

# Planning and Design Report

## Omni Developments

1458 Huron Street  
City of London



April 4<sup>th</sup>, 2023



**Zelinka Priamo Ltd.**  
LAND USE PLANNERS

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## 1.0 INTRODUCTION AND SUMMARY

Zelinka Priamo Ltd., on behalf of Omni Developments, has submitted an application to the City of London to amend its Zoning By-Law to permit the partial redevelopment of the lands known municipally as 1458 Huron Street (hereinafter referred to as the 'subject lands') for a mix of conventional and back-to-back two-storey townhouses. The existing two-storey, single-detached dwelling is to remain, and is to be converted into a two-unit dwelling.

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 (2020) and the London Plan (City of London Official Plan, 2016).

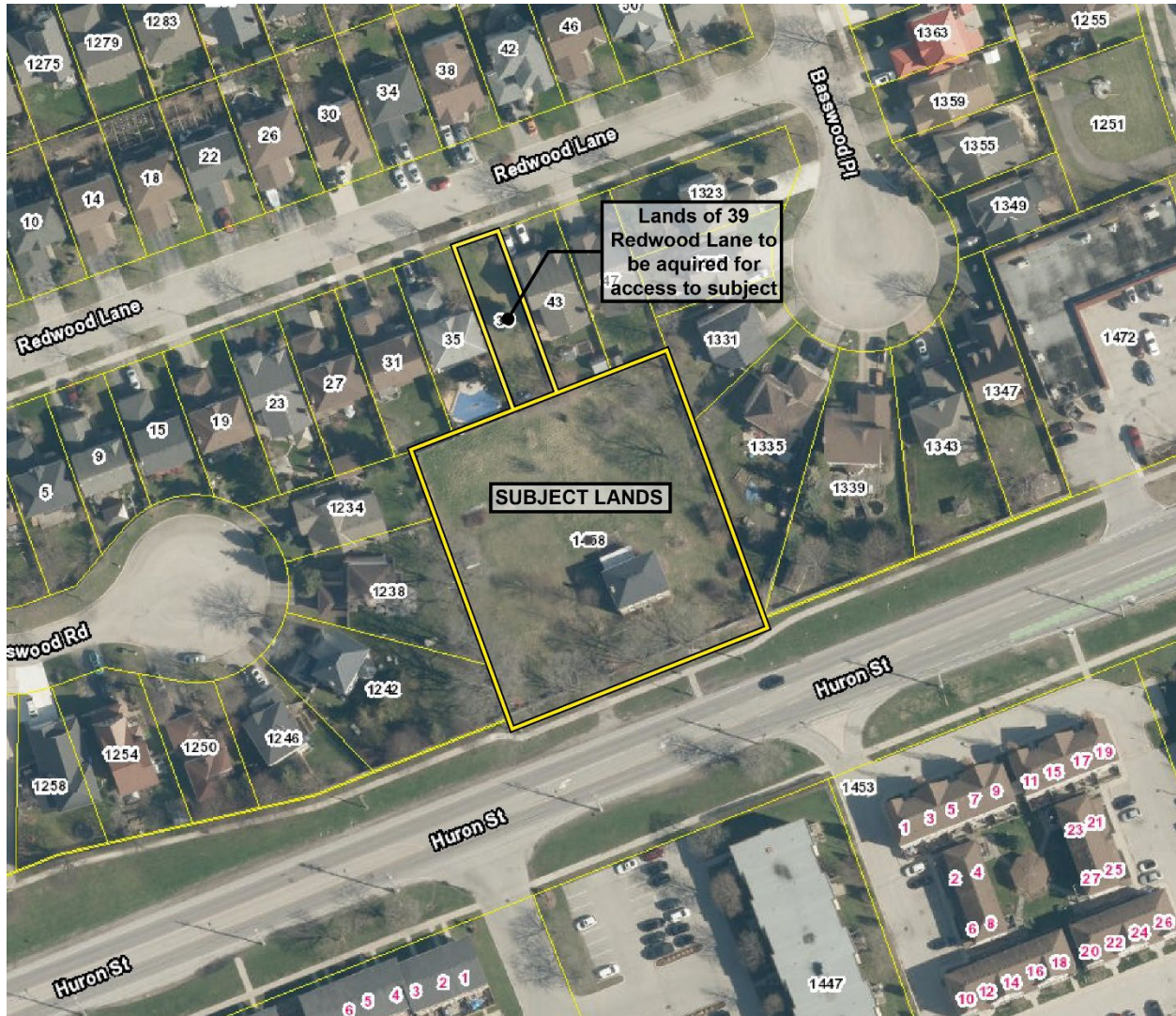
This report concludes that the proposed Zoning By-Law Amendment Application to permit the proposed development is appropriate and desirable for the following reasons:

- The proposed Zoning By-Law Amendment is consistent with the policies of the 2020 Provincial Policy Statement;
- The proposed Zoning By-Law Amendment is in conformity with the London Plan;
- The proposed Zoning By-Law Amendment provides for a form of development that will make efficient use of underutilized lands within an established, built-up area of the city;
- The proposed development provides a well-functioning site design and built form that is compatible with, and complementary to, the surrounding land uses; and,
- The proposal retains and makes viable use of an existing dwelling that exhibits cultural heritage features.

## 2.0 SUBJECT LANDS

The subject lands are located on the north side of Huron Street, between Sandford Street and Webster Street (Figure 1).

Figure 1: Subject Lands – 1458 Huron Street



The subject lands have an area of approximately 0.35 ha (0.86 acre); a lot frontage of 58.2m (190ft); and, a lot depth of 62.3m (204ft). The subject lands abut low-density residential uses consisting of single-detached dwellings to the north, east, and west, and face medium-density residential uses to the south, consisting of townhouses and apartment buildings.

The subject lands are currently occupied by a vacant, two-storey, single-detached dwelling located along the frontage of Huron Street (Figure 2 on following page). The dwelling has not been occupied for some time and is in a state of disrepair. The remainder of the property is vacant and covered by grass, with a few trees dispersed around the site and along the perimeter.

The original vehicular access point to the subject lands on the west side of the existing building has been gated closed. There is a public pedestrian sidewalk located within the Huron Street road allowance.

A reserve lot, known municipally as 39 Redwood Lane is proposed to be consolidated with the main parcel and is to be used as vehicular and pedestrian access to Redwood Lane. The City of London has declared this parcel surplus and has entered into a purchase and sale agreement with Omni Developments. Full municipal services are available to the subject lands from Redwood Lane.

The subject lands are within the “*Neighbourhoods*” Place Type on “Map 1 – Place Types” with frontage along a “*Civic Boulevard*” street classification on “Map 3 – Street Classifications” in the London Plan. The subject lands are zoned “*Residential (R1-4)*” in the City of London Zoning By-Law.

**Figure 2: Existing Building on Subject Lands**



## 3.0 NEIGHBOURHOOD CHARACTER AND SPATIAL ANALYSIS

The neighbourhood surrounding the subject lands of 1458 Huron Street includes a mix of housing forms and densities. Lower density forms of housing located in the area include single-detached dwellings, while higher density forms of housing found in the area consist of townhouses and mid-rise apartment buildings. Lots containing single-detached dwellings are located in all directions near the subject lands. Townhouses and low/mid-rise apartment buildings are located to the east and west of the subject lands, located along both sides of Huron Street. Commercial/retail uses are located to the east of the subject lands, at the corner of Huron Street and Sandford Street. Higher-order commercial uses are also located to the west of the subject lands, at the intersection of Huron Street and Highbury Avenue North. Immediate green space in the form of Grove Cemetery is located opposite Huron Street.

### 3.1 SETBACKS

Lands to the north of the subject lands are part of a standard, contemporary subdivision, commonplace in the City of London. An average lot containing a single-detached dwelling to the north of the subject lands has approximately 13.0m of frontage along Neighbourhood Streets such as Basswood Road. Single-detached dwellings are consistently setback 6m from the front lot line. Rear yard setbacks vary in size, with the smallest rear yard setbacks being approximately 10.0m. Most dwellings have projecting garages. Side yard setbacks provide sufficient room for access to the rear yard, as well as room for landscaping and fencing. It should also be noted that lots on the north side of Huron Street surrounding the subject lands have rear yards that interface with Huron Street.

Townhouse and Apartment buildings located in the neighbourhood are often located close to the street, with parking located internal to the site so the building can assist in the screening of surface parking. There are some exceptions as some of these lots have layouts where parking is placed in front of the building. The close proximity to Huron Street allows the buildings to provide an open and welcoming street presence with convenient connections to pedestrian sidewalks.

### 3.2 HOUSING FORMS AND ARCHITECTURAL STYLES

Contemporary architectural forms and styles are present in the surrounding neighbourhood. Single-detached dwellings contain architectural elements commonly found in contemporary styles such as gable and hip roofing; garages that protrude from the front elevation of the building; large front elevation windows; and, building shapes that are generally square, with clean lines and angles. The majority of these buildings are two storeys in height, with 1-storey dwellings intermixed as well. Exterior materials for the single-detached dwellings consist of brick (in colours of red, yellow, and gray), vinyl siding (in colours of gray, white, and yellow), and roof shingles (in colours of black, brown, and red). All single-detached lots have driveways in the front yard that connect to the garage. The remaining front yard space is used for lawn and landscaping (gardening and R.O.W trees), and to provide walkways to the front door.

Townhouse and multi-unit buildings found in the neighbourhood area are generally 2-3 storeys in height and are in keeping with the styles and forms of the single-detached dwellings in the area. Some buildings have similarly angled gable and hip roofing styles found on the single-detached dwellings, while others have flat roofs. The majority of the townhouse buildings have entrances along the front building elevations with multiple large windows. Front entrances are sometimes recessed into the building to mimic the style of the single-detached dwellings. Materials used for the townhouse buildings consist of vinyl siding, brick, and shingled roofs. The colour palettes are often similar, but also contain different palettes that complement the character of the neighbourhood. As the townhouse buildings in the area do not have garages, front yards are smaller and consist of less landscaped area in front of the building.

Apartment buildings in the area range from low-rise buildings (3-storeys) to mid-rise buildings (6+ storeys). Buildings are rectangular in shape most commonly feature flat roofs, but there are some buildings present in the area that feature gable and hip roofs. Exterior building materials feature a palette of brick, stone, vinyl siding, and shingled roofs. Prominent colours in the architecture include red, black, yellow, white, and gray.

**Figure 3: Existing Built Forms in the Surrounding Area**



**Figure 3 Continued: Existing Built Forms in the Surrounding Area**



### 3.3 PARKING

Parking for single-detached dwellings is provided in attached private garages and front yard driveways. Parking for other housing forms in the area varies. The majority of multi-unit/townhouse development have parking located to the interior of the site, so that buildings can provide screening from the street. Apartment developments have a similar parking configuration where parking is located to the interior of the site. However, there are some outliers where parking is located out front of the building. Some apartment developments also have parking structures.



### 3.4 SITE-SPECIFIC SPATIAL ANALYSIS

Figure 4 illustrates a Site-Specific Spatial Analysis, providing information on the immediate context of the site. The front yard of the development directly interfaces with an active frontage along Huron Street. This interface differs from the common interface of surrounding lots where the rear yard interfaces with Huron Street. The proposed configuration creates a walkable development with convenient pedestrian access to Huron Street which abutting lots do not have. This configuration also allows for the proposed townhouses to have rear yards interfacing with rear yards of lots containing single-detached dwellings. Adequate spacing will be provided between buildings for access and privacy measures. City Staff do not wish for a Huron Street access to be used for an intensified development. Rather they have identified a location for the proposed vehicular access using the reserve lot of 39 Redwood Lane (shown with a black arrow) at the north end of the subject lands.

Figure 4 – Site-Specific Spatial Analysis



The existing pedestrian experience along Huron Street is depicted in Figure 5. There are standard width sidewalks located along both sides of Huron Street which provide connection to the subject lands. The lots containing single-detached dwellings that have a rear yard interfacing with Huron Street create a large portion of disconnection between the streetscape and the abutting residential area to the north of Huron Street. Large stretches of non-engaging streetscape have fencing that isolates the Huron Street public realm from the neighbourhood. The proposed development will open up this interface and assist in creating a more connected neighbourhood, with easier access to nearby amenities. It will also reflect a pattern of higher density housing types along a higher order street.

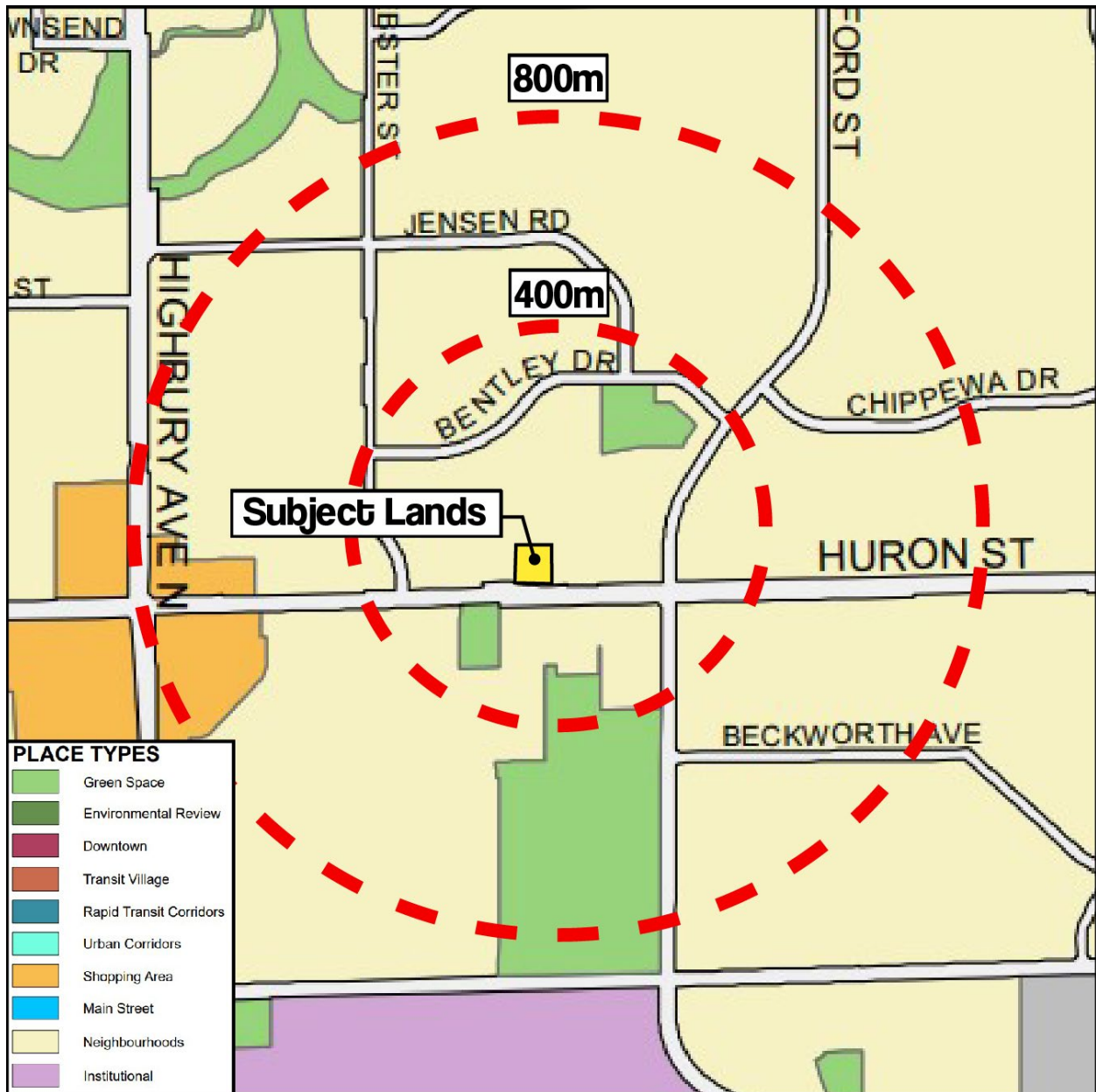
**Figure 5: Streetscape along Huron Street**



### 3.5 REGIONAL SPATIAL ANALYSIS

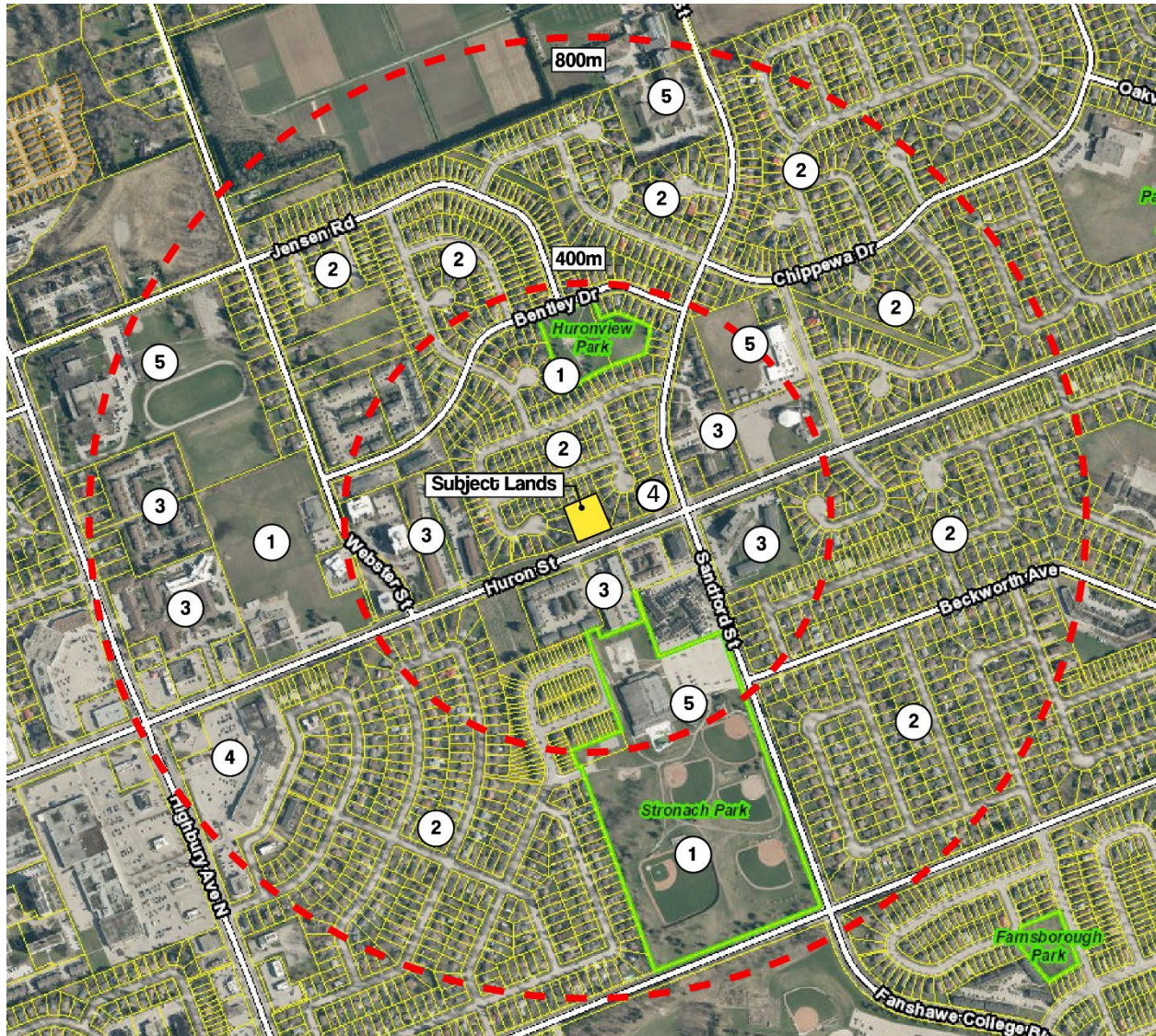
Figure 6 illustrates the surrounding place types, as per the London Plan (Council’s long-term vision for land use and physical development), and Figure 7 (on the following page) illustrates significant landmarks. Each shows a 400m and 800m radius from the subject lands, representing straight line walking distances of approximately 5 minutes and 10 minutes respectively. However, due to sidewalk networks and physical barriers, the radii may not represent exact walking times. Arterial and Connector roads in the surrounding area are labelled. Significant landmarks are identified by numbers 1-5.

Figure 6 – Regional Spatial Analysis (Land Use)



Land uses within both 400m and 800m primarily consist of the “Neighbourhoods”, “Green Space”, and “Shopping Areas” Place Types. The subject lands are part of a larger block of “Neighbourhoods” Place Type, with convenient access to “Green Space” and “Shopping Areas” Place Types for recreational and shopping purposes.

Figure 7 – Regional Spatial Analysis (Major Landmarks)



Notable features within 400m and 800m include:

1. Existing Green/Open Spaces – in the form of Stronach Park, which is a multi-sport outdoor recreational complex found along Sandford Street. Also includes Huronview Park located along Huronview Park, an open space with playground equipment. Various other open spaces are included such as Schoolyard and cemetery green spaces
2. Existing low-density residential – in the form of single-detached dwellings located in the surrounding area to the north, southeast, and southwest.
3. Medium-density residential uses – in the form of multi-unit dwellings and 2-3 storey townhouse developments found to the south, east, and west of the subject lands.
4. Commercial uses – in the form of retail plazas, with some containing large retail stores such as Walmart, Shoppers Drug Mart, and NoFrills.
5. Institutional uses – including St. Andrew the Apostle Parish Church, St. Anne Catholic Elementary School, and recreational facilities such as Stronach Arena.

### 3.6 ANALYSIS

Overall, the analysis of the surrounding neighbourhood illustrates that the area has the potential to meet the City of London's goal of creating a resilient, walkable, and diverse community. The proposed development can contribute to achieving this goal.

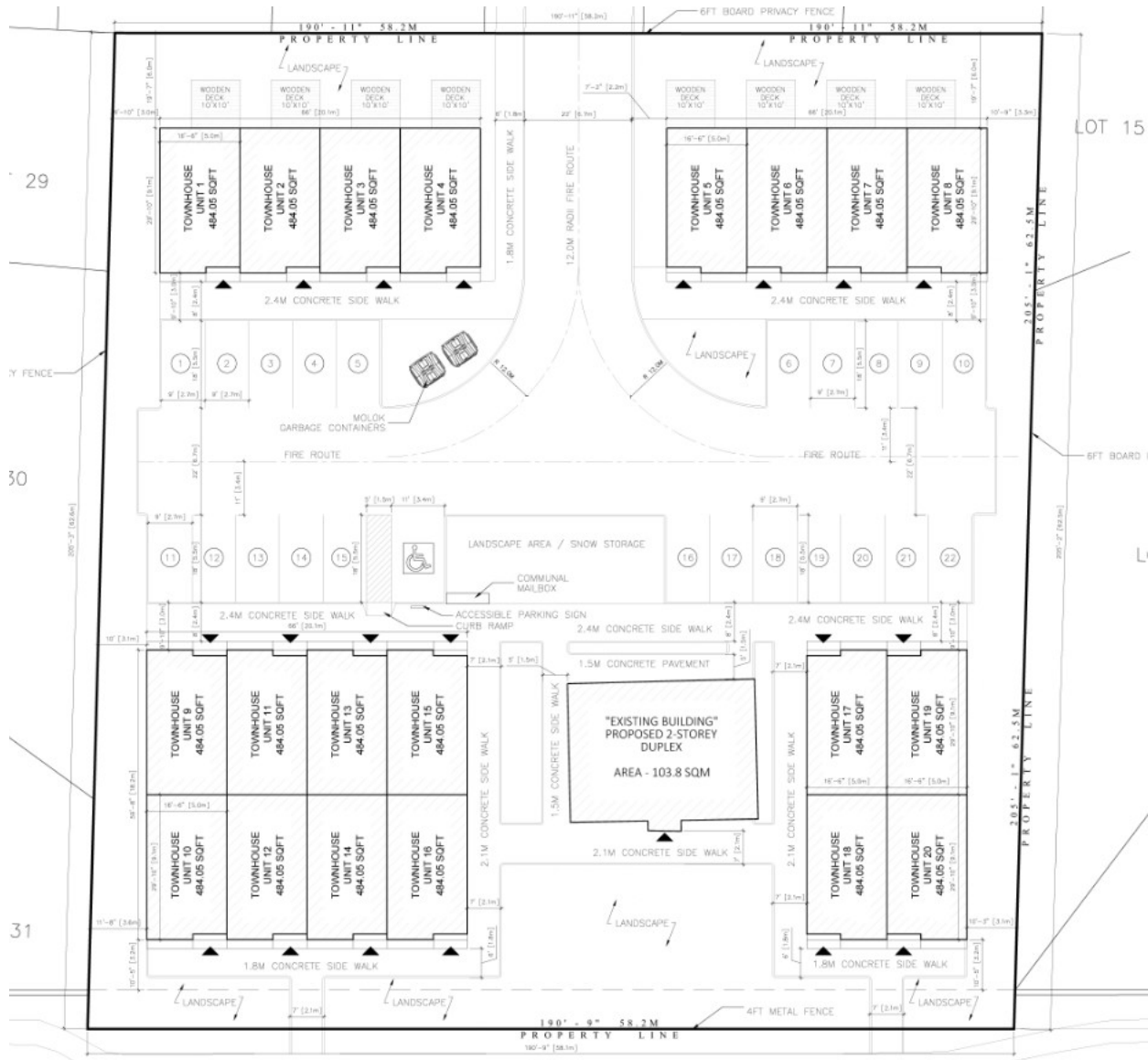
The analysis illustrates that the subject area is a diverse neighbourhood that is providing a range and types of housing forms. There is a mixture of single-detached dwellings, multi-unit dwellings, townhouses, and apartment buildings, providing a mix of housing options and assisting with affordability. The analysis shows that the proposed townhouse development can integrate well with the surrounding area and fits well with the mix of housing forms in the area.

The analysis also found that the neighbourhood around Huron Street has growing potential to become a walkable, complete community that assists in putting more emphasis on active transportation as well as public transportation that the city has heavily invested in. The Regional Spatial Analysis demonstrates that the neighbourhood contains a wide range of the amenities that make up a complete community, such as schools, green spaces, and grocery stores, all within a walkable distance of the subject lands. As the proposed development has an active interface with Huron Street, it can create new pedestrian connections that help provide convenient access to these important amenities.

## 4.0 PROPOSED DEVELOPMENT

The proposed development seeks to intensify the subject lands with two, 2-storey townhouse buildings that would contain 4 units in each building; an eight unit, 2-storey back-to-back townhouse building; a four unit, 2-storey back-to-back townhouse building; and, the conversion of the existing 2-storey building to a two-unit dwelling (Figures 8-11)

Figure 8 – Conceptual Development Plan (excerpt)



**Figure 9 – Aerial view of proposed development**



Altogether, the development will yield a total of 22 residential units on the subject lands. The back-to-back townhouse buildings are proposed to be located along the Huron Street frontage, on either side of the existing 2-storey dwelling. Conventional townhouse buildings are to be located at the north end of the property, one in the northeast corner and one in the northwest corner of the site. Each townhouse unit will have dimensions of 8.0m (26ft) x 5.0m (16ft) for a total ground floor area of 40.0m<sup>2</sup> (430.5ft<sup>2</sup>).

**Figure 10 – Front Facing Façade of the Proposed Townhouse Buildings (looking north from parking area)**



Figure 11 – Front Façade of Proposed Townhouse Buildings (looking northeast from parking area)



As outlined in the analysis section of the report, the existing 2-storey building on the subject lands is vacant and in a state of disrepair. This proposal seeks to renovate the existing building for the purposes of converting the building into a two-unit dwelling. There are no changes proposed for the exterior of the existing building.

The proposed development would have a front yard setback of 3.2m (after road widening), a rear yard depth of 6.0m, and side yard depths of 3.0m. These setbacks provide the conventional townhouse buildings at the north end of the site with adequate rear yards for private amenity space, and side yards wide enough to accommodate appropriate landscape strips providing natural privacy screens from abutting properties. Rear yards of the northerly townhouses will interface with the rear yards of the dwellings fronting onto Redwood Lane, while the sides of the back-to-back townhouses interface with the rear yards of dwellings fronting onto the culs-de-sac of Basswood Road and Basswood Place.

#### 4.1 VEHICULAR ACCESS AND PARKING

The vacant parcel known as 39 Redwood Lane that abuts the north end of the subject lands has been deemed surplus by the City of London, and an agreement with the applicant is being worked out so the lands can be used as an access point for the subject lands. This was deemed necessary as city staff had indicated that they would not support any new access points onto Huron Street at this location.

The lands of 39 Redwood Lane have an area of approximately 371.5m<sup>2</sup> with 10.2m of frontage along Redwood Lane. The lands have sufficient frontage to accommodate a standard 6.7m two-lane driveway for access to and from the site, as well as a 1.8m pedestrian sidewalk on the west side of the proposed driveway. The driveway will lead to a centrally located asphalt parking area, where a total of 22 parking spaces will be provided for the development. One of the parking spaces



will be an accessible Type 'A' parking space with a barrier-free path of travel to the townhouse building entrances. Based on the parking requirements of the City of London Zoning By-Law Z.-1 (Townhouse, Cluster – 1.0 spaces per unit), the proposed development provides an appropriate number of on-site parking spaces.

## **4.2 PEDESTRIAN ACCESS**

Pedestrian connections to the subject lands are to be provided by concrete sidewalks connected to the existing sidewalk along Huron Street. There will be two (2) sidewalk connections into the existing Huron Street sidewalk providing direct access to the two back-to-back townhouse buildings and the existing building. These sidewalks will also extend into the rear yard of the site. A 1.8m sidewalk will extend along the west side of the proposed 39 Redwood Lane driveway and connect into the existing sidewalk along Redwood Lane.

## **4.3 GARBAGE COLLECTION**

The development proposes the use of Molok waste containers, which provide underground collection space for garbage, reducing the amount of space needed at surface level. As per the concept plan, the Molok containers are to be located in the landscaped area in front of the northwest townhouse building, for easy access by collection vehicles.

## **4.4 LANDSCAPING/AMENITY SPACE**

A large, amenity space is centrally located on the subject lands, located to the rear of the existing two-storey building. This area will provide a gathering space for residents of the development. Another spacious amenity area is provided in front of the existing two-storey building. The townhouse buildings located at the north end of the site will have private rear yard amenity space in keeping with contemporary yards in the surrounding neighbourhood. All buildings have been provided with sufficient setbacks to provide landscaping around the perimeter of the property.

## **4.5 SITE DESIGN**

The proposed back-to-back townhouse buildings are oriented along and close to Huron Street with a setback of 3.2m setback after the road widening dedication. This location allows for the back-to-back townhouses to create a street presence along a streetscape where there are few lots that front onto Huron Street. Most lots that contain single-detached dwellings in this area have their rear yards interface with Huron Street. This has created an isolated streetscape with few pedestrian connections. The proposed interface allows for pedestrian sidewalk connections with the existing sidewalk network on Huron Street.

This configuration also creates sufficient space for a centrally located parking area, as well as additional townhouse buildings located at the north end of the site. There is sufficient space between the parking area and the property lines to provide adequate screening, including fencing, landscaping, and tree planting. The central location of the parking area also allows for the proposed buildings to assist in screening the parking area from the streetscape and abutting

properties. Appropriate, 3.0m interior side yard setbacks are provided space for landscaping buffers.

A network of pedestrian pathways on the subject lands connects building entrances with nearby public sidewalks, outdoor green spaces, and the surface parking area.

## 4.6 BUILT FORM

The goal with built form of the proposed townhouse buildings is to provide a form that is in keeping with the mixed character/built form of the neighbourhoods. As outlined in Section 3.2 of this report, the built form of the neighbourhood is comprised of single-detached dwellings, multi-unit dwellings, townhouses, and apartment buildings. The form of the townhouse buildings is meant to provide a form that is similar to single-detached dwellings and other townhouses buildings in the area by providing common elements such as: heights of two-storeys; rectangular forms with clean lines and angles; and, gabled and hip roofing. These elements combine to provide a built form that provides more of the existing forms in the neighbourhood, while continuing to provide higher density options and housing types.

## 4.7 MASSING AND ARTICULATION

The proposed buildings use contemporary architectural components that integrate with the surrounding built form and complements the existing building already located on-site (Figure 9). Along the street-facing elevation, slanted roofs are used to break up the storeys of the building horizontally. A stone base is used to break up the rest of the façade that is made up of red brick. Roof panelling and doors are painted black to contrast the red brick and concrete. Large windows are positioned to face out towards the public realm. Side yard elevations feature minimal windows for privacy of abutting properties. Conceptually, the colour palette includes light gray, black, brown, and red. These colours and design elements are reflective of the common design features identified with the surrounding single-detached dwellings, townhouse, and apartment buildings.

## 4.8 SERVICING

Vehicular access to the subject lands is proposed to be provided by a new, full-turns driveway from Redwood Lane. Pedestrian access is available along Huron Street with direct pedestrian pathways provided from the sidewalk to building entrances and parking area. Common parking and service areas are provided in the centrally located parking area on the subject lands.

The development will make use of full municipal services with stormwater, sanitary, and water services accessed from Redwood Lane. On a preliminary basis, there is sufficient capacity to service the proposed development. A functional servicing report was not required for this Zoning By-Law Amendment Application by City Staff. Detailed servicing and engineering plans will be prepared for the Site Plan Approval process.

## 5.0 PUBLIC REALM

The public realm consists of nearby green/open space such as Grove Cemetery, Stronach Park, Huronview Park, as well as the streetscape along Huron Street.

On the north side of the street where the subject lands are located, all of the lots containing single-detached dwellings have rear yards and fencing interfacing with Huron Street, closing off interaction with public realm and closing off direct access to the main sidewalks along Huron Street (Figure 13 on the following page). Whereas on the south side of Huron Street, buildings are oriented along and have front doors facing Huron Street (Figure 12). This opens the streetscape and creates convenient connections to Huron Street and surrounding amenities.

**Figure 12: Townhouses on the south side of Huron Street interfacing with the streetscape**



**Figure 13: Streetscape interface along the north side of Huron Street**



The layout of the proposed townhouses along Huron Street is to be in keeping with townhouses on the south side of Huron Street by interfacing with the streetscape. This will provide residents with direct access to the main sidewalks for easier connections to nearby amenities such as the Huron Heights retail plaza, Stronach Park, and St. Anne's Catholic School, making active forms of transportation more convenient for residents. It is also transit supportive, providing direct access to the bus stop located in front of the proposed development, making the use of the city's public transportation system more convenient and attractive.

The proposed interface also provides the opportunity for passive eyes on the street surveillance by having doors and front porches clearly visible from the street. It will assist in opening up the streetscape along the north side, as the existing large portions of fencing close off the surrounding neighbourhood from the street, and leave a sense of disconnection along this portion of Huron Street.

The development proposes townhouses buildings with a height of 2-storeys. Having the proposed townhouses at this height will help these new buildings integrate into the neighbourhood, and provide additional housing options in keeping with the established character of the area. The proposed development harmonizes with the south side of the streetscape by opening up the north streetscape with an interface that faces onto Huron Street.

## 6.0 PROPOSED ZONING BY-LAW AMENDMENT

The subject lands are zoned “*Residential (R1-4)*” in the City of London Zoning By-Law, which only permits single-detached dwellings and does not permit the proposed development. Therefore, a Zoning By-Law Amendment is required. The subject lands are proposed to be re-zoned to a site-specific “*Residential (R6-5(\_))*” Zone with special provisions as follows:

- To permit a minimum front yard setback of 3.2m after road widening dedication;
- To permit a maximum density of 63 units per hectare (before addition of the 39 Redwood lands);
- To permit a minimum interior side yard setback of 3.0m;
- To permit Converted Dwellings as an additional permitted use;
- To permit a minimum interior side yard setback of 3.0m to buildings with windows to habitable rooms;

## 7.0 PLANNING POLICY ANALYSIS

The following section of this Planning and Design Report provides analysis evaluating the proposed Zoning By-Law Amendment through applicable land use policies and regulations, including the following:

- 2020 Provincial Policy Statement (PPS);
- The London Plan; and,
- City of London Zoning By-Law Z.-1

### 7.1 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 the protection of resources. All planning applications, including Zoning By-Law Amendment Applications, are required to be consistent with these policies. Generally, policies contained in the PPS are broad, high-level policies which do not address site-specific matters such as building design and specific building location. Such aspects are addressed through the London Plan (section 7.2 of this report) and the City of London Zoning By-Law (Section 7.3 of this report). The proposed development, and associated Zoning By-Law Amendment, are consistent with the 2020 PPS as follows:

Provincial Policy Statement (2020) Policy Analysis Table	
Policy	Response
<p><b>Section 1.1.1 Managing and Directing Land Use</b> [...] Healthy, livable, 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, employment, institutional, recreation, parks and open space, and other uses to meet the long-term needs.</li> <li>c) 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.</li> </ul>	<p>The proposed townhouses provide an efficient and appropriate form of intensification for the subject lands that adds to the range and mix of housing types to help satisfy the long-term housing needs of the City of London.</p>
<p><b>Section 1.1.3.1 Settlement Areas</b> Settlement areas shall be the focus of growth and development</p>	<p>As discussed in Section 7.3 of this report, the subject lands are located within a settlement area in 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 effectively use the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or economic expansion</li> </ul>	<p>The proposed intensification of the subject lands with townhouse buildings provides an appropriate form of intensification by adding to the mix of housing forms found in the neighbourhood. The development will make efficient use of underutilized lands, as well as municipal services and infrastructure by increasing the residential density on the subject lands.</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 can be serviced by full municipal services and will help optimize the use of existing services available in this area.</p>
<p><b>Section 1.4 Housing</b> Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the residential market area by:</p> <ul style="list-style-type: none"> <li>c) Permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment in accordance with Policy 1.1.3.3</li> <li>d) 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</li> <li>e) 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.</li> </ul>	<p>The proposed development contributes to the range and mix of housing types to accommodate future growth in the City of London. Appropriate intensification, as proposed, contributes to the efficient use of infrastructure and public services; promotes higher densities for new housing; efficiently uses land; minimizes housing costs; and facilitates compact housing forms.</p> <p>While the development is not affordable housing as defined by the PPS, the 22 proposed units will meaningfully contribute to the overall housing supply for the neighbourhood. The units have been specifically designed to respond to a lower price point.</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 services</p>	<p>The proposed development helps optimize the use of existing services available in the area.</p>
<p><b>Section 2.6.1 Cultural Heritage</b> Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</p>	<p>The proposed development does not seek to alter any aspect of the exterior of the existing building on-site, but rather restore the building out of the state of disrepair it is currently in. Interior changes</p>

	are proposed to renovate the building in order to accommodate a multi-unit residential dwelling.
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Given the above, the proposed development and associated Zoning By-Law Amendment application are consistent with the policies of the 2020 Provincial Policy Statement.



## 7.2 THE LONDON PLAN (CITY OF LONDON OFFICIAL PLAN, 2016)

The London Plan is a policy document providing long-range, comprehensive land use strategy for areas located within the municipal boundaries of the City. It provides a framework for land use decisions for all development within the City of London by protecting and enhancing the natural environment, directing, and managing growth patterns and facilitating the strategic vision of the City. The London Plan also provides an avenue through which Provincial policies are implemented in the local context. One of the key objectives of The London Plan is to encourage and facilitate a wide range of appropriate and compatible residential intensification types.

The subject lands are within the “*Neighbourhood*” Place Type on “Map 1 – Place Types” with frontage along a “*Civic Boulevard*” street classification on “Map 3 – Street Classifications” in the London Plan (Figure 14). This combination allows for some of the most intensive developments in the “*Neighbourhoods*” Place Type. Contemplated uses at this location include single-detached dwellings, semi-detached dwellings, duplexes, converted dwellings, townhouses, additional residential units, home occupations, group homes, triplexes, fourplexes, stacked townhouses, and low-rise apartments. Contemplated building heights at this location include: a minimum height of 2-storeys; a standard maximum of 4-storeys; and, an upper maximum of 6-storeys. The proposed townhouses provide a modest form of intensification compared to the 6-storey apartment building maximum allowed at this location in the London Plan.

Figure 14 – London Plan Place Types – Map 1 – Place Types (excerpt)



<b>The London Plan Policy Analysis Table</b>	
<b>Policy</b>	<b>Response</b>
<p><b>Neighbourhood Place Type Policies</b></p> <p><b>Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type</b></p> <p>Street onto which the property has frontage: Civic Boulevard</p> <p>Range of Permitted Uses: Single-detached dwellings, Semi-detached dwellings, duplexes, triplexes, fourplexes, converted dwellings, townhouses, stacked townhouses, home occupations, group homes, and low-rise apartments.</p> <p><b>Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type</b></p> <p>Street onto which the property has frontage: Civic Boulevard</p> <p>Minimum and maximum height (storeys) that may be permitted along this classification of street: Minimum height of 2-storeys; Standard maximum height of 4-storeys; and an upper maximum height of 6-storeys</p>	<p>The proposed development of 2-storey townhouses, and a converted dwelling is in the middle of the permitted range of intensities. This is an appropriate form of intensification that interfaces well with abutting land uses.</p>
<p><b>918_ How Will We Realize Our Vision?</b></p> <p>2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.</p>	<p>The proposed development adds to the diversity and mix of housing types in the neighbourhood north of Huron Street by incorporating more multi-unit dwellings.</p>
<p>13. 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.</p>	<p>The proposed development provides an appropriate form of intensification that respects the existing character of the neighbourhood by providing a density and form that integrates well with surrounding land uses. As illustrated on the site plan, the townhouses are placed in a configuration that interfaces well with the existing lotting patterns. The northern townhouses have a rear yard to rear yard interface in keeping with surrounding lots containing single-detached dwellings. The back-to-back townhouse interior side yards interface with the deepest abutting rear yards. The proposal also has building heights of 2 storeys consistent with abutting single-detached dwellings and townhouses found in the surrounding area, and lower than apartment buildings located across the street.</p>

<p><b>Residential Intensification in Neighbourhoods</b> 937_ Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality, and sustainability. The following policies are intended to support intensification, while ensuring that proposals are appropriate within their neighbourhoods.</p>	<p>The proposed development is appropriately located and fits well within the neighbourhood. The neighbourhood consists of a mix of housing types ranging from single-detached dwellings to townhouses and apartment buildings. The proposed development will add to the diversity of housing types in the area. It will effectively use the subject lands by intensifying an underutilized piece of land within an established area of London. The proposed housing form assists with affordability by providing residents with a diverse range of housing choices at different price points.</p> <p>The proposed housing form of townhouses adds to the character of the neighbourhood by proposing a form that is consistent with the area that will help continue to harmonize the diverse housing forms present in the neighbourhood.</p>
<p><b>Forms of Residential Intensification</b> 938_ Residential intensification means the development of a property, site, or area at a higher residential density than what currently exists. Intensification adds one or more residential units to a site or creates one or more additional lots from an existing lot.</p>	<p>The development proposes a total of 22 units on the subject lands, bringing the site to an overall density of 63 units per hectare, whereas the site currently has a single, vacant dwelling.</p>
<p>939_ This plan creates a variety of opportunities for intensification, The following list spans from a very “light” and discreet form of intensification to more visible and obvious forms. All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:</p> <ol style="list-style-type: none"> <li>2. Converted dwellings – the conversion of an existing residential dwelling to accommodate two or more dwelling units, without making substantive changes to the exterior of the building.</li> <li>5. Infill development - developing one or more new residential units on vacant or underutilized lots or adding residential units through additions to existing buildings.</li> </ol> <p>940_ It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.</p>	<p>The proposed intensification is appropriately located as it provides a moderate intensity that can integrate well with the surrounding context.</p> <p>The proposed townhouse buildings mesh well with the existing form and aesthetic of the surrounding area. The layout has also been carefully considered so that the development interfaces well with the rear yard to rear yard layout present in the surrounding neighbourhood and can effectively manage and respond to privacy expectations.</p> <p>Through these design and planning measures, the proposed development shows that it fits well within its neighbourhood as it can integrate well by providing a form and layout that is in keeping with the surrounding area while adding to the mix of housing options and densities in the area.</p>
<p><b>City Building and Building Design Policies</b> 197_ The built form will be designed to have a sense of place and character consistent with the planned</p>	<p>The built form of the development is designed to integrate well with the existing built forms found in the surrounding neighbourhood. The 2-storey built</p>

<p>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>199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit that context.</p> <p>252_ The site layout of the new development should be designed to respond to its context and the existing and planned character of the area</p> <p>284_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place and establishes character and a sense of place for the surrounding area.</p>	<p>form of the townhouses provides a height that is sensitive to the different built forms in the area (single-detached dwellings, townhouses, apartments etc.) where a large majority of these buildings are 2-storeys in height. '</p> <p>The site layout has been designed to maximize the number of townhouse units having rear yard to rear yard interfaces with the surrounding lots containing single-detached dwellings. This layout will allow for the proposed buildings to have acceptable separation from existing buildings in the surrounding area.</p> <p>The site layout will also assist in enhancing the streetscape along the north side of Huron Street. The existing lotting pattern along the north side of Huron Street has numerous lots with rear yards fronting along Huron Street creating an isolated streetscape. The proposed layout of the development proposes townhouses fronting onto Huron Street that will assist in opening up the streetscape while providing convenient mobility options to amenities found along Huron Street.</p>
<p>253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties</p>	<p>The layout of the proposed development has utilized setbacks that provide appropriate space for adequate separation minimizing the visual impact of the development to abutting properties. The proposed side and rear yard setbacks provide sufficient space for appropriate fencing and landscaping to ensure no undue adverse impacts to abutting properties.</p>
<p>272_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening parking areas. Surface parking should be located in the rear yard or the interior side yard.</p>	<p>Surface parking on the subject lands is centrally located so that the proposed buildings can assist in screening the surface parking from the Huron Street public realm as well as from abutting properties.</p> <p>Sufficient setbacks have also been utilized to provide appropriate separation from abutting properties and to provide enough room for landscaping and privacy buffers.</p>
<p style="text-align: center;"><b>Our Strategy</b></p> <p>59_ Build a mixed-use compact city</p> <p>4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities to reduce our need to grow outward.</p>	<p>The proposed development seeks to utilize a vacant and underutilized parcel of land. Through this application, the development seeks to redevelop a parcel of land in an established, built-up area of London and assists in providing a mix of housing types that support a resilient neighbourhood and reduce the need to grow outward.</p>

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.	
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The proposed development represents an appropriate form of residential intensification at an appropriate location and is in conformity with the policies and intent of the London Plan. The proposed development is consistent with the planned function of the “Neighbourhoods” Place Type.

### 7.3 CITY OF LONDON ZONING BY-LAW Z.-1

The subject lands are zoned “Residential (R1-4)” in the City of London Zoning By-Law. The “Residential (R1-4)” zone permits single-detached dwellings, but does not permit townhouses.

The proposed Zoning By-Law Amendment seeks to re-zone the subject lands to a site-specific, special regulation “Residential (R5-7(\_))” zone in order to permit the proposed townhouses on the subject lands.

Table 1 provides a breakdown of the “Residential (R5-7)” zone regulations and the requested site-specific “R5-7( )” zone. Site-specific development standards are to be confirmed and refined subject to a view of the application by City Staff through the approval process.

**Table 1 – Zoning Statistics - \*Denotes Required Special Provision**

Regulations	Residential (R5-7) Requirements	Proposed
Lot Area (Min.)	1000.0m <sup>2</sup>	3636.7m <sup>2</sup>
Lot Frontage (Min.)	30.0m	58.2m
Lot Depth	N/A	62.5m
Front Yard Setback (Min.) Huron Street	8.0m	<b>*3.2m</b>
Rear Yard Setback (Min.)	6.0m	6.0m
Interior Side Yard Setback (East)(Min.)	6.0m	<b>*3.1m</b>
Interior Side Yard Setback (West)(Min.)	6.0m	<b>*3.0m</b>
Landscaped Open Space (Min.)	30%	31%
Coverage (Max.)	45%	25%
Height (Max.)	12.0m	<12.0m
Density (Max.)	60 UPH	<b>*63 UPH (Before addition of 39 Redwood Lane lands)</b>
Parking (Min.)	1 space per unit	24 spaces provided

Special regulations are required for the following items:

- To permit a minimum front yard setback of 3.2m after road widening dedication;
- To permit a maximum density of 63 units per hectare (before addition of the 39 Redwood lands);
- To permit a minimum interior side yard setback of 3.0m;
- To permit Converted Dwellings as an additional permitted use;
- To permit a minimum interior side yard setback of 3.0m to buildings with windows to habitable rooms;

The regulations proposed for the zone are standard, except for specific regulations relating to the front yard setback, interior side yard setbacks, density, and additional permitted uses as discussed in the following section.

### **Front Yard Setback**

The proposed development provides a front yard setback of 3.2m, whereas the required standard minimum front yard setback is 8.0m. Although the proposed front yard setback is less than the standard required minimum, the reduced setback enhances the interface with the Huron Street public realm, and particularly the pedestrian experience. This design is consistent with contemporary urban design practices.

### **Interior Side Yard Setbacks to Windows with Habitable Rooms**

The development proposes interior side yard setbacks of 3.0m, whereas the required standard minimum is 6m where there are windows to habitable rooms located on interior side yard building elevations. The intent of the minimum required setback distance is to ensure there is adequate space for access through the interior side yard and separation between habitable spaces in abutting properties. These locations are intended to be fenced and landscaped, eliminating any ground floor views and significantly limiting, over time, second storey views. This type of interface is very common for single-detached dwellings and is appropriate for the proposed townhouse buildings which will interface with the rear yards of abutting properties.

### **Density**

The development proposes a density of 63 units per hectare (UPH), where as the standard maximum density for the R5-7 zone is 60 UPH. Although the density is higher than the standard maximum for the R5-7 zone, the site plan illustrates that the density is appropriate for the subject lands, as adequate parking, setbacks, landscaped open space, and lot coverage requirements can be met. As evident in the surrounding area of Huron Street, sites contain densities similar to the proposed density for the subject lands.

## **Additional Use of Converted Dwellings in the R5 Zone**

The development proposes the conversion of the existing single-detached dwelling on the subject to become a converted dwelling containing two units. In the R5 zone, converted dwellings are not a listed permitted use. Although a converted dwelling is not permitted in the R5 zone, it is generally in-keeping with the permitted uses of the R5 zone (Cluster Townhouses Dwellings and Cluster Stacked Townhouse Dwellings) as it is a multi-unit residential dwelling with a similar density/scale as the permitted townhouse dwellings.

The requested “*Residential (R5-7( ))*” zone with site-specific, special provisions, is intended to permit the intensification of the subject lands in a manner that is appropriate for the lands and compatible with abutting land uses.

## **8.0 ADDITIONAL CONSIDERATIONS**

### **8.1 ACCESS**

The City of London Geomatics Department identified that access to the subject lands is required to be from Redwood Lane north of the subject lands. North of the subject lands is a reserve lot known municipally as 39 Redwood Lane that can be used as the access point for the proposed development on the subject lands.

The lands of 39 Redwood Lane have an area of approximately 368m<sup>2</sup> (3961ft<sup>2</sup>) with approximately 9.95m (32.5ft) of frontage onto Redwood Lane. The lands provide sufficient width for a typical 6.7m two-lane private road with space for a pedestrian sidewalk and visual buffers to the abutting properties on either side of 39 Redwood Lane.

The City of London Council has deemed 39 Redwood Lane as surplus to its needs and has entered into an agreement of purchase and sale with OMNI Developments. The parcels are intended to merge upon completion of the sale, providing legal access for the development to Redwood Lane.

**Figure 14: Looking into 39 Redwood Lane from Redwood Lane**



## **8.2 HERITAGE**

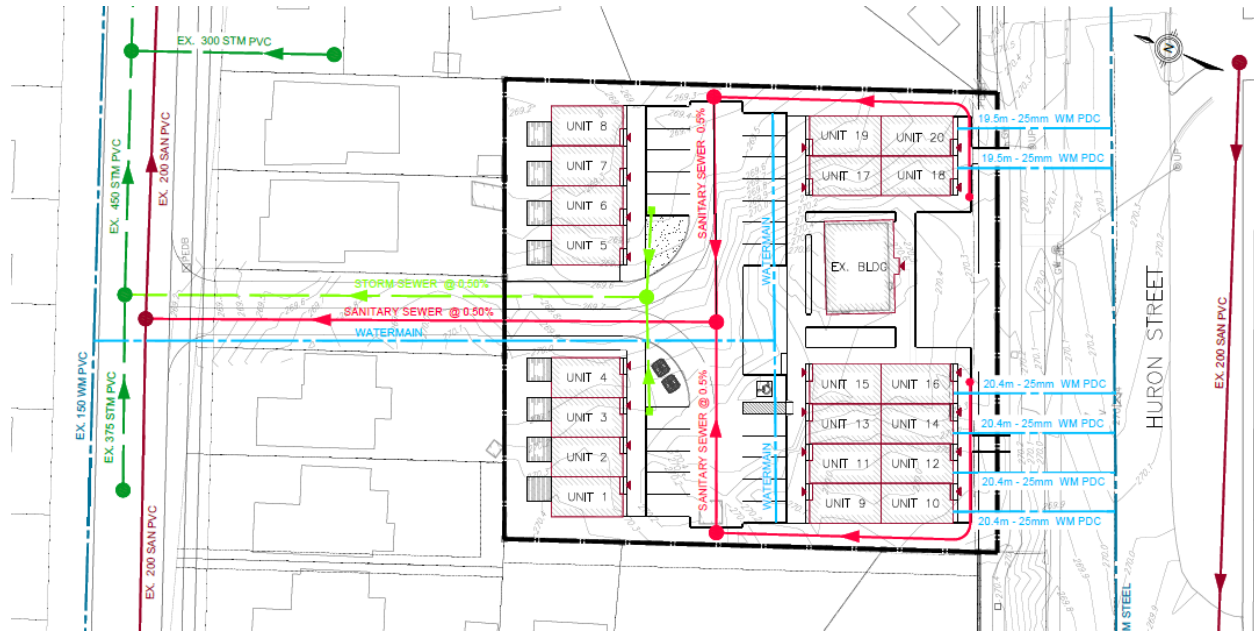
The subject lands are listed on the City's Register of Cultural Heritage Resources. This is due to the existing building located on the subject lands. The existing building is a Georgian Farmhouse, known as the "*Flower House*" which was built in 1853. The proposed development plan looks to renovate the interior of the building so that it is habitable for the creation of a duplex dwelling. The building is to be retained and no modifications to the exterior are proposed.

## **8.2 SERVICING AND GRADING**

The development is to make use of full municipal services available to the subject lands, as demonstrated in a conceptual servicing plan prepared by MTE (Figure 15). Water connections are available from both Redwood Lane and Huron Street while sanitary and stormwater connections are to be made from only Redwood Lane. Although a full functional servicing report has not been prepared, one was not requested by city staff.



Figure 15: Preliminary Servicing Plan (prepared by MTE)



## 9.0 CONCLUSIONS

The proposed Zoning By-Law Amendment seeks to permit four townhouse buildings and a converted dwelling on the subject lands for a total of 22 residential units. The proposal to intensify the subject lands with a use that will provide efficient and cost-effective residential development provides a built form and residential intensity that will be compatible with surrounding land uses and that achieves the goals of residential intensification.

The subject lands are underutilized in their current form and are not efficiently used. The London Plan specifically contemplates townhouses through residential intensification. Furthermore, the proposed housing forms for the subject lands support greater affordability and diversity in the neighbourhood. The proposed development is appropriately located and will integrate well with the existing neighbourhood along Huron Street and in the surrounding area.

Based on the above, and as detailed throughout this Planning and Design Report, the proposed Zoning By-Law Amendment is consistent with the intent and policies as set forth in provincial and municipal planning documents. As such, the proposed Zoning By-Law Amendment is appropriate and is consistent with the PPS and London Plan, and is in the public interest.