

PLANNING & DESIGN BRIEF

Client

South London
Investments Inc.

Project Site

539 & 543 Topping Lane /
London / ON

04.29.2024

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for South London Investments Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Official Plan and Zoning By-law Amendment Application for 539 & 543 Topping Lane and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

South London Investments Inc.

VERSION 1.0

ISSUED

04.29.2024

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S1: INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



SBM provides quality civil engineering services to both private and public sector clientele throughout southern Ontario. We deliver value-added engineering solutions together with exceptional service while upholding our values of reliability, professionalism, and client satisfaction.

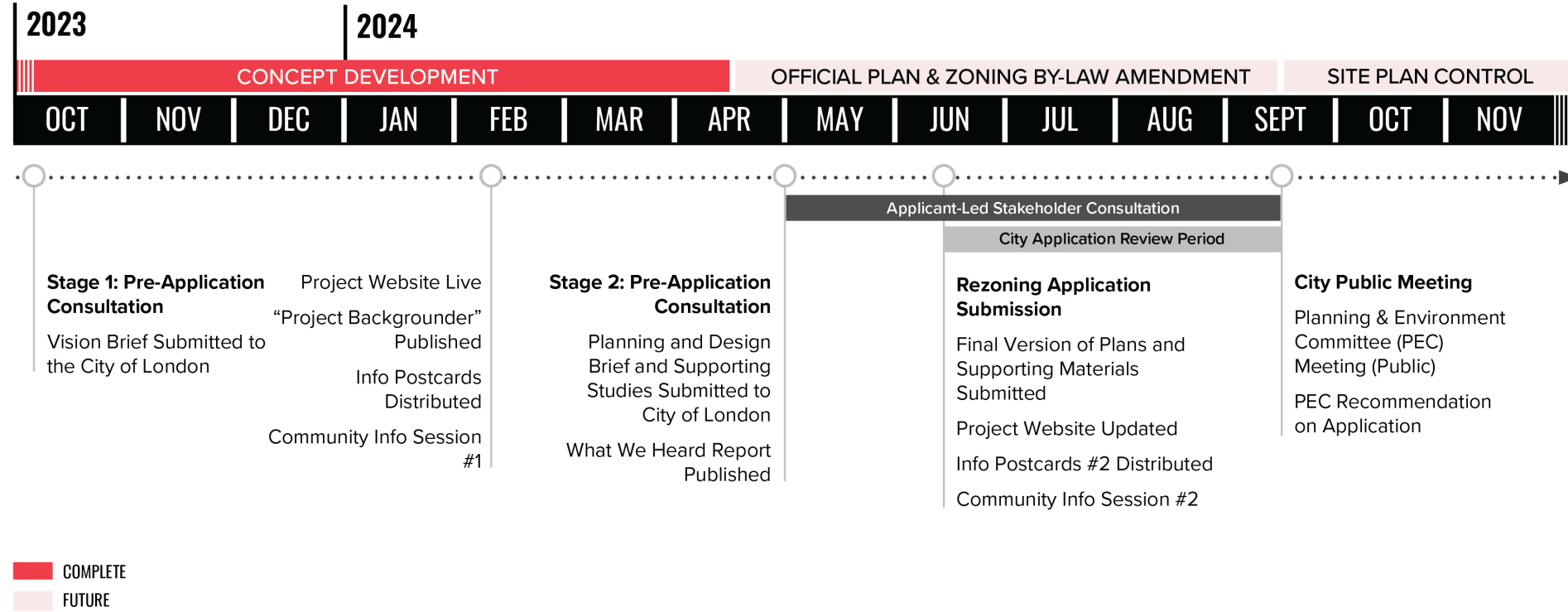


Ron Koudys Landscape Architects provide landscape architectural design services that shape the way we live, learn, work, and play. From county estates and urban parks to courthouse facilities and health care centres, we are committed to the principles of art, innovation and nature.

S1.2 About the Project

South London Investments Inc. is the registered owner of a consolidated block of two properties referred to as 539 & 543 Topping Lane in London, ON. With the support of Siv-ik Planning & Design Inc., and the project team, they are planning a redevelopment of the site for a new low-rise apartment building. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 539 & 543 Topping Lane. The report also provides an overview of our unique approach to navigating this project from concept to reality.

/ Project Timeline



Note: Projected "future" timelines subject to change.

S1.3 Project Site

The project site is an assembly of two (2) existing parcels municipally identified as 539 & 543 Topping Lane in the City of London, ON. The site is located in the southwest quadrant of the City, at the northwest corner of the intersection of Topping Lane and Eaton Park Drive, approximately 200 metres (~2-minute walk) north of Commissioners Road W. The project site is located in the Southcrest Planning District which encompasses the area generally bounded by the Thames River to the north, Wharnclyffe Road S. to the east, Commissioners Road W. to the south and Wonderland Road S. to the west. With the assembly of these lots, South London Investments Inc. is seeking to redevelop these lands for a new low-rise residential apartment building.

At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
0.29 Hectares	48.1 Metres	60.9 Metres	Residential Single-Detached Dwellings

SERVICING

Municipal Services
Available on Topping Lane and Eaton Park Drive



Figure 1. The Project Site

S2: CONTEXT

S2.1 The Neighbourhood

Southcrest is an established neighbourhood in southwest London. The area has a mix of housing types, many of which were built in the 1960's and 1970's. The housing stock within Southcrest is mixed with apartments greater than 5-storeys (44%), single-detached houses (26%) and row houses (15%) being the three most predominant forms. Southcrest had a total population of 14,235 based on the latest census data (2016) which was down slightly (1%) from the previous population count of 14,435 in 2011. In recent years, the neighbourhood has seen a small amount of infill development along arterial and collector roads, in the form of low and mid-rise apartment buildings.

The land uses within 800 metres of the project site are primarily residential in nature. Mid to high-rise apartment buildings make up much of the existing development along Commissioners Road W. Small-format commercial uses and large-format auto-oriented commercial uses, including a major grocery store retailer are found at the intersection of Wonderland Road S. and Commissioners Road W. Westminster Secondary School and École Élémentaire Catholique Frère André are located within 800m (~10-minute walk) of the project site. The area within 800m of the project site also includes Berkshire Park, Southcrest Park, Village Green Park, Westmount Lions Park and Southcrest Ravine.

Southcrest At-A-Glance

PLANNING DISTRICT	POPULATION		
Southcrest	2011 14,435	2016 14,235	Change -1%

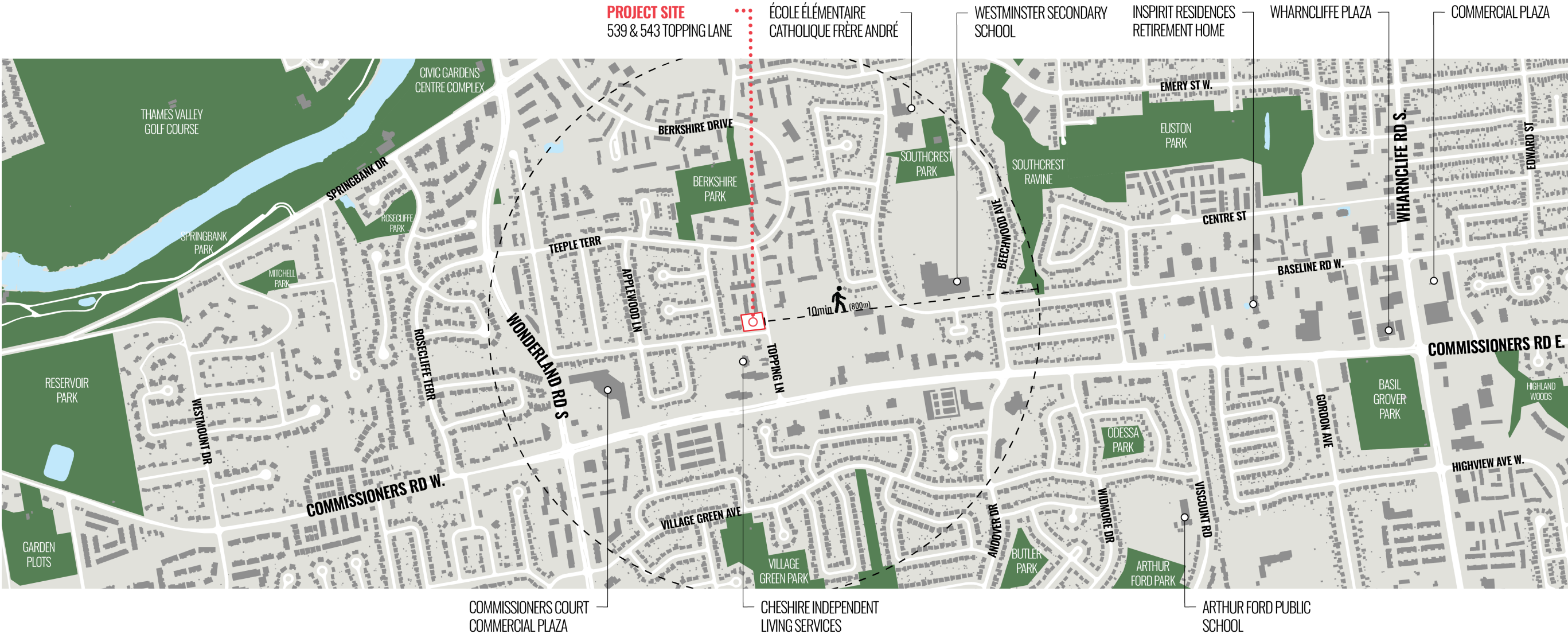


Figure 2. Neighbourhood Spatial Context (800m)

S2.2 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands surrounding the project site. Lands immediately north and west of the project site consist of an established 2-storey townhouse block with units facing onto Eaton Park Drive and Topping Lane. The neighbourhood west of this townhouse block consists of predominantly low-rise 1 and 2-storey single-detached dwellings. Given the area planning framework and the condition of the homes, this neighbourhood area would not be anticipated to experience significant change over the short and medium-term planning horizon.

The parcels immediately south of the project site, fronting onto Eaton Park Drive and Topping Lane, contain residential and daycare uses. Lot sizes range from 12m - 22m, with lot depths varying from 42m - 60m. Given the shape and size of the lots along the south side of Eaton Park Drive, as well as the evolving context, it is anticipated that many of them will be assembled and redeveloped for more intense residential uses over the coming years.

To the east of the project site, on the east side of Topping Lane is a larger church block and the former site of the Brick Street Public School (demolished). Given the shape and size of the church block, it is anticipated that infill development could occur on the site. The former public school block is identified in the London Plan as a High Density Residential Overlay area and is anticipated to redevelop over the coming years.

Spatial Context At-A-Glance

NORTH

Existing
Townhouse

Planned
Unlikely to Change

SOUTH

Existing
Single-Detached Dwelling

Planned
Medium Density/Low-Rise

EAST

Existing
Vacant
(393 Commissioners Road W.)

Planned
High Density/High-Rise
(393 Commissioners Road W.)

WEST

Existing
Townhouses

Planned
Unlikely to Change

Institutional Use
(530 Topping Lane)

Medium Density/Low-Rise
(530 Topping Lane)

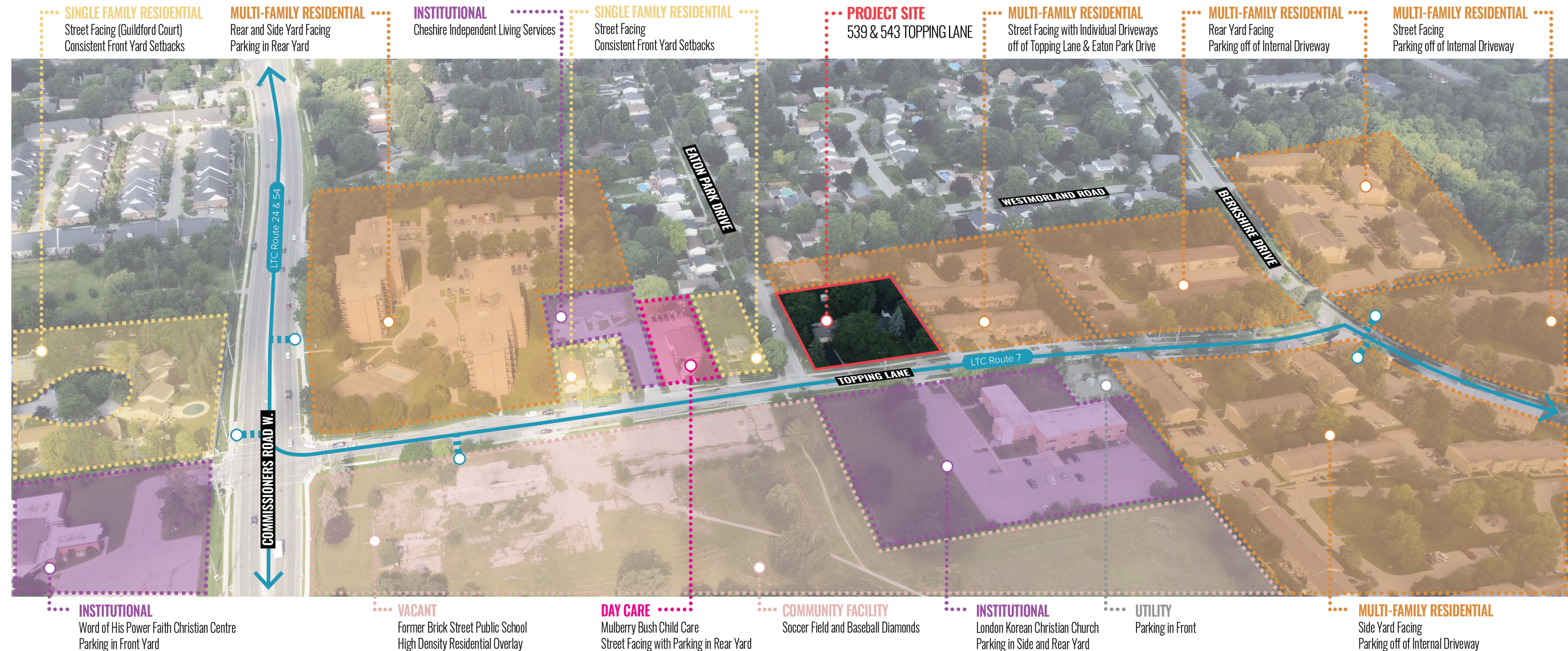


Figure 3. Neighbourhood Spatial Context (400m)

S3: PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Policy Statement (PPS 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

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

The PPS includes policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest. It sets out four main objectives:

1. To encourage the development of a range of housing types and tenures that meet the diverse needs of Ontario's population.
2. To encourage the development of housing in a way that is efficient, compact, and environmentally sustainable.
3. To encourage the development of housing that is accessible and affordable for all Ontarians.
4. To encourage the development of housing in a way that supports healthy and livable communities.

These objectives are intended to guide land use decision-making and development in Ontario, with a focus on creating more diverse, sustainable, and accessible housing options for the benefit of all Ontarians. These key objectives have been considered and have informed our thinking for the project site.

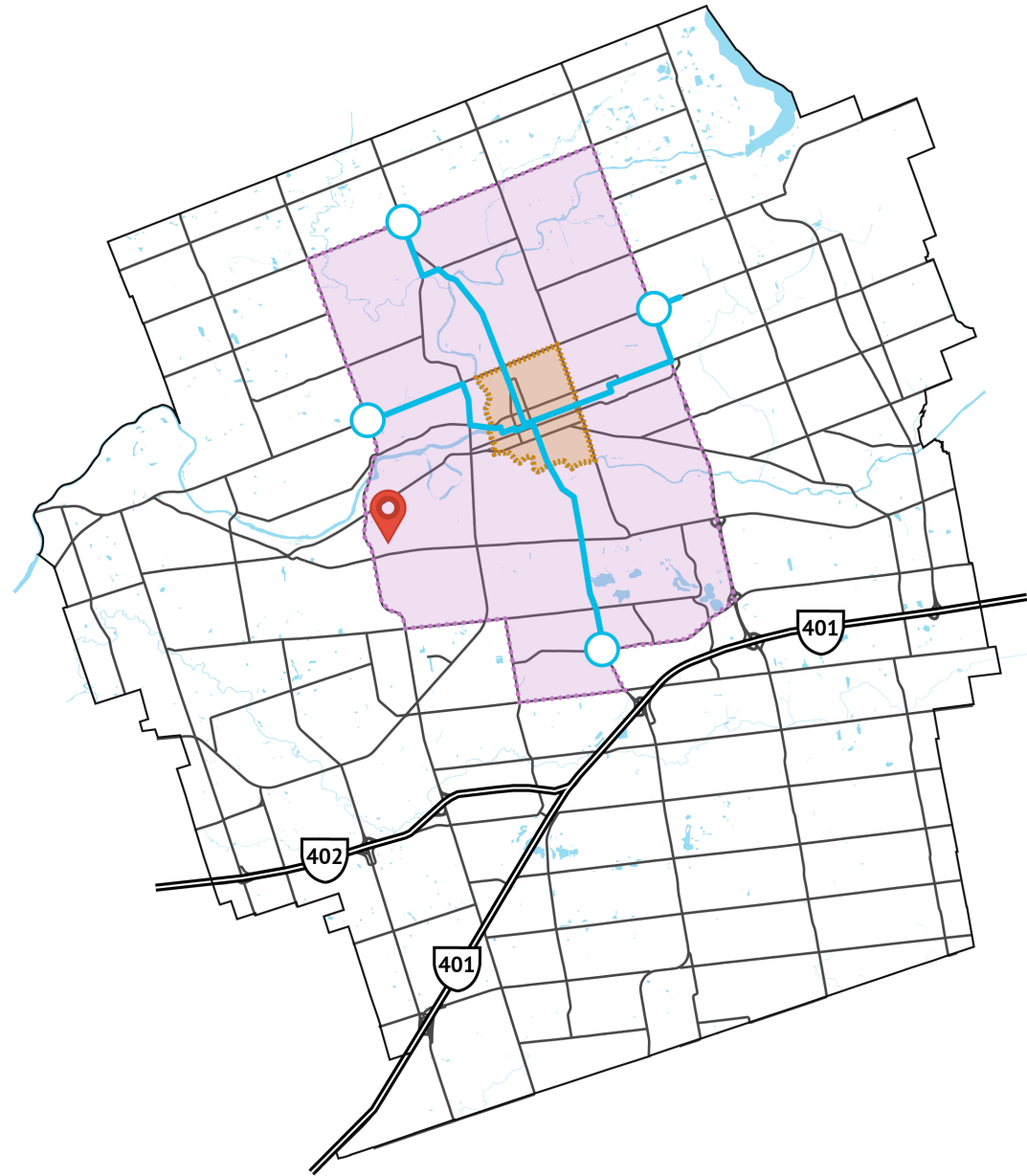


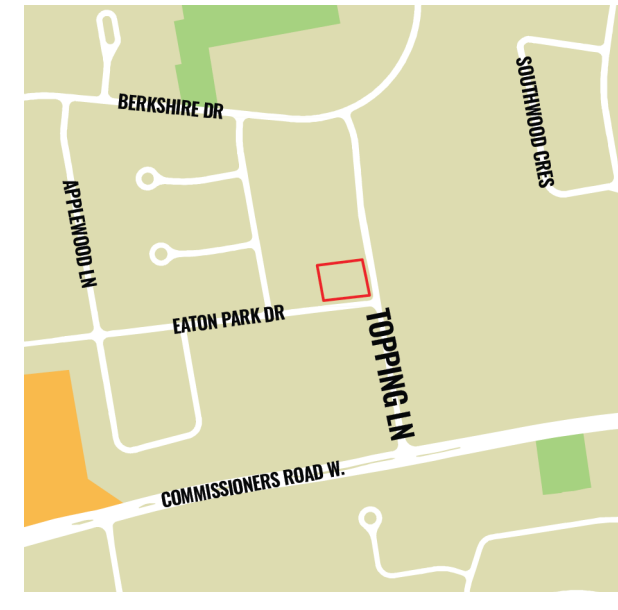
Figure 4. City Structure

S3.2 The London Plan

Figure 4 (pg.9) provides visual context for the site's positioning relative to London's city-structure, including the City's network of major streets. The project site contains frontage on Topping Lane and Eaton Park Drive which are identified as a Neighbourhood Connector and a Neighbourhood Street, respectively, by the London Plan. The site is located within the Primary Transit Area. The site's relationship to the overall structure of London, as laid out in The London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site.

/ Place Types

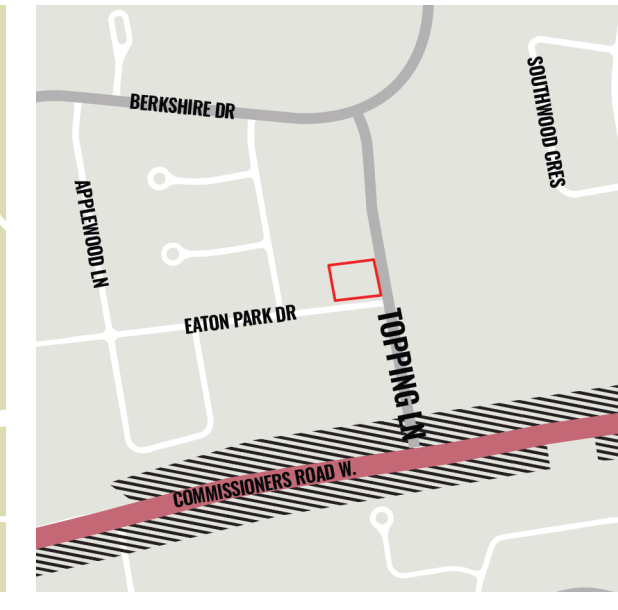
In accordance with Map 1 – Place Types of the London Plan, the project site is within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The specific policies guiding new development are identified and summarized in the following section of this report and provide the primary guidance (use, intensity and form) for redevelopment of the site.



- Neighbourhoods
- Green Space
- Shopping Area

/ Street Classification

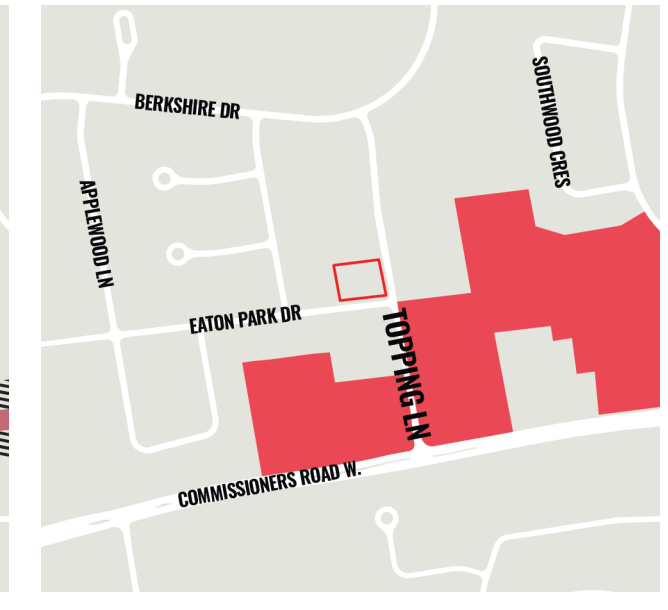
In accordance with Map 3 – Street Classifications of the London Plan, the project site has direct frontage on a Neighbourhood Connector (Topping Lane) and is located at the intersection with a Neighbourhood Street (Eaton Park Drive). The intensity of development and range of uses permitted on a given site varies depending upon the street classification that a property fronts onto, in addition to a number of other factors.



- Neighbourhood Connector
- Special Permissions
- Civic Boulevard

/ High Density Residential Overlay

In accordance with Map 2 - High Density Residential Overlay (From 1989 Official Plan), the project site is located to the north of multiple properties within a High Density Residential Overlay area. The overlay recognizes the High Density Residential areas from the previous 1989 Official Plan, and permits high-rise buildings in addition to the uses permitted by the underlying Place Type policies. The overlay provides context to how these properties will develop in the future.



- High Density Residential Overlay

S3.3 Key London Plan Policies

Project Site Conditions: 539 & 543 Topping Lane

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Neighbourhood Connector	Neighbourhood Street	N/A

/ Use

Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, outlined on page 248 of the London Plan shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/classification of the street on which it fronts.

Permitted Residential Uses:

<input checked="" type="radio"/>	Single-Detached
<input checked="" type="radio"/>	Semi-Detached
<input checked="" type="radio"/>	Duplex
<input checked="" type="radio"/>	Converted Dwellings
<input checked="" type="radio"/>	Townhouses
<input checked="" type="radio"/>	Secondary Suites
<input checked="" type="radio"/>	Triplexes
<input type="radio"/>	Fourplexes
<input type="radio"/>	Stacked Townhouses
<input type="radio"/>	Low-Rise Apartments

Permitted Not Permitted

/ Intensity

Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, outlined on page 250 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/classification of the street on which it fronts.

Allowable Height (Storeys):

Min.	1
Max.	3
Upper Max.	N/A

/ Form

In accordance with policy 938 of the London Plan, Residential Intensification means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

Design Criteria for Residential Intensification

- Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- Building and main entrance orientation.
- Building line and setback from the street.
- Character and features of the neighbourhood.
- Height transitions with adjacent development.
- Massing appropriate to the scale of the surrounding neighbourhood.

/ City Design Policies (189-306)

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

/ Residential Intensification in Neighbourhoods (937-958)

The London Plan encourages intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensifications projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification (see page 11 for list of key considerations) and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

/ Specific Area Policies (1729-1734)

Notwithstanding the other land use policies contained in this Plan, policies for Specific Areas may be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area. The adoption of policies for Specific Areas may be considered in limited circumstances where various planning/contextual conditions apply. Further discussion and evaluation of the criteria for establishing specific area policies is provided in Section 6 of this report.

/ Our Tools (1586-1588)

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

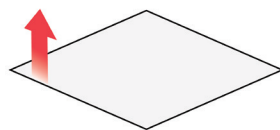
S3.4 Existing Zoning By-law Implications

/ Residential R1 (R1-9) Zone

Both parcels that make up the project site are zoned Residential R1-9 Zone in the City of London Zoning By-law No. Z-1. The R1 Zone is the least intense residential category zone and provides for and regulates single-detached dwellings. There are seventeen variations within the R1 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. Zone variations R1-1 to R1-3 deal with existing inner-City (smaller lot) single dwelling developments while zone variations R1-4 to R1-9 are zones to be applied to most suburban single dwelling developments. The following graphics highlight key regulations guiding development in the R1-9 variation. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change.

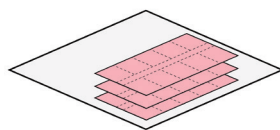
HEIGHT

12.0m
Maximum Height
3.5
Storeys



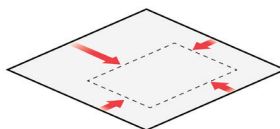
DENSITY

Single-Detached
Highest Use
1
Units Per Lot



SETBACKS

5.0m
Front & Exterior
7.5m
Minimum Rear
1.2m - 3.0m
Minimum Interior



OTHER

40%
LOS (Min.)
35%
Coverage (Max.)

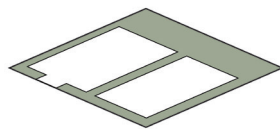


Figure 5. Key Existing Zoning By-law Regulations

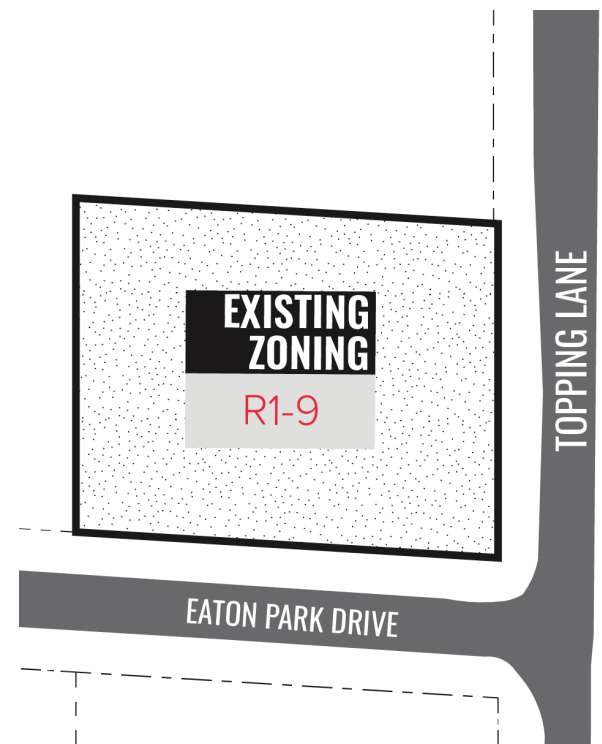


Figure 6. Existing Zoning Map

S3.5 Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site.

Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

PARKING REGS.

Apartments
0.5 per unit

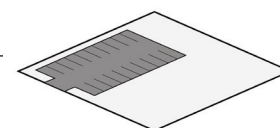


Figure 7. Key General Provisions

S3.6 Planning History

The existing single-detached dwellings located on 539 & 543 Topping Lane have existed since prior to Zoning By-law Z.-1 coming into effect in 1993. In 1985 and 1991, permits were granted for the property at 543 Topping Lane to permit a rear addition and to permit installation to convert to a sanitary sewer, respectively. In 2023, rental license applications were submitted and approved for both properties. No other significant/informative planning history was identified for the project site or lands immediately adjacent to the project site.

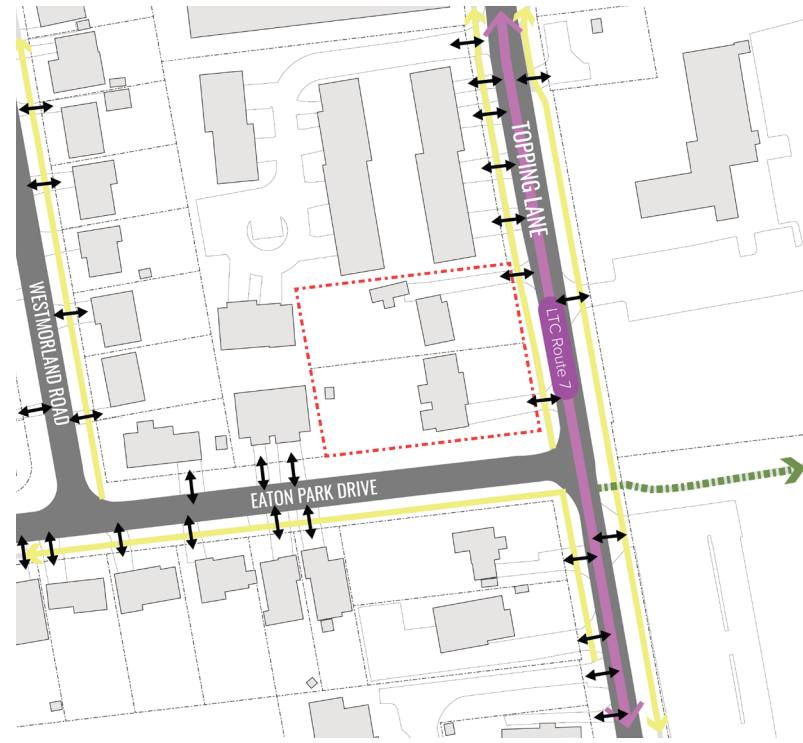
S4: SITE ANALYSIS



--- Site Boundary

1 Figure Ground

The project site is currently developed with two existing single-detached dwellings. The site is of suitable size and configuration to support redevelopment for a larger-scale apartment form. The properties south of the site fronting onto Topping Lane and Commissioners Road W. consist of mid-rise apartment buildings. The lands to the north of the site are developed with two-storey townhouses and are not generally planned to change. The site is bounded to the east by Topping Lane and to the south by Eaton Park Drive, establishing a street-corner context for future development on the site.



— LTC Bus Route \leftrightarrow Access — Sidewalk
- - - Pathway

2 Mobility

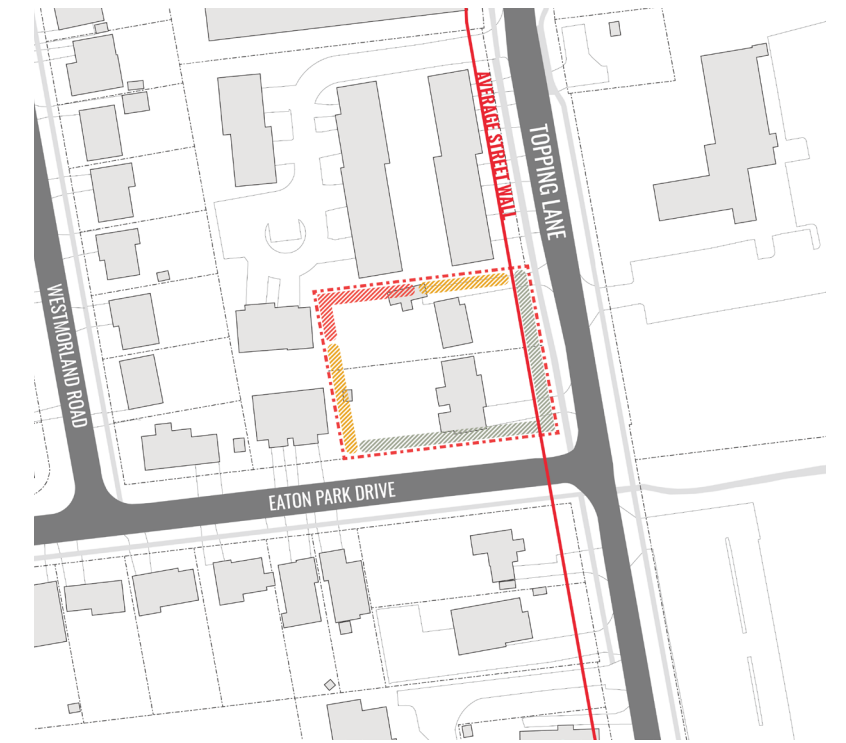
The project site fronts directly onto a Neighbourhood Connector (Topping Lane) and a Neighbourhood Street (Eaton Park Drive) as per Map 3 - Street Classifications of the London Plan. Topping Lane contains a 2-lane cross-section with single northbound and southbound travel lanes. The cross-section includes a separated sidewalk on both sides of the street. LTC bus service is available along Topping Lane (connecting to Westmount Shopping Centre, Downtown and Argyle Mall) with the nearest bus stop approximately 160m south of the subject site. The subject site also contains two exiting accesses from Topping Lane.



● Trees ● ROW Dedication

3 Site Conditions

A varied collection of trees and shrubs are scattered throughout the interior of the site. Their location is generally represented by the image above. The site is generally flat and no portions of the site are regulated by the UTRCA. The eastern portion of the site is impacted by a 1.4 metre road widening dedication along Topping Lane. In addition, a 6.0m x 6.0m “daylight triangle” at the intersection is required.

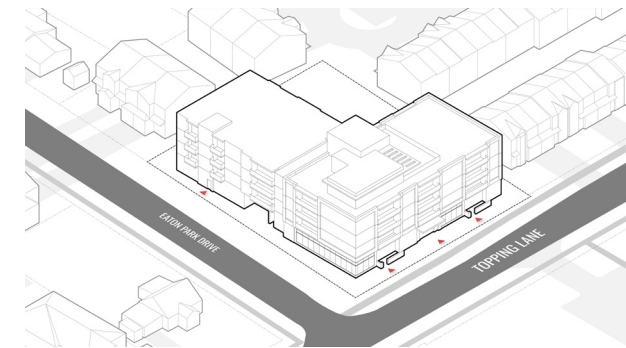
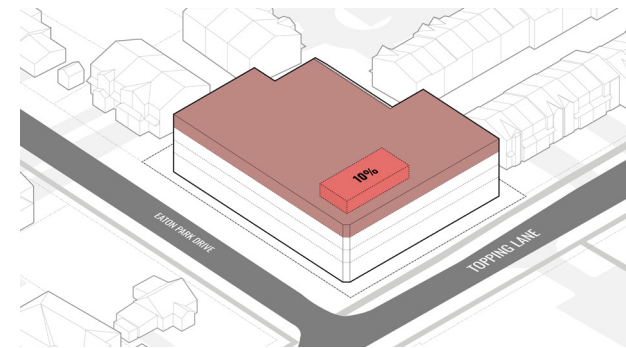
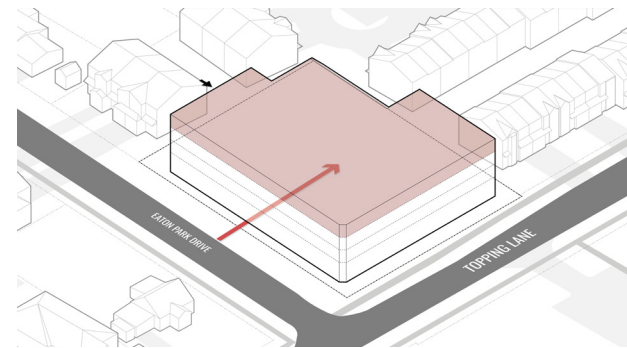
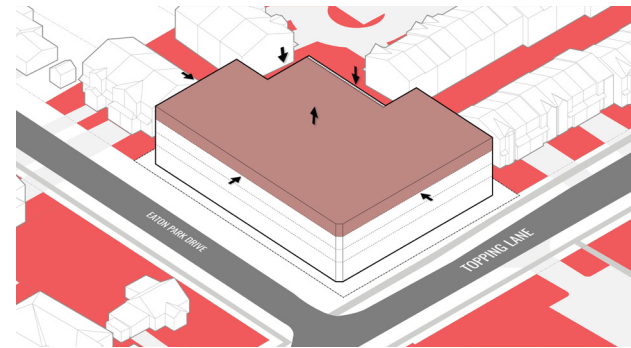
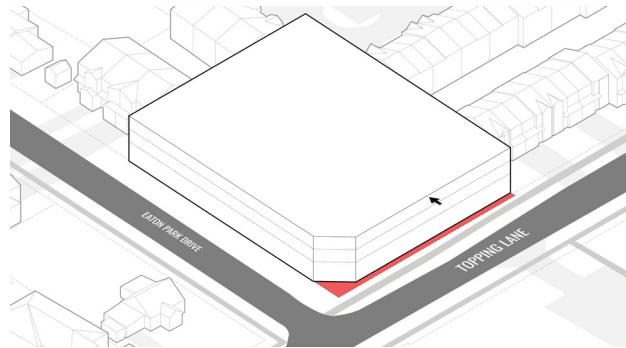
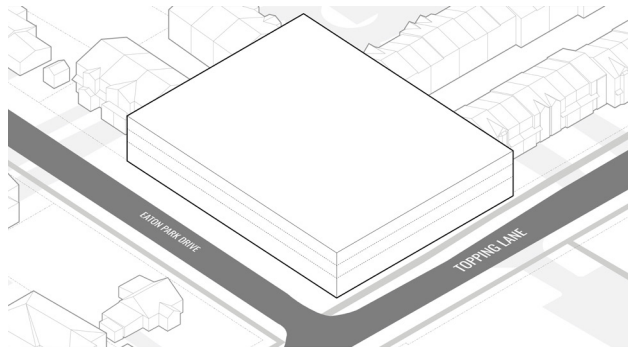


▨ Sensitive Interface ▨ Moderate Interface ▨ Active Frontage

4 Edge Conditions

The site abuts a Neighbourhood Connector to the east, medium-density residential to the north and west and a Neighbourhood Street to the south. The placement, orientation and design of new development on the site will be required to respond to these conditions to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on the rear yards of the adjacent properties. New development will be required to foster activity on both Topping Lane and Eaton Park Drive to the extent possible. Front yard setbacks for new development will be required to address the existing streetwall, which will have buildings closer to Topping Lane in this location.

S5: DESIGN PRINCIPLES



1 Residential Intensification

Neighbourhoods are intended to evolve into diverse places that include a broad range of housing opportunities. The applicable planning policies allow for “low-rise” residential development as per the Neighbourhoods Place Type policies in The London Plan. Given the size, shape and location of the project site, it is currently underutilized and presents an opportunity for residential intensification.

Official Plan References

Neighbourhoods Place Type Policies - Table 10 & 11

2 Accommodate ROW Dedications

An approximately 1.4 metre road right-of-way widening dedication will be required to be dedicated to the City of London along the Topping Lane frontage. It is also anticipated the City will require dedication of a 6.0 metre by 6.0 metre “daylight” triangle at the intersection of Topping Lane and Eaton Park Drive. This reduction in land area has been accounted for in the development design.

Official Plan References

Mobility Policies - Table 6
Out Tools - Policy 1736-1751

3 Respond to the Context

The design policies of the London Plan direct that height transitions with adjacent development is an important consideration in evaluating compatibility and fit for residential intensification projects. Given the location of the High Density Residential Overlay area, the proposed zoning framework will allow for low-rise built form generally in keeping with the Neighbourhoods Place Type policies, with a height extending to an upper max. of 4-storeys in accordance with the proposed site specific policy.

Official Plan References

Urban Design Policies - Policy 298
Neighbourhoods Place Type Policies - Policy 953

4 Carve for Site Access

New development will require a new 6.5 metre access/driveway. In order to avoid traffic conflicts with the collector function of Topping Lane, the driveway has been located off of Eaton Park Drive.

Official Plan References

Mobility Policies - Policy 336
Neighbourhoods Place Type Policies - Policy 953

5 Provide Access to Amenity

Given the size of the site and the number of new people that will eventually inhabit it, the new development will provide a sizable outdoor common amenity space. In this case, the outdoor amenity space has been located on the roof of the proposed building form. A special provision will be sought to permit a maximum of 10% of the rooftop area to be built above the permitted height to allow for an access to the proposed amenity area.

Official Plan References

Urban Design Policies - Policy 295
Neighbourhoods Place Type Policies - Policy 953

6 Define and Animate the Streetscapes

The new building has been oriented such that the primary building frontage faces towards Topping Lane and the secondary frontage faces towards Eaton Park Drive, with parking located at the rear of the site. Both the primary and secondary frontages will include active elements such as entrances, a high level of articulation and architectural details.

Official Plan References

City Design Policies - Policy 261, 268, 285 & 291
Urban Design Policies - Policy 290 & 291

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

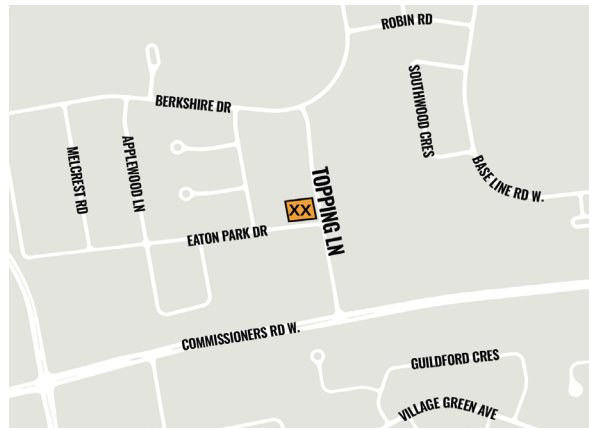
S6: THE PROPOSAL

S6.1 Proposed Official Plan Amendment

Policy 25 of the London Plan emphasizes that, as a long-term overarching plan, the plan itself cannot possibly contemplate how each property within all parts of the city may develop. Because of this, it is acknowledged and expected that the London Plan will change over time. As per policy 25, privately or municipally initiated Official Plan Amendments that relate to an individual site or series of properties is one of the ways in which it is anticipated that the plan will be modified to remain responsive to opportunities that arise. While changes can be made, it is important that such modifications remain consistent with the policy framework that has been established to evaluate such change and that the change should not undermine the purpose and intent of the plan overall. Through our planning and design analysis, we have conducted a critical review of the relevant local and provincial planning objectives in conjunction with a detailed analysis of the context of this portion of the Southcrest Neighbourhood and the proposed lot assembly.

With respect to the above acknowledgments and guidance, the overarching objective for the Neighbourhoods Place Type is to enable opportunities for a diversity of housing choices allowing for affordability, fostering a compact and efficient built form pattern and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that Neighbourhoods will be planned for a diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. Residential intensification in the form of low-mid rise apartment buildings, with an upper max. of 4 storeys is permitted along Neighbourhood Connectors in certain conditions identified by Table 10 and 11. Based on street classification approach to use and intensity, the London Plan policies would normally allow for townhouses and triplexes to an maximum height of 3-storeys. However, this approach does not account for unique situations where sites are located in proximity to High Density Residential Overlay areas. Additional urban design policies for the Neighbourhoods Place Type support height transitions with adjacent development to ensure compatibility and fit from a form perspective.

In order to better specifically implement a building form and site design that achieves the goals for residential intensification, while best addressing the site context and recognizing the special/unique characteristics of this neighbourhood, a site-specific special policy is being proposed which would add an additional permitted use, establish a minor increase in building height permissions and establish site-specific lot area requirements to produce an optimal built form outcome tailored to the site itself. The following mapping and language represents the proposed Official Plan Amendment.



Specific Policies for the Neighbourhoods Place Type

539 and 543 Topping Lane

XXXX_ For the lands in the Neighbourhoods Place Type located at the intersection of Topping Lane and Eaton Park Drive, an apartment building shall be permitted to extend to an upper maximum height of 4-storeys. The policies for Zoning to the Upper Maximum shall continue to apply. Further, in order to be eligible for the increased height, the lands shall be assembled to form a minimum lot assembly of 0.29 hectares in size.

Figure 8. Proposed Amendment to Map 7 - Specific Policy Areas

/ Rationale

As outlined in Section 3 - Planning Framework - of this report (pg. 12), the “Our Tools” policies of the London Plan provide a framework for the consideration of special exceptions and policies where the existing policies do not accurately reflect the intent of City Council with respect to a specific site or area. As per policy 26, it is recognized that the London Plan neither could nor should review each site on an individual basis. In this regard, the Official Plan provides a general one-size-fits all approach to intensification and redevelopment in the Neighbourhoods Place Type. Through the detailed review and site analysis carried out by Siv-ik, specific features have been identified that warrant additional built form guidance on this site that does not fit neatly within the established Place Type policies. The applicable policies of 1730 are stated below alongside our professional planning opinion as to how, specifically, these policies have been considered and are addressed by way of the proposed site-specific policy area. A supplementary/explanatory graphic has been provided on pg. 21 to further illustrate unique elements of the site/context.

1730_The adoption of policies for Specific Areas may be considered in limited circumstances where the following conditions apply:

Condition	Rationale	Meets	
		Y	N
1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.	The proposed Site Specific Policy only alters the use and upper maximum height and sets defined, site-specific lot assembly requirements which ensures that the proposed development concept adheres to all other policies of the plan.	●	○
2. The proposed use cannot be reasonably altered to conform to the policies of the place type.	Given the shape and configuration of the site, the surrounding context and the opportunity this site presents for residential intensification, application of the existing uses and maximum height through a strict lens, would limit the type of development that could occur on this site. The combination of minor additional added height and the additional apartment use would still be an appropriate fit within the neighbourhood context, while meeting all of the urban design policies of the plan.	●	○
3. The proposed policy is in the public interest, and represents good planning.	The proposed special policy provides a more suitable framework to guide development on the site in that it better leverages the opportunity provided by this unique land assembly and provides for an appropriate level of residential intensification without negative impacts on adjacent properties. It is fully supported by the overall intention of the London Plan and by provincial planning objectives for housing and intensification within existing Neighbourhoods.	●	○
4. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.	Given the size and configuration of the lot assembly, it's positioning at the intersection of a Neighbourhood Connector and Neighbourhood Street, the policy context of the surrounding area (i.e., located north of and immediately northwest from a High Density Residential Overlay Area, there are limited (if any) sites in the Neighbourhoods Place Type which would exhibit all of these characteristics. This represents a sufficiently unique situation.	●	○
5. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.	The overall proposal remains consistent with the permitted uses and intensity permitted along Neighbourhood Connectors in certain conditions in the Neighbourhoods Place Type. Given the uniqueness of this site and surrounding context, the special policy which allows for an apartment building with and upper maximum height of 4-storeys will not undermine the integrity of the plan and the purpose of Table 10 & 11.	●	○

/ OPA Rationale Continued

Neighbourhood Context and Fit

Neighbourhoods are not planned and developed equally across the City. As a result, redevelopment sites are diverse in their potential characteristics and surrounding context. In order to achieve the goals for intensification in Neighbourhoods that require development to be a good fit, we must critically analyze the specifics of each site and the surrounding context. In this case, the specific nature of the surrounding context presents an opportunity to introduce additional height in a manner that does not pose negative impacts to adjacent residential properties, to act as a transitional buffer from the High Density Residential Overlay areas. With regard to the guiding policies of the Our Tools section of the London Plan summarized and discussed on page 20 of this report, Figure 8 visually characterizes the general nature of the development proposal and how it fits within the surrounding neighbourhood context. The proposed development fits within a zone of transition from the High Density Residential Overlay area to the neighbouring townhouses to the north of the project site.

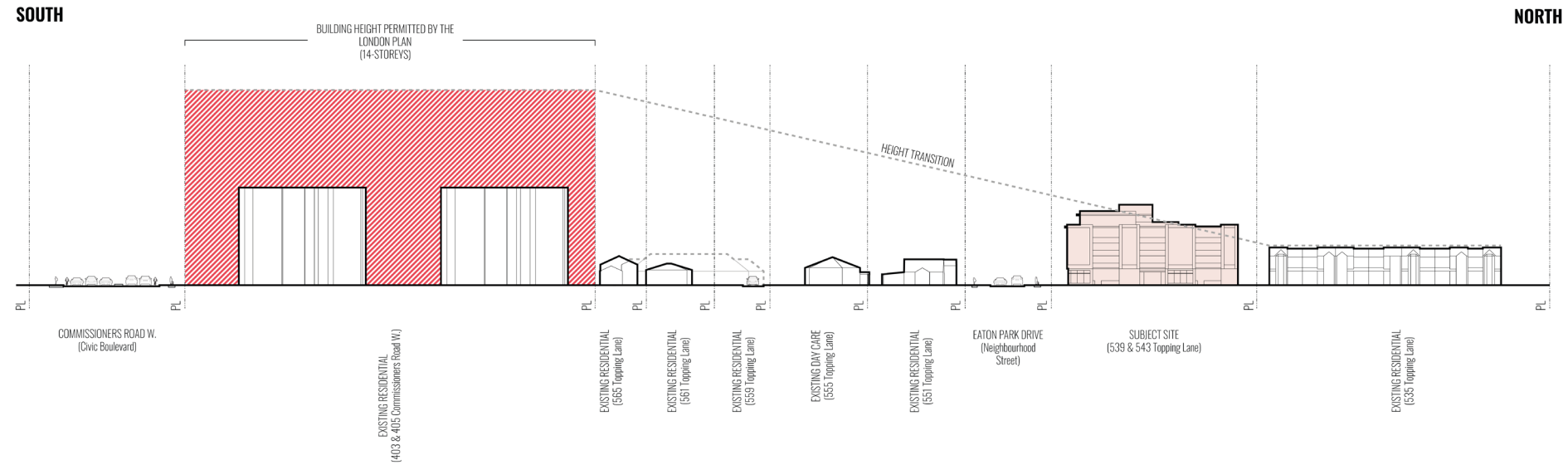


Figure 9. North-South Section Diagram

Height Rationale

Residential intensification is fundamentally important in achieving the vision of the London Plan. When planning for intensification in existing developed neighbourhoods, compatibility and fit (from a site layout and built form perspective) is an important consideration. The following graphic has been prepared to illustrate key elements of the site layout and massing strategy and how they have been informed by the existing and planned context of the surrounding area.

Figure 11 illustrates the permitted heights and setbacks of the properties to the west and east of the proposed development. The diagram illustrates that the proposed special regulation for 16.0m of height is a minor increase from the approved zoning heights of the neighbouring properties.

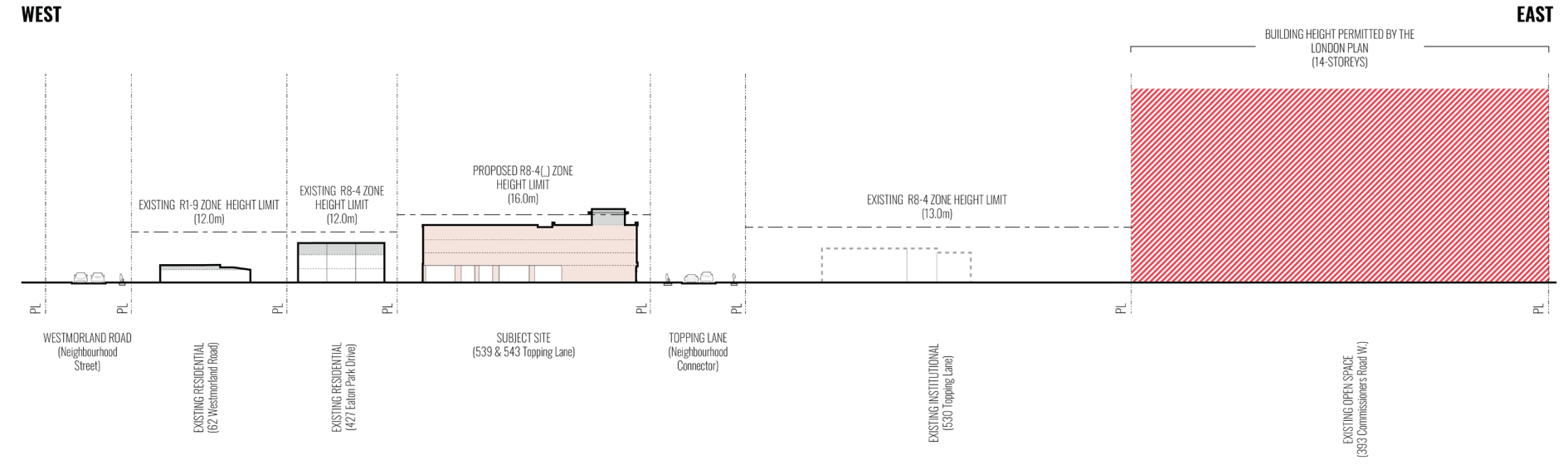


Figure 10. East-West Section Diagram

S6.2 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for a higher density housing development in the form of a low-rise, medium-density apartment building up to a maximum height of 16.0m (4-storeys). The proposed zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan and proposed Site Specific Special Policy Area. The proposed zone and special regulations are structured to facilitate a limited range of desirable outcomes to reflect the vision established by way of the Site Specific Policy Area. The zone is not tied to a specific development design but will “lock-in” the key development and built form standards while also allowing for limited flexibility to address site design details through the future Site Plan Control application process.

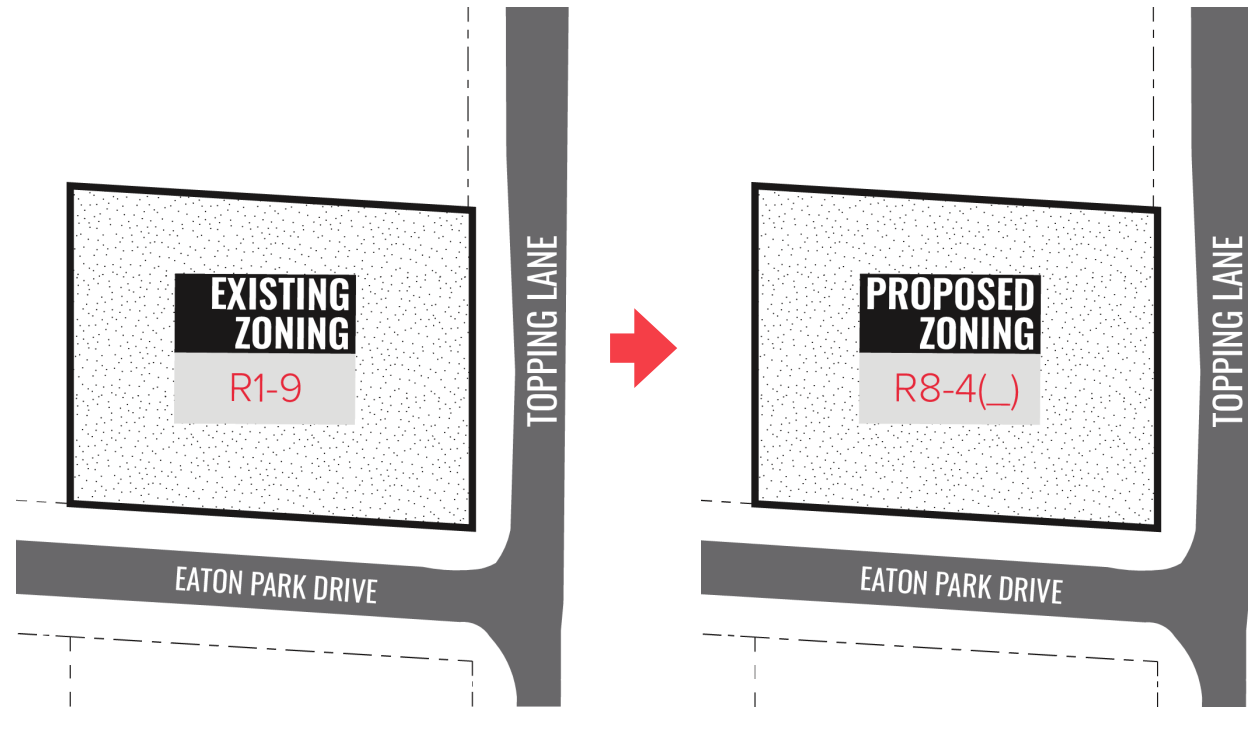
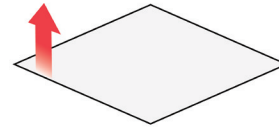


Figure 11. Existing Zoning

Figure 12. Proposed Zoning

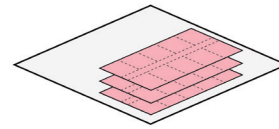
PROPOSED HEIGHT

16.0
Metres



PROPOSED DENSITY

190
UPH



/ Proposed By-law

539 & 543 Topping Lane			
Regulation	R8-4	R8-4(L)	Special Explanations
Permitted Uses	Section 12.2	-	
Lot Area (min.)	1,000m ²	2,900m ²	1
Lot Frontage (min.)	30m	-	
Front and Exterior Side Yard Depth (min.)	6.0 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	Front: 3.0m Exterior Side Yard: 2.5m	2
Interior and Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	Interior Side Yard: 3.5m	3
Landscaped Open Space (min.)	30%	25%	4
Lot Coverage (max.)	40%	50%	5
Height (max.)	13.0m	16.0m	6
Density (max.)	75uph	190uph	7
Parking	Apartment: 0.5/unit	-	
Additional Regulations	Any height limitations of this by-law shall not apply to the enclosed portion of the rooftop amenity area. Additionally, any portion of the enclosed rooftop amenity area shall be subject to the following regulations: <ul style="list-style-type: none"> The total floor area of the enclosure shall not exceed 10% of the floor area of the storey directly beneath. The enclosure shall be setback a minimum of 3.0m from the exterior walls of the storey directly beneath. The total vertical distance from the uppermost point of the building to the top of the enclosure shall not exceed 3.75m in height. 		8
		-: No Change	

Table 1: Special Regulations Overview

Note: See page 25 & 26 for additional details and explanation for proposed special regulations.

/ Special Regulation Explanations

1 Lot Consolidation

The size and shape of the proposed lot assembly is desirable for the proposed low-rise apartment use and provides a unique opportunity to accommodate residential intensification in a manner that is sensitive and responds well to its context. In order to implement the proposed site specific OPA and limit the implications of the added height, the proposed by-law requires a larger minimum lot area to ensure that development of these lands proceeds comprehensively.

Official Plan References

Neighbourhoods Place Type Policies - Policy 920 & 953

2 Urban Front and Exterior Side Yard

The existing 6.0m+ front and exterior side yard setback requirement in the R8-4 zone would produce a more suburban character than what is envisioned for corner redevelopment sites located at the intersection of Neighbourhood Connectors and Neighbourhood Streets, by the London Plan. The proposed special regulation will ensure that new buildings will be sited close to the streets, creating a more urban condition that provides for enclosure and activation of the adjacent public realm.

Official Plan References

City Design Policies - Policy 252, 256 & 259
Neighbourhood Place Type Policies - Policy 953

3 Enhanced Contextual Side Yard

The proposed zoning by-law includes an enhanced interior side yard setback requirement. This special regulation has been included recognizing the existing low-rise residential development to the north that may not redevelop to the same intensity. The enhanced regulation will ensure all new buildings on the project site are setback at a minimum of 3.5m to provide additional horizontal separation and enhanced opportunities for plantings/buffering. The proposed distance of 3.5m recognizes the pinch point on the northeast corner of the proposed building, however, the plan generally achieves a setback greater than this.

Official Plan References

City Design Policies - Policy 252-253
Neighbourhood Place Type Policies - Policy 953

4 Landscaped Open Space

The R8-4 zone typically provides for and regulates a more suburban form of apartment buildings than what is envisioned for intensification on corner lots in the Neighbourhoods Place Type in the London Plan. The proposed special regulation will allow for a more urban/compact form of apartment development that achieves the Official Plan direction for compact patterns of growth. It is important to note that the reduction of landscaped open space will not result in limitations on amenity space, as the proposed development includes shared at-grade and rooftop amenity space, as well as private balcony spaces.

Official Plan References

City Design Policies - Policy 295
Neighbourhood Place Type Policies - Policy 918 & 953

5 Lot Coverage

The R8-4 zone typically provides for and regulates a more suburban form of apartment buildings than what is envisioned for intensification on corner lots in the Neighbourhoods Place Type in the London Plan. The proposed special regulation will allow for a more urban/compact form of apartment development. It is important to note that, the concept integrates surface parking into the proposed structure at-grade which results in a reduced parking area coverage, and maintenance of a healthy amount of landscaped open space.

Official Plan References

City Design Policies - Policy 252, 256 & 259

6 Height

The proposed Zoning By-law includes a maximum height provision that establishes permissions for a low-rise building as per the intent of the applicable London Plan policies. The maximum height regulation is tailored specifically to implement the proposed Site Specific Policy area and enable the height of the building to extend to an upper maximum height of 4-storays.

Official Plan References

City Design Policies - Policy 298

7 Density

The proposed maximum density provision of 190 units per hectare will allow for the implementation of the proposed apartment building and will align with the City's vision for residential intensification in Neighbourhoods. Additionally, this will align with the urban design policies that support transition of built form from areas of high density residential uses.

Official Plan References

City Design Policies - Policy 298
Planning Measures to Plan for Use, Intensity and Form - Policy 753
Neighbourhood Place Type Policies - Policy 953

8 Rooftop Amenity Area/Access

The proposed zoning by-law includes additional regulations to direct the size and location of any covered portion of the building that provides access to a rooftop amenity. This will allow for the implementation of the proposed rooftop amenity area while ensuring that the additional portions of the building that extend beyond the height limitations set out in this by-law do not adversely impact the neighbouring low-rise residential properties or the public right-of-ways.

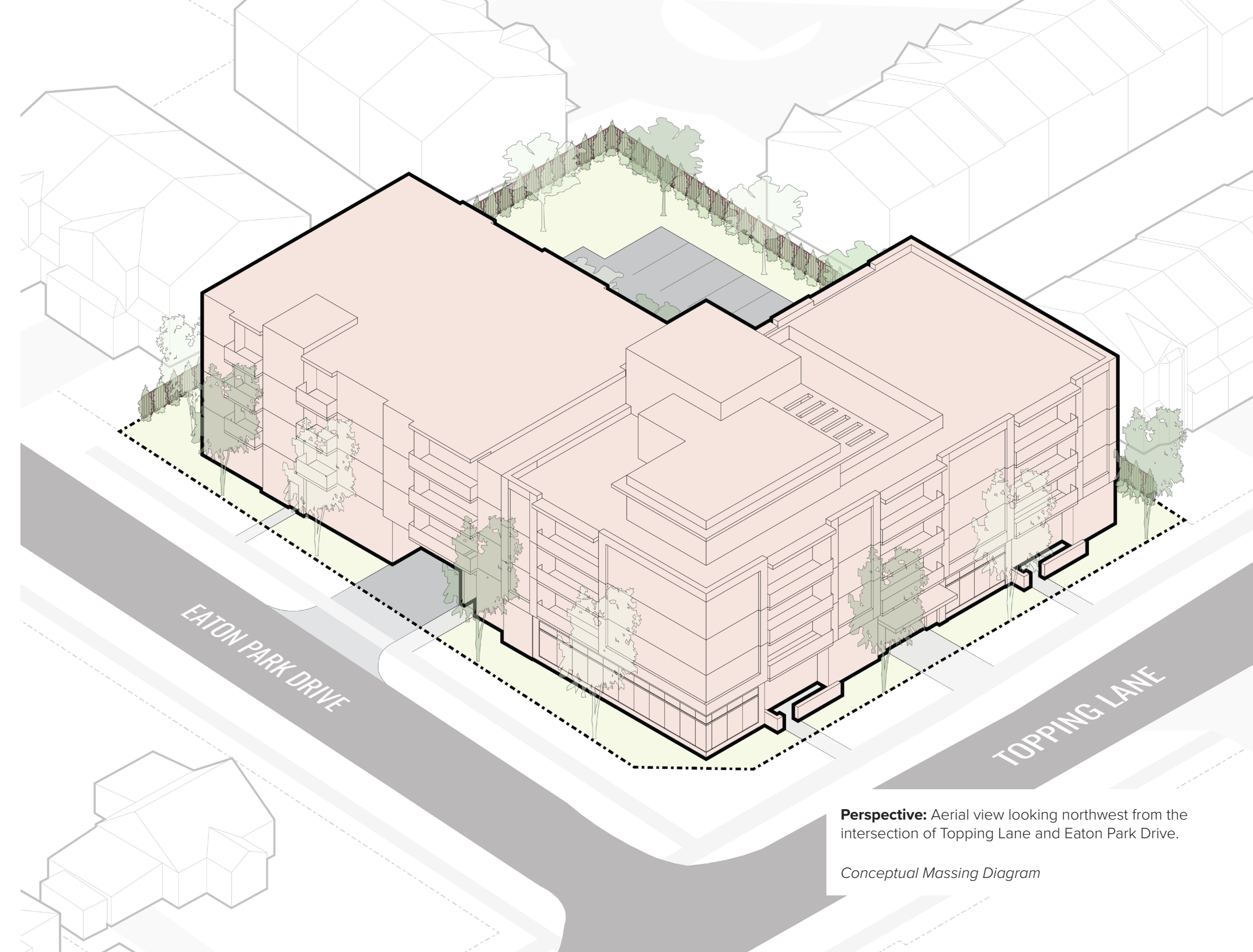
Official Plan References

City Design Policies - Policy 295

S6.3 Proposed Development Concept

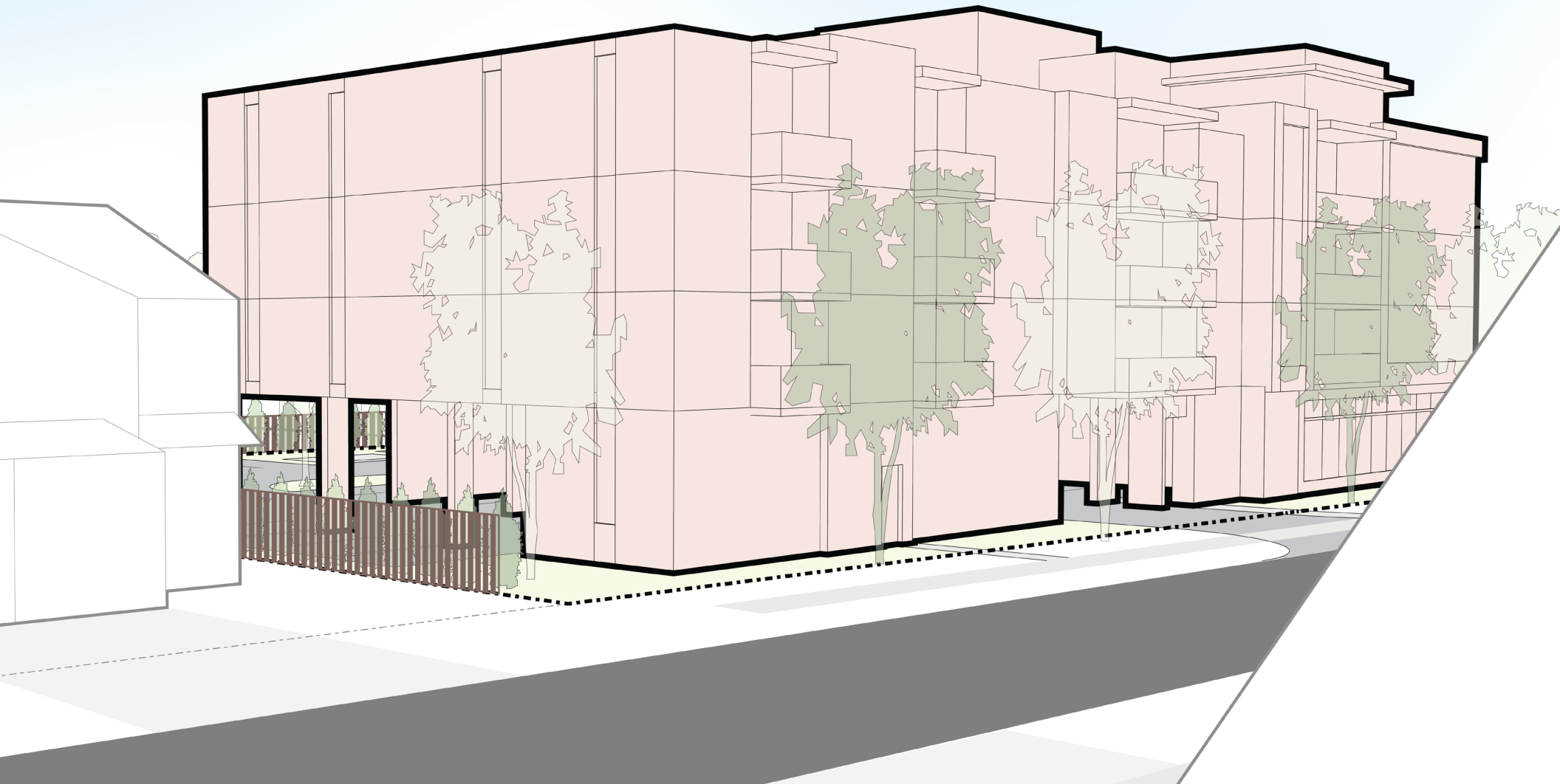
/ 4-Storey Residential Apartment Building

The following illustrations and graphics provide an overview of the development concept for 539 & 543 Topping Lane. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Official Plan and Zoning By-law amendment outlines in Section 6.2 of this brief. The preliminary concept plan envisions a 4-storey apartment building with 55 residential units. The development concept includes 47 surface parking stalls. Vehicular circulation is provided via a new access driveway from Eaton Park Drive and the site design includes an internal turnaround and dedicated garbage/loading stall. A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/539t. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



Perspective: Aerial view looking northwest from the intersection of Topping Lane and Eaton Park Drive.

Conceptual Massing Diagram



Perspective: View looking northeast from Eaton Park Drive.

Conceptual Massing Diagram

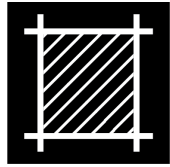


Perspective: View looking southeast from the intersection of Topping Lane.

Conceptual Massing Diagram

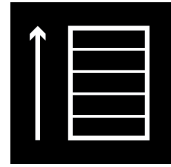
/ Concept At-A-Glance

SITE AREA



0.29
HECTARES

BUILDING HEIGHT



4
STOREYS
16.0
METRES

DWELLING UNITS



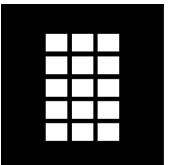
55
DWELLING UNITS

PARKING



0.86/unit
OVERALL VEHICLE PARKING
RATE

DENSITY

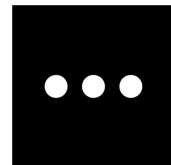


188
UNITS PER HECTARE

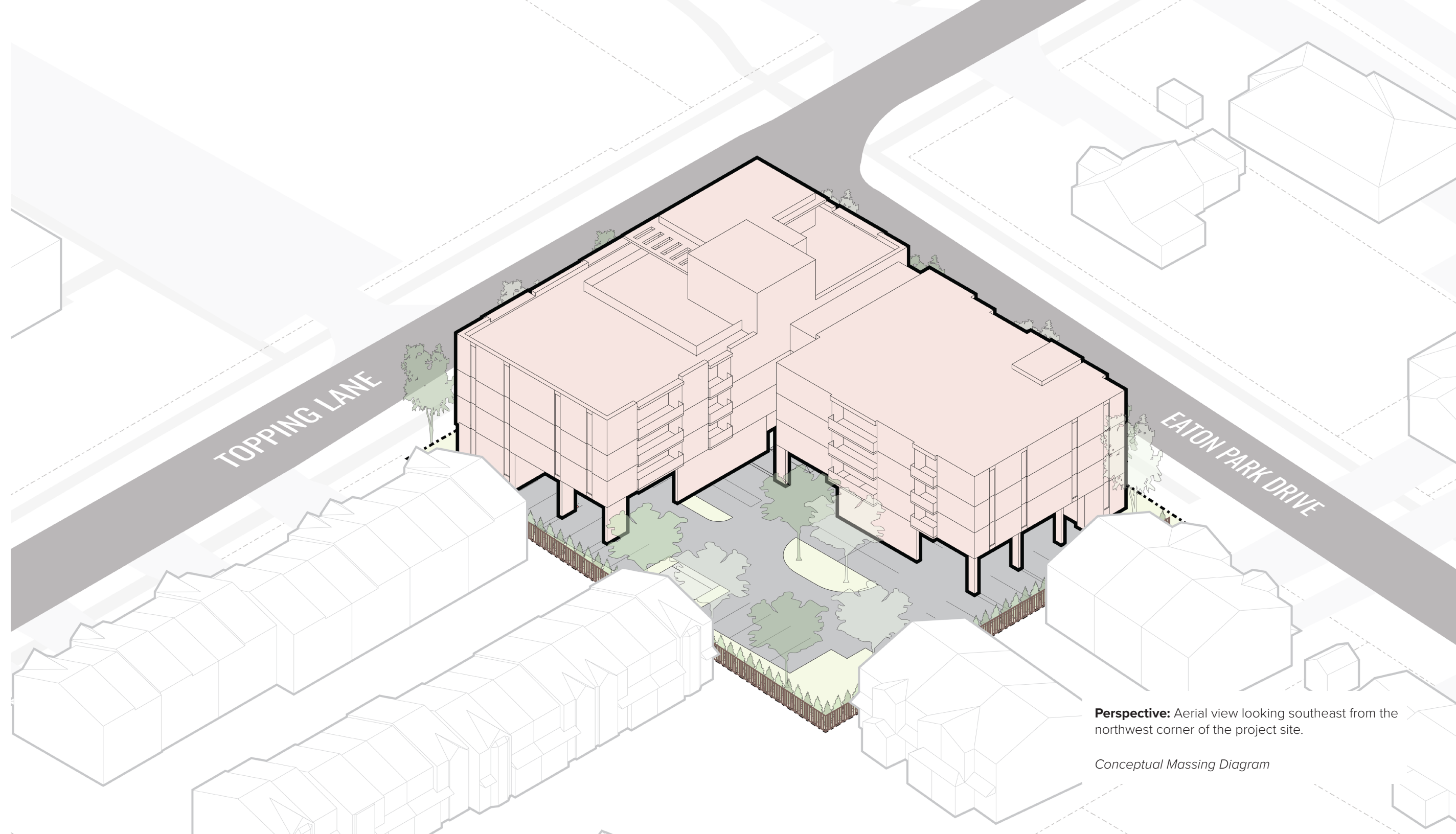


0.9/unit
SECURE/LONG-TERM BICYCLE
PARKING RATE

OTHER



27% **47%**
LANDSCAPED OPEN SPACE LOT
COVERAGE



Perspective: Aerial view looking southeast from the northwest corner of the project site.

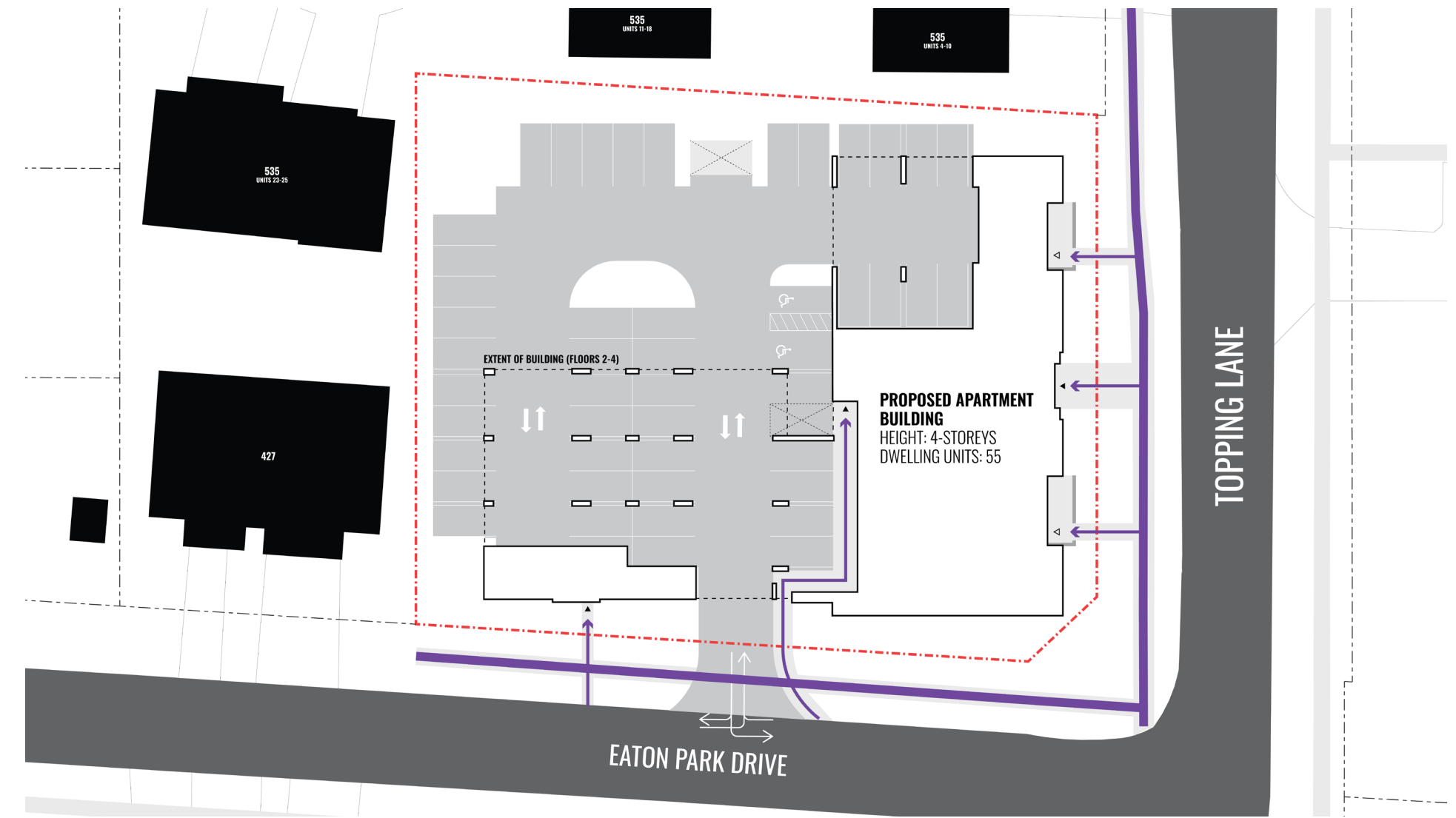
Conceptual Massing Diagram



- LEGEND**
- ▲ Building Entrances
 - △ Individual Unit Entrances
 - Site Boundary
 - New Building Footprint
 - Ground Floor Unit
 - Bike Room/Garbage Room
 - Common Amenity Area
 - Mail Room
 - Elevators
 - Stairs
 - 1 New Site Access
 - 2 Surface Parking
 - 3 Common Outdoor Amenity Area

Note: This simplified ground floor plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2024-04-29 conceptual site plan.

Figure 13. Simplified Ground Floor Plan



- LEGEND**
- ▲ Building Entrances
 - △ Individual Unit Entrances
 - Site Boundary
 - New Building Footprint
 - Existing Sidewalk
 - Pedestrian Connection
 - Vehicular Circulation/Movements

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2024-04-29 conceptual site plan.

Figure 14. Site Access and Circulation Plan



LEGEND

- | | | | | | |
|-----|---------------------------|---|------------------------------|---|------------------------------|
| ▲ | Building Entrances | ■ | Landscaped Area | ▨ | Outdoor Rooftop Amenity Area |
| △ | Individual Unit Entrances | ▨ | Enhanced Edge Treatment | ▨ | |
| --- | Site Boundary | ▨ | At-Grade Common Amenity Area | ▨ | |
| ■ | New Building Footprint | ▨ | Indoor Rooftop Amenity Area | | |

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

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Figure 15. Conceptual Landscape Plan

S7: SUPPORTING STUDIES

S7.1 Tree Preservation

The City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Preservation Report has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Official Plan and Zoning By-law Amendment application. The report is available for public download on the project website. The report identifies and evaluates all trees of all sizes in the City right-of-way and trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The inventory identified 30 individual trees and 3 vegetation units. The size, location and quality of the existing trees can be found on the Tree Preservation Drawing in Appendix A of the RKLA Report. No rare or endangered tree species were identified. In considering the potential impacts and disturbance associated with the proposed development concept, it was concluded that there is potential to preserve 8 out of the 30 existing trees and 2 out of the 3 vegetation units. The Tree Preservation Report demonstrates that the majority of trees to be removed are located on the project site. The report identifies four City trees (two boundary trees and two trees in the City ROW) that will be required to be removed. The report also identifies the potential for conflicts with six additional trees (three City boundary trees and three trees at 535 Topping Lane) that will need to be reviewed with civil plans at the time of Site Plan Approval. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process and will offset the loss of existing trees.

S7.2 Servicing Feasibility Report

Through the pre-application consultation process with the City of London it was identified that the applicant's engineer was to provide a servicing report demonstrating how the site is intended to be serviced by municipal sanitary, storm sewer and water servicing. SBM Ltd. was retained to prepare a Servicing Feasibility Study to support the development strategy and Official Plan and Zoning By-law Amendment application. The Servicing Report demonstrates the adequacy of the existing municipal services and an overview of any necessary extensions to underground services that will occur at the developers expense. Updates to the proposed concept plan have been completed since this report was finalized. These updates are generally in alignment with the proposed concept and therefore do not substantially change the recommendations provided in the report.

From a sanitary perspective, the SBM Report reviewed the City's record drawing No. 16,925 dated November 30, 2001 and determined that the site is in the vicinity of an existing 200mm sanitary sewer along the Eaton Park Drive ROW. A total peak sanitary flow of 0.95L/s was calculated for this development. As a result, a new sanitary PDC will be designed as part of site plan approval.

From a stormwater management perspective, it was identified that there is no existing stormwater infrastructure within the ROW immediately fronting the subject site. The report proposes to extend either the sewer within the Topping Lane ROW or the Eaton Park Drive ROW to the proposed development. Preliminary stormwater management calculations have been included in the SBM report and show that the post-development c-value for the site is 0.61. As a result, stormwater management controls will be implemented to restrict development flows to pre-development levels. The report also noted that the existing topography of the site directs overland flows through 427 Eaton Park Drive. Overland flows will be reduced/ eliminated through the adjacent private property and directed towards the adjacent municipal ROW. It was identified that stormwater management quality controls will be implemented during detailed design.

From a water servicing perspective, the required flow for the proposed development (including fire flow and maximum day demand) was calculated as 18.12L/s. A private fire hydrant is also required as the fire hydrants within the Eaton Park Drive ROW and the Topping Lane ROW are further than 45m from the proposed building.

S7.3 Transportation Impact Assessment

The 02-2024 Traffic Impact Brief, prepared by RC Spencer Associates Inc. found that the proposed development can generally be accommodated by the existing transportation network with no significant impacts to traffic operations. Updates to the proposed concept plan have been completed since this report was finalized. These updates are generally in alignment with the proposed concept and therefore do not substantially change the recommendations provided in the report. It was forecasted that the proposed development will generate 0.37 trips per unit in the AM peak hour (5 in and 16 out) and 0.39 trips per unit during the PM peak hour (13 in and 8 out).

The report identified that the addition of traffic from the proposed development will have a nominal impact on the intersection of Eaton Park Drive and Topping Lane. Traffic entering onto Topping Lane from Eaton Park Drive will not experience any delays. The projected traffic volumes did not warrant a dedicated northbound left turn lane or require any additional geometric or traffic control improvements at the Topping Lane and Eaton Park Drive intersection.

It was also identified that the proposed site access will not significantly impact traffic operations on Eaton Park Drive. A site line analysis determined that there is sufficient sight distance for safe egress from the site. Some existing obstructions in the form of existing brush and trees were observed in the defined site triangles of the proposed site entrance. Recommendations for removal of the vegetation were made, to allow for clear sight lines.

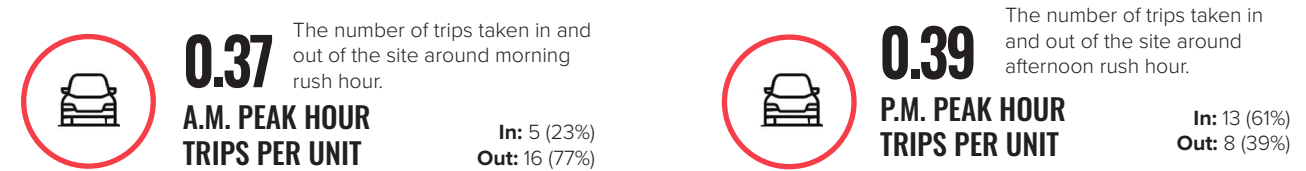


Figure 16. Transportation Impact Assessment Highlights

S8: ENGAGEMENT

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn about the vision for the site early on in the planning process and to share their thoughts. South London Investments Inc. and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 539 & 543 Topping Lane and how those steps intersect with our applicant-led community engagement program.

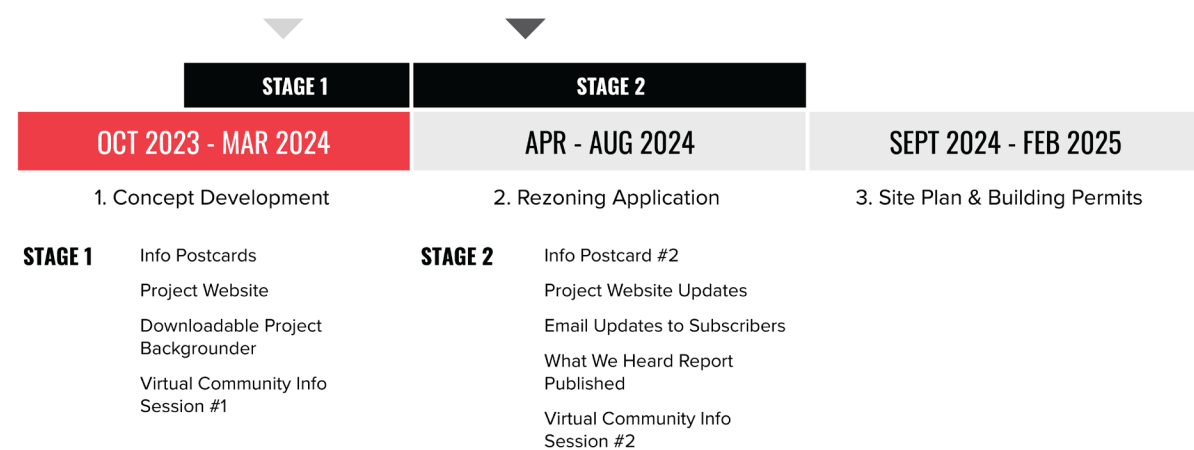


Figure 17. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However, we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

STAGE 1 TACTICS

Info Postcard

117 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

Project Website

A project website (www.siv-ik.ca/539t) was launched on February 15, 2024 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

Virtual Community Information Session

The project team hosted a Zoom webinar on February 29, 2024 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

What We Heard Report

The report has been published, shared on the project website and submitted with the Zoning By-law Amendment application. The report “closes the loop” on Stage 1 of our community engagement program by clearly documenting the feedback that was received and our response to it.

REACH

117

INFO POST CARDS CIRCULATED

74

UNIQUE PROJECT WEBSITE VIEWS

09

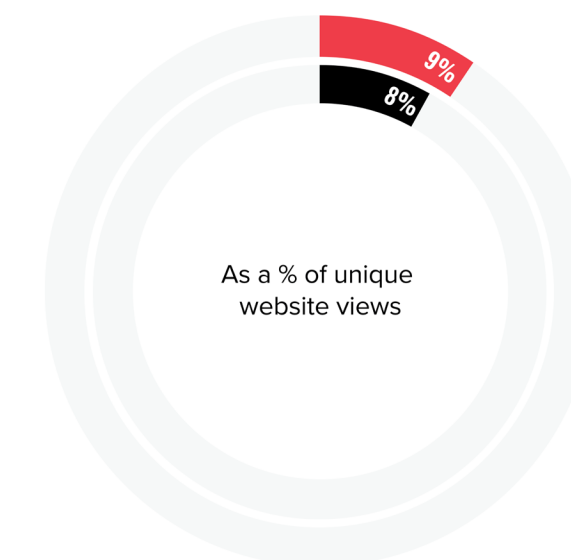
UNIQUE RESPONDENTS

13

UNIQUE PIECES OF FEEDBACK

FEEDBACK

ENGAGEMENT

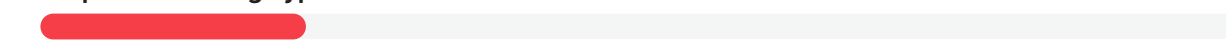


- Attended the Virtual Info Session #1
- Signed up for email updates

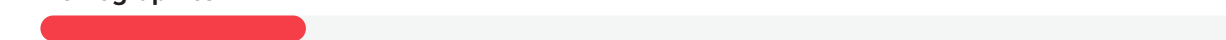
TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.

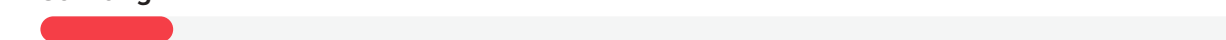
Proposed Housing Type



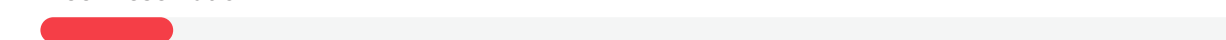
Demographics



Servicing



Tree Preservation



Note: The graphics and text above represent highlights of Stage 1 of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2024-04-29 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/539t.

S9: INTERPRETATION

S9.1 Purpose of this Brief

We understand that sites are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 539 & 543 Topping Lane. The Brief provides an overview of the proposed Site Specific Policy, Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Site Specific Official Plan Policy and Zoning By-law and Concept Plan.

S9.2 The Development Design

The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. The proposed Site Specific Policy and Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process.

S9.3 Stakeholder Engagement

The project team has carried out early engagement with the Ward 11 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



REFERENCES

1. Topographic Survey prepared by Callon Dietz, dated February 9, 2024.
2. City of London Southcrest Neighbourhood Profile (2016).
3. The Provincial Policy Statement (2020).
4. The London Plan.
5. City of London Comprehensive Zoning By-law Z.-1.
6. City of London, London City Map (Last updated October 1, 2020).
7. Tree Preservation Report prepared by Ron Koudys Landscape Architects Inc., dated April 2024.
8. Servicing Feasibility Study prepared by Strik Baldinelli Moniz Ltd., dated March 1, 2024.
9. Transportation Impact Assessment prepared by RC Spencer Associates Inc., dated February 2024.

