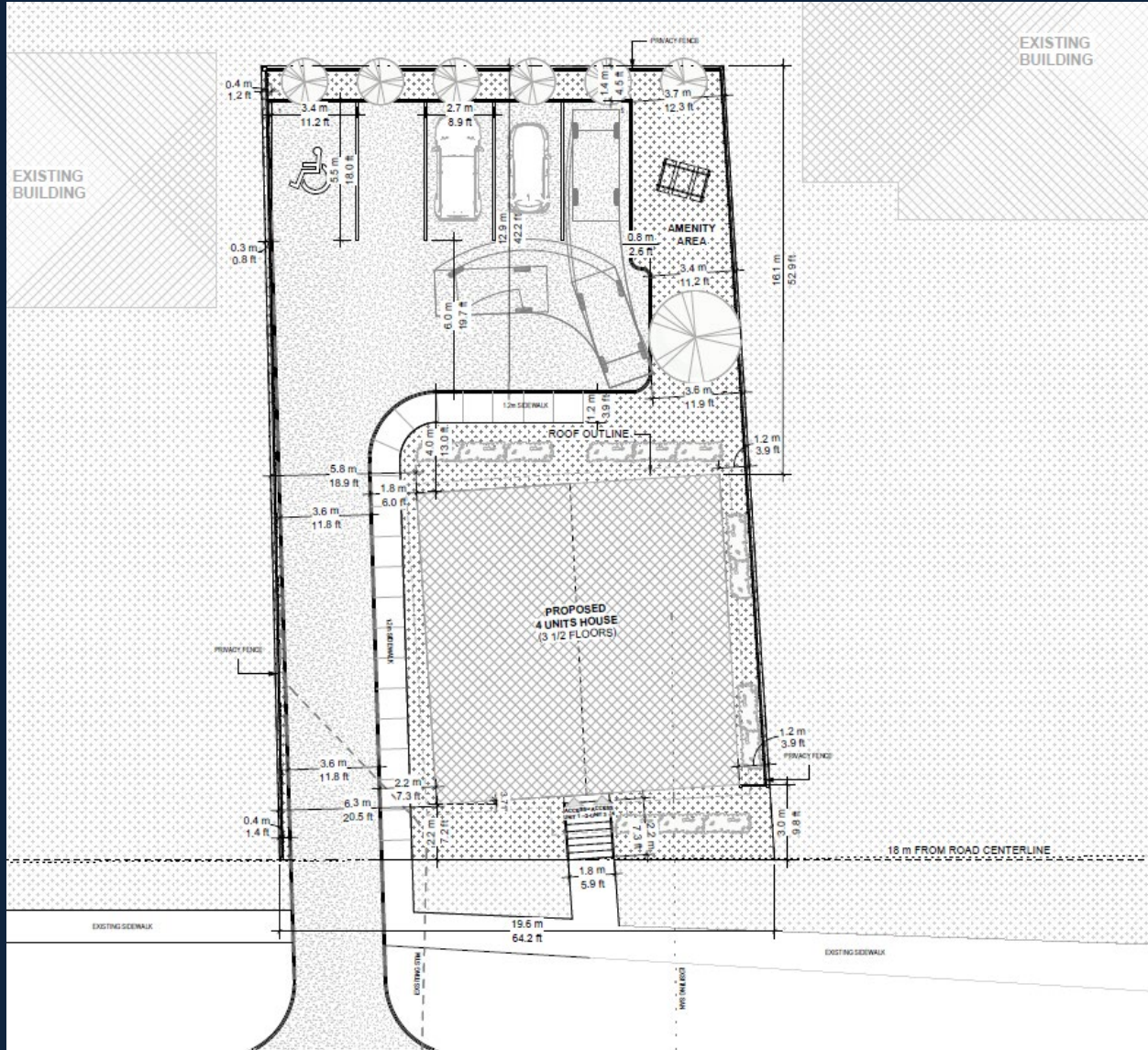


Planning Justification Report

IE Design Ltd.

130 Southdale Road West

London, Ontario



September 12, 2023

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1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of an application for a Zoning By-law Amendment on behalf of IE Design Ltd. to permit the development of the lands known municipally as 130 Southdale Road West (the “subject lands”) for residential uses. The proposed development will consist of a fourplex dwelling with rear-yard surface parking.

A Pre-Application Consultation meeting was held with City of London staff on May 24, 2023, to confirm the scope of the application and Zoning By-law Amendment submission requirements. A conceptual site plan has been prepared and submitted in support of this application, detailing the location of the building, parking spaces, and general site characteristics. Changes to the Planning Act through Bill 23 exempt this development from Site Plan Approval, and as such this report will address compliance with other applicable policies in the City of London.

The proponent intends to develop the subject lands with one 3.5-storey fourplex dwelling, subject to the proposed Zoning By-law Amendment. Residential uses are permitted under the current zoning of the subject lands; however, the only form of residential development permitted is single-detached dwellings. Therefore, the Zoning By-law Amendment seeks to permit a form of residential development with greater intensity than what is currently permitted.

2.0 SUBJECT LANDS

2.1 SITE DESCRIPTION

The subject lands consist of a rectangular-shaped parcel with an area of approximately 594 m², located on the north side of Southdale Road West between Wharncliffe Road South and Notre Dame Drive (Figure 1). The subject lands have approximately 20m of frontage on Southdale Road West, and a depth of 31m. The lands are currently vacant, with few trees along the rear property boundary (Figure 2). The subject lands have a shallow lot depth compared to the abutting properties, with a considerably smaller lot area than the adjacent lots. This presents a unique situation where development cannot be in the same form as the adjacent properties.

Figure 1 – Subject Lands Aerial



Figure 2 – Street View of Subject Lands



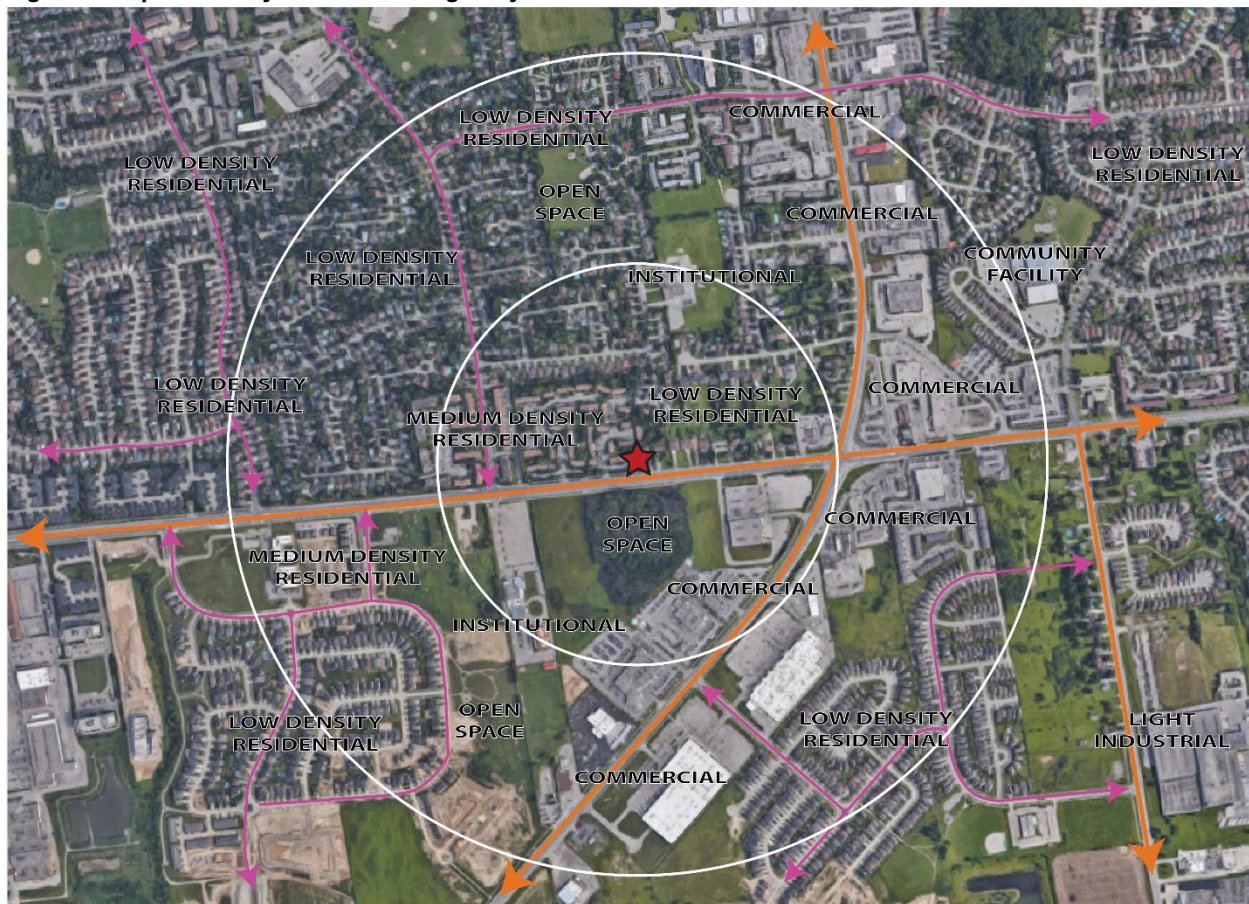
2.2 SPATIAL ANALYSIS AND NEIGHBOURHOOD CHARACTER

The subject lands are located on a “Civic Boulevard” street classification. Southdale Road West provides multiple vehicular lanes and dedicated bicycle lanes in each direction. There are large boulevard-style sidewalks along both sides of Southdale Road West for pedestrian movement.

The subject lands have good access to London Transit Commission bus route #10 (Natural Science – White Oaks Mall), travelling east-west along Southdale Road West. Nearby, on Notre Dame Drive or Wharnccliffe Road South, route #12 (Downtown via Wharnccliffe Rd) travels north-south.

Figure 3 shows the subject lands, notable features and land uses within 400m and 800m radii from the site. The two radii represent walking distances of approximately 5 and 10 minutes, respectively, although due to pedestrian networks and other barriers, the radii may not represent true walking lines. Road designations in the *London Plan* are depicted as: “Civic Boulevard” in orange, and “Neighbourhood Connector” in pink.

Figure 3 – Spatial Analysis Surrounding Subject Lands



400m Radius

Areas within the 400m radius are comprised of a range of land uses including various residential forms, institutional, commercial, and open space uses along Southdale Road West. In the immediate vicinity of the subject lands, low-density residential uses in the form of single-detached

dwellings are found to the north and east (Figure 4). Most dwellings contribute to a generally uniform, suburban character. Institutional uses (Sir Isaac Brock Public School) and open space uses (Belmont Park) are located at the northern extent of the 400m radius. Commercial uses (Esso gas station and Leon's Furniture) are also found to the east, at the intersection of Southdale Road West and Wharncliffe Road South.

Figure 4 – Street View of Single-Detached Dwellings East of the Subject Lands



An established locally-significant woodlot, which is a protected tree area, is located directly across Southdale Road West to the south of the subject lands. Restricted commercial uses (various vehicle sales establishments) and community facility uses (Hellenic Community Centre) are found near the southern extent of the 400m radius. The commercial uses in this area are characterized by large-scale uses on large lots for storage, interior building space, and significant parking areas.

Medium- and low-density residential uses are located to the west along Southdale Road West. Townhouse dwellings are common forms of development, fronting internal private roads (i.e. window roads) rather than Southdale Road West (Figure 5). Noise walls are common between the low-density single- and semi-detached dwellings and Southdale Road West, creating a vehicle-oriented streetscape. Few low-rise apartment buildings are found within the 400m radius which contribute to a low-rise suburban neighbourhood character.

Figure 5 – Street View of Townhouses West of the Subject Lands



800m Radius

Areas within the 800m radius are primarily residential and commercial in nature, with community facilities and open space uses scattered the radius. The residential neighbourhood has a suburban character, consisting of low-density dwellings with open space uses available for local neighbourhood use to the north of the subject lands.

A variety of uses, including residential, commercial, and community facility uses, are found along the Wharncliffe Road South corridor to the east of the subject lands. Most of the residential uses are in the form of single-detached or townhouse dwellings within the 800m radius. A range of commercial uses are found within the 800m radius, including restaurants, personal service establishments, vehicle sales establishments, and specialty retail stores along Wharncliffe Road South. A community facility (Earl Nichols Arena) is located at the eastern extent of the 800m area.

Commercial uses continue south of the subject lands along Wharncliffe Road South, with local streets connecting low- and medium-density residential uses to the arterial road. The character of the commercial uses boasts large lot sizes, ample interior building space, and significant outdoor storage and parking. This character is consistent with the other commercial uses along Wharncliffe Road South. Open space (Westbury Park) and suburban residential uses comprise the rest of the southern extent of the 800m area.

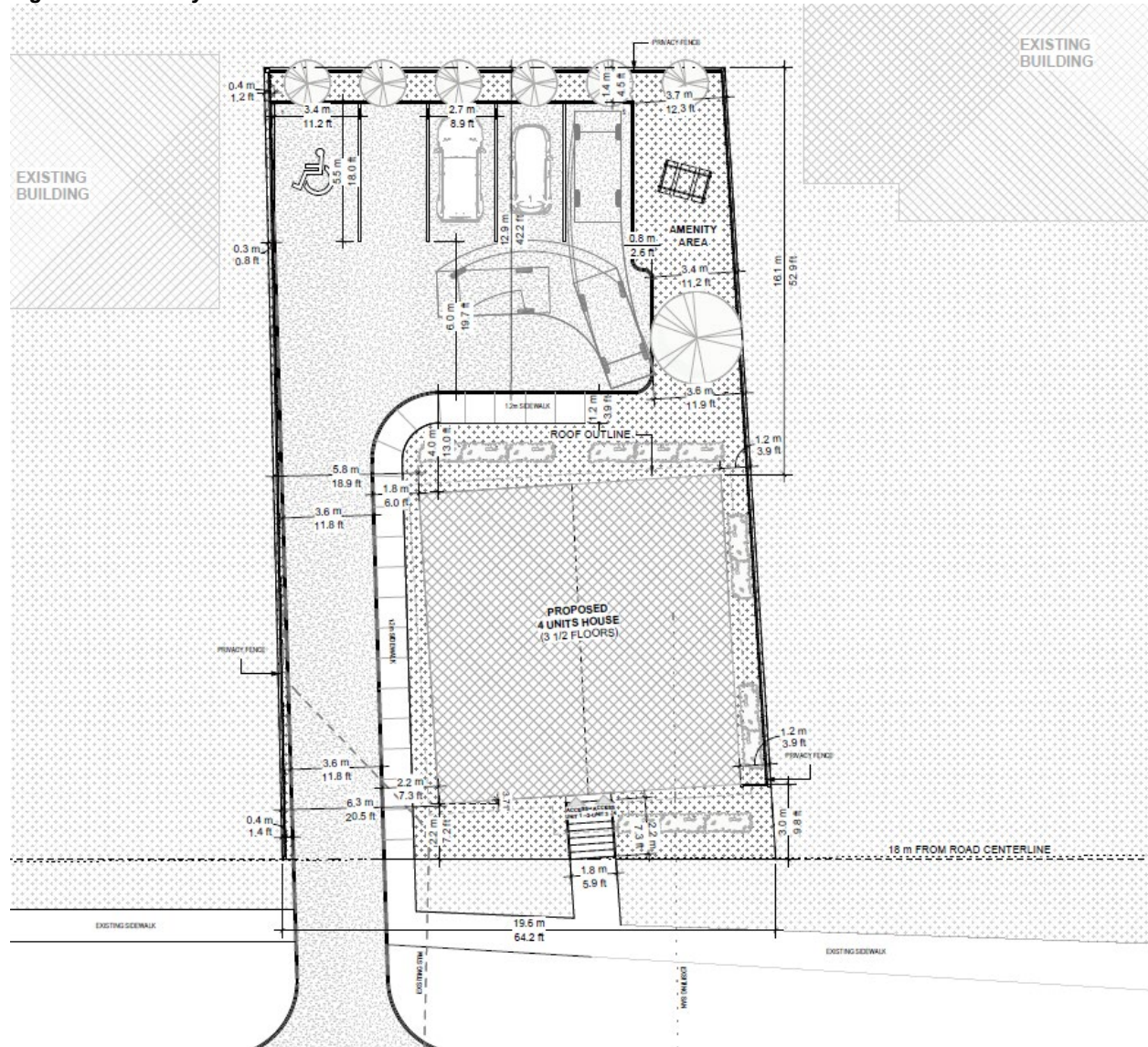
Low-density residential uses in the form of single-detached, semi-detached, and townhouse dwellings are found within the 800m radius west of the subject lands. Medium-density residential uses in the form of low-rise apartment buildings are also located to the west of the subject lands. Institutional use as a Long Term Care Facility (Village of Glendale Crossing) contributes to the neighbourhood fabric to the west. Overall, the 800m radius contains a range of residential, commercial and institutional uses for residents of the proposed development to enjoy.

3.0 PROPOSED DEVELOPMENT

3.1 SITE DESIGN

The subject lands are proposed to be developed for residential uses in the form of a 3.5-storey fourplex dwelling. The proposed infill development addresses the public interface, and contributes to an active streetscape along Southdale Road West. The overall site layout, as shown in Figure 6 below, provides details relating to the site layout, including building location, parking areas, and landscaping.

Figure 6 – Site Layout



The primary public interface of the subject lands is defined by the proposed dwelling, which is located close to the street. The building would fill in a noticeable gap in the streetscape and activate the street frontage along this stretch of Southdale Road West. Pedestrian access will be provided from Southdale Road West with appropriate sidewalk connections. Vehicular access will

also be provided from Southdale Road West, with a private driveway leading to a parking lot in the rear yard. The proposed parking area will be screened from the street by the building, and from adjacent properties with landscaping features and fencing.

The primary pedestrian entrance to the dwelling will face Southdale Road West. A sidewalk will run alongside the drive aisle, providing pedestrian access from Southdale Road West in the front to the parking and amenity areas located at the rear of the site. Amenity space is provided in the rear yard, offering privacy and reduced noise impacts from the busy arterial road.

Parking will be provided at-grade, at a rate of 1 space per unit to accommodate vehicles of residents. One barrier-free space will be provided to accommodate parking for persons with disabilities. A driveway will be located on the west side of the subject lands to accommodate traffic entering and exiting the site. All vehicular movement on site will be screened from public view by the proposed building, landscaping and amenity spaces.

Garbage is to be stored internally to each unit, and placed in a shared collection location to be placed on the curb for public collection on the appropriate day. Lighting will be provided along the sidewalk and at the building entrance for safe pedestrian movement. Additional details regarding the building and landscape design will be confirmed later.

3.2 SITE SERVICING

Functional servicing requirements for the proposed development consist of connecting the new building to existing public services along Southdale Road West. A Functional Servicing Brief has confirmed adequate capacity within the existing sanitary and water services to accommodate the proposed residential use, which is discussed in detail later in this report. Appropriate public fire protection and stormwater management infrastructure are in place to support the proposed residential use.

4.0 PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment (“ZBA”) to rezone the subject lands from “*Residential 1 (R1-9)*” to a site-specific “*Residential 3 (R3-1(□))*” is proposed to permit the residential fourplex use. The rezoning would permit the proposed residential development on the subject lands and recognize special provisions unique to this site.

The following Special Provisions are requested:

- Permit a front yard depth of 2.2m;
- Permit an interior side yard depth of 1.2m;
- Permit a building height of 13m;
- Permit a parking area with coverage of 40%; and,
- Permit a drive aisle width of 3.6m.*

* This provision is requested due to this development not being subject to Site Plan Approval. The standard regulation in the Zoning By-law is 6.7m which, in this instance, is not appropriate.

5.0 LAND USE POLICY AND REGULATORY ANALYSIS

The following sections of this Planning Justification 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 Z.-1 Zoning By-law (1993).

5.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (PPS) is issued under Section 3 of the *Planning Act* and “provides policy direction on matters of provincial interest related to land use planning and development.” In accordance with the *Planning Act*, all decisions affecting land use planning matters shall be consistent with the policies contained in the PPS. The proposed development is consistent with the PPS policies for the following reasons:

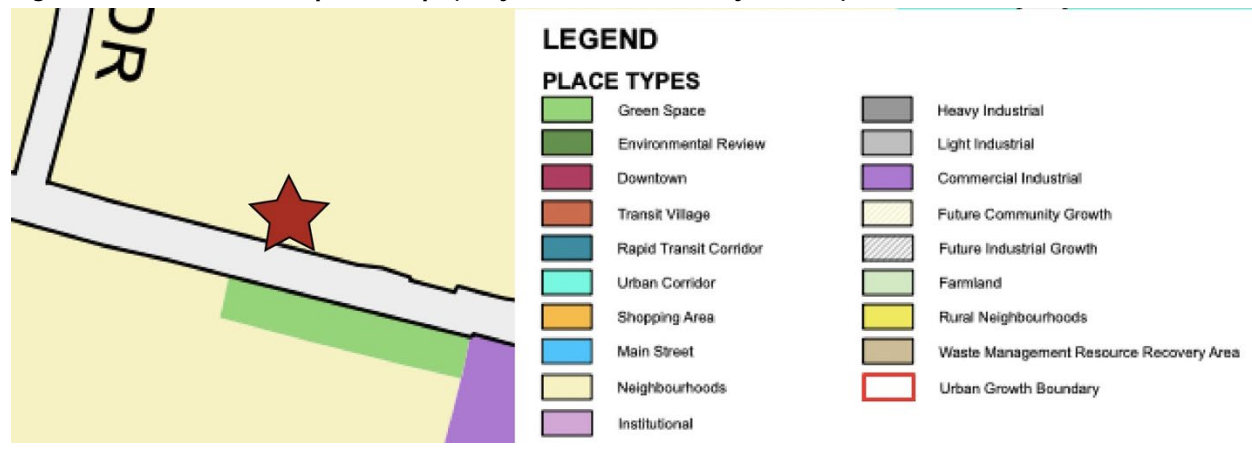
- The proposed residential infill development represents an efficient use of land, and will contribute to the variety of housing types available in the City of London;
- The proposed development supports both active and public transportation use, as multiple pathways and transit stops are easily accessible from the subject lands;
- Appropriate municipal services are available to support the proposed development;
- The additional housing type would meet the social, health, economic and well-being requirements of current and future neighbourhood residents in a form which is compatible with the surrounding land uses; and,
- The gentle intensification of the subject lands contributes to the housing goals of the Province and the City.

As noted above, the proposed residential infill development is consistent with the policies of the Provincial Policy Statement, 2020.

5.2 THE LONDON PLAN, 2016

The London Plan, adopted in 2016, is the City of London's Official Plan which provides a policy framework encouraging the development of vibrant, safe and fulfilling neighbourhoods, attractive mobility alternatives, and a range of housing options suitable for all demographic populations. The proposed development is located within the "Neighbourhoods" Place Type, along a "Civic Boulevard" as identified in the London Plan (Figure 7).

Figure 7 – London Plan Map 1 Excerpt (subject lands denoted by red star)



The following analysis details the consistency of the proposed development with applicable policies of the London Plan:

Policy 80

Residential intensification will play a large role in achieving our goals for growing "inward and upward." Intensification will be supported, subject to the policies of this Plan, in the following forms:

- 4. infill development of vacant and underutilized lots.*

The proposal seeks to develop a vacant, underutilized lot into a fourplex dwelling with private parking and amenity space. The proposal represents an appropriate intensity and desirable use for the subject lands considering the access to full municipal services and public transit, and surrounding residential character.

Policy 83

As directed by the policies of this Plan, intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit.

The proposed development will fit in well with the existing streetscape in a form which is complimentary to the low-rise residential character of the neighbourhood.

Policy 91

Directing infill and intensification to this [Primary Transit] area is a major part of this Plan's strategy to manage growth in the city as a whole and to target 45% of all future residential growth in the Built-Area Boundary.

The proposed infill development is within the Primary Transit Area, and the subtle intensification of the lands will promote appropriate density and encourage public transportation usage.

Policy 154

Through our urban regeneration efforts we will:

- 2. Maximize the value returned on the investment made in civic 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; and,*
- 9. Expand the city's range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods.*

The proposed development will utilize existing municipal water and sanitary infrastructure, and has direct access to existing public transit routes. The gentle intensification of the proposed fourplex is compatible with the existing neighbourhood fabric, and will provide additional housing options to a primarily residential area.

Policy 199

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 the current context.

Development in this area has occurred in various forms, and the proposed fourplex is an appropriate addition to the neighbourhood fabric. The infill development fits within the current low-rise residential neighbourhood, and encourages the use of active and public transportation modes nearby.

Policy 222A

The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

The proposed fourplex development contributes to a pedestrian-oriented streetscape by providing a building entrance facing Southdale Road West, convenient pedestrian sidewalks with both internal and external connections to facilitate movement, and a driveway which utilizes a minimal amount of the street frontage. Parking is provided to the rear of the building, as there is no street parking available on Southdale Road West. There is convenient access to bicycle lanes travelling east-west from the subject lands, promoting active transportation.

Policy 235

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 the neighbourhoods.

Landscaping features will be used to define the front entrance of the building and add visual interest. Trees will be planted along the interior property boundaries to provide screening from adjacent properties, and to improve the comfort of the amenity space for residents. Further aesthetic landscaping features may be provided.

Policy 253

Site layout should be designed to minimize and mitigate impacts on adjacent properties.

The proposed fourplex is in a central location on the lot, close to the street to provide appropriate separation from the dwelling and parking area to the adjacent properties, and to contribute to a pedestrian-oriented environment. Adequate separation is provided from all sides of the proposed building to minimize visual impacts of the development on adjacent properties. Visual impacts on adjacent properties will be mitigated using strategic vegetation placement along a fence line. No noise concerns will impact the abutting properties from the proposed development, as there is considerable traffic noise on Southdale Road West which will effectively buffer any noise from the proposed development. No odour effects are anticipated as garbage storage is internal to the building and will be placed at the curb for public collection.

Policy 256

Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings.

The current street character is comprised of large front yard setbacks with some landscaping features to shield the single-detached dwellings from the road. The proposed building is situated closer to the street than the existing houses due to a shallower lot depth than the majority of lots along Southdale Road West. The proposed fourplex, with a minimal front yard setback compared to the adjacent properties, is in line with the planning direction for future development within the City of London.

Policy 259

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

The building is proposed with a minimal setback from Southdale Road West, which allows for space in the rear to accommodate parking, and simultaneously reinforces a pedestrian-oriented environment.

Policy 268

Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.

The proposed development provides pedestrian connections from the main building entrance to the public sidewalk, and to internal sidewalks to ensure safe pedestrian movement.

Policy 269

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

The proposed fourplex dwelling is strategically located near the front lot line to provide a visual buffer of the parking area, provided in the rear of the lot, from the street.

Policy 272

The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear or interior side yard.

The proposed parking area, located in the rear yard, will be strategically hidden from the public view by the fourplex dwelling. Landscaping features will contribute to screening of the parking area from adjacent properties and the street-facing public realm.

Policy 291

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.

The proposed fourplex faces Southdale Road West, contributing to an active frontage and providing for convenient pedestrian access to the street.

Policy 921

Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary uses that may be allowed within the Neighbourhoods Place Type, by street classification.

As per Table 10 of the London Plan, the subject lands may be developed for a variety of residential uses, including fourplexes, stacked townhouses, and low-rise apartment buildings, based on a “Civic Boulevard” street classification.

Policy 939.5

This Plan creates a variety of opportunities for intensification including: infill development – developing one or more new residential units on vacant or underutilized lots, or adding residential units to existing buildings.

The subject lands are an ideal location for infill development, as the proposed fourplex would fill in a gap in the streetscape which is discrete and compatible with the surrounding neighbourhood. The proposed development is a subtle form to introduce density to an area which can support added residential uses.

Based on the above analysis of the applicable policies of the London Plan, the proposed development is in conformity with the London Plan.

5.3 CITY OF LONDON Z.-1 ZONING BY-LAW

The subject lands are currently zoned “Residential 1 (R1-9)” in the City of London Zoning By-law Z.-1 (Figure 8). The uses permitted in the current zoning include only single detached dwellings. The zoning does not permit residential uses in any forms which have greater intensity, and as such, a Zoning By-law Amendment (“ZBA”) is required to rezone the subject lands in order to permit the proposed fourplex development. Furthermore, site-specific provisions are requested to recognize certain site conditions, as identified below. Table 1 below provides a comparison of the regulations for the proposed “Residential 3 (R3-1())” zone with the proposed regulations for the residential development.

Figure 8 – Zoning By-law Z.-1 Excerpt (subject lands outlined in red)

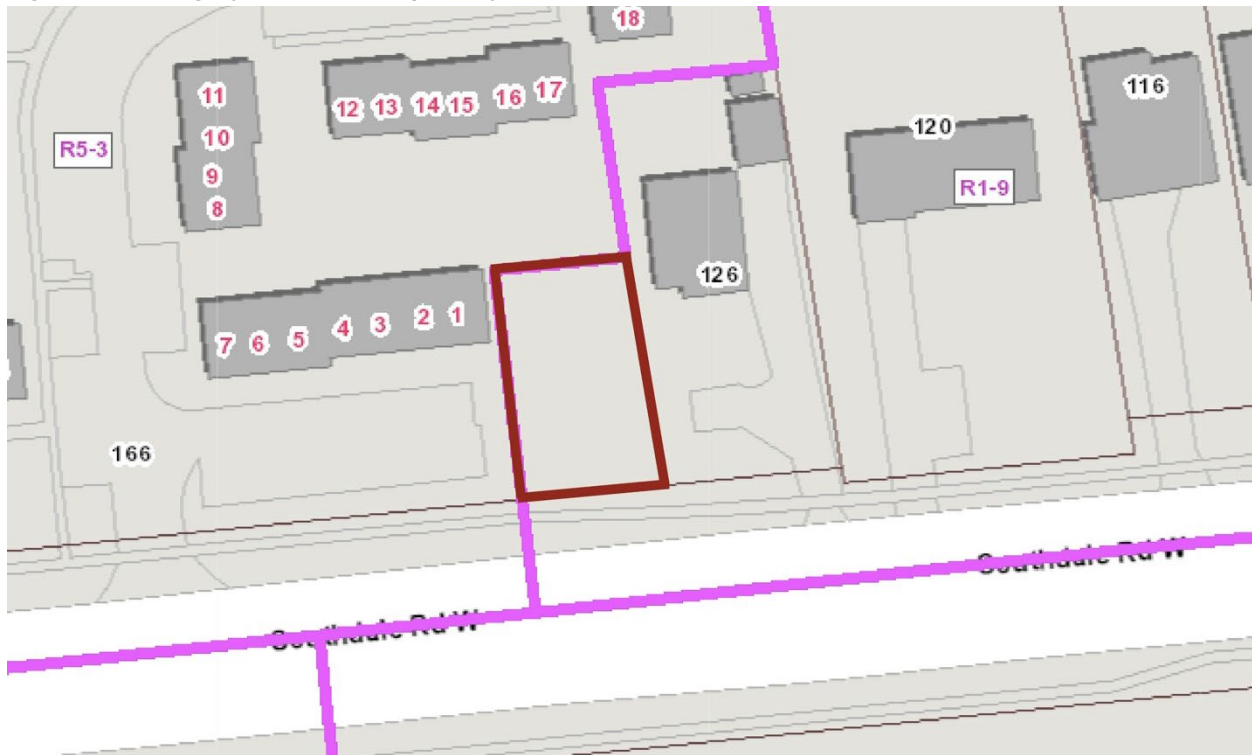


Table 1 – Zoning Comparison Chart

	Required (R1-9)	Proposed Base (R3-1)	Shown on Plan
Lot Area (min.)	690m ²	550m ²	594m ²
Lot Frontage (min.)	18.0m	12.0m	19.6m
Front Yard Depth (min.)	8.0m	8.0m	2.2m*
Interior Side Yard (East) Depth (min.)	3.1m	3.1m	1.2m*
Interior Side Yard (West) Depth (min.)	3.0m	3.0m	5.8m
Rear Yard Depth (min.)	7.5m	6.0m	16.1m
Landscaped Open Space (min.)	40%	20%	30%
Lot Coverage (max.)	35%	45%	25%
Height (max.)	10.5m	12.0m	11.5m
Parking Area Coverage (max.)	25%	35%	40%*
Number of Residential Units per Lot	1	4	4

* notes special provisions required

The following Special Provisions are requested:

- Permit a front yard depth of 2.2m;
- Permit an interior side yard depth of 1.2m;
- Permit a building height of 13m;
- Permit a parking area with coverage of 40%; and,
- Permit a drive aisle width of 3.6m.

The zone regulations proposed in the “*Residential 3 (R3-1(□))*” zones are standard, with specific regulations requested in order to accommodate proposed site conditions, as discussed below:

Setbacks

The proposed built form is approximately 2.2m from Southdale Road West (front yard), and 1.2m from the adjacent property to the east (interior side yard), whereas 8.0m and 3.0m, respectively, are required under the base “*R3-1*” zone. The proposed front yard setback is necessary to accommodate parking and amenity space in the rear yard, where the building can provide appropriate buffering from the street. Additionally, the required road widening dedication impacts the setback of the proposed building from the front property line. The minimal front yard setback is appropriate for the use of the subject lands as it activates the street and creates a more pedestrian-oriented environment.

The proposed interior side yard setback of 1.2m will have minimal impacts on the adjacent property to the east. Landscaping features, including a fence and vegetation, will provide an adequate visual and noise buffer from the neighbouring single detached dwelling. The existing neighbourhood contains various interior side yard setbacks, therefore the interior side yard setback for the proposed fourplex dwelling would fit within the existing neighbourhood fabric.

Parking Area Coverage

The subject lands will provide parking in the rear yard, and a paved driveway is proposed for vehicular access to the parking area. In order to accommodate the driveway to the rear parking area, one parking space per unit, and one accessible parking space, an increase in the permitted parking area coverage is required. Since the proposed fourplex effectively shields the parking area from the street, there are no anticipated visual impacts of the increased parking area coverage. Additionally, there is an adequate amount of green space provided to offset the proposed increase in parking area coverage, and accommodate drainage appropriately without causing any adverse impacts to the adjacent properties.

Based on the zoning analysis of the proposal and the existing site conditions, the requested “*Residential 3 (R3-1(□))*” zone is an appropriate implementing zone for the proposed development and the associated ZBA. The requested amendments are consistent with the Provincial Policy Statement and in conformity with the London Plan.

6.0 SUPPORTING SUBMISSION MATERIALS

This Planning Justification Report relies in part on the supporting materials as outlined below. The supporting submission materials were prepared in accordance with the requirements outlined in the Record of Pre-Application Consultation, dated May 24, 2023.

Tree Preservation Plan

The Tree Preservation Plan, completed by Davey Resource Group, dated June 29, 2023, was prepared to assess boundary trees, identify critical root zones, and determine the appropriate tree replacement rate. The report assessed 10 trees, all of which were privately owned. The report concluded that seven trees could be fully protected during construction with Tree Protection Fencing (“TPF”) installed to protect the roots from damage. It is expected that construction will impact two trees, and it is recommended that a Certified Arborist supervise excavation and pruning of the impacted roots. One tree is recommended for removal, as construction impacts are unavoidable. Two replacement trees are proposed to compensate for the loss.

Site Servicing Brief and Grading Plan

The Functional Servicing Brief, prepared by MTE Consultants, dated July 7, 2023, evaluated the servicing capacity for the proposed development. The report assessed the downstream capacity of the existing sanitary sewer and watermains, stormwater management consideration, and erosion and sediment controls in the context of the proposed development. The report concluded that there is adequate existing infrastructure to provide fire protection and domestic water supply to the proposed development, the existing sanitary sewer is adequately designed to accommodate the proposed development, and the proposed grading and servicing design will allow external stormwater flows to naturally drain through and around the proposed development up to the 250-year storm event.

7.0 CONCLUSIONS

The proposed development seeks to utilize a vacant and underutilized parcel to accommodate a fourplex dwelling that is appropriate within the context of the neighbourhood. Given the findings of this report and the supporting materials, it is concluded that the subject lands are well-suited for the proposed residential development. The proposed ZBA is consistent with the Provincial Policy Statement, and is in conformity with the London Plan. The ZBA will facilitate a residential development consisting of a 3.5-storey fourplex dwelling which is not permitted under the current zoning. The proposed development generally complies with the standard City of London Z.-1 Zoning By-law provisions for the “Residential 3 (R3-1)” zone; however, some site-specific provisions are required.

The form and scale of the proposed fourplex is appropriate for the surrounding neighbourhood. Site design elements including setbacks, height and landscaping contribute to a pedestrian-oriented development which is compatible with the adjacent low-density residential neighbourhood. Additional impacts of development, such as noise and odour, are minimal due to the location of the site and strategic design features.

The subject lands are intended for gentle intensification. The proposed development achieves this goal in a manner which is compatible with the surrounding uses. The proposal would contribute to the variety of dwelling types in the area, and would not create any undue adverse impacts for surrounding uses. Overall, the proposed fourplex will provide a desirable and compatible residential development, and will contribute positive intensification to the existing residential community.