

Planning and Design Report

Sarnia Real Estate Developments Inc.

299 & 307 Sarnia Road

City of London



April 2023



Zelinka Priamo Ltd.

LAND USE PLANNERS

TABLE OF CONTENTS

INTRODUCTION AND SUMMARY	2
SUBJECT LANDS	2
<i>NEIGHBOURHOOD CHARACTER AND SPATIAL ANALYSIS</i>	3
DESIGN GOALS AND OBJECTIVES	7
PROPOSED DEVELOPMENT	7
COMPATIBILITY REPORT AND PUBLIC REALM	10
PROPOSED APPLICATIONS	11
CURRENT POLICY AND REGULATORY FRAMEWORK	11
PLANNING POLICY ANALYSIS	11
<i>2020 PROVINCIAL POLICY STATEMENT</i>	11
<i>THE LONDON PLAN</i>	13
<i>THE CITY OF LONDON ZONING BY-LAW</i>	22
OTHER CONSIDERATIONS	27
<i>SERVICING</i>	27
<i>TREE ASSESSMENT REPORT</i>	27
CONCLUSION	27

INTRODUCTION AND SUMMARY

Sarnia Real Estate Development Inc. has made an application to amend the City of London Zoning By-Law to permit the development of 299 & 307 Sarnia Road (the “subject lands”) for a 67-unit townhouse development.

The purpose of this Planning and Design Report is to provide design details and evaluate the proposed Zoning By-Law Amendment within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the 2016 City of London Official Plan (*the London Plan*), and the City of London Z.-1 Zoning By-Law.

This report concludes that the proposed Zoning By-Law Amendment (ZBA) is appropriate and desirable for the following reasons:

- The ZBA will permit an appropriate form and density of residential intensification along a Civic Boulevard, and will permit a density in keeping with the purpose and intent of the current Official Plan;
- The proposed buildings are appropriate for the subject lands as they provide a compatible site layout and design which addresses Sarnia Road; and,
- The proposed development will make efficient use of under-utilized lands within the City’s Built-up Area, and will contribute to the supply of multi-family housing in London.

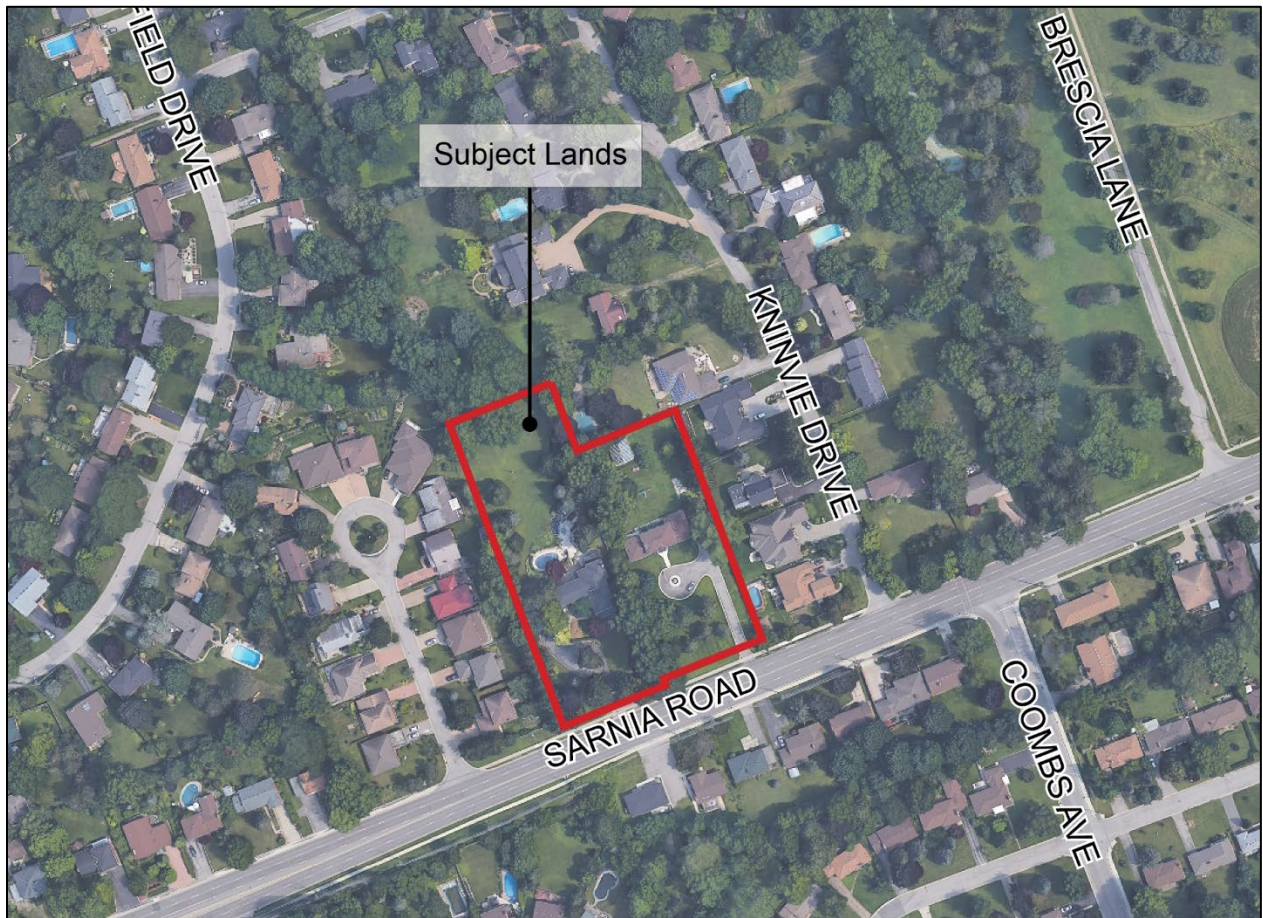
SUBJECT LANDS

The subject lands, known municipally as 299 & 307 Sarnia Road, are comprised of two (2), rectangular parcels with a total lot frontage of approximately 92.8m (306.3ft) along Sarnia Road and a total lot area of approximately 1.12ha (2.76ac); and are located on the north side of Sarnia Road, between Kininvie Drive and Stirrup Crescent (Figure 1, next page). The subject lands currently contain one (1) single-detached dwelling on each respective lot with minimal landscaping, and access by a single, full-turns driveways on Sarnia Road. The lands gradually decrease in topography, beginning at the front lot line, decreasing to the rear.

Pedestrian connections are provided by public sidewalks along the north and south side of Sarnia Road, connecting to the surrounding residential neighbourhood and nearby recreational and institutional amenities. Access to public transit (routes #10, #27, #9, and #31) is available immediately to the south of the subject lands on Sarnia Road.

Land uses proximate to the subject lands consist of low-density residential uses in the form of single detached dwellings to the north, west, and south; institutional uses (Brescia College and Western University) located directly to the east; a range of open space uses and recreational amenities located throughout the surrounding area; and, commercial uses at the nearest intersection of Sarnia Road and Western Road, approximately 515m to the east of the subject lands.

Figure 1 – Subject Lands



NEIGHBOURHOOD CHARACTER AND SPATIAL ANALYSIS

The subject lands are located on Sarnia Road, between two local streets (Kninvie Drive to the east and Stirrup Crescent to the west). Sarnia Road is a four-lane Civic Boulevard, which the subject lands front on to. The north and south side of the street has a public sidewalk. Above-ground hydro poles are found on both sides of Sarnia Road (Figures 2 & 3).

Figure 2 – 307 Sarnia Road



Figure 3 – 299 Sarnia Road



Figure 4 below shows the subject lands (in red), notable features, and land uses within a 400m and 800m radii, representing straight line walking distances of approximately five and ten minutes, respectively. Due to sidewalk networks and other barriers, the circles may not represent actual walking times.

Figure 4 – Spatial Analysis



Land uses within 400m are dominated by low-density residential uses in the form of single-detached dwellings (Figure 5 & 6). There are two (2) institutional uses (Brescia University College, St. Thomas More Elementary School) within a 5-minute walk of the subject lands. Walking trails and open space are located to the north of the subject lands (Medway Valley Heritage Forest)

Figure 5 – Community Built Form



Figure 6 – Single-Detached Built Form (3D Aerial View)



Within 800m, there is a range of low-density residential land uses in the form of single-detached dwellings located along both sides of Sarnia Road, along with additional medium density (townhomes), institutional (Western University), and commercial (7-Eleven, Petro Canada, Subway) uses within approximately a 10-minute walk to the east. There are also several public parks and open spaces within the 800m radius as shown in Figure 4 above.

The surrounding buildings are clad in a variety of materials, colours, and textures, including: brick/masonry and a mix of window and door treatments which are more modern in style.

DESIGN GOALS AND OBJECTIVES

The goal for the subject lands is to develop an underutilized parcel of land with 3 and 4-storey townhouses in a manner that is compatible with the surrounding built-form. The proposed development is an appropriate, compact form of development which will contribute to a visually attractive and developing streetscape, consistent with the planned function of the area and surrounding future development. As such, the proposed development is intended to:

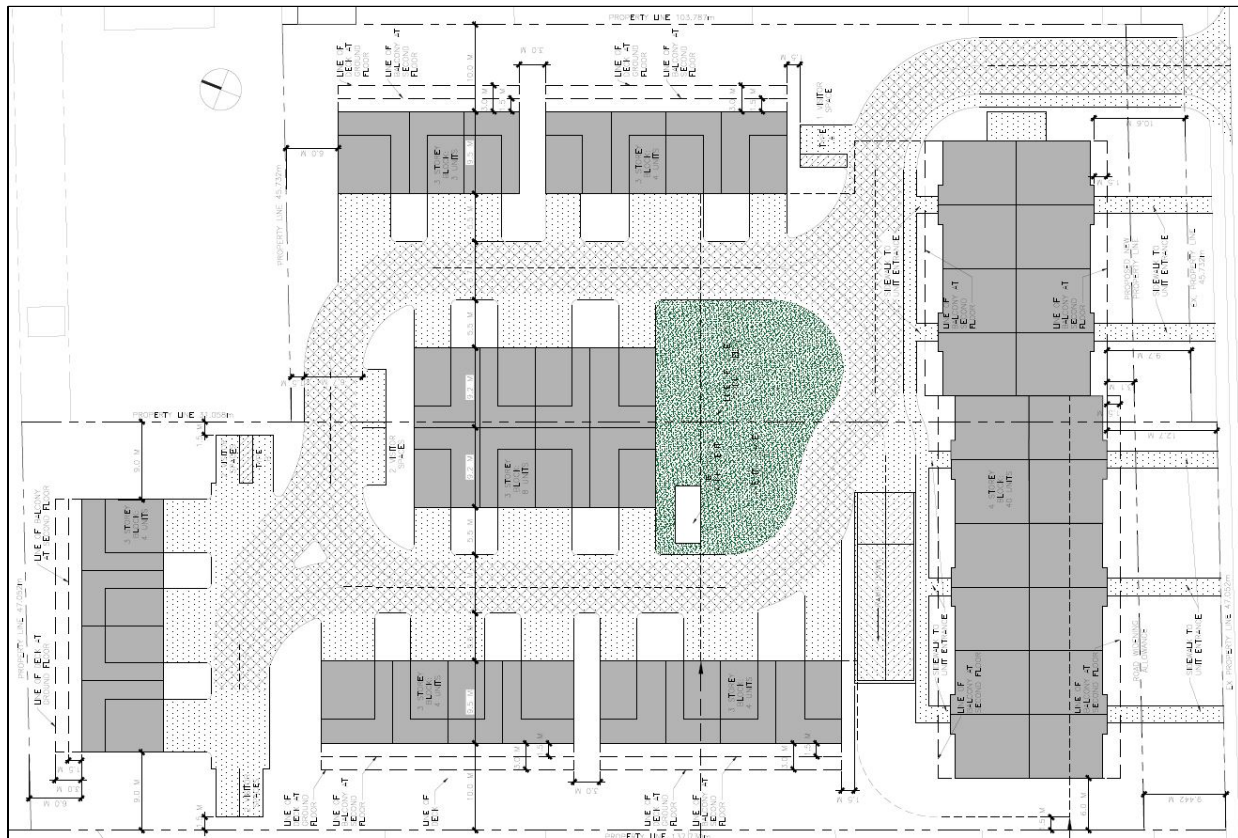
- Make efficient use of the subject lands, by optimizing appropriate building coverage and height, which will provide an opportunity for desirable and compatible intensification;
- Visually integrate the new building into the existing neighbourhood;
- Provide a pedestrian-oriented street environment along Sarnia Road, including a direct relationship to the public sidewalk;
- Provide for a redevelopment of the subject lands that will be supportive of investments in public transit, cycling, and walking infrastructure; and,
- Contribute to the street wall and reinforce the evolving streetscape.

PROPOSED DEVELOPMENT

The proposed development comprises 67 units in the form of 3 and 4 storey, standard townhouses, stacked townhouses and associated underground parking, amenity space and visitor parking (Figure 7, next page). A full-size concept plan has been submitted along with this application.

The proposed development contains one block of 4-storey stacked townhouse units fronting Sarnia Road, which consists of 40 residential units; contains 5 blocks of 3-storey standard townhouses, which consists of 19 residential units; and, contains one block of 3-storey back-to-back townhouses centrally located, which consists of 8 residential units. The façade of the 4-storey block has been directed towards Sarnia Road in order to better address the street and provide an active street frontage. All other units have access to the internal driveway and sidewalk which leads directly to Sarnia Road. Landscaping is proposed around the perimeter of the property, with opportunities for tree plantings and fencing along the rear and side yards, where appropriate, in order to screen from future and existing development. Detailed landscaping, tree plantings (including street trees), and fencing treatments will be refined through the Site Plan Approval process. A common outdoor amenity space has been located centrally to service all residents of the development.

Figure 7 – Conceptual Site Plan



All vehicular traffic for the proposed development will use a single, full-turns, driveway accessed from Sarnia Road. Parking for residents is provided both at-grade and via underground parking at a rate of 1 space per unit. Each standard townhouse unit would have a garage and driveway parking space. Surface visitor parking is provided through 7 spaces integrated throughout the development. A pedestrian connection is provided for each unit in the form of a sidewalk which connects to Sarnia Road.

Figures 8-10 provide conceptual renderings and elevations for the proposed 3 and 4-storey buildings. Materials which will be used to construct the proposed stacked townhouse units are to be confirmed and refined through the Site Plan Approval process.

Figure 8 – Conceptual Rendering



Figure 9 – Three Storey Elevation



Figure 10 – Four Storey Elevation



COMPATIBILITY REPORT AND PUBLIC REALM

MASSING and BUILT FORM

The height of the stacked townhouse dwellings abuts Sarnia Road and is setback far enough from the abutting residential dwellings to the north, east and west of the subject lands. Large windows with black frames can be found on the front and rear facades. Balconies will be located on the second and third floor of the 3-storey and 4-storey townhouse units. Appropriate side yard and rear yard setbacks are proposed to ensure adequate privacy levels are maintained for both the proposed buildings and the existing residential dwellings. Units 1 through 40 have their main entrance facing Sarnia Road to achieve a built form which addresses the street. Specific details relating to landscaping, tree plantings, and/or fencing to further screen and buffer the proposed units will be reviewed and confirmed through the subsequent Site Plan Approval process. The residential setbacks and the built form are consistent with recent development.

ARTICULATION

The buildings are articulated by multiple distinct building faces for each of the units. The front and rear elevations are to have a combination of modern materials. The design of the proposed stacked and standard townhouse dwellings incorporate numerous horizontal and vertical elements that provide for a high-quality design that fits well within the surrounding neighbourhood.

ARCHITECTURAL TREATMENT

The exterior design of the stacked and standard townhouse buildings provides a modern design with architectural details to create a design complementary to the adjacent development.

Notably, the street-facing elevations provide a front facing facade in order to better address Sarnia Road and create a more pedestrian friendly public realm and active streetscape. The overall design of the building conveys a contemporary appearance, similar to existing development in the neighbourhood.

Detailed building elevations will be refined in coordination with City staff as part of future Site Plan and Building Permit applications. However, the general exterior design and architectural treatment of the proposed development is reflected in the submitted materials and is to add to the character of the community.

BUILDING ORIENTATION

Building orientation will be addressed as part of this Zoning By-law Amendment Application. Townhouse units which abut Sarnia Road will be oriented towards Sarnia Road with a walk out front stoop and a view to Sarnia Road. The intent of these units is to engage the streetscape and provide a building orientation which activates Sarnia Road as a more pedestrian friendly street.

PUBLIC REALM

The position and orientation of the 4-storey building close to the street will enhance the pedestrian experience. The extensive use of vision glass along the front of the building allows for views into and out of the building. Direct pedestrian connections are provided from the sidewalk to the front of the building. There are opportunities for street trees and enhanced landscaping to further define the streetscape, where feasible, which will be reviewed and confirmed throughout the Site Plan Approval process.

PROPOSED APPLICATIONS

A Zoning By-Law Amendment is required in order to permit the proposed development on the subject lands. The lands are currently zoned “Residential 1 (R1-10)” in the City of London Zoning By-law. The proposed Zoning By-law Amendment seeks to re-zone the lands to a site specific, special regulation “Residential 5 (R5-7 (_)). The R5-7 zone permits the proposed stacked townhouse development. Site specific special regulations will be required as follows:

- *Minimum front yard setback of 3.0m; whereas 8.0m is the minimum permitted; and,*
- *Maximum height of 13.5m; whereas 12.0m is the minimum permitted.*

CURRENT POLICY AND REGULATORY FRAMEWORK

The following sections of this Planning and Design Report provide analysis of the proposed development and ZBA application with respect to applicable policy and regulatory documents, including the Provincial Policy Statement (2020), the London Plan (2016), and the City of London Zoning By-law (Z.-1).

PLANNING POLICY ANALYSIS

2020 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “*provides policy direction on matters of provincial interest related to land use planning*” in order to ensure efficient development and the protection of resources. All planning applications, including Zoning By-Law Amendment applications, are required to be consistent with these policies. The proposed development is consistent with the PPS, including the following applicable policies:

- The proposed development is an efficient and appropriate form of development for the subject lands. It adds to the range and mix of housing types that meet the long-term housing needs for a variety of demographics. Given that the proposed development is a compact, cost-effective form of development that will make full use of municipal services within an existing built-up area of the City, land consumption and servicing costs are minimized. (1.1.1)

- The subject lands are located within a settlement area and abut existing developed lands to the south and future development potential to the north (1.1.3.1, 1.1.3.2)
- The proposed form of housing (stacked and standard townhouses) is inherently more efficient than the existing single-detached dwelling; is an appropriate form of housing for the underutilized subject lands; and, is well-suited to support a new form of housing with increased density (1.1.3.2.a). The proposed development broadens the range of residential forms and intensities in the area, making efficient use of existing land, resources, infrastructure, and transportation networks, including existing municipal services available along Sarnia Road (1.1.3.2.b). A range of commercial uses, amenities and recreational resources are located within easy walking and cycling distance from the subject lands, which are accessible via public pedestrian sidewalks, thus encouraging active transportation (1.1.3.2.e).
- The proposed development is considered to be intensification as it adds more dwelling units than what currently exists. The subject lands are an appropriate location for the proposed development as they are located along a street which has capacity for new development; are close to open space and many commercial amenities along Western Road; and, will provide for a broader range of housing in the area. The lands are sufficiently sized to accommodate the necessary components associated with the proposed development, including parking, amenity space, and appropriate vehicular and pedestrian circulation (1.1.3.3).
- As discussed in more detail later in this report, the proposed development seeks to implement appropriate development standards which facilitate intensification, redevelopment, and compact form, while avoiding risks to public health and safety (1.1.3.4).
- The proposed density of 62.5 UPH is reflective of a compact, efficient form of housing which adds to the mix of uses and densities in this area, and makes use of infrastructure and public service facilities (1.1.3.6).
- The proposed development provides an appropriate range and mix of housing options and densities at this location in the City. A mix of three and four storey townhouses will provide an efficient and appropriate form of development in an area that is dominated by lower density forms of housing and provides affordable housing options (1.4.3).
- The proposed development will make use of full municipal services, as that is the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety (1.6.6.2).
- The subject lands are located within easy access to a wide range of uses and amenities. Residents may choose to use alternative, active transportation to carry out daily activities to minimize the length and number of vehicle trips taken (1.6.7.4).

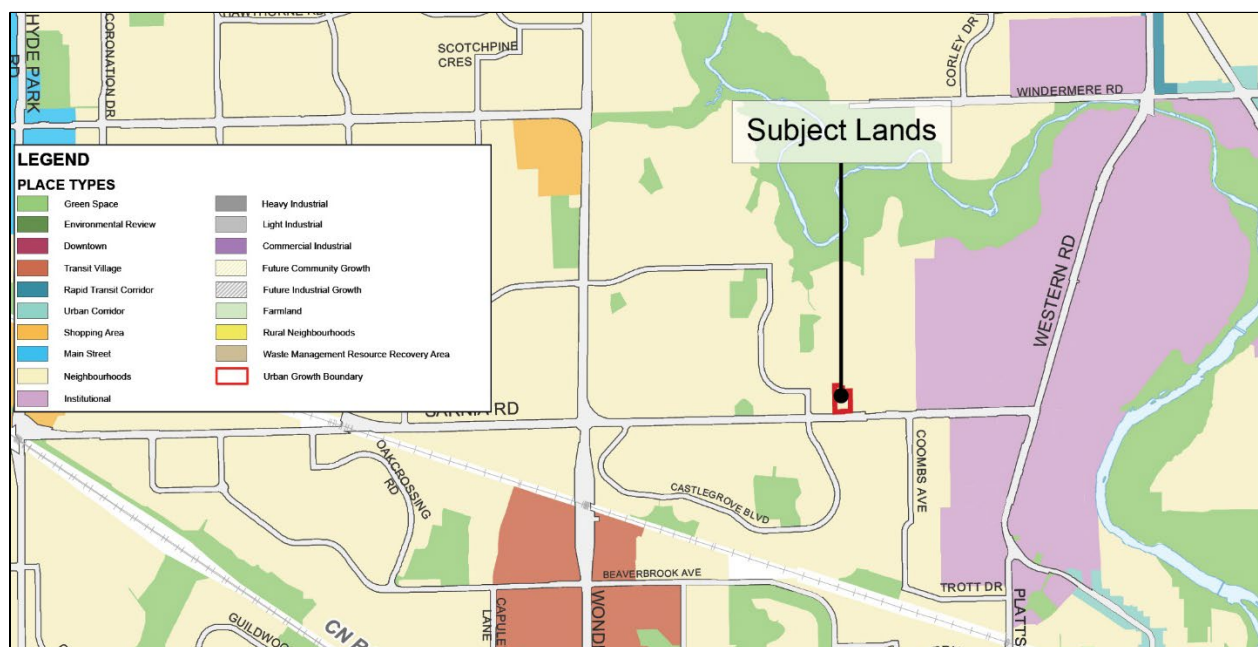
Based on the above analysis, the proposed Zoning By-Law Amendment to permit the redevelopment of the subject lands for the stacked townhouse blocks is consistent with the policies of the 2020 Provincial Policy Statement.

THE LONDON PLAN

The *London Plan* provides a policy framework which encourages the development of vibrant, healthy, safe and fulfilling neighbourhoods, attractive mobility alternatives, and affordable housing for those in need. The subject lands are identified within the “*Neighbourhoods*” Place Type with frontage along a “*Civic Boulevard*” Street Classification (Figure 11 below) in *The London Plan*. Stacked and standard townhouses are a contemplated forms of development along a “*Civic Boulevard*”. The “*Neighbourhoods*” Place Type at this location also permits heights up to 4 storeys (Policy 921, Table 10 and 11).

In addition to the above, the following analysis confirms that the proposed development is consistent with the policies of the *London Plan*:

Figure 11 – Place Types



Policy 80

Residential intensification will play a large role in achieving our goals for “growing inward and upward”. Intensification will be supported in the following forms:

- 4. Infill development of vacant and underutilized lots;*
- 6. Redevelopment, at a higher than existing density, on developed lands.*

The proposed development is a form of residential intensification on an underutilized lot containing a total of 2 existing residential units, which will be removed for future development.

Policy 84

Intensification may occur in all of the Place Types that allow for residential uses.

The subject lands are designated “Neighbourhoods” Place Type, and as such, subject to the policies of this plan, encourages intensification and residential uses.

Policy 154

Through urban regeneration efforts we will:

- 2. Maximize the value returned on the investment made in civil infrastructure.*
- 8. Facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood.*
- 9. Expand the City’s range of housing choices and create opportunities for affordable housing through the regeneration of neighbourhoods.*

The proposed development has access to, and will make use of, existing municipal services and infrastructure; fits well within the neighbourhood as it is on the periphery of the neighbourhood, along a higher-order street and proposes a height which is permitted in the London Plan. Sarnia Road has capacity for increased residential density, and greater traffic flow. The proposed development will also expand the range of housing choices available within the immediate neighbourhood; and will provide varying townhouse forms which is a more affordable housing form compared to the existing predominant low-density forms of housing (single detached dwellings) in the area.

Policy 242

Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.

The proposed development incorporates spaces specifically designed for pedestrian activity and utilization by the community. The development includes a communal central amenity space, easily accessible by all residents.

Policy 269

Buildings should be sited to minimize the visual exposure of parking areas to the street.

The proposed site layout uses the buildings to screen the parking areas and extent of development from Sarnia Road. Landscape elements, including trees, will be provided to further screen at-grade parking areas.

Policy 506

Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan, infill and intensification in a variety of forms, including secondary dwellings units, will be supported to increase the supply of housing in areas where infrastructure, transit and other public services are available and accessible.

The proposed development represents an opportunity for infill and intensification that would increase the housing supply in a Neighbourhood that is well-served by transit and infrastructure, and in close proximity to commercial, institutional, and recreational facilities.

Residential Intensification in Neighbourhoods – Policy 937

Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate within their neighbourhoods (Policy 937).

The proposed development is purposeful, sensitive and a compatible form of intensification within the context of the existing neighbourhood, and supports better affordability, diversity and effective use of land than what currently exists. The proposed development encourages residents of the area to remain in the neighbourhood while perhaps benefitting from a housing form that is lower maintenance than a single detached dwelling.

Forms of Residential Intensification

Residential intensification means the development of a property, site, or area at a higher residential density than currently exists. Intensification adds one or more residential units to a site, or creates one or more additional lots from an existing lot. The following policies relate to intensification on those lands that are within the Neighbourhoods Place Type (Policy 938).

The proposed development is considered residential intensification as it is the development of a property at a higher residential density than what currently exists.

It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood (Policy 940).

The proposed development is appropriately located and fits well within the existing and planned future neighbourhood along Sarnia Road.

Mitigation of Potential Adverse Impacts – Policy 1578

The following criteria within *The London Plan* are considered when evaluating all planning and development applications.

1. *Consistency with the Provincial Policy Statement and in accordance with all applicable legislation;*

As noted previously in this report, the proposed development is consistent with the Provincial Policy Statement.

2. *Conformity with the Our City, Our Strategy, City Building, and Environmental policies in this plan;*

The London Plan encourages residential intensification within the Urban Growth Boundary, such as the proposed development.

3. *Conformity with the policies of the place type in which they are located;*

The proposed 4-storey and 3-storey stacked and standard townhouse buildings are permitted within the “*Neighbourhoods*” Place Type along a “*Civic Boulevard*” Street Classification.

4. *Consideration of applicable guideline documents that apply to the subject lands;*

The proposed development is consistent with all applicable guideline documents including applicable urban design guidelines, as demonstrated in this report, and site plan control guidelines, which will be addressed during the Site Plan Approval stage and considered through this application.

5. *The availability of municipal services, in conformity with the Civic Infrastructure (policies in the City Building) chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of the Plan.*

Existing municipal sanitary infrastructure and water services can service the proposed development. Detailed servicing, grading, and storm water management plans will be provided and reviewed through the Site Plan Approval process.

6. *Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:*
 - a. *Traffic and access management;*

City Staff have confirmed that a Traffic Impact Study is not required as part of the ZBA process as the existing road network was planned to accommodate greater intensity on the subject lands.

b. Noise;

City Staff have confirmed that a noise study is not required as part of the ZBA process as the land do not front on to an arterial road.

c. Parking on streets or adjacent properties;

Whereas 74 parking spaces would be required under the Z.1 General Provisions, the proposed 144 parking spaces are expected to better meet the needs of the users of the development such that there would be no parking required off-site.

d. Emissions generated by the use such as odour, dust, or other airborne emissions;

No heavy emissions are anticipated from the proposed residential development.

e. Lighting;

The lighting design details will be provided and reviewed through the future Site Plan Approval process. Any proposed exterior lighting will be located near building entrances, along pedestrian walkways, and parking areas. The intent of any lighting fixture is to minimize light spill onto neighboring properties, in accordance with the Site Plan Control By-law.

f. Garbage generated by the use;

Garbage and recycling are intended to be stored internal to each unit, and waste collection will potentially be contracted out to a private company.

g. Loss of privacy;

Ample privacy is expected between the proposed development and abutting lands through the use of appropriate building setbacks, building orientation and landscaping. Site specific details are to be reviewed and confirmed throughout the site plan approval process.

h. Shadowing;

City Staff have confirmed that a shadow study is not required for the ZBA. Shadowing impacts from the proposed standard and stacked townhouse buildings are generally consistent with the existing neighbourhood to the north and south.

i. Visual impact;

The proposed buildings will be of high architectural quality and finish as shown in the renderings and elevations provided. Landscaping will help soften the proposed buildings when viewed from Sarnia Road. Overall, the buildings will provide a strong and positive street presence along this local street. The units oriented toward Sarnia Road engage the streetscape to provide more of a pleasing streetscape environment.

j. Loss of views;

There are no view corridors to significant features, landmarks, or attractions impacted from the proposed building.

k. Loss of trees and canopy cover;

Opportunities for tree preservation, where feasible, as well as tree plantings on the subject lands, will be reviewed and confirmed throughout the Site Plan Approval process.

l. Impact on cultural heritage resources;

There are no cultural heritage resources identified on the subject lands.

m. Impact on natural heritage features and areas;

There are no natural heritage features or areas identified on or adjacent to the subject lands.

n. Impact on natural resources.

There are no natural resources identified on or adjacent to the subject lands.

URBAN DESIGN – “City Design” Section

The “*City Design*” section of *The London Plan* describes general urban design policies that apply to the City of London. The proposed development is consistent with these policies as follows (relevant policies are quoted in *italics*):

The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage (Policy 197).

Trees should be recognized as important features of a neighbourhood’s planned character and sense of place (Policy 210).

- The proposed stacked townhouse buildings maintain the character and range of building types in the area by providing a well-designed built form that enhances the visual aesthetic

of this location. Existing trees will be retained where feasible, and new trees will be planted as part of the proposed development.

All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals (Policy 199).

- A Public Realm Analysis demonstrating the compatibility of the proposed built form within the existing built context is provided earlier in this report.

The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan (Policy 221).

Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods (Policy 235).

- The existing streetscape along Sarnia Road will be enhanced by the addition of the proposed 4-storey townhouse building oriented toward Sarnia Road. Landscape will be used to soften the streetscape along Sarnia Road and enhance the overall amenity space within the proposed development.

The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area (Policy 252).

- The proposed development, located on Sarnia Road, is an ideal location on the periphery of a neighbourhood to the north which provides for a visually appealing streetscape for the area.

Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites (Policy 255).

- The site design allows for internal sidewalks which connect to the existing public sidewalks on Sarnia Road and promotes the use of the property by pedestrians, cyclists and vehicles alike.

Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line (Policy 256).

Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment (Policy 259).

- The proposed standard townhouses in the north portion of the site are appropriately setback from abutting properties to the east and west. The proposed 4-storey buildings on Sarnia Road have been located closer to the Sarnia Road allowance to better provide for an inviting and active pedestrian environment.

Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections (Policy 266).

- Garbage is to be stored internal to each unit, which will not have a negative visual impact from the street. The proposed underground parking is located behind the stacked townhouses and therefore cannot be seen from Sarnia Road.

All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals (Policy 284).

- The *Neighbourhoods* Place Type encourages intensification, especially on higher order streets such as Sarnia Road. The scale and massing of the proposed built form is contemplated in the London Plan (i.e. 4-storey and 3-storey stacked and standard townhouses). The unique material and design add to the visual interest on Sarnia Road creating a new form for the area.

To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge (Policy 285).

Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians (Policy 286).

- The portions of the proposed buildings facing the street do not have blank walls, but rather provide a strong architectural style and pedestrian scale form to support pedestrian activity and safety.

Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access (Policy 291).

- Principal building entrances for the 4-storey stacked townhouses are located on and facing Sarnia Road to establish an active street frontage with individual access to each of the street facing units.

Residential and mixed-use buildings should include outdoor amenity spaces (Policy 295).

- The proposed residential development contains a central common amenity area for all proposed units, as well as individual private amenity space for the 3-storey standard townhouses.

A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design (Policy 301).

Materials should be selected for their scale, texture, quality, durability, and consistency within their context (Policy 302).

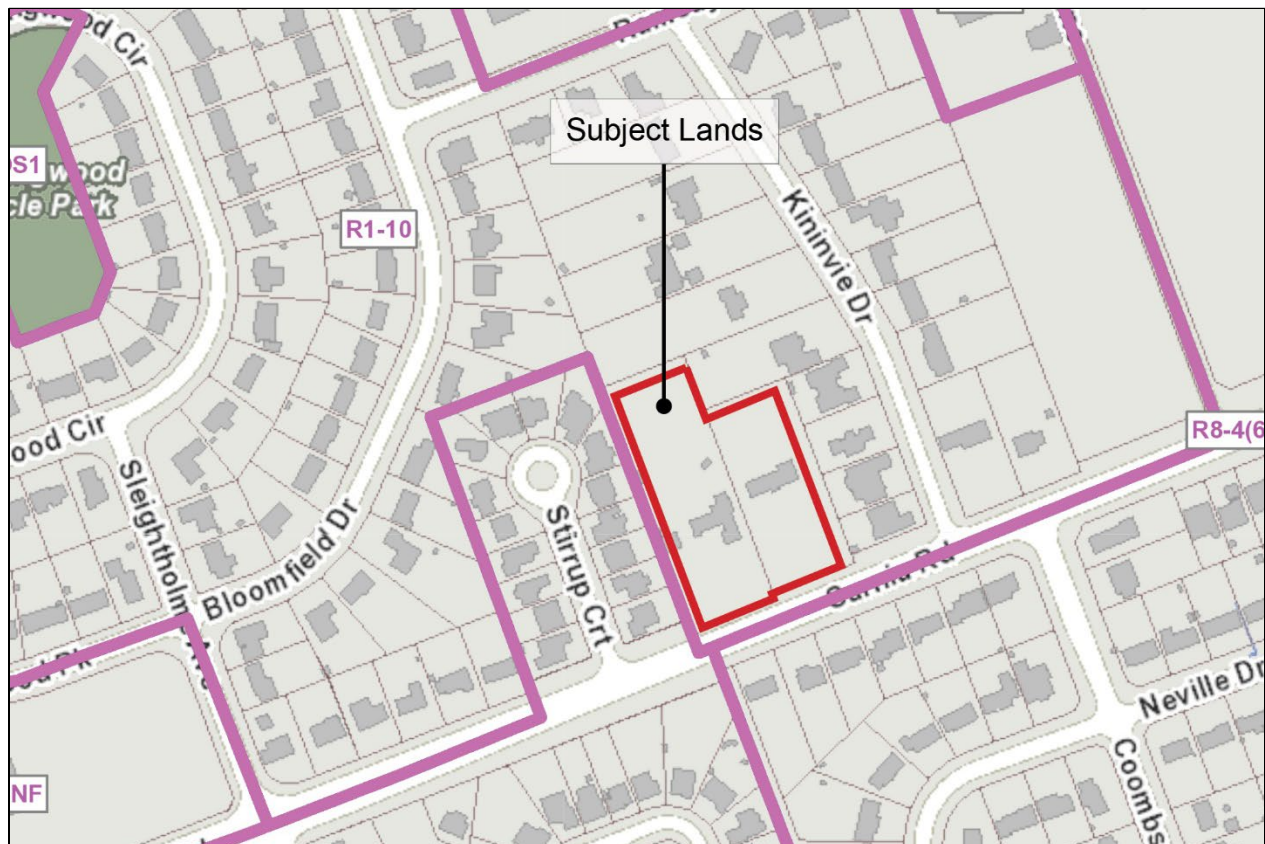
- A range of materials, colours, and textures are proposed for the standard and stacked townhouse buildings which propose a newer style than what exists in the neighbourhood, however, the proposed quality and durability will hold up well within the area.

As noted above, the proposed ZBA application, is consistent with the general intent of the London Plan and the proposed height and form is considered compatible with the surrounding existing built form.

THE CITY OF LONDON ZONING BY-LAW

The subject lands are currently zoned “Residential 1 (R1-10)” in the City of London Z.-1 Zoning By-law (Figure 7). The proposed Zoning By-law Amendment seeks to re-zone the subject lands to “Residential 5 (R5-7(_))” to permit the proposed stacked townhouse development.

Figure 7 – Zoning By-law



Existing permitted uses within the current R1-10 zone consist of single-detached dwellings. Based on the subject land’s location within the *Neighbourhoods Place* Type and along a *Civic Boulevard* Street Classification, a higher intensity use can be contemplated based on the London Plan. The Residential 5 (R5-7) Zone can be considered an implementing zone of the *Neighbourhoods Place* Type, where lands have frontage along a *Civic Boulevard* Street Classification.

Permitted uses in the *Residential 5 (R5-7)* zone include:

- Cluster townhouse dwellings;
- Cluster stacked townhouse dwellings.

The site-specific special provisions sought for the proposed “Residential 5 (R5-7(_))” zone are as follows:

- Minimum front yard setback of 3.0m
- Maximum height of 13.5m.

A summary of the requested provisions is below:

Front Yard Setback

The stacked townhouses abutting Sarnia Road on the proposed concept plan is positioned approximately 3.0m from Sarnia Road, whereas 8.0m is the minimum permitted in the standard zone. The requested reduced front yard setback is considered appropriate for the subject lands as it provides for an active streetscape, a defined public realm, and is consistent with current City of London urban design practice. Landscaping will enhance the pedestrian and public realm and the building entrances that are visible from the street. Ultimately, the proposed development provides a unique opportunity to enhance this portion of Sarnia Road, and the reduced front yard represents good urban design principles.

Height

The proposed maximum height of 13.5m proposed is measured from the peak of the 4-storey stacked townhouses proposed abutting Sarnia Road. The maximum permitted in the standard zone is 12.0m, which is a minor increase. The proposed development provides an appropriate level of residential density that will make effective and efficient use of municipal services without negatively affecting the surrounding community and causing any adverse effects.

The following table highlights the applicable zoning regulations for the proposed site specific, special regulation “Residential 5 (R5-7(_))” zone.

Table 1 – Site Statistics (R5-7 Zone)

SITE STATISTICS: 299-301 Sarnia Road			
		Regulation (R5-7)	Proposed
LOT AREA (m2) MINIMUM		1,000m ²	11,200m ²
LOT FRONTAGE (m) MINIMUM		30.0m	92.8m
FRONT YARD DEPTH (m) MINIMUM		8.0m	3.0m**
REAR YARD DEPTH (m) MINIMUM		6.0m	6.0m
SIDE YARD DEPTH (m) MINIMUM	EAST	6.0m	6.0m
	WEST	6.0m	6.0m
LANDSCAPED OPEN SPACE (m2) MAXIMUM		30%	44%
LOT COVERAGE (%) MAXIMUM		45%	27.8%

HEIGHT (m) MAXIMUM	12.0	3 STOREY – 10.0m 4 STOREY – 13.5m**
NUMBER OF PARKING SPACES MINIMUM	74 Spaces	144 Spaces
DENSITY	60 uph	60 uph

As denoted above by the '**', the proposed ZBA requires 2 minor, site-specific special provisions to the standard R5-7 zone. All other zoning regulations can be adhered to by the proposed development.

OTHER CONSIDERATIONS

SERVICING

Based on the information compiled by MTE, the existing downstream sewers have sufficient capacity to accommodate sanitary run-off from the site. One length of sanitary sewer on Coombs Road was indicated as being at over-capacity due to low slope and is noted on the design sheet. Some minor surcharging may occur in this pipe during peak periods but it is expected to be very minor and is not anticipated to impact upstream users.

TREE ASSESSMENT REPORT

Ron Koudys Landscape Architects Inc. was retained to complete a tree assessment report for the proposed development. The main findings of the assessment report include the following:

- The inventory assessed 163 individual trees and 2 vegetation units. Trees were identified within the subject site, within 3 metres of the legal property boundary, and within the City ROW of Sarnia Road.
- No species classified as endangered or threatened were observed.
- All trees observed are common to the current land uses and can be characterized as anthropogenic or opportunistic. The subject site is not within or adjacent to a City of London Tree Protection Area.

CONCLUSION

The proposed Zoning By-Law Amendment seeks to permit a 3 and 4-storey standard and stacked townhouse development with a total of 67 residential units on the subject lands. The proposal for residential intensification on the subject lands appropriately provides an efficient and cost-effective development that is compatible with the surrounding context and new development, maintains privacy, and fulfills the planned function of the subject lands. Based on the above, and as detailed throughout this Planning and Design Report, the proposed ZBA is consistent with the intent and policies of the 2020 Provincial Policy Statement and generally conforms to the policies and intent of The *London Plan* and the intent of the City of London Z.-1 Zoning By-Law. The

proposed amendment is appropriate, represents good land use planning practice, and will not create any unacceptable adverse impacts on surrounding land uses.