

# Planning and Design Report

**St. Vincent de Paul**

**1 Fallons Lane**

**City of London**



**April 18, 2024**



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## 1.0 INTRODUCTION

St. Vincent de Paul has made an application to amend the City of London Z.- 1. Zoning By-law to facilitate the development of a portion of lands known municipally as 1 Fallons Lane (the “subject lands”) to permit the development of a 6-storey apartment building containing 73 affordable housing units. A pre-application consultation meeting took place with City of London Staff on March 14, 2023. The existing parish and a portion of the existing surface parking on the subject lands is to remain.

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

This report concludes that the proposed Zoning By-law Amendment application to permit the proposed development is appropriate and desirable for the following reasons:

- The proposed Zoning By-law Amendment is generally consistent with the policies of the 2020 Provincial Policy Statement and The London Plan;
- The proposed Zoning By-law Amendment will permit a desirable use in an area well-suited to support additional density/residential units;
- The proposed development will make efficient use of underutilized lands within an established built-up area of the City; and,
- The proposed development provides a well-functioning site design and built-form that is compatible with, and complimentary to the surrounding land uses.

## 2.0 SUBJECT LANDS

The subject lands consist of a rectangular-shaped parcel located on the west side of Fallons Lane, and north of Huron Street (Figure 1-2). The subject lands currently function as a neighbourhood facility, being St. Andrews Apostle Parish. The subject lands are currently owned by the Roman Catholic Episcopal Corporation of the Diocese of London Ontario, and are occupied by the church building, a surface parking area, a manse (residence of the minister) and associated garage, and a storage shed. Vehicular access is provided from Fallons Lane and Huron Street. The subject lands have a total area of approximately 15,213 m<sup>2</sup> with approximately 59.9 m (196.5 ft) of frontage along Fallons Lane. The subject lands abut a Catholic elementary school to the north; Fallons Lane to the east; Huron Street to the south; and, the Chisolm Place Housing Co-operative to the west. Land uses near the subject lands include a wide range of residential uses in all directions, including single-detached dwellings, semi-detached dwellings, townhouses, converted dwellings and medium-high rise apartment buildings. A wide range of service commercial and retail uses are located to the east and west (along Highbury Avenue and Clark Road); and, community and open space uses (Huronview Park; and, Stronach Park, Arena & Community Centre) are within walking distance of the site to the southwest of the subject lands.

The subject lands are generally flat in topography. Several established trees are located in the front and rear yards of the subject lands. Access to public transit is available along Huron Street (Route #21 & 25-27), providing connections across the City of London.

The subject lands are within the “Neighbourhoods” Place Type along a “Civic Boulevard” in the London Plan; and, are currently zoned “Neighbourhood Facility - NF1” in the City of London Z.1 Zoning By-Law.

Figure 1 – Aerial view of the subject lands with surrounding context



Figure 2 – Aerial view of the subject lands

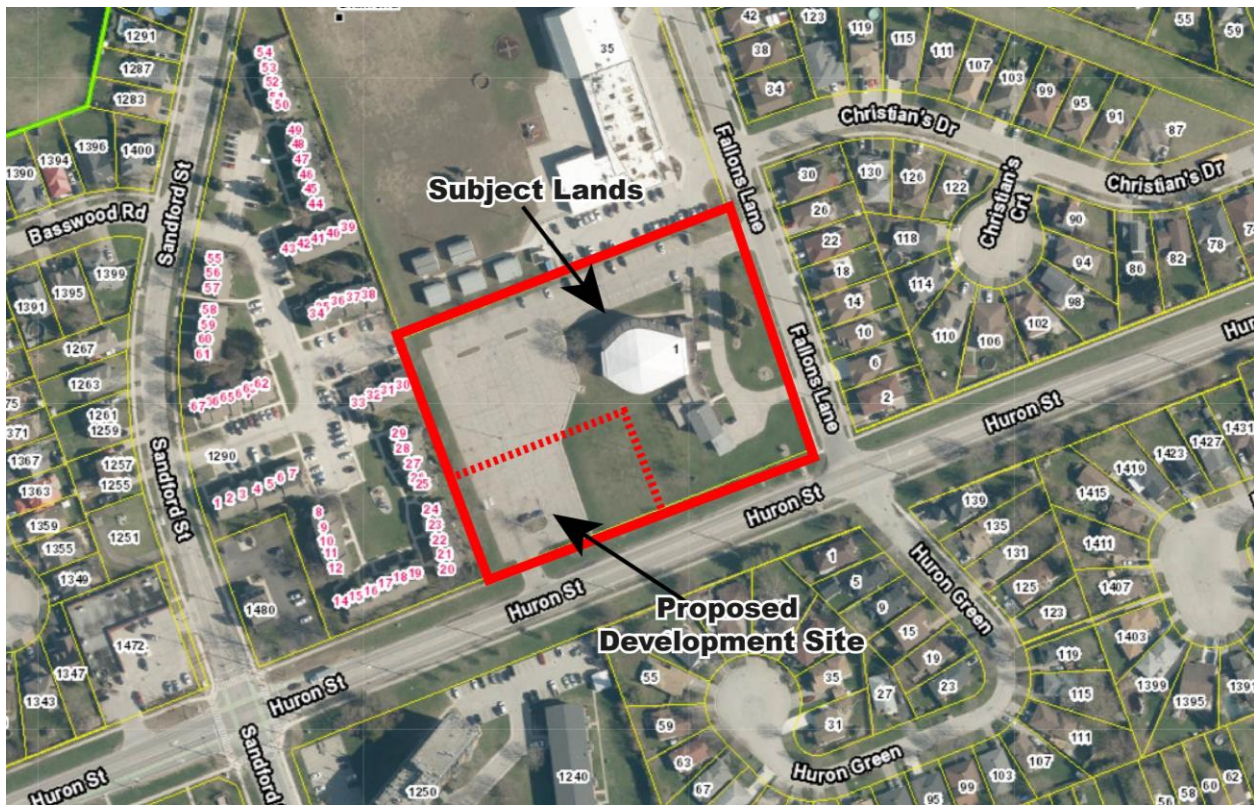


Figure 3 – Google Street view of the subject lands form Huron Street (looking north)



Figure 4 – Google Street view of the subject lands from Fallons Lane (looking west)



### 3.0 SURROUNDING LAND USE CONTEXT

#### 3.1 Spatial Analysis

The subject lands are generally surrounded by residential uses, community facilities, institutional uses, commercial uses, and open space uses. The land uses within a 400m and 800m radii of the subject lands, representing an approximate 5-minute and 10-minute walking distance respectively, are shown in Figure 5.

Figure 5 – Spatial analysis of the subject lands within a 400m & 800m radii



Huron Street’s streetscape is generally characterized by low-density, reverse frontage single detached dwellings, mid-rise apartment buildings, overhead powerlines, sidewalks on both sides of the street, large setbacks (14m), and mature trees.

The existing lands uses within an approximate 400m, 5-minute walk radius and an approximate 800m, 10-minute walking distance of the subject lands are as follows:

North: Residential and institutional uses are located north of the subject lands within 400m. Abutting the subject lands to north is an elementary school (École Élémentaire Catholique Sainte-Jeanne-d'Arc) (Figure 6), with low-density residential uses in the form of single detached dwellings beyond (Figure 7). Office uses and lands reserved for future urban development are located within 800m of the subject lands. The office uses exist in the form of a Federal Government research centre (Figure 8).

Figure 6 – Abutting Catholic school to the north of the subject lands (looking northwest)



Figure 7 – Single detached dwellings north of the subject lands on Chippewa Drive (looking northeast)



Figure 8 – London Research and Development Centre (looking northwest)





South: Huron Street abuts the subject lands to the south. Residential uses in the form of mid-rise apartment buildings (Figure 9), housing co-operatives (Twin Pine Village Co-Op Huron Pines Housing Co-Op) (Figure 10), and single detached dwellings are located across Huron Street within 400m of the subject lands. Residential uses in the form of single detached dwellings and open space uses in the form of a community centre (Stronach Arena and Community Centre), a skateboard park and baseball diamonds are located within 800m of the subject lands (Figure 11).

Figure 9 – 3 and 6-storey apartment buildings across Huron Street, south of the subject lands



Figure 10 – Twin Pine Village Housing Co-Operative (looking west)



Figure 11 – Stronach Arena and Community Centre and baseball diamonds (looking southwest)



East: Residential uses in the form of single detached dwellings are the primary land use within 400m, east of the subject lands and beyond (Figure 12). The Phoenix Housing Co-Operative (Figure 13) and institutional uses in the form of public schools (Chippewa Public School & Evelyn Harrison Public School) are present within 800m of the subject lands (Figure 14).

Figure 12 – Single detached dwellings directly across Fallons Lane from the subject lands (looking northeast)



Figure 13 – Phoenix Housing Co-Operative on Huron Street (looking south)



Figure 14 – Chippewa Public School (looking southeast)



West: Commercial and residential uses in the form of apartments, townhouses and single detached dwellings are located within 400m, west of the subject lands (Figure 15-16). A continuation of residential uses in the form of mid-rise apartment buildings (Figure 17) with some institutional uses are located within 800m of the subject lands.

Figure 15 – Abutting residential housing co-operative to the west of the subject lands (looking southeast)



Figure 16 – Huron Village Apartments (looking north)



Figure 17 – 6-storey apartment buildings on Webster Street (looking north)

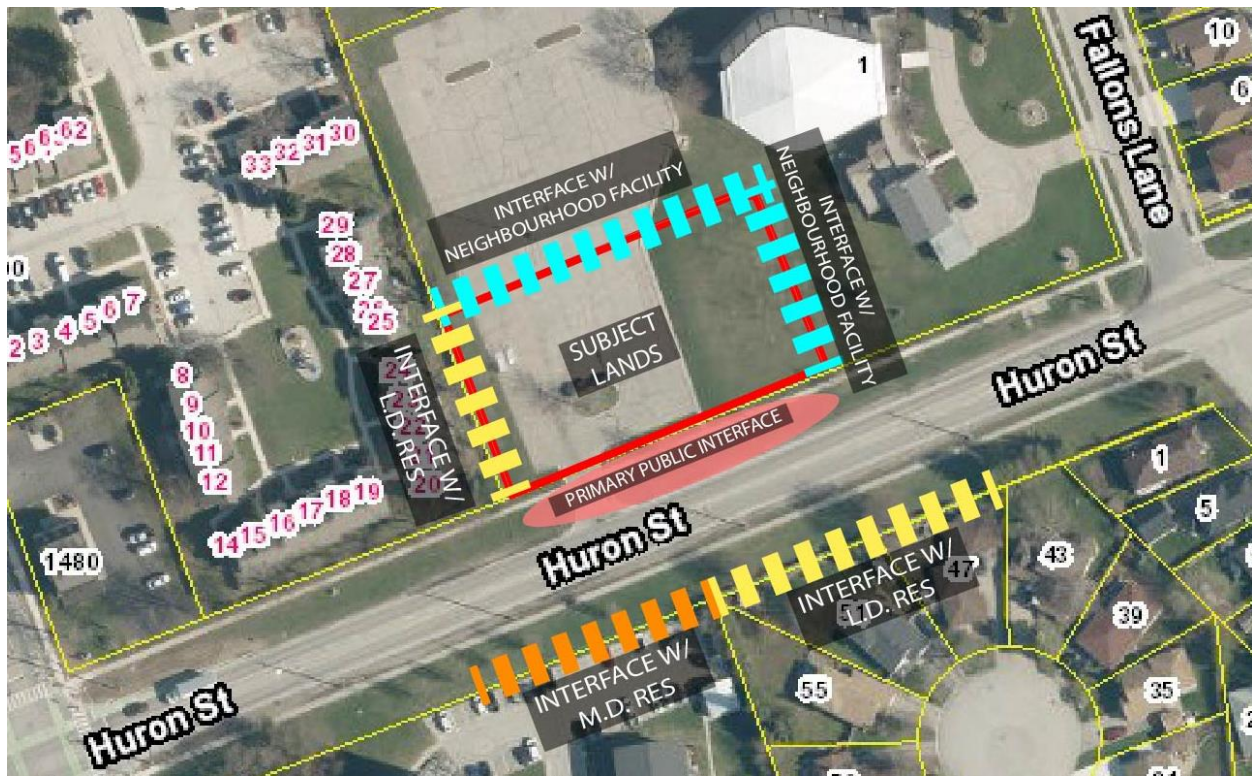


In summary, lands within 400m (5-minute walk radius) are predominantly comprised of residential uses in the form of apartment buildings, townhouses, housing co-ops and single detached dwellings. Lands within 800m (10-minute walk radius) are similar to those described above but also include institutional and open space uses. Notably, many commercial and retail stores are present at the intersection of Highbury Avenue North and Huron Street, approximately 1000m west of the subject lands. Overall, the subject lands have good access to a wide range of open space areas, recreational opportunities, employment opportunities, schools, and shopping areas within walking distance.

### 3.2 Site-Specific Spatial Analysis

Figure 18 below illustrates the relationship between the subject lands and abutting uses. The active frontage of the subject lands, shown in pink, is located along Huron Street (Civic Boulevard). Interfaces with abutting residential uses are shown in yellow and orange and interfaces with community facilities are shown in blue. Vehicular access to the rear of the subject lands is to generally remain where the current access is located along Huron Street.

Figure 18 – Site Specific Spatial Analysis



As mentioned, St. Andrew's Apostle Parish is located to the northeast of the portion of the subject lands proposed to be developed for multi-unit residential uses.

## 4.0 DESIGN GOALS AND OBJECTIVES

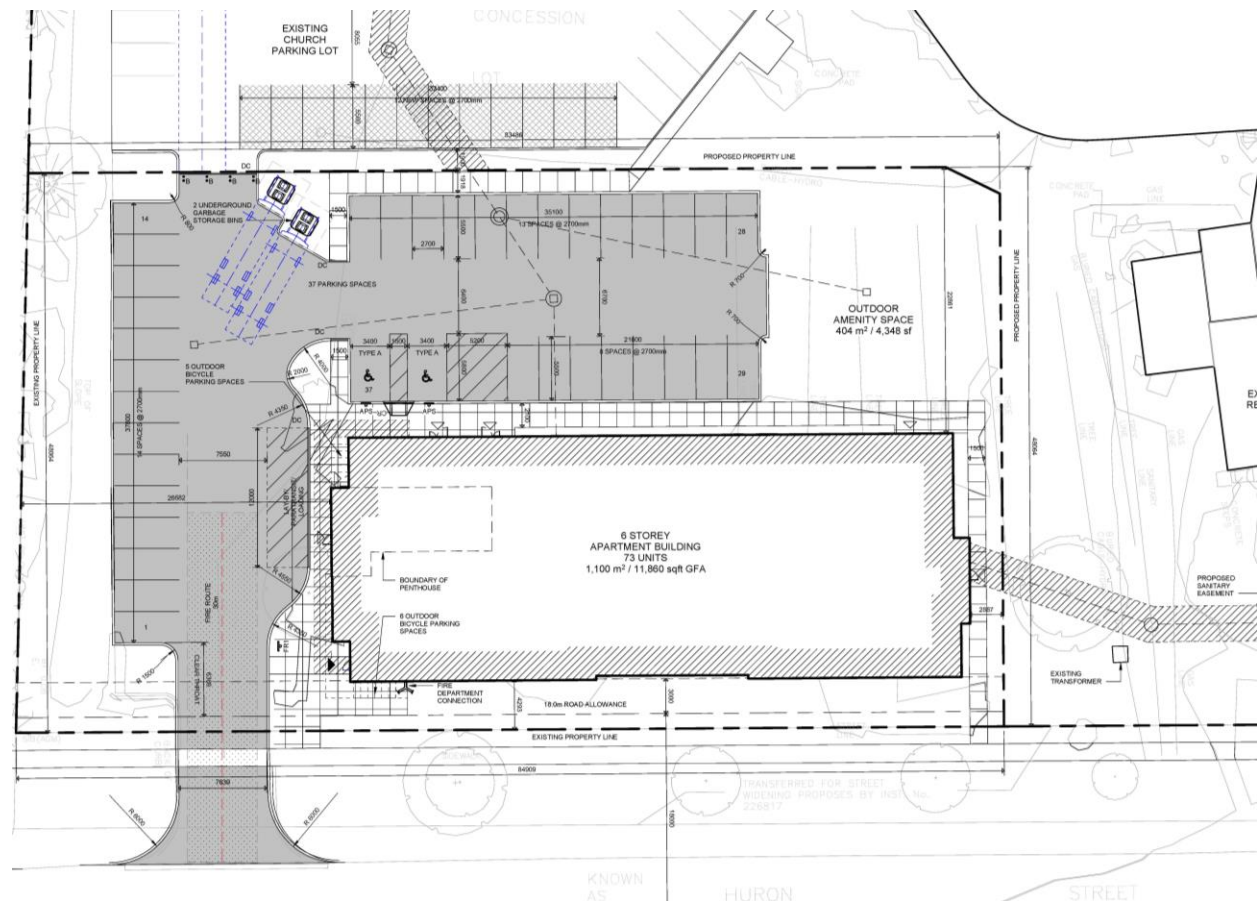
Given the surrounding built form and land use context, the goal of the proposed development is to intensify underutilized lands in a manner that is compatible with the surrounding built-form, contribute to, and fulfill, the planned function of the area, and to provide a visually attractive building. As such, the proposed development is intended to:

- Make efficient use of the land for uses compatible with, and complementary to, existing development in the surrounding area;
- Limit adverse impacts on neighbouring residential uses through appropriate scaling and massing;
- Provide additional height and massing for buildings located close to the street;
- Provide a density that makes efficient use of the land and the available municipal services, infrastructure, transit, and transportation infrastructure;
- Provide a development that utilizes high-quality materials in a built form compatible with proximate land uses;
- Appropriately integrate the built form into the existing land use policy context, specifically in terms of massing, height, and articulation;
- Provide opportunities for complete communities by providing a range of housing types that support aging in place; and,
- Provide a form of affordable housing that may be priced lower per unit than current market rate, providing a range of affordability options and housing choice in the community.

## 5.0 PROPOSED DEVELOPMENT

A portion of the subject lands is proposed to be developed for residential uses in the form of a 6-storey apartment building with 73 dwelling units, landscaped areas, an outdoor amenity space and surface parking (Figure 19).

Figure 19 – Conceptual Site Plan



The apartment building is intended to be entirely comprised of affordable housing units developed by St. Vincent DePaul. A Consent Application has been submitted to initiate the creation of a new lot in the southwest corner of the subject lands that will accommodate the proposed apartment building, together with associated parking and landscaped open space. The lands to be severed will have an area of 4,041.52 m<sup>2</sup> with approximately 84.8 m of frontage along Huron Street. The lands to be severed currently function as surface parking for the St. Andrew's Apostles Parish. The remainder of the subject lands have an area of 11,172.0 m<sup>2</sup> and will be retained by the current owner – St. Andrews Apostle Parish. The retained lands contain the church building, a surface parking area with 132 remaining vehicular spaces, a manse and associated garage, a storage shed and access driveways from Fallons Lane. All current uses will continue on the retained lands.

The proposed apartment building will be located in the southeast corner of the proposed lot, with surface parking areas located to the west and north of the building. An outdoor amenity area is to be located northeast of the building, generally screened from the public, providing future residents with privacy from surrounding uses. Vehicular access for the proposed development will be in the same general location as the current access and will provide a full-turns driveway from Huron Street. A new walkway will be established parallel to the access driveway, providing convenient and safe pedestrian access to the building from Huron Street.

The proposed building will be a total of 6-storeys (22.0m) in height and contain 73-units for a total site density of 182.5 UPH. Surface parking will be provided at a rate of 0.5 spaces per unit, for a total of 37 spaces (Figure 19). The proposed parking supply meets the standard requirements of the Zoning By-Law.

The proposed building is separated from the existing housing co-operative immediately west of the subject lands by a 26.8 m interior side yard setback. A 3.0m interior side yard setback is proposed from the building to the east from the retained lands containing the parish and manse. We note the existing church and manse to the east of the subject lands is setback by approximately 11.2m, resulting in a total building separation of approximately 14.2m. Additionally, a rear yard setback of 22.0m to north from the retained lands, with a total building separation of 28.0m proposed.

## 6.0 PROPOSED APPLICATIONS

As the proposed development is not permitted under the current Zoning By-law regulations, a Zoning By-law Amendment is required.

### 6.1 Zoning By-law Amendment

The subject lands are currently zoned “*Neighbourhood Facility 1*” in the in the City of London Z.-1 Zoning By-Law. The proposed Zoning By-law Amendment application seeks to re-zone a portion of the subject lands to a site-specific, special regulation “*Residential 8 (R8-4(\_))*” zone, with site-specific provisions as follows:

- Minimum front yard setback of 4.3m;
- Minimum interior side yard depth of 3.0m;
- Maximum height of 22.0m (6-storeys), and,
- Maximum density of 182.5 UPH.

At this time, no other special regulations have been identified as necessary; however, additional special regulations may be identified through the planning review process.

## **7.0 BUILT FORM AND SITE COMPATIBILITY**

### **7.1 Built Form, Massing, and Articulation**

The proposed development provides a valuable opportunity to meaningfully contribute to the Huron Street streetscape by enhancing the quality, functionality and visual appeal of the subject lands and public realm overall.

The building is located close to the Huron Street frontage with a 4.3m setback, providing a strong street presence and ample room for landscaping elements. The principal entrance for the apartment building is located at the southwest corner of the building, oriented towards Huron Street and to the west, thereby providing a logical and visible point of access. The building is oriented to screen the majority the surface parking area and landscaped amenity space internal to the site.

The building is designed with a flat roof and parapets corresponding to the interior stairwells at the roof line. The parapets break up the massing, providing variation on the east and west facades.

From a built-form perspective, the subject lands are contextually appropriate in terms of size and location for a residential apartment building, given the property's location on a "*Civic Boulevard*". The height and massing of the proposed building is appropriate and will fit harmoniously within the existing built context. The proposed building is consistent with nearby built forms in the surrounding area, and is an appropriate form of residential infill development in an established neighbourhood.

The proposed building, situated close to the Huron Street right-of-way, will enhance the character and quality of the streetscape/public realm through the provision of landscaped areas, pedestrian walkways, and an increased building height for passive surveillance.

### **7.2 Character and Image**

The proposed building provides a strong and appropriate visual presence. The proposed heights are modest within the context of the overall character of the surrounding area, and the proposed setbacks and architectural treatment are intended to maintain and enhance the character of the area. The proposed mid-density residential development will provide a neighbourhood focal point at this prominent location.

### **7.3 Architectural Treatment**

Conceptual cladding materials include brick, masonry, glass, horizontal siding, architectural paneling (aluminum, concrete, etc.), stucco, and a variety of accent materials. Conceptual visualizations are shown in Image 1 through Image 2.



The architectural style of the buildings is modern and contemporary, with standardized use of building materials, windows, and functional architectural features. While the design of the buildings may be further refined through the Site Plan Approval process, building details contemplated at this stage include points of entry, windows, material treatment, and massing (parapets, façade design, etc.).

**Image 1 – Conceptual view of the proposed 6-storey building from Huron Street**



**Image 2 – Conceptual rear view of the proposed 6-storey building**



## 7.4 Public Realm

The public realm consists of the Huron Street streetscape, which will be enhanced by the proposed development. The public realm will be defined by the location of the 6-storey building close to the street line, providing a focal point for the neighbourhood at a prominent location along a “*Civic Boulevard*”. Specific elements within the public realm, including landscaping and hardscape features, will be refined through the Site Plan Approval process.

Overall, the proposed development will significantly enhance the public realm and pedestrian experience along the Huron Street frontage.

## 8.0 POLICY ANALYSIS

The following sections of this report provide analysis on the proposed development and associated planning applications with respect to applicable policy and regulatory documents.

### 8.1 Provincial Policy Statement, 2020

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 protection of natural resources. All planning applications, including Zoning By-law Amendment applications, are required to be consistent with these policies.

The policy analysis describing how the proposed application is consistent with the stated policies within the PPS is detailed in the below table.

Provincial Policy Statement (2020) Policy Analysis Table	
Policy	Response
<p><b>Section 1.1.1 Managing and Directing Land Use [...]</b> Healthy, live able and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;</li> <li>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</li> </ul>	<p>The proposed development is an efficient and appropriate form of residential development for the subject lands, and will add to the range and mix of residential uses to help satisfy the long-term housing needs identified in the City of London.</p> <p>The proposed development is a compact and cost-effective form of housing that will utilize existing municipal services within an existing built-up area of the City. Thus, the consumption of land and servicing costs are minimized.</p> <p>The subject lands are a suitable location for the proposed development, being located near existing transit services, providing good access to services around the City of London.</p>

<p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p>	
<p><b>Section 1.1.3.1 Settlement Areas</b> Settlement areas shall be the focus of growth and development.</p>	<p>The subject lands are located within a settlement area, being within the built-up downtown area of the City of London.</p>
<p><b>Section 1.1.3.2 Settlement Areas</b> Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> <li>a) efficiently use land and resources;</li> <li>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</li> <li>e) support active transportation;</li> <li>f) are transit-supportive, where transit is planned, exists or may be developed;</li> </ul>	<p>The proposed development broadens the range of residential forms and intensities in the immediate area, and compliments the range and intensities of mixed forms in the greater surrounding area. It makes efficient use of underutilized land, resources, infrastructure, and existing transportation networks by adding residential uses to the subject lands. The subject lands are serviced by pedestrian sidewalks via the Huron Street right-of-way, supporting the use of active transportation; and, are situated along existing transit routes, supporting existing and future transit opportunities.</p>
<p><b>Section 1.1.3.3 Settlement Areas</b> Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The subject lands are an appropriate location for residential development as the lands are located within a built-up area of the City with good access to existing public transit services. The subject lands are within walking distance to public services, amenities, and green spaces.</p>
<p><b>Section 1.1.3.4 Settlement Areas</b> Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed development will utilize zoning regulations that are generally applied to a development of this intensity, including appropriate building setbacks and parking. The proposed special zoning provisions relating to density achieve a more intense form of compact development, and are supported by the applicable technical studies provided. There are no risks to public health and safety from the proposed development.</p>
<p><b>Section 1.1.3.6 Settlement Areas</b> New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.</p>	<p>The proposed development is within an existing built-up area. The proposed density of 182.5UPH is reflective of a compact and efficient form of housing which adds to the mix of uses and densities in this area planned for significant growth.</p>
<p><b>Section 1.4.3 Housing</b> Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> <li>b) permitting and facilitating:</li> </ul>	<p>The proposed development contributes to the range and mix of housing types to accommodate future growth in the City of London, and is consistent with the policy intent to encourage appropriate residential development/infill.</p>

<p>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</p> <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>	<p>This proposed development is considered appropriate as it takes advantage of existing infrastructure and public services; makes good use of underutilized land; supports the use of existing and emerging active transportation and public transit routes; contributes to housing supply; and, has a compact and cost-effective built form.</p> <p>The proposed affordable housing development aims to supply housing at lower-than-average market rent which will contribute to the range of options for housing affordability in this part of the City of London.</p>
<p><b>Section 1.6.6.2 Sewage, Water and Stormwater</b> Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p>	<p>The proposed development will make full use of municipal services.</p>
<p><b>Section 1.6.7.4 Transportation Systems</b> A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>	<p>The proposed development, being located close to existing transit routes and other amenities, such as open space/recreational uses, institutional, and commercial uses, encourages the use of active and public transportation.</p>
<p><b>Section 1.7.1</b> Long-term economic prosperity should be supported by:</p> <p>a) Promoting opportunities for economic development and community investment-readiness;</p> <p>b) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities.</p>	<p>The proposed Zoning By-Law Amendment application promotes economic development and community investment by permitting additional appropriate, compatible, and complementary uses on the subject lands. The zoning proposed on the subject lands allows for continued investment on the property, utilizes the existing land base to accommodate the proposed development, and avoids unnecessary expansion of lands or development in more peripheral parts of the City.</p>

Given the above, the proposed development and associated amendments are consistent with the 2020 Provincial Policy Statement.

## 8.2 The City of London 2016 Official Plan

The 2016 Official Plan (The London Plan) is the land use planning policy framework that applies to all lands within the City of London. It emphasizes growing inward and upward to reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. At the root of The London Plan is the goal of building a city that will be attractive as a place to live and invest in a highly competitive world and one that will offer the opportunity of prosperity to everyone. A strong and recurring theme of the Plan is to encourage appropriate intensification and redevelopment.

The subject lands are within the “Neighbourhoods” Place Type (Figure 20), and situated along a “Civic Boulevard” (Huron Street) and “Neighbourhood Street” (Fallons Lane) Street Classification (Figure 21) in The London Plan.

Figure 20 – The subject lands identified on The London Plan’s “Map 1 – Place Types”

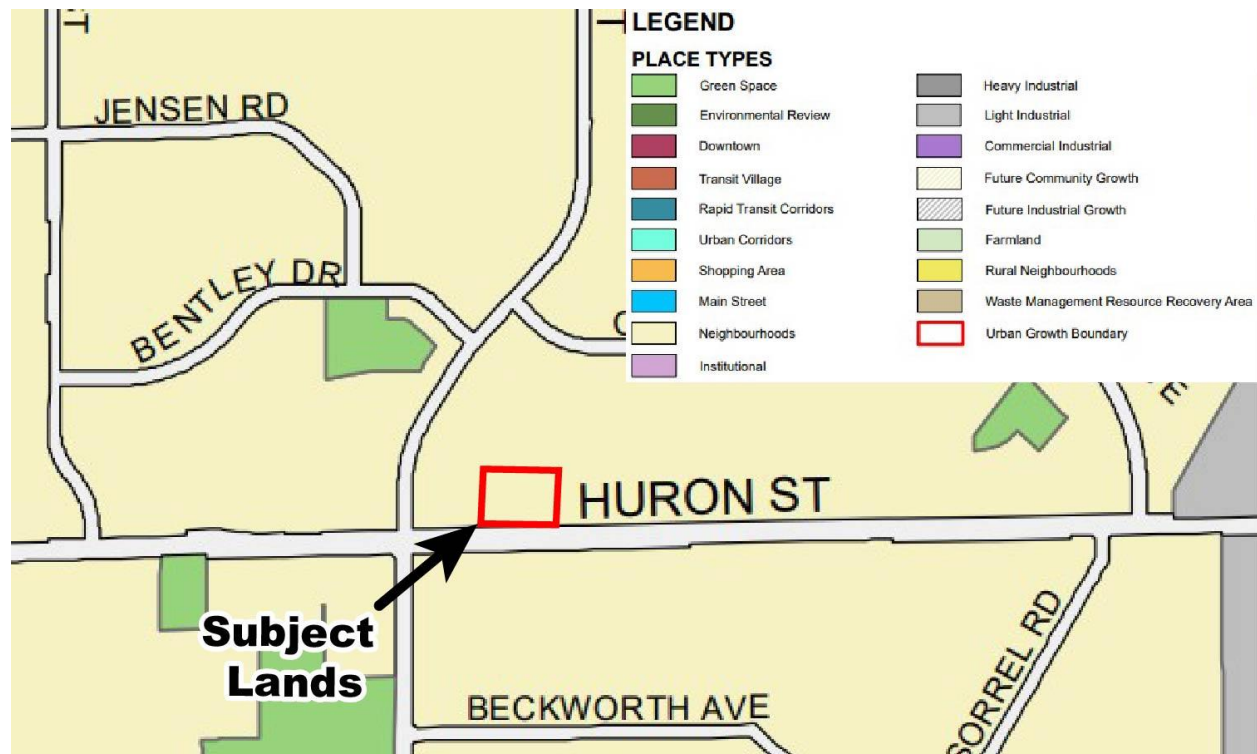
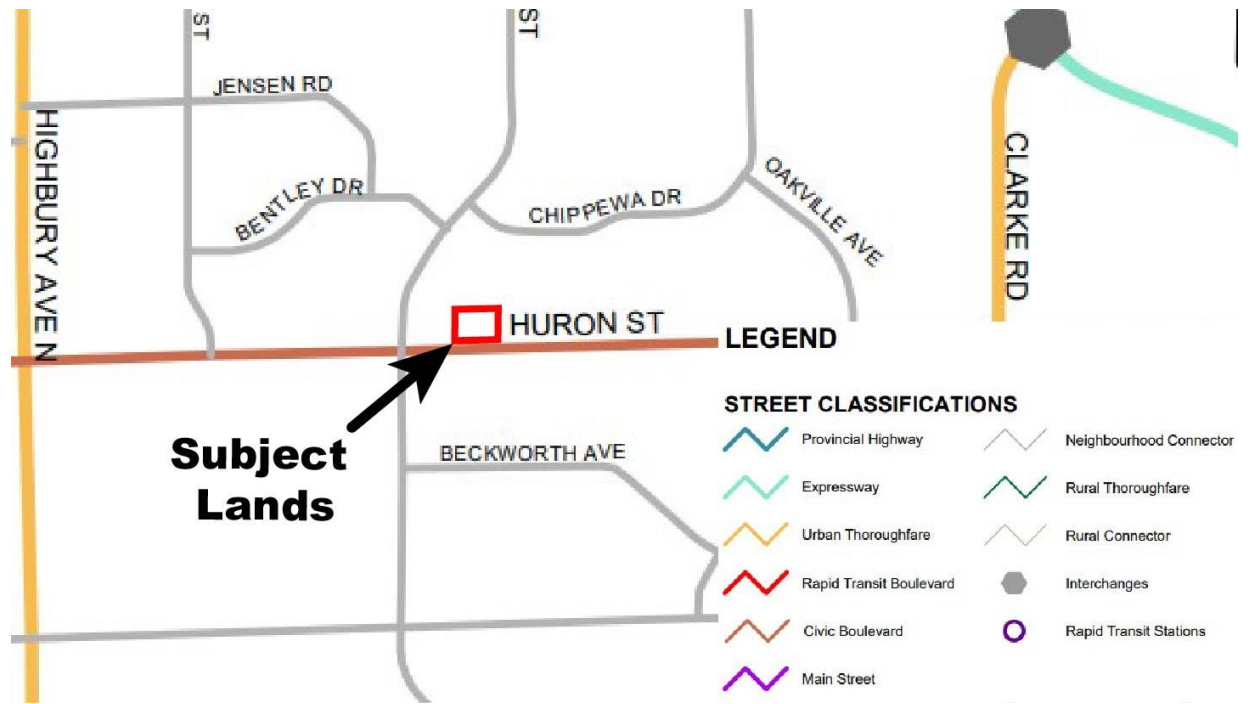


Figure 21 – The subject lands identified on The London Plan’s “Map 3 – Street Classifications”



The following table contains a policy analysis detailing how the proposed development conforms with The London Plan:

The London Plan (2016) Policy Analysis Table	
Policy	Response
<p><b>Section 916 Vision for the Neighbourhoods Place Type</b></p> <p>Some of the key elements of the vision for the Neighbourhoods Place Type include:</p> <ol style="list-style-type: none"> <li>1. A strong neighbourhood character, sense of place and identity.</li> <li>2. Attractive streetscapes, buildings, and public spaces.</li> <li>3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.</li> <li>4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.</li> <li>5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.</li> <li>6. Easy access to daily goods and services within walking distance.</li> <li>7. Employment opportunities close to where we live.</li> <li>8. Parks, pathways, and recreational opportunities that strengthen community identity and serve</li> </ol>	<p>The proposed Zoning By-law amendment would permit apartment unit dwellings in an existing residential area with a variety of commercial uses and services available nearby; in addition to open/recreational spaces such as Huronview Park, Stronach Skateboard Park, Arena, Community Centre and baseball fields within walking distance, which is in keeping with the general intent of the vision for the “Neighbourhood” Place Type.</p> <p>The proposed development will significantly improve the Huron Street streetscape by replacing an existing parking area with a well-designed apartment building with landscaped areas and private amenity space.</p> <p>The proposed development is to be entirely comprised of affordable housing units, thereby providing a greater diversity of affordable housing choices in a well-connected neighbourhood with convenient access to employment opportunities, recreational areas and goods and services within walking distance as outlined in the Spatial Analysis section of this report.</p>

<p><b><u>Section 918 How Will We Realize Our Vision</u></b> We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:</p> <ul style="list-style-type: none"> <li>• Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.</li> <li>• Affordable housing will be planned for, and integrated into, all neighbourhoods.</li> <li>• Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.</li> </ul>	<p>The proposed development is set to provide 73 affordable housing units, thereby providing a greater mix and diversity of housing options to the area.</p> <p>The proposed Zoning By-law Amendment will facilitate a form of residential intensification on the subject lands, categorized as infill development by The London Plan.</p> <p>The proposed development respects the character of the neighbourhood while providing a needed form of housing on an existing lot in a built-up area of the city with good access to commercial uses, thereby supporting local businesses; and, and open space uses to support the physical and social health of the buildings future residents.</p>
<p><b><u>Table 10 – Range of Permitted Uses in Neighbourhoods Place Type</u></b> Neighbourhood Street Classification</p> <ul style="list-style-type: none"> <li>• Single detached</li> <li>• Semi-detached</li> <li>• Duplex</li> <li>• Converted dwellings</li> <li>• Townhouses</li> <li>• Additional residential units</li> <li>• Home occupations</li> <li>• Group homes</li> <li>• Triplexes</li> <li>• Small-scale community facilities</li> <li>• Stacked townhouses</li> <li>• Fourplexes</li> <li>• Low-rise apartments</li> <li>• Emergency care establishments</li> <li>• Rooming houses</li> <li>• Supervised correctional residences</li> </ul>	<p>Fallons Lane is classified as a “<i>Neighbourhood Street</i>” and Huron Street is classified as a “<i>Civic Boulevard</i>” on “<i>Map 3 – Street Classifications</i>” in The London Plan. The proposed development will have its lot frontage and access along Huron Street. The range of permitted uses on a “<i>Civic Boulevard</i>” in which the subject lands are located contemplates “<i>low-rise apartments</i>” as a permitted use.</p>
<p><b><u>Table 11 – Range of Permitted Heights in Neighbourhoods Place Type</u></b> Civic Boulevard</p> <ul style="list-style-type: none"> <li>• Minimum 2-storesy;</li> <li>• Standard Maximum 4-storesy; and,</li> <li>• Upper Maximum 6-storesy.</li> </ul>	<p>This Zoning By-law Amendment application requests the upper maximum height contemplated along a “<i>Civic Boulevard</i>” in the form of a 6-storey apartment building. A 6-storey building is an appropriate height for the subject lands given the level of street classification in which the lands are located and the presence of other 6-storey/mid-rise apartment buildings nearby.</p>
<p><b><u>Section 937-939 - Residential Intensification in Neighbourhoods</u></b> Opportunities for intensification include:</p> <ul style="list-style-type: none"> <li>• <b>Lot Creation</b> - severing one lot into two or more lots</li> <li>• <b>Infill Development</b> - developing one or more new residential units on vacant or underutilized lots, or adding residential units through additions to existing buildings.</li> </ul>	<p>The subject lands are significantly underutilized in their current form. Intensification on the subject lands provides an opportunity to improve and enhance the existing public realm condition, including the lack of a strong built-form relationship to the street edges, and a better integration of the lands into the surrounding neighbourhood, particularly for the westerly portion of the subject lands.</p> <p>This Zoning By-law Amendment application to permit residential uses on the subject lands, also involving the</p>

	severance of a portion of an existing, underutilized lot within the “Neighbourhoods” Place Type fulfills the purpose and intent of The London Plan to promote residential intensification in the form of lot creation and infill development where appropriate.
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## CITY DESIGN – RESPONSE TO CITY DOCUMENTS

The City Design policies of The London Plan set out general urban design policies that apply to the entire city. It is recommended that this report be read in its entirety, rather than the urban design sections alone, to gather a comprehensive understanding of the merits of the proposed development. The proposed development is consistent with these urban design policies as follows:

CITY DESIGN – RESPONSE TO CITY DOCUMENTS	
Policy	Response
<p><b><u>Section 193 What are we trying to achieve?</u></b> In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:</p> <ol style="list-style-type: none"> <li>1) A well-designed built form throughout the city.</li> <li>2) Development that is designed to be a good fit and compatible within its context.</li> <li>3) A high-quality, distinctive, and memorable city image.</li> <li>4) Development that supports a positive pedestrian environment.</li> <li>5) A built form that is supportive of all types of active mobility and universal accessibility.</li> <li>6) High-quality public spaces that are safe, accessible, attractive, and vibrant.</li> <li>7) A mix of housing types to support ageing in place and affordability.</li> <li>8) Sustainably designed development that is resilient to long-term change.</li> </ol> <p>Healthy, diverse, and vibrant neighbourhoods that promote a sense of place and character.</p>	<p>The proposed development conforms to these goals by providing a development that:</p> <ul style="list-style-type: none"> <li>• Introduces a new range of unit sizes, layouts, and housing types to the immediate area;</li> <li>• Provides compatible yet distinct design features to integrate well with the surrounding context;</li> <li>• Establishes a residential density that is appropriate to the neighbourhood and results in compact development;</li> <li>• Incorporates multi-unit residential development in an area appropriate for additional residential development;</li> <li>• Significantly enhances the streetscape and pedestrian environment with a well-designed building and landscaped areas situated close to the Huron Street frontage;</li> <li>• Incorporates accessible units for individuals with varying levels of mobility, thereby supporting ageing in place, access, housing choice and affordability, given the nature of the proposed development; and,</li> <li>• Features a high-quality private outdoor amenity space for the future residents, in addition to being in an area with good access to public open space and amenities.</li> </ul> <p>The subject lands are well-suited to accommodate the proposed development and can contribute to expanding the range of housing forms and tenures to meet current and future demand for housing in the area.</p> <p>The inclusion of a range of affordable residential unit sizes supports the intent of providing housing choice for residents in the area.</p>



<b>Character</b>	
<p>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.</p>	<p>The proposed development will respect the predominant physical character of the surrounding area by providing a built-form that is contextually appropriate, and preserves the quality of the existing cultural heritage landscape.</p>
<b>Site Layout</b>	
<p><b>Section 252</b> The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.</p>	<p>The site layout responds appropriately to the surrounding context of the subject lands with a suitable height, adequate setbacks, circulation, and lot coverage.</p> <p>As previously noted, the proposed building is separated from the existing housing co-operative immediately west of the subject lands by a 26.8 m interior side yard setback. A 3.0m interior side yard setback is proposed from the building to the east from the retained lands containing the parish and manse. We note existing church and manse to the east of the subject lands is setback by approximately 11.2m, resulting in a total building separation of approximately 14.2m. Additionally, a rear yard setback of 22.0m to north from the retained lands' lot line is proposed, with a total building separation of 28.0m.</p> <p>The proposed development incorporates quality building materials and treatments that are respectful of the local context and character of the surrounding area.</p>
<p><b>Section 253</b> Site layout should be designed to minimize and mitigate impacts on adjacent properties.</p>	<p>The proposed site layout proposes appropriate side yard and rear yard setbacks from abutting properties, thereby minimizing the potential for impacts. The portion of the subject lands proposed to be developed will include functional and aesthetically pleasing areas for the future residents of the building and for the surrounding neighbourhoods whose views are privy to the subject lands, as opposed to the current view of a parking area, thereby minimizing visual impacts for abutting property owners.</p>
<p><b>Section 255</b> Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.</p>	<p>The proposed development incorporates a new pedestrian walkway along the proposed driveway access from Huron Street, which will facilitate safe movement and connectivity on and off the subject lands for the future residents.</p>
<p><b>Section 258</b> The layout and grading of a site should retain and incorporate desirable trees.</p>	<p>The proposed development will maintain existing trees where feasible.</p>
<p><b>Section 268</b> Sites shall be designed to provide a direct, comfortable, and safe connection from the principle building entrance to the public sidewalk.</p>	<p>The proposed development will incorporate a walkway from the principal entrance available on Huron Street to</p>

	the public realm, providing a safe, comfortable, and direct pedestrian connection.
<b>Buildings</b>	
<b>Section 286</b> Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.	The proposed building will establish a height of 22.0m, a human-scaled height that is comfortable for pedestrians and setback appropriately from the street.
<b>Section 301</b> 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 designs.	Conceptual cladding materials include brick, masonry, glass, horizontal siding, architectural paneling (aluminum, concrete, etc.), stucco, and a variety of accent materials, providing variation and reducing the visual bulk of the building.

Given the above analysis, the proposed development conforms to the applicable city design policies of The London Plan. As such, the proposed Zoning By-law Amendment to permit the proposed residential development is considered appropriate and desirable.

## EVALUATION CRITERIA FOR PLANNING APPLICATIONS

All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed (Policy 882). The following criteria will be used to evaluate all planning and development applications:

<b>Evaluation Criteria for Planning and Development Applications (Policy 1578)</b>	
<i>Policy</i>	<i>Response</i>
<i>1. Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.</i>	As demonstrated in this report, the proposed Zoning By-Law Amendment is consistent with the intent and policies of the Provincial Policy Statement.
<i>2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan</i>	The proposed Zoning By-Law Amendment conforms with a variety of key directions within the “ <i>Our Strategy</i> ” chapter of The London Plan, including: planning strategically for a prosperous city by utilizing existing land, infrastructure, and resources. Furthermore, the proposed application is generally consistent with the growth framework outlined in the “ <i>Our City</i> ” chapter in The London Plan as no environmental features are identified on the subject lands; and as such, the “ <i>Environment</i> ” chapters of The London Plan are not reviewed as part of this report.
<i>3. Conformity with the policies of the place type in which they are located.</i>	As demonstrated in this report, the proposed Zoning By-Law Amendment generally conforms to the policies of the “ <i>Neighbourhoods</i> ” Place Type.
<i>4. Consideration of applicable guideline documents that apply to the subject lands.</i>	Not applicable
<i>5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.</i>	The subject lands have access to available municipal services.
<i>6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be</i>	a. Traffic and access management

<p>managed and mitigated. Considering the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:</p> <ul style="list-style-type: none"><li>a. Traffic and access management.</li><li>b. Noise.</li><li>c. Parking on streets or adjacent properties.</li><li>d. Emissions generated by the use such as odour, dust, or other airborne emissions.</li><li>e. Lighting.</li><li>f. Garbage generated by the use.</li><li>g. Privacy.</li><li>h. Shadowing.</li><li>i. Visual impact.</li><li>j. Policy Deleted.</li><li>k. Trees and canopy cover.</li><li>l. Cultural heritage resources.</li><li>m. Natural heritage features and areas.</li><li>n. Natural resources.</li><li>o. Other relevant matters related to use and built form</li></ul>	<p><u>Response:</u> Huron Street will provide vehicular and pedestrian access to the proposed apartment building on the subject lands. No significant impacts to other nearby properties are anticipated. Areas west of the subject lands (Huron Street &amp; Highbury Avenue North) facilitate high-traffic volumes, therefore, the addition of the proposed residential units to this area of London will have a negligible impact on traffic volumes and accesses to adjacent properties. Overall, the proposed development will enhance the character of the streetscape by addressing the road through building design and pedestrian access.</p> <ul style="list-style-type: none"><li>b. Noise</li></ul> <p><u>Response:</u> No significant noise impacts on abutting lands are anticipated due to the residential nature of the proposed development. Generally, apartment buildings do not emit significant volumes of noise. The church present on the subject lands and nearby schools generally operate in day-time hours. Lands to the east, west and south are comprised of residential uses. Given the significant noise generated from vehicles in and around the area, it is unlikely that the proposed development would add any significant noise to the area.</p> <ul style="list-style-type: none"><li>c. Parking on streets or adjacent properties</li></ul> <p><u>Response:</u> No parking impacts are anticipated on adjacent properties as the proposed development will provide the required 0.5 spaces per unit on site. Given the target demographic for the proposed affordable-housing development, a rate of 0.5 spaces is considered adequate.</p> <ul style="list-style-type: none"><li>d. Emissions generated by the use such as odour, dust, or other airborne emissions</li></ul> <p><u>Response:</u> No odour, dust, or other airborne emissions will be generated by the subject lands.</p> <ul style="list-style-type: none"><li>e. Lighting</li></ul> <p><u>Response:</u> A Photometric Plan was not requested by Staff as part of a complete application. As such, the City of London does not anticipate any lighting concerns as it relates to the proposed development.</p> <ul style="list-style-type: none"><li>f. Garbage generated by the use</li></ul> <p><u>Response:</u> Garbage generated by the proposed development will be collected internally, as well as through two underground storage bins at the north end of the site.</p> <ul style="list-style-type: none"><li>g. Privacy</li></ul> <p><u>Response:</u> No significant or undue impacts to the privacy of abutting and adjacent lands are anticipated, as the proposed development has strategically located windows and accesses to ensure privacy of the residents and neighbours.</p> <ul style="list-style-type: none"><li>h. Shadowing</li></ul> <p><u>Response:</u> A Shadow Study was not requested by Staff as part of a complete application. As such, the City of London does not anticipate any shadowing concerns as it relates to the proposed Zoning By-Law Amendment.</p> <ul style="list-style-type: none"><li>i. Visual impact</li></ul>
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	<p><u>Response:</u> As the area to be developed currently contains a parking area in association with the existing use on the subject lands, the addition of the proposed building will make for a valuable contribution to the Huron Street streetscape. The proposed apartment building will create a strong street presence with a minimal front yard setback and parking located to the west and rear of the building. The building is appropriate and compatible with existing built forms near the subject lands. Additionally, the rear yard of the lot will be developed into an amenity area for the residential units, thereby enhancing the visual appeal of the subject lands and creating privacy for residents. Creating attractive amenity spaces in the area will have a positive impact on abutting and adjacent properties.</p> <p>j. Trees and canopy cover. <u>Response:</u> A Tree Preservation Plan was requested by Staff as part of a complete application. New trees will be planted to compensate for the removals. Please refer to the attached Tree Preservation Plan for additional information.</p> <p>k. Cultural heritage resources. <u>Response:</u> A Stage 1 &amp; 2 Archaeological Assessment was requested by Staff as part of a complete application. The Archaeological Assessment did not find any resources on site.</p> <p>l. Natural heritage features and areas. m. Natural resources. <u>Response:</u> There are no natural heritage features or natural resource features on the subject lands.</p>
<p>7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering the type of application under review, and its context, an analysis of fit may include such things as:</p> <p>a. Policy goals and objectives for the place type. b. Policy goals and objectives expressed in the City Design chapter of this Plan. c. Neighbourhood character. d. Streetscape character. e. Street wall. f. Height. g. Density. h. Massing. i. Scale. j. Placement of building. k. Setback and step-back. l. Relationship to adjacent buildings. m. Proposed architectural attributes such as windows, doors, and</p>	<p>a. Policy goals and objectives for the place type. b. Policy goals and objectives expressed in the City Design chapter of this Plan. <u>Response:</u> The proposed Zoning By-Law Amendment has been demonstrated to generally conform with the applicable place type and design policies of The London Plan. The proposed Zoning By-Law Amendment is appropriate for the subject lands and compatible with the existing range of uses in the surrounding area. The City Design policies are addressed in this report as the subject lands interfaces with the public right-of-way along Huron Street.</p> <p>c. Neighbourhood character <u>Response:</u> The subject lands are an appropriate location for residential apartment units, by virtue of their location within the “Neighbourhoods” Place Type and along a “Civic Boulevard”; their proximity to transit infrastructure; commercial shopping areas; and, public service facilities. As the proposed use is similar in nature to the existing surrounding land uses, the established character will be generally maintained and enhanced, and the proposed use will have a positive impact on surrounding lands.</p> <p>d. Streetscape character. <u>Response:</u> The streetscape along Huron Street will be significantly improved by replacing an existing parking area with a well-designed building that is setback</p>

<p>rooflines.</p> <p>n. Materials.</p> <p>o. Relationship to cultural heritage resources on the site and adjacent to it.</p> <p>p. Landscaping and trees.</p> <p>q. Coordination of access points and connections.</p>	<p>appropriately from the street. The parking and amenity area for the development are proposed to be located in the side and rear yard of the proposed building; therefore, the proposal will maintain streetscape compatibly with surrounding residential and institutional uses, while increasing the range and mix of housing options available in the neighbourhood.</p> <p>e. Street wall.</p> <p>f. Height.</p> <p>g. Density.</p> <p><u>Response:</u> Low, medium and high-density residential uses are common in the surrounding context of the subject lands. The subject lands are well-suited to support the proposed residential density by virtue of the building's location next to non-sensitive land uses to the north and adequate setbacks from nearby residential uses.</p> <p>h. Massing.</p> <p>i. Scale.</p> <p>j. Placement of building.</p> <p><u>Response:</u> As the proposed building is situated close to Huron Street (a generally accepted urban design practice) with parking provided in the rear and side yards of the building, the dwellings are consistent with the positioning and site layouts of the apartment buildings nearest to the subject lands. Therefore, the proposed development will be generally consistent with existing and planned building placements on nearby lots.</p> <p>k. Setback and step-back.</p> <p>l. Relationship to adjacent buildings.</p> <p><u>Response:</u> The proposed setbacks, height, building separation and landscaped details noted on the Concept Plan ensure that the subject lands' relationship to nearby buildings will remain largely the same.</p> <p>m. Proposed architectural attributes such as windows, doors, and rooflines.</p> <p><u>Response:</u> The architectural style of the proposed building is modern and contemporary, with a flat roofline and standardized use of building materials, windows, and functional architectural features.</p> <p>n. Materials.</p> <p><u>Response:</u> Conceptual cladding materials include brick, masonry, glass, horizontal siding, architectural paneling (aluminum, concrete, etc.), stucco, and a variety of accent materials will be provided as part of the overall building design.</p> <p>o. Relationship to cultural heritage resources on the site and adjacent to it.</p> <p><u>Response:</u> There are no known cultural heritage resources on or adjacent to the subject lands.</p> <p>p. Landscaping and trees.</p> <p><u>Response:</u> Landscape details have been provided on the Conceptual Site Plan.</p> <p>q. Coordination of access points and connections.</p> <p><u>Response:</u> Pedestrian access via sidewalks along Huron Street to the apartment building will be established in a similar location as the existing access driveway along Huron Street.</p>
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The proposed development represents an appropriate and compatible form of residential development at an appropriate location. The proposed development is generally consistent with the planned function of the “Neighbourhood” Place Type, is in conformity with the land use policies of The London Plan, and is a desirable use for the subject lands.

## 8.4 City of London Zoning By-law

The subject lands are currently zoned “Neighbourhood Facility 1” (NF1) in the in the City of London Z.-1 Zoning By-Law (Figure 23). The current zone permits places of worship, elementary schools, day care centres, community centres, libraries, private schools, fire stations, private clubs, and police stations. A 6-storey apartment building is not currently permitted, and as such, a Zoning By-Law Amendment is required.

The “Residential 8 (R8-4) Zone” is requested to be applied to the portion of the subject lands to be redeveloped for the proposed apartment building. However, the proposed height, density, and site-specific setbacks are not permitted under the current R8-4 zoning regulations. As such, a site-specific, “Residential 8 (R8-4(\_))” Zone is required to permit the proposed development.

Table 1 provides a breakdown of the regulations for the “R8-4” zone and the requested, site-specific “R8-4( )” zone, as well as a comparison to the built form regulations exhibited in the Concept Plan. Site-specific development standards are to be confirmed and refined subject to a review of the application by Staff through the approvals process.

**Table 1 – Zoning Statistics**

	<b>R8-4 Regulations</b>	<b>Proposed Regulations</b>
<b>Lot Area (min.)</b>	1000 m <sup>2</sup>	4,041.52 <sup>2</sup>
<b>Lot Frontage (min.)</b>	30 m	84.8 m
<b>Front Yard Setback (min.)</b>	7.0 m	<b>4.3 m*</b>
<b>Interior (East) Side Yard Setback (min.)</b>	7.2 m	<b>3.0 m*</b>
<b>Interior (West) Side Yard Setback (min.)</b>	7.2 m	26.8 m
<b>Exterior Side Yard Setback (min.)</b>	N/A	N/A
<b>Rear Yard Setback (min.)</b>	8.0 m	22.8 m
<b>Building Height (max.)</b>	13.0 m	<b>22.0 m*</b>
<b>Lot Coverage (max.)</b>	40 %	27 %
<b>Landscaped Open Space (min.)</b>	30 %	39 %
<b>Density (max.)</b>	75 UPH	<b>182.5 UPH*</b>

\*Denotes required special provision

As noted, and illustrated above, the proposed Zoning By-law Amendment application seeks to re-zone a portion of the subject lands to a site-specific, special regulation “Residential 8 (R8-4(\_))” zone, with site-specific provisions as follows:

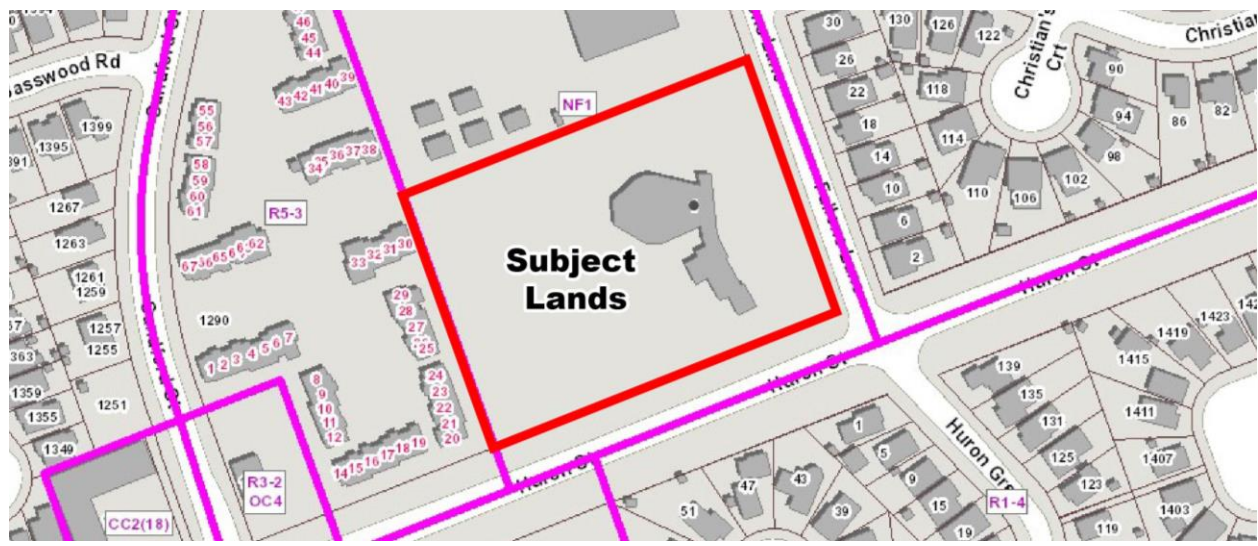
- Minimum front yard setback of 4.3m;
- Minimum interior side yard depth of 3.0m;
- Maximum height of 22.0m (6-storeys), and,
- Maximum density of 182.5 UPH.

The regulations proposed for the “R8-4- (\_)” zone are standard, except for the specific regulations relating to the front and interior side yard setback, height, and density.

The requested special provision to permit a reduced front yard setback is a generally accepted urban design practice to create a strong built-form relationship with the street edge and public realm. The requested special provision to permit a reduced interior side yard setback to the east provides a total building separation of 14.2m and does not abut sensitive land uses. The requested special provisions do not significantly differ from the standard provisions of the R8-4 Zone and facilitate a development that is well-suited to the area.

The proposed Zoning By-law Amendment primarily seeks to permit greater height and density on the subject lands. The proposed building height exceeds the permitted 13.0m; and, the proposed density is beyond the permitted 75UPH. As previously noted, The London Plan allows for consideration of building height up to 6 storeys at this location, and there is no restriction on density. The subject lands are an appropriate location for increased residential density as they are adjacent to a “Civic Boulevard” and are well-served by public facilities including transit, schools, and recreation areas. The requested special provisions will facilitate a residential development that is efficient, compact, and appropriate for the area.

Figure 22 – The subject lands identified on the City of London’s interactive zoning map (excerpt)



## 9.0 ADDITIONAL CONSIDERATIONS

### 9.1 Public Consultation Strategy

It is proposed that the public consultation process for the proposed applications follow the statutory requirements as set forth in the *Planning Act*. The following procedure of public consultation is proposed:

- Adequate information and material, including a copy of the proposed development, to be made available to the public;
- A public meeting be held for the purpose of giving the public an opportunity to make representations in respect of the proposed development;
- An open house was held on February 28, 2024 for the purpose of giving the public an opportunity to review and ask questions about the information and material made available;
  - Invitations were sent to the nearby residents and other interested parties;
  - Approximately 15 individuals from the neighborhood were in attendance, along with City staff and Councillor Peter Cuddy;
  - Overall, the response from nearby residents was positive and we did not receive any negative feedback.

The consultation strategy was proposed to provide members of the public with meaningful opportunities to review, understand, and comment on the proposed development and associated applications, which was achieved with the Public Open House, subject to any further comments that may be received prior to Council consideration of the Zoning By-law Amendment.

### 9.2 Technical Studies

The proposed development is supported by the following technical reports.

#### 9.2.1 Stage 1 & 2 Archaeological Assessment

The Archaeological Assessment (October 2023) completed by Timmins Martelle Heritage Consultants Inc. includes the following:

- Stage 1; that determined the study area exhibits potential for the identification and recovery of archaeological resources, and recommended a Stage 2 Assessment be conducted; and
- Stage 2; no archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.



### 9.2.2 Tree Preservation Plan

The inventory captured 52 individual trees. Trees were identified within the subject site, and within 3 meters of the legal property boundary. No species classified as endangered or threatened under the Ontario Endangered Species Act, 2007, S.O. 2007, c. 6 were observed during the tree inventory. All trees observed are common to the current land uses and can be characterized as anthropogenic or opportunistic. There are a number of recently planted trees under 10cm dbh on-site that have been included in this inventory.

Approximately nine trees have been recommended for removal due to direct conflict with the proposed development. Some trees that have been recommended for preservation may be in proximity to the proposed construction. Trees to be preserved may be affected by the construction process, or by the construction itself. The recommendations provided in the Tree Preservation Plan will be taken to ensure the health of the preserved trees, as well as the newly planted trees to compensate for the removals. Please see the attached TPP for further detail.

## **10.0 CONCLUSION**

The subject lands are well located to support additional height and density, and the proposed site design is responsive to abutting and adjacent land uses. Buffering measures, including fencing and landscaping, will be refined through the Site Plan Approval process. The built form of the proposed development is appropriate for the subject lands and is compatible with existing and planned uses abutting the lands. The proposed apartment building will enhance the pedestrian realm and visual appearance of the area.

The proposed affordable housing units will increase housing choice in the area while helping to meet the needs of the current housing market. Notably, this proposal can make efficient use of underutilized lands to help address the significant housing shortage being experienced in the City of London.

Based on the above, and as detailed throughout this Planning and Design Report, the proposed Zoning By-Law Amendment is consistent with the 2020 Provincial Policy Statement and the purpose and intent of The London Plan. All supporting documentation (technical submission materials) support the development as proposed. The proposed development is appropriate and desirable for the subject lands, and represents good land use planning.