has been zoned “Urban Reserve” signals to all stakeholders that these lands are to be developed.

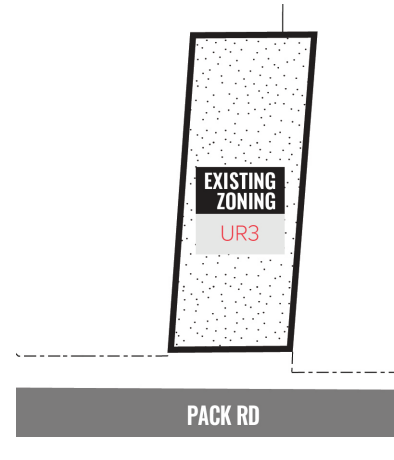


Figure 5: Existing Zoning

### S3.7 Other Planning Considerations

#### / Existing Approved Area Plans (20.5.1.5)

Upon the annexation of the project site and surrounding lands to the City of London, the Urban Reserve Zone was applied in order to protect for future comprehensive development on these lands through a public process. In this case, the project site and adjacent lands have now been designated for development through the North Talbot Community Plan. The Community Plan and previously approved phases/portions of the Talbot Village subdivision have established the locations of key community amenities. The property at 6092 Pack Road has, since before annexation, always been fragmented from the larger adjacent land holdings. However, the site still represents a logical and comprehensive development site in and of itself. As detailed in this report, the development of the site in isolation can achieve harmony with future development on adjacent lands.

In order to show the “big-picture” and demonstrate the developability of remaining undeveloped blocks in the vicinity, a shadow/ghost plan has been prepared on is shown in figure 6 on page 16. The “ghost plan” illustrates the potential future land use concept, building forms and municipal road extensions. In our professional opinion, this plan represents a viable and logical concept for of how adjacent land could be built-out. As evident by the ghost plan, sufficient space remains on the undeveloped block to the east (3105 Bostwick Road) to create a local street that has enough separation distance from the intersection Bostwick Road and Pack Road as per the City’s access management guidelines, and allows for an efficient pattern of development blocks and lots. Lands to the north and west are planned for a school site which will prohibit the extension of any public or private streets extending westward to Regiment Road. Development of 3105 Bostwick Road for it’s planned function is not hindered by the lack of an integrated public street connection with 6092 Pack Road. The continuation of Brash Road across the site is not a reasonable planning expectation as the lands are intended/zoned for a school block. Even in the event they were not developed for a school, there would be no mechanism to required further subdivision of that parcel. Lastly, 6092 Pack Road can fulfill its planned vision with only a single access to the area street network via Pack Road (i.e., there is no need for secondary emergency access or water-looping).

This plan illustrates the viability of removal of the UR3 Zone and that development of 6092 Pack Road in isolation will not hinder or preclude development of adjacent lands or achievement of the City’s urban design goals for the area. Additionally, as detailed further in the supporting sanitary servicing brief by Stantec, the proposed sanitary extension will be sized and installed at an appropriate elevation to allow from gravity based flow from future development on 3105 Bostwick Road.

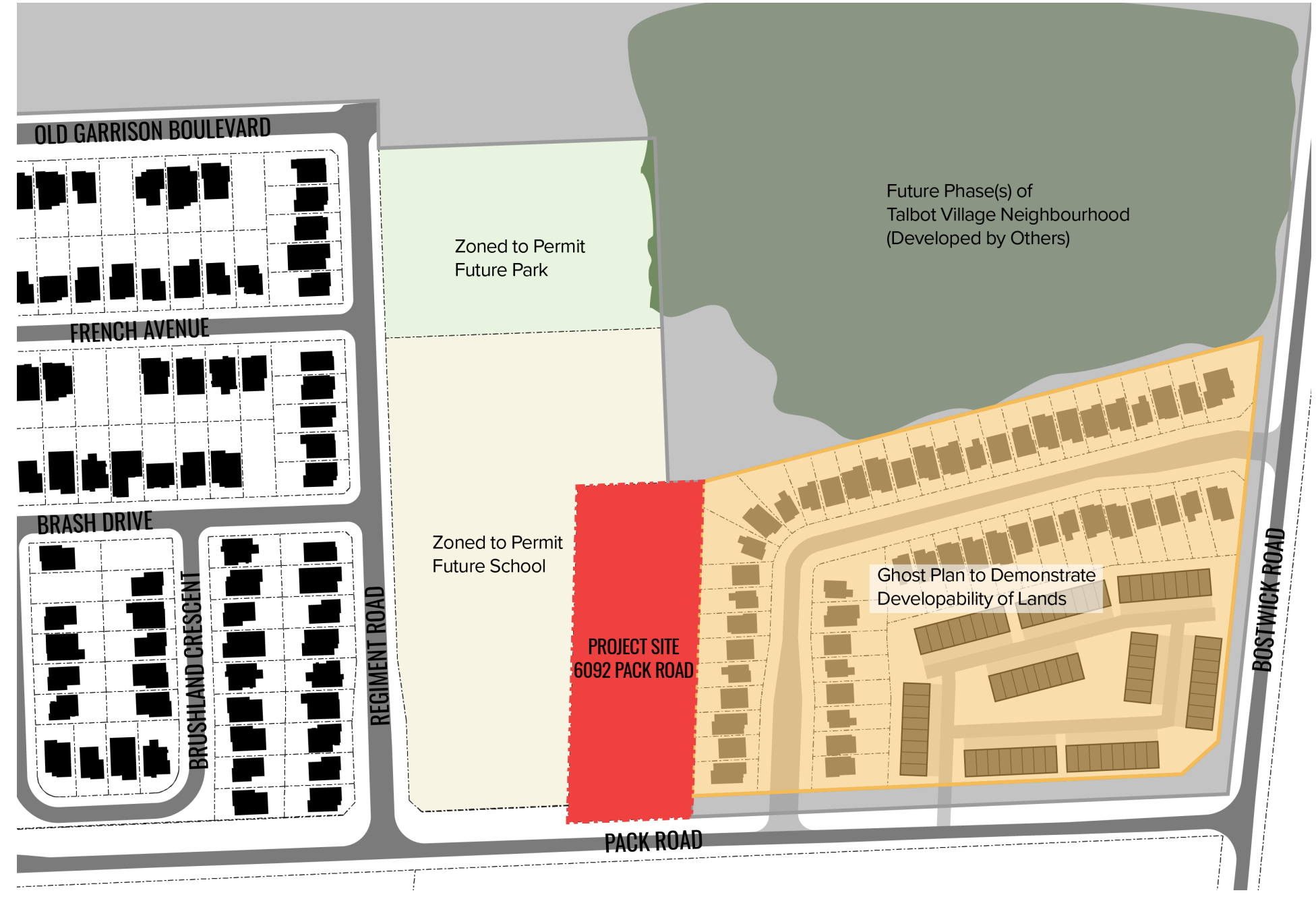
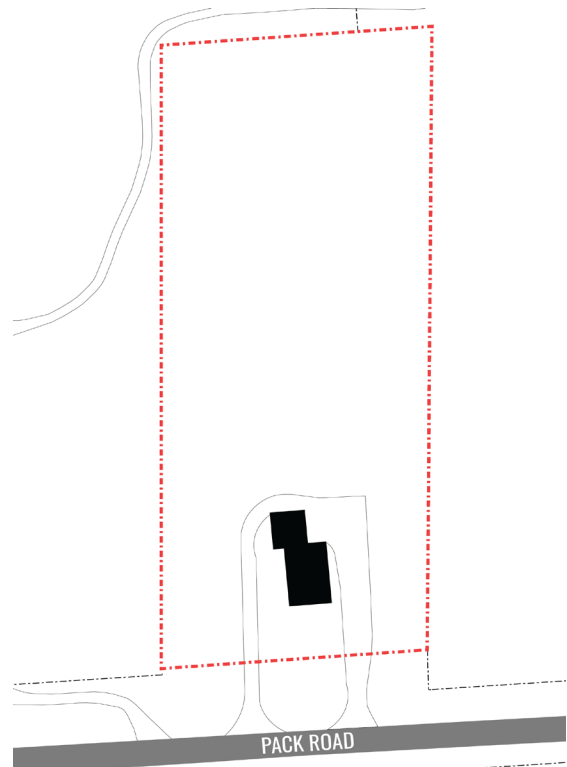
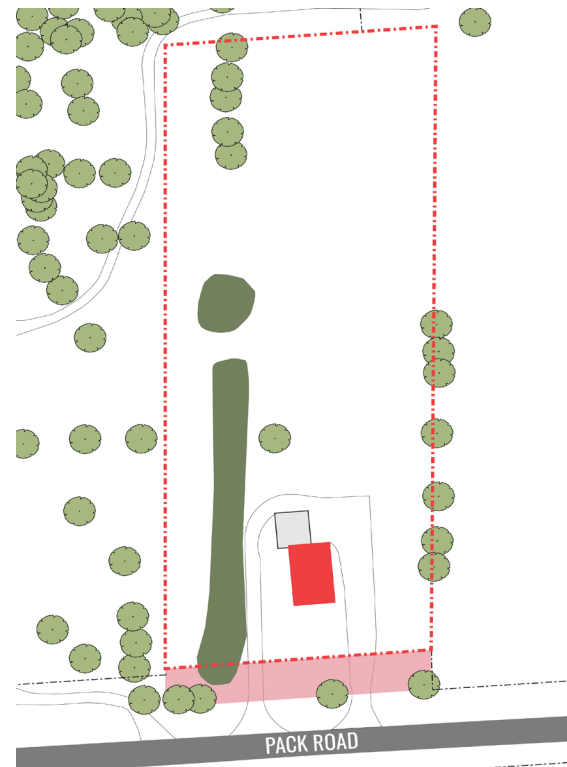


Figure 6: Concept Plan for Adjacent Lands

# S4 SITE ANALYSIS



--- Site Boundary



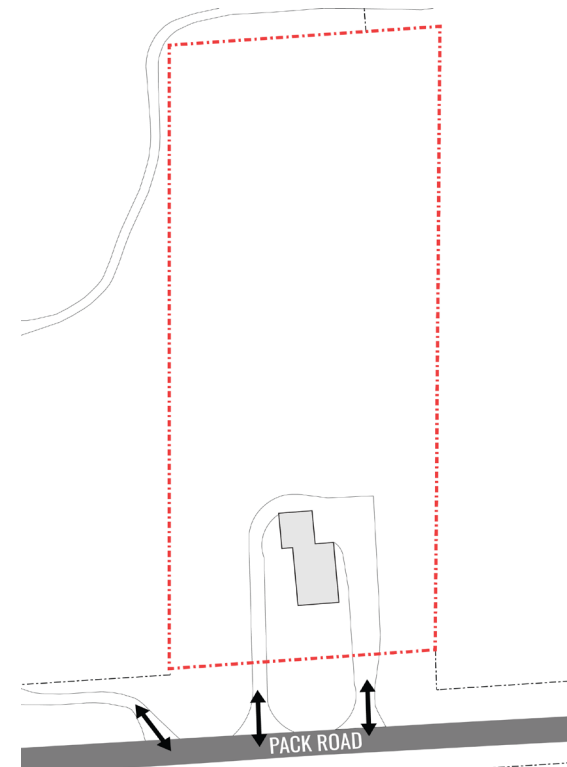
■ Road Widening   ● Vegetation   ■ Heritage Dwelling

## 1 Figure Ground

The figure-ground diagram illustrates the relationship between the existing built and unbuilt space in proximity to the site. In many urban situations, this pattern provides a relevant framework upon which new development must integrate and respond. In this case, the existing pattern of built form is representative of the area's Greenfield context. In this case, the figure ground analysis of existing fabric of the area does not provide significant cues to shape the pattern of new development on the site.

## 2 Physical Constraints

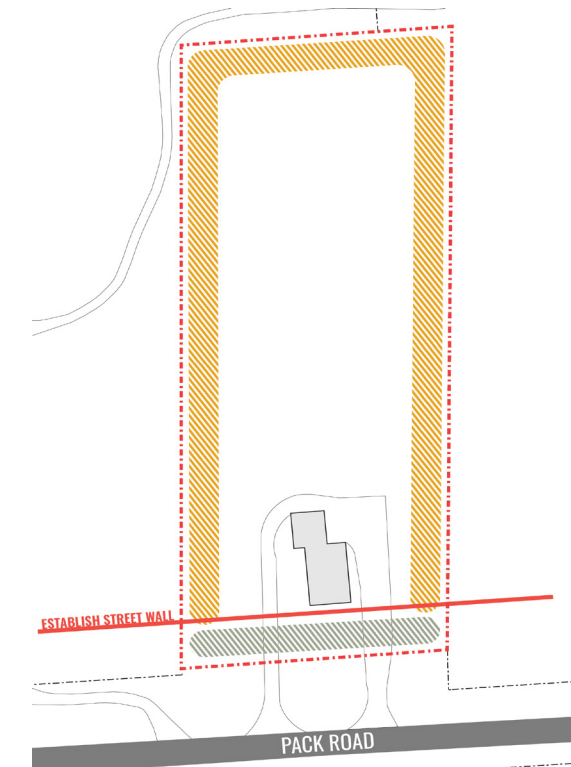
A road widening dedication of 8.0 metres from the existing front lot line along the Pack Road is anticipated. This portion of the site will need to be left free and clear of new built form. 6092 Pack Road is listed on the City of London's register of properties that are of cultural heritage value or interest (CHVI). Demolition is generally not supported by the City and heritage resources/attributes are encouraged to be incorporated into new development. In this regard, the project seeks to retain the existing 20th-Century Farmhouse. The attached garage does not possess cultural heritage value and may be removed as part of the site's redevelopment.



— Sidewalk   — Bike Lane   — LTC Bus Route   ↔ Access

## 3 Mobility

The project site fronts directly onto Pack Road which is a Civic Boulevard as per Map 3 - Street Classifications - of the London Plan. Pack Road is currently not urbanized. The existing cross-section contains single eastbound and westbound vehicle travel lanes. No sidewalks currently exist. Pack Road is planned to be upgraded to an urban cross-section as per the Bostwick Road Environmental Assessment. It will be widened to a 4-lane cross section with an anticipated 36.0 metre ROW through the Bradley Avenue Extension project. Timing for the improvements is currently anticipated for 2026.

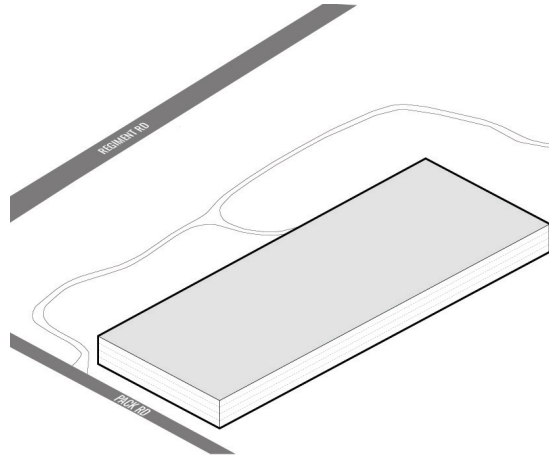


▨ Sensitive Interface   ▨ Moderate Interface   ▨ Active Frontage

## 4 Edge Conditions

All new buildings on the site in proximity in Pack Road should be oriented such that the primary building frontages face Pack Road. Further, the existing heritage building on the site establishes the "streetwall". In this regard, new buildings should generally be setback from Pack Road in-line with the front face of the existing heritage building. Edge conditions to the west, north and east are currently undefined as there are no specific plans available for the development of the adjacent sites. However, some measure of sensitivity should be paid so as to not hinder future development of those sites.

# S5 DESIGN PRINCIPLES

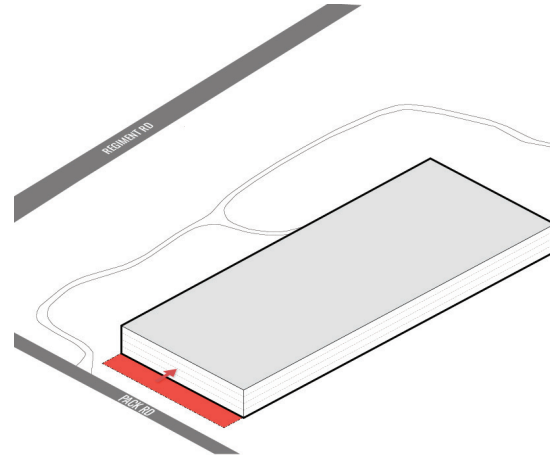


## 1 Mixed Housing Development

Following the applicable policy direction for the site, the project will seek to provide for an appropriate range and mix of ground-oriented housing forms, focusing higher intensity built form along Pack Road and less intensive forms in the northern portion. The project will ensure that minimum density targets (30 units per hectare) are met and that building heights remain below 4-storeys to maintain streetscape compatibility.

### Official Plan References

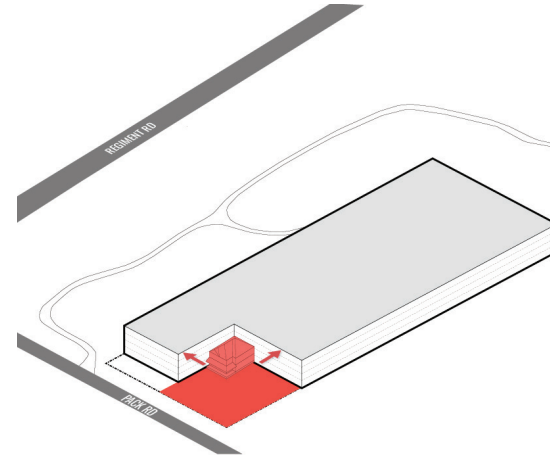
3.3.1 & 3.3.3 MFMDR | 20.5.11 North Talbot Neighbourhood | 20.5.4.1 Residential | Neighbourhoods Place Type Policies



## 2 Account for Road Widening

An approximately 8.0 metre road right-of-way widening will be required to be dedicated to the City of London along the frontage of the project site. The proposed development has accounted for this reduction in land area in the development design.

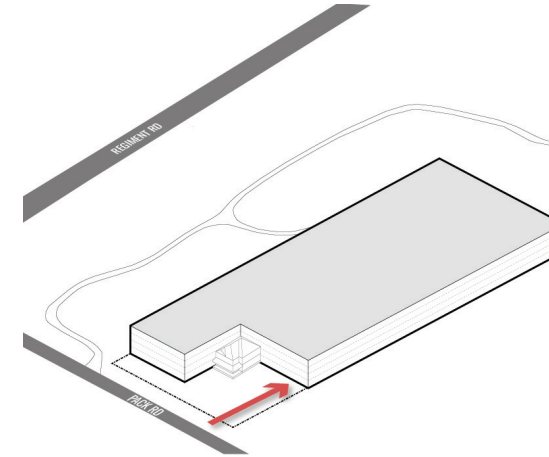
Our Tools Policies | 4.21 Road Allowance Requirements (Zoning By-law Z.-1)



## 3 Respect the Heritage

The new development retains the identified heritage attributes of the site. Doing so is achieved through full retention of the original volume of the 20th-Century Farmhouse. The concept plan involves removal of some minor, more recent, building additions which do not possess heritage value. The proposed new building forms do not alter the appearance, proportions or heritage attributes of the heritage structure from the street.

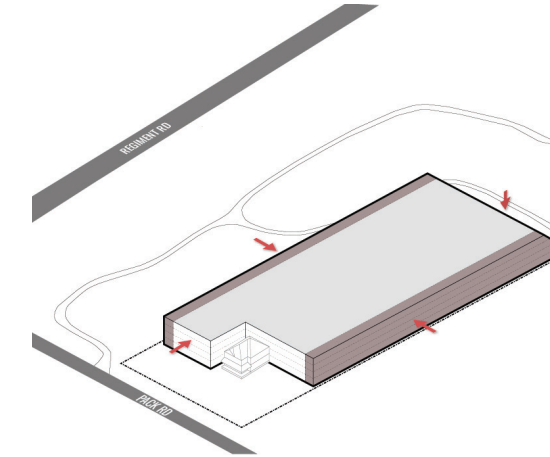
20.5.11 North Talbot Neighbourhood | 20.5.3.9 Urban Design | City Design Policies | Cultural Heritage Policies



## 4 Carve for Access

New development will be served by a new 6.5 metres access/driveway directly from Pack Road. In order to allow for the preservation of the heritage farmhouse and visual exposure of the wraparound porch, the new site access has been designed to occur on the east side of the site.

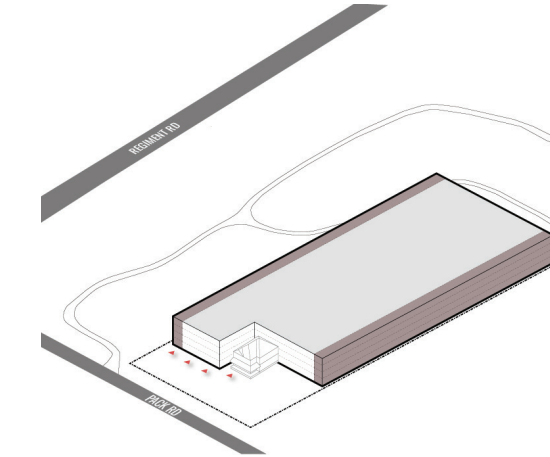
20.5.11 North Talbot Neighbourhood | 20.5.3.9 Urban Design | City Design Policies



## 5 Shape Massing to Respect Context

The orientation, setbacks and massing of new buildings have regard for the potential future neighbouring uses. The side and rear yard setbacks will vary based on building orientation to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear) and the design features (e.g., windows or no windows). The front yard setback recognizes the setback of the heritage farmhouse to preserve its contextual relevance on Pack Road.

20.5.11 North Talbot Neighbourhood | 20.5.3.9 Urban Design | City Design Policies



## 6 Animate Pack Road

New built form adjacent to Pack Road has been oriented such that the primary building frontage faces towards Pack Road with principal unit entrances and walkways providing opportunity for connections to the future City sidewalk. No parking is located between the building nearest to the street and the street itself.

20.5.11 North Talbot Neighbourhood | 20.5.3.9 Urban Design | City Design Policies

**NOTE:** The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential “outer-envelope” within which multiple buildings can be built.

# S6 THE PROPOSAL

## S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for ground-oriented, medium density residential development in various forms of cluster housing from single detached dwellings (to allow for continuation of the existing heritage dwelling) to townhouses and stacked townhouses up to a maximum of 12.0 metres in height (4-storeys) and a maximum density of 45 units per hectare. The proposed Residential R6 Special Provision (R6-5(L)) Zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the SWAP and Official Plan. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not 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.

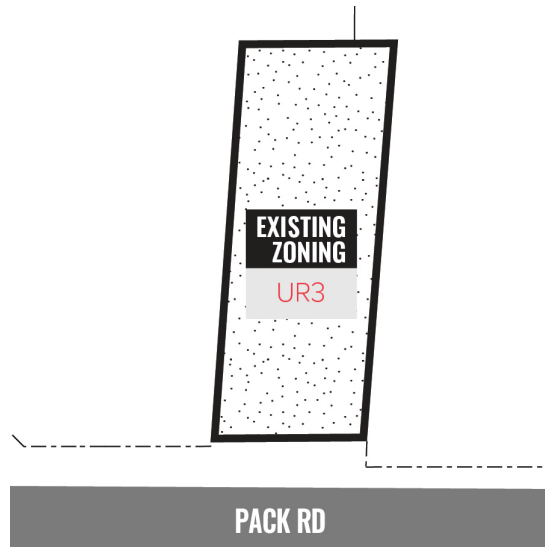


Figure 7: Existing Zoning

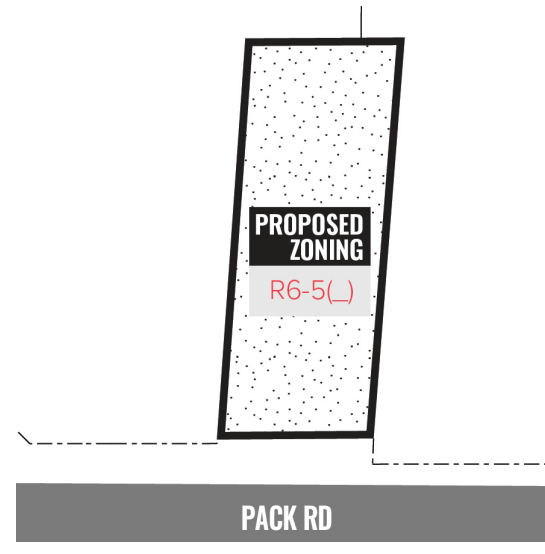
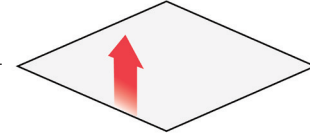


Figure 8: Proposed Zoning

### PROPOSED HEIGHT

#### METRES

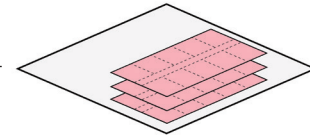
12.0



### PROPOSED DENSITY

#### UPH

45



## / Proposed By-law

6092 Pack Road Zoning			
Regulation	R6-5	Proposed R6-5(L)	Special Explanations
Permitted Uses	See Section 10.2	Notwithstanding Section 10.2, Apartment Buildings shall not be permitted.	<b>1</b>
Lot Area (min.)	850m <sup>2</sup>	-	
Lot Frontage (min.)	10.0m	-	
Front and Exterior Side Yard Depth (min.)	Arterial 8.0m	10.0m	<b>2</b>
Interior and Rear Yard Depth (min.)	0.4 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7ft.) when the wall of a unit contains windows to habitable rooms.	1.8 metres (5.9 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7ft.) when the wall of a unit contains windows to habitable rooms.	<b>3</b>
Landscaped Open Space (min.)	30%	-	
Lot Coverage (max.)	45%	-	
Height (max.)	12.0m	-	
Density (max.)	35uph	45uph	<b>4</b>
Parking	1.5-2/unit	-	

Table 1: Special Regulations Overview

Note: See page 23-24 for additional details and explanation for proposed special regulations.

## / Special Regulation Explanations

### 1 Ground-Oriented Focus

The MFMDR designation policies allow for a wide range of housing forms on the site. However, with streetscape character in mind, the project design is only contemplating ground-oriented typologies. To ensure the form of development respects the heritage dwelling and to avoid broader analysis of Apartment Building types/forms, Apartments have been removed from the list of permitted uses in the proposed R6-5( ) Special Provision Zone.

#### Official Plan References

3.3.1 & 3.3.3 MFMDR | 20.5.11 North Talbot Neighbourhood  
| 20.5.4.1 Residential | Neighbourhoods Place Type Policies

### 2 Streetscape Continuity

The retained heritage farmhouse is setback approximately 13 metres from the ultimate road allowance along the Pack Road frontage. In order to ensure the contextual relevance of the heritage dwelling along the streetscape is preserved in the future development scenario, an enhanced front yard setback regulation has been included to ensure that the front face of any new buildings on the site are generally in line with the front face of the heritage dwelling and there is no awkward break in the urban form.

20.5.11 North Talbot Neighbourhood | 20.5.3.9 Urban  
Design | City Design Policies

### 3 Side-Facing Distance

The interior and rear yard setbacks serve to mitigate/reduce overlook conditions between buildings and neighbouring properties and preserve appropriate access to sunlight. A reduced side-facing yard requirement is being sought in order to account for the shape of the property and the desire for buildings to be perpendicular to Pack Road. This conflict creates two small “pinch-points” where the existing 3m requirement cannot be achieved. The minor variation is warranted not impact adjacent properties given what is planned.

20.5.11 North Talbot Neighbourhood | 20.5.3.9 Urban  
Design | City Design Policies

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### 4 Density

The proposed maximum density provision of 45 units per hectare will allow for the implementation of the proposed mixed townhouse development concept while ensuring that new development on the site will conform to the scale of development policies for the MFMDR designation. It will also ensure that future development will not require a secondary access or water looping and represents a mid-density that better supports the interpretation of the site as MFMDR, notwithstanding the current mapping boundary.

3.3.1 & 3.3.3 MFMDR | 20.5.11 North Talbot Neighbourhood  
| 20.5.4.1 Residential |

## S6.2 Proposed Development Concept

### / Mixed Towns + Heritage Farmhouse

The following illustrations and graphics provide an overview of the development concept for 6092 Pack Road. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment outlined in Section 6.1 of this brief. The concept includes a mix of housing forms on the site including thirty-three (33) 2.5-storey cluster townhouse units, six (6) back-to-back townhouse units in a 3-storey building form and the retention of the existing 20th-Century Farmhouse as a single detached unit. In total, the proposed development includes 40 residential units. All of the required vehicular parking will be provided in surface form with this concept, within integrated/attached garages and individual driveways. The conceptual site design allows for the creation of 9 visitor parking stalls in addition to the resident parking. A dimensioned conceptual site plan and has been prepared and is available for public download at [www.siv-ik.ca/6092p](http://www.siv-ik.ca/6092p). A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



Conceptual Rendering  
Streetscape Perspective  
*\*Rendering(s) is Conceptual in Nature*

**/ Concept Plan At-A-Glance**

**SITE AREA**

**0.996**  
Hectares

**DWELLING UNITS**

<b>6</b> Back-to-Back	<b>33</b> Townhouse
<b>1</b> Single Detached	<b>40</b> Total

**BUILDING HEIGHT**

<b>3-Storeys</b> Back-to-Back	<b>2.5-Storeys</b> Townhouses
<b>12.0</b> Metres	<b>9.0</b> Metres

**PARKING**

<b>Overall Rate</b> 2.2/unit	
<b>80</b> Resident Stalls	<b>9</b> Visitor Stalls

**DENSITY**

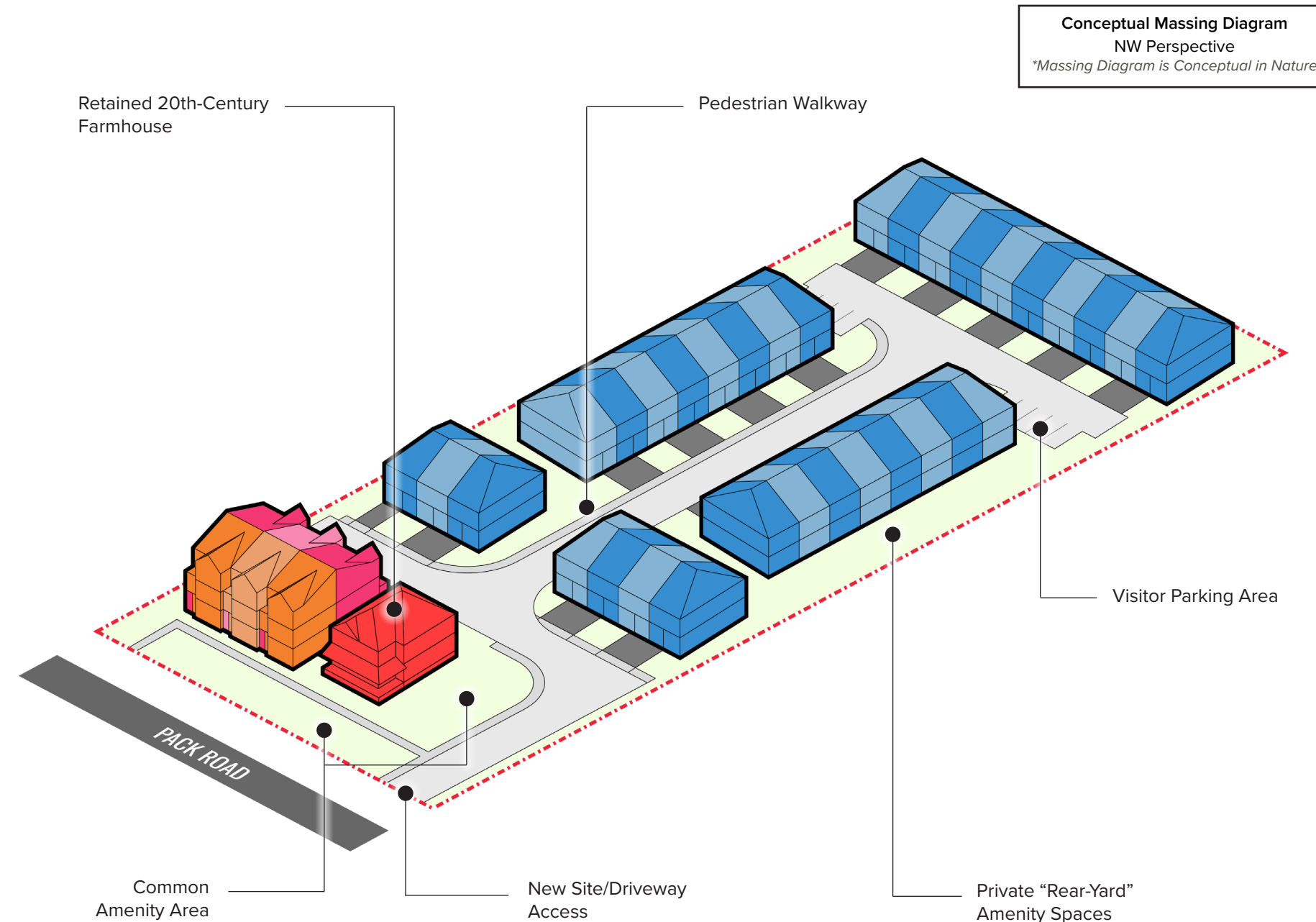
**0.64**  
Floor Area Ratio

**40.2**  
Units Per Hectare

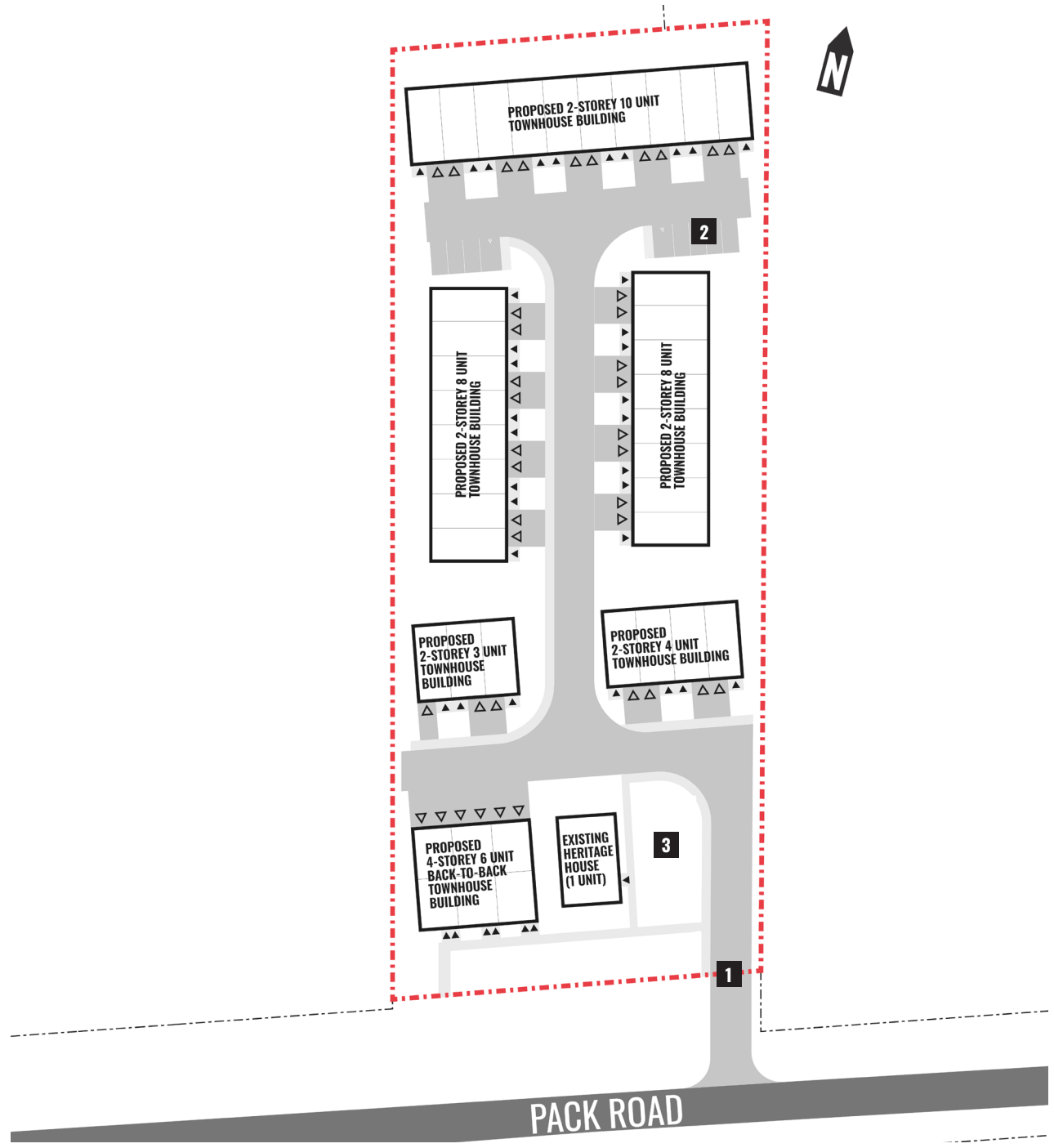
**OTHER**

**Landscaped Open Space**  
43%

**Lot Coverage**  
31%





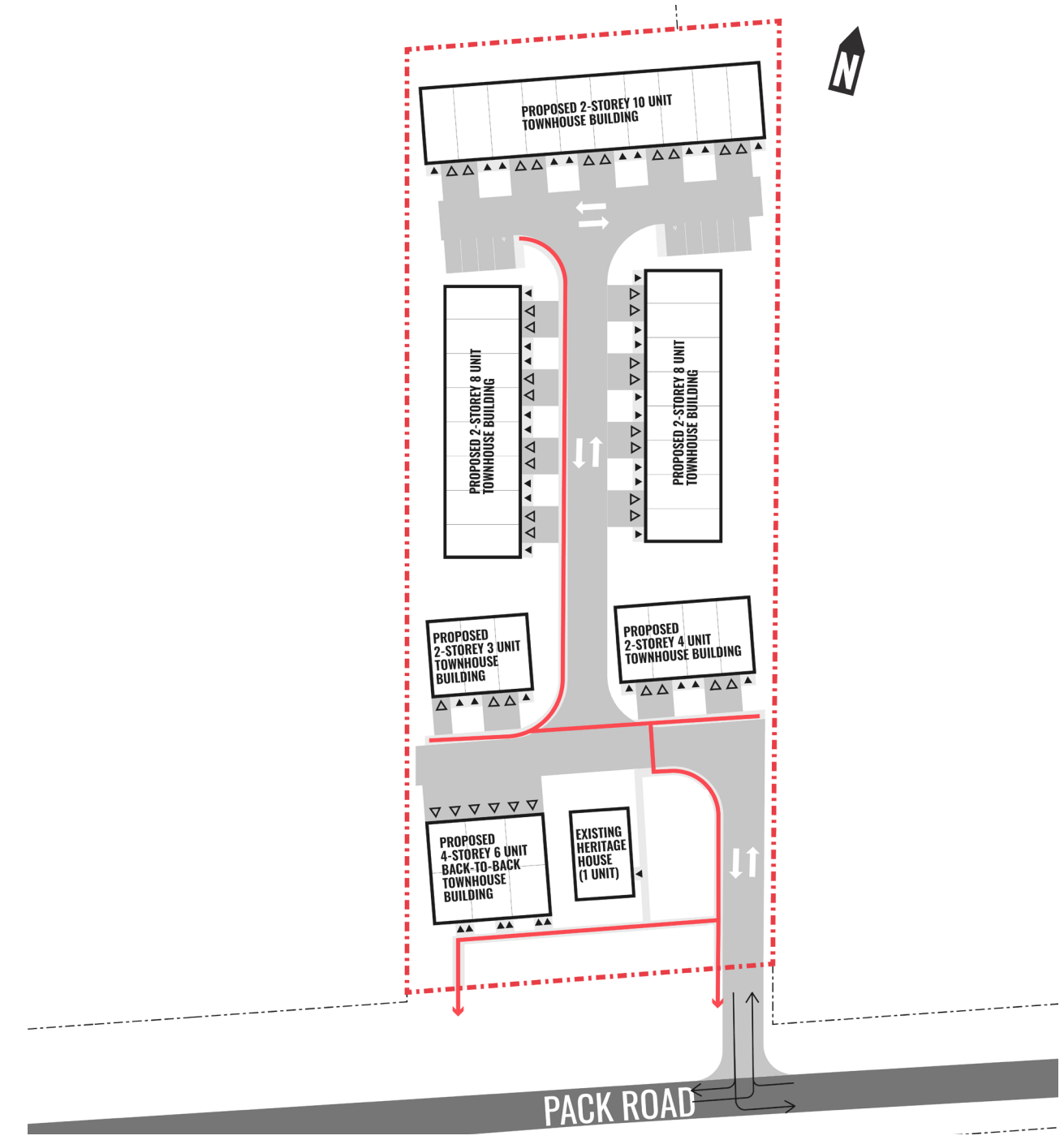


**LEGEND**

- ▲ Individual Unit Entrances
- △ Garage Entrances
- ⋯ Site Boundary
- ▭ Building Footprint(s)
- 1 New Site Access
- 2 Visitor Parking Area
- 3 Common Outdoor Amenity Area(s)

**NOTE:** This simplified site concept plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2022-02-17 conceptual site plan.

Figure 9: Simplified Site Concept Plan

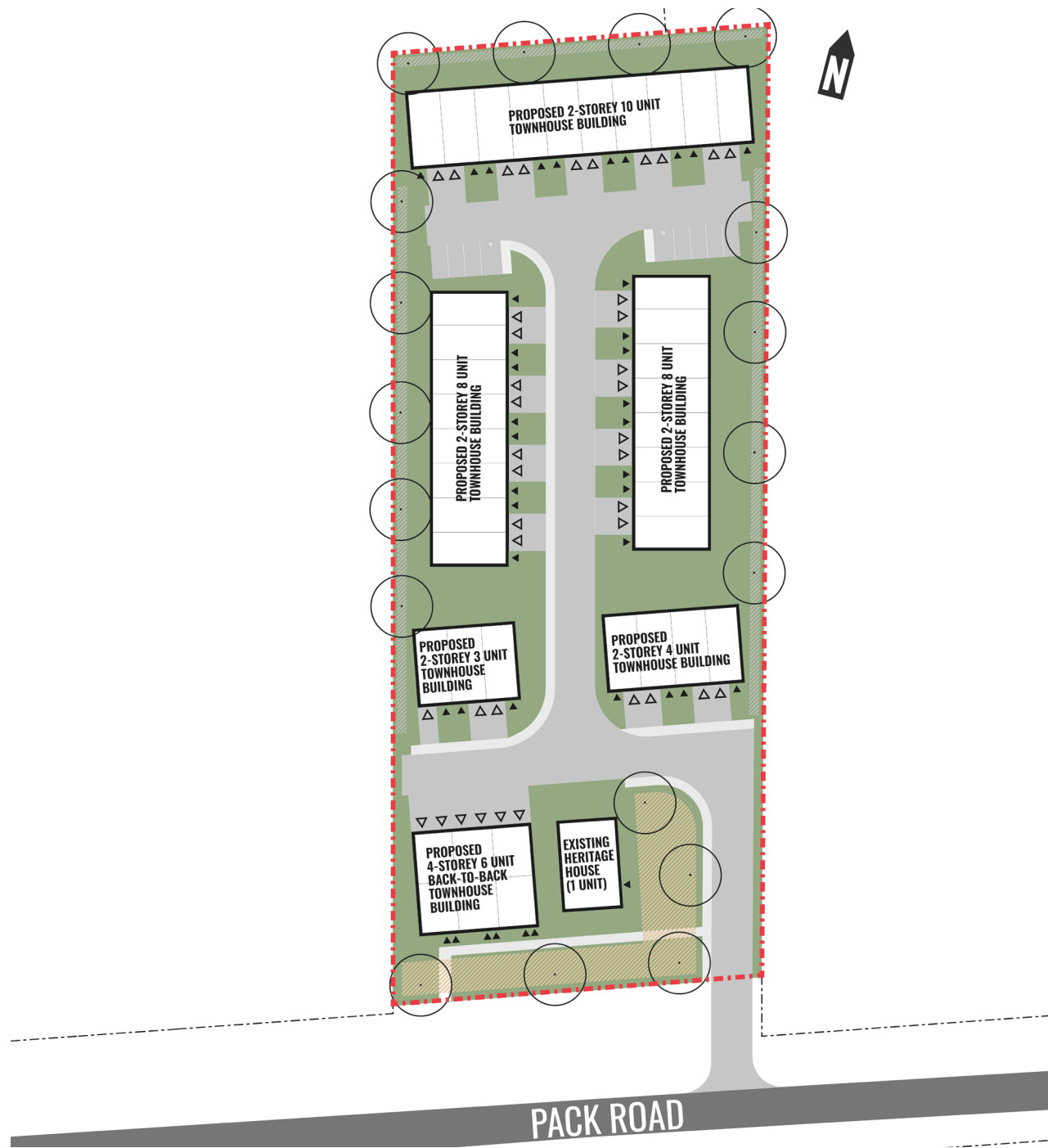


**LEGEND**

- ▲ Individual Unit Entrances
- △ Garage Entrances
- ⋯ Site Boundary
- ▭ Building Footprint(s)
- Proposed Internal Sidewalk
- Pedestrian Circulation
- Vehicle Circulation/Movements

**NOTE:** This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. 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 2022-02-17 conceptual site plan.

Figure 10: Site Access & Circulation Plan



**LEGEND**

- ▲ Individual Unit Entrances
- △ Garage Entrances
- Site Boundary
- ▭ Building Footprint(s)
- Potential Tree Location
- Landscaped Area
- Enhanced Edge Treatment
- Common Amenity Area

**NOTE:** This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 11: Conceptual Landscape Plan

**/ Statement of Streetscape Compatibility**

In accordance with subsection 20.5.11.1 iii), the following conceptual rendering and supporting text represents our “statement of streetscape compatibility” for the project. This statement highlights the key attributes of the proposed site design relative to the planned built form, building height, massing and architectural treatments and supports the evaluation of the project against the Urban Design policies of the SWAP which emphasize high quality streetscape design.

- 1 All of the propose back-to-back style units posses an individual/private unit entrance directly to ground-level, oriented towards Pack Road.
- 2 A specific/unique building design has been employed specifically for the purpose of ensuring that no parking or driveways will be required along the Pack Road Streetscape.
- 3 An enhanced front yard setback has been implemented to ensure the new building face does not project substantially past the front face of the existing heritage farmhouse.
- 4 The material palette for the new building along Pack Road includes significant proportions of brick/masonry, with contemporary highlights to complement the aesthetic character of the heritage farmhouse.
- 5 No new built form has been placed east of the farmhouse to preserve full visual exposure of the heritage farmhouse and wraparound porch from the street.
- 6 The new building massing has been limited to 3-storeys to ensure that the general proportions and fit with and complement the heritage context.



Figure 12: 6092 Pack Road Streetscape View

# S7 SUPPORTING STUDIES HIGHLIGHTS

## S7.1 Sanitary Servicing Brief

A Sanitary Servicing Brief has been prepared by Stantec in support of the proposed Zoning By-law Amendment and development concept. As requested by City Staff through the pre-application process, and to address the policy requirements of the London Plan (460) related to the timing of supporting infrastructure, the SSB provides an overview of the proposed sanitary servicing strategy for the development at 6092 Pack Road. The SSB also examined and demonstrates the feasibility of sanitary servicing for future potential development on adjacent lands to the east at 3105 Bostwick Road.

The SSB identifies that there is an existing municipal 200mm diameter sanitary sewer available on Regiment Road, near intersection of Pack Road. The capacity of the receiving system immediately downstream of the site is anticipated to be sufficient for the proposed 40-unit townhouse concept based on Stantec’s assessment of City Record Drawing No. 110393. The existing sewer is at an invert of approximately 272.1m which will allow gravity servicing of the subject site (6092 Pack Road has an average existing surface elevation of 280m). The intended outlet for these lands is the 300mm sanitary sewer at the intersection of Old Garrison Boulevard and Regiment Road.

In order to connect the project site to the existing system, a 150-metre sanitary sewer extension along Pack Road from the existing stub on Regiment Road is proposed to be constructed by the developer. Pre-application consultation comments received from the City of London Environmental Services Staff expressed a desire to further understand whether adjacent lands at 3105 Bostwick Road (south of the woodlot) could be serviced using the same extension. The SSB demonstrates that 3105 Bostwick can, in fact, be gravity-serviced by extension of the Regiment Road sanitary sewer. It is noted that 3105 Bostwick Road will require some earthworks to raise grades in the south-east portion of the site to elevation of approximately 277m. The SSB provides to concepts for routing of the potential gravity sewer for future development at 3105 Bostwick Road.

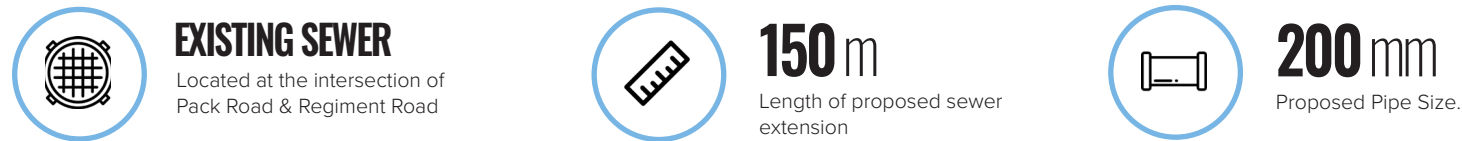


Figure 13: SSB Highlights

## S7.2 Stage 1-2 Archaeological Assessment

The PPS 2020, City of London Official Plan and the London Plan all call for the preservation of significant archaeological resources. The project site was identified as being within an area of archaeological potential as per the City of London Archaeological Master Plan. As such, A Stage 1-2 Archaeological Assessment was carried out by Lincoln Environmental Consulting Corp. in October 2021. The report has been submitted as part of the complete application for the proposed Zoning By-law Amendment and is available for public download on the project website. No archaeological resources were identified during the Stage 2 assessment which involved on-site evaluation/test-pitting. As such, no further archaeological assessment of the property is recommended and no disturbance of archaeological resources is anticipated to occur.

## S7.3 Heritage Impact Assessment

As is previously noted throughout this report, 6092 Pack Road is currently listed on the City of London’s Register of Cultural Heritage Resources. The property was added to the register on March 26, 2007. In order to inform the conceptual development plan for the site, Stantec completed a Heritage Overview Report which examined the property against the Ontario Regulation (O. Reg.) 9/06 criteria for determining cultural heritage value and significance. Based on the initial heritage evaluation, the property was determined to possess Cultural Heritage Value/Significance. Specifically, the property was found to have design/physical value in that the residence at 6092 Pack Road has design value as a representative example of an early 20th century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19th and early 20th centuries. 6092 Pack Road was also found to have associative value in that it is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania.

Based on the results of the Heritage Overview, the project team sought to preserve the cultural heritage elements of the property through the development plan. In this regard, the following “heritage Attributes of the property are being retained. It was found that the outbuildings do not demonstrate physical or design value and as such they are proposed to be removed.

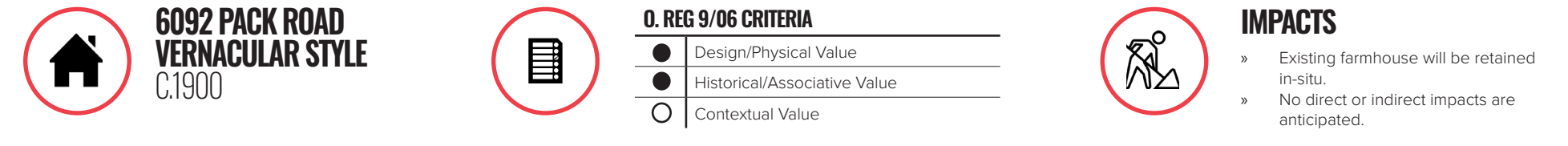


Figure 14: HIA Highlights

As per the applicable PPS, 2020 and Official Plan policies, a Heritage Impact Assessment has been prepared by Stantec in support of the proposal. The HIA evaluated the potential direct or indirect impacts of the proposed development on the heritage resource. With regard to direct impacts, no demolition or alteration of heritage attributes of the site will result. The rear shed and the hip roof additions will be removed, however these additions were found to contain no significant heritage attributes. The existing dwelling will be retained in situ including all of the significant heritage attributes.

In terms of indirect impacts, the HIA concludes that the only potential indirect impact is through land disturbances and vibration during construction. Mitigation measures can be employed to limit the potential for any disturbances. The new development has been designed to be sympathetic to the retained heritage dwelling in that, the front facade is generally in line with the front face of the existing dwelling, the east side of the dwelling and associated wraparound porch is being buffered by the proposed driveway and amenity to preserve views to those features from the Pack Road streetscape and the materials and proportions of the new townhouse form adjacent to the retained heritage dwelling have been designed to complement the existing building. Based on the conclusions of the HIA, the project has been designed to protect the heritage attributes and character of the resource and will minimize visual and physical impacts on those resources. The ultimate design outcome is representative of a best practice approach from a heritage conservation perspective.

#### S7.4 **Tree Preservation**

The Urban Design policies of the SWAP and the City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Assessment Report has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Zoning By-law Amendment application. The report is available for public download on the project website. The report identifies and evaluates all trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The inventory identified 45 existing trees of varying species and quality. The size, location and quality of the existing trees can be found on the Tree Preservation Drawing in Appendix A of the RKLA Report. No rare or endangered tree species were identified. In considering the potential impacts and disturbance associated with the proposed development concept, it was been concluded that there is potential to preserve 5 out of the 45 existing trees. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process.

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## S8 INTERPRETATION

### 1 Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 6092 Pack Road. The Brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which is 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.

### 2 City of London Official Plan

The London Plan is the new Official Plan for the City of London. It has been adopted by City Council and approved by the Province with modifications. Significant parts of the plan are in force and effect but some remain under appeal to the OLT (Ontario Land Tribunal). Specifically, Map 1 - Place Types (and the corresponding Place Type policies) remains under appeal for the project site. For the purposes of project planning and design, the in-force policies of the London Plan and the applicable in-force policies of the 1989 Official Plan have served as the determinative guiding policy framework. The London Plan policies under appeal have been considered and have also informed the proposal to a considerable extent. Those policies are discussed generally in this report for reference. The MFMDR designation policies contained in the 1989 Official Plan provide similar overall direction for land use, intensity and urban form on the project site as the Council-adopted Neighbourhoods Place Type policies. This has led to the development of a Zoning By-law and concept plan that meet the objectives of the in-force policies and council approved policies for the site.

### 3 The Development Design

The proposed zone and special regulations are structured to facilitate an appropriate 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 a 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.

### 4 Stakeholder Engagement

The project team has carried out early engagement with the Ward 9 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the application progresses through the review. More information regarding our past stakeholder communications/engagement tactics is available at [www.siv-ik.ca/6092p](http://www.siv-ik.ca/6092p).



## REFERENCES

1. Talbot Planning District Profile (2016)
2. City of London, Southwest Area Secondary Plan (2014)
3. 1989 City of London Official Plan
4. The London Plan
5. City of London Comprehensive Zoning By-law Z.-1.
6. H-8968 City of London Staff Report, dated November 12, 2018.
7. 39T-14506/Z-8436 City of London Staff Report, dated May 19, 2015.
8. City of London, London CityMap (Last updated October 1, 2020).
9. Stage 1/2 Archaeological Assessment prepared by LEC Corp., dated October 2021.
10. Tree Assessment Report prepared by Ron Koudys Landscape Architects Inc., dated December, 2021.
11. Heritage Impact Assessment prepared by Stantec, dated February 7, 2022.
12. Preliminary Sanitary Servicing Analysis Brief prepared by Stantec, dated December 13, 2021.

