

Planning and Design Report

North Development Corp.

1350-1352 Webster Street
City of London



May 29th, 2024



Zelinka Priamo Ltd.
LAND USE PLANNERS

TABLE OF CONTENTS

1.0 INTRODUCTION AND SUMMARY	3
2.0 DESCRIPTION OF SUBJECT LANDS	4
3.0 SPATIAL ANALYSIS AND NEIGHBOURHOOD CONTEXT	6
3.1 REGIONAL SPATIAL ANALYSIS	6
3.2 SITE SPECIFIC SPATIAL ANALYSIS	9
3.3 SETBACKS AND PARKING LOCATIONS	10
3.4 HOUSING FORMS AND ARCHITECTURAL STYLES	11
3.5 FINAL NOTES ON ANALYSIS/CONCLUSIONS	15
4.0 PROPOSED DEVELOPMENT	16
4.1 VEHICULAR ACCESS AND PARKING	20
4.2 PEDESTRIAN CONNECTIONS	20
4.3 OUTDOOR AMENITY SPACE	20
4.4 GARBAGE AND SNOW STORAGE	20
4.5 BUILT FORM	20
4.6 DESIGN FEATURES – 2-STOREY TOWNHOUSES	21
4.7 MASSING AND ARTICULATION – 3-STOREY B2B TOWNHOUSES	23
4.8 LANDSCAPING AND FENCING	25
4.9 SERVICING	25
5.0 PROPOSED ZONING BY-LAW AMENDMENT	25
6.0 SUPPORTING STUDIES, PLANS, AND MATERIALS	26
6.1 SERVICING	26
7.0 POTENTIAL IMPACTS ON ABUTTING AND ADJACENT LANDS	27
8.0 PLANNING POLICY ANALYSIS	28
8.1 PROVINCIAL POLICY STATEMENT, 2020	28
8.2 THE LONDON PLAN (CITY OF LONDON OFFICIAL PLAN, 2016)	30
8.3 CITY OF LONDON ZONING BY-LAW Z.-1	35
9.0 CONCLUSIONS	37

1.0 INTRODUCTION AND SUMMARY

On behalf of North Development Corp., Zelinka Priamo Ltd. has submitted an application to the City of London to amend its Zoning By-Law to permit the development of the rear portions of the lands known municipally as 1350 & 1352 Webster Street (hereinafter referred to as the 'subject lands') for 2-storey conventional townhouses, and 3-storey back-to-back townhouses. The subject lands have received provisional approval for severance to separate the development lands from the two existing single-detached dwellings.

A Virtual/Online Neighbourhood Open House to present the proposal to neighbours and answer questions was held on Tuesday May 28th 2024.

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).

The report concludes that the proposed Zoning By-Law Amendment application to permit the development of 56 townhouses 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 intent and policies of the London Plan;
- The proposed Zoning By-Law Amendment provides for a form of development that will make more 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 proposed development exhibits the requisite components of a well-functioning, medium-density residential development, including setbacks, parking, and communal and private amenity space.

2.0 DESCRIPTION OF SUBJECT LANDS

The subject lands are located on the east side of Webster Street, between Bentley Drive and Jensen Road. The subject lands are comprised of the rear of 1350 & 1352 Webster Street (Figure 1).

Figure 1: Subject Lands – 1350 & 1352 Webster Street



The subject lands are a result of Consent Application B.025/23 (provisionally approved by the Committee of Adjustment on September 28th, 2023), where the vacant, rear yard portions of 1350 and 1352 Webster Street were severed and consolidated to create the subject lands. Finalization of the severance is ongoing. The subject lands have an area of approximately 1.23 ha (3.04 acres) with approximately 19.0m of frontage along each of the road frontages of Croatia Road and Sandra Road. Outside of a small shed located to the east of 1350 Webster Street's rear property line, the lands are vacant. The lands are generally flat in topography and are covered by grass, with trees dispersed throughout the site (Figure 2 on the following page).

The subject lands are located in the “Neighbourhoods” Place Type on “Map 1 – Place Types” fronting onto a “Neighbourhood Street” on “Map 3 – Street Classifications” in the London Plan. The subject lands are zoned “Residential (R1-6)” in the City of London Zoning By-Law Z.-1.

Figure 2: View into site from the end of Sandra Road (looking south)



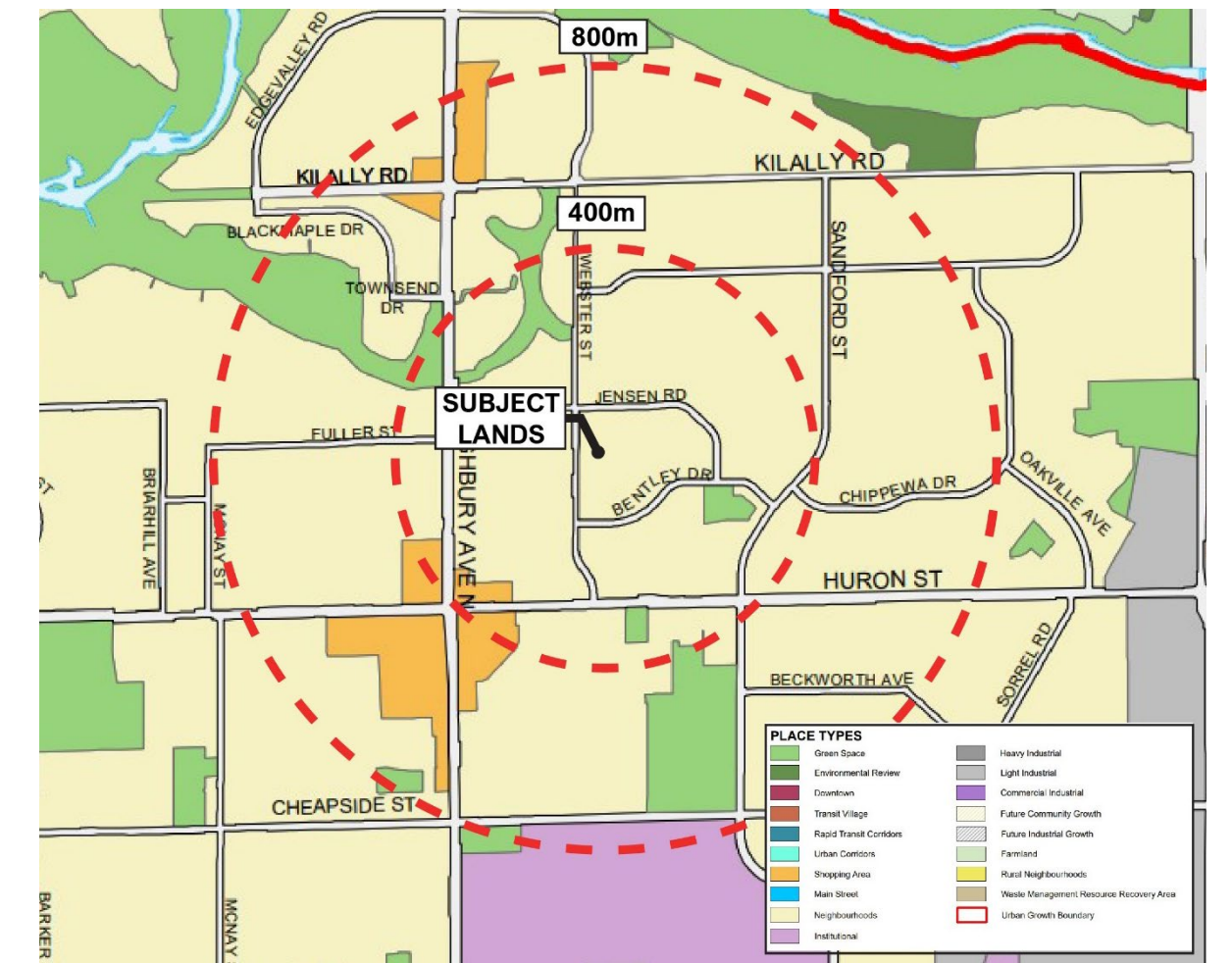
3.0 SPATIAL ANALYSIS AND NEIGHBOURHOOD CONTEXT

The neighbourhood that surrounds the subject lands consists of a range of commercial, institutional, and residential land uses. Residential uses are provided in a variety of forms and densities ranging from single-detached dwellings all the way up to mid-rise apartment buildings. Commercial uses are present in the wider vicinity in the form of retail shopping plazas containing a range of different stores and restaurants. Institutional uses in the forms of schools, churches, and community centres are also found in the surrounding area.

3.1 REGIONAL SPATIAL ANALYSIS

Figure 3 illustrates the surrounding place types, as per the London Plan (Council’s long-term vision for land use and physical development), and Figure 4 (on the following page) illustrates significant landmarks. Each figure 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. Significant landmarks are identified by numbers 1-5 on Figure 4.

Figure 3 – Regional Spatial Analysis (Land Use)



Land uses within the 400m and 800m radii primarily consist of the “Neighbourhoods” Place Type, with some “Green Space” and “Shopping Area” Place Type areas intermixed as well. The subject lands are part of a larger block of the “Neighbourhoods” Place Type that has convenient access to “Green Space” and “Shopping Areas” Place Types for recreational and shopping purposes.

Figure 4: Landmark Spatial Analysis (subject lands outlined in yellow)



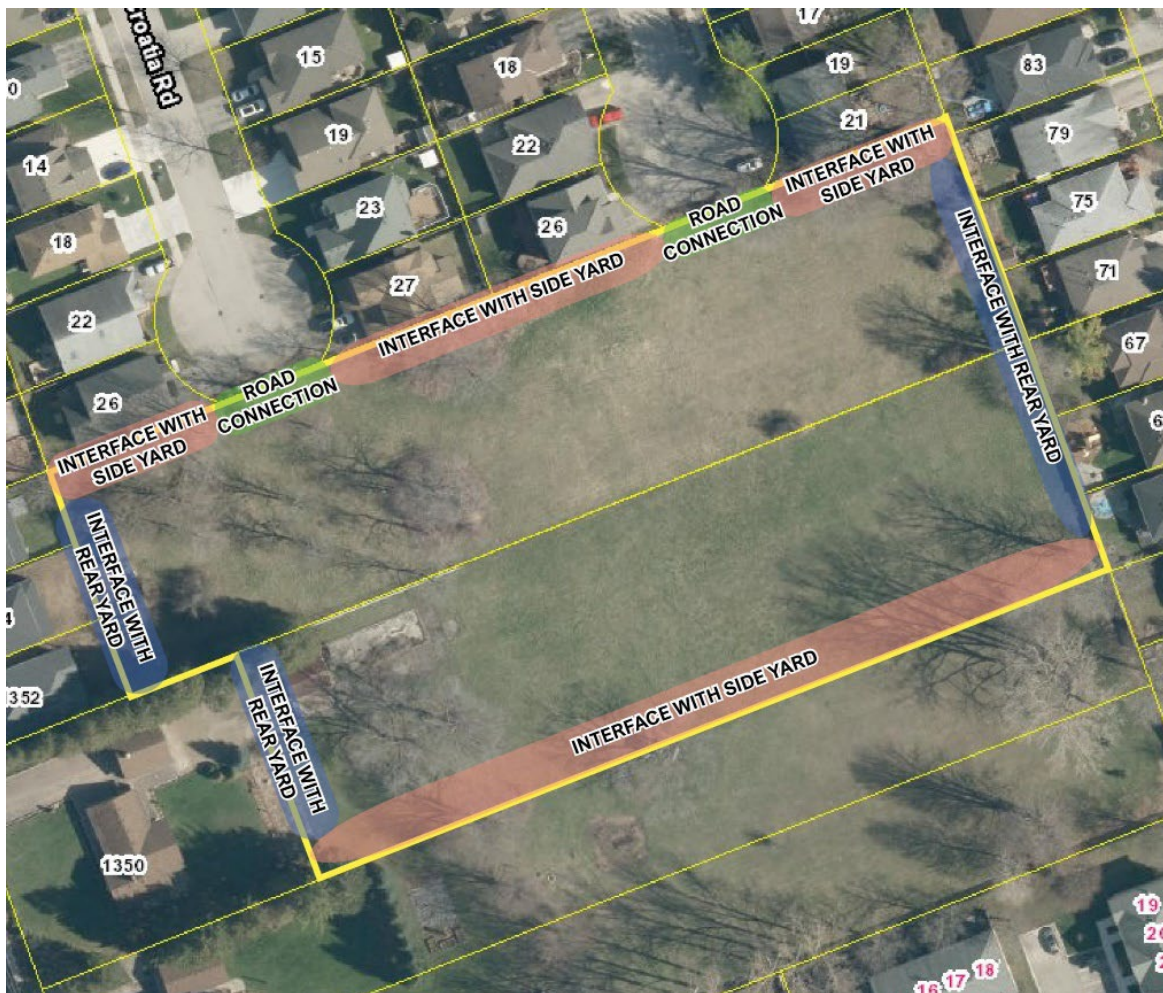
Notable features within the 400m and 800m radii include:

1. Existing low-density residential uses that consist of single-detached dwellings.
2. Medium to High density residential uses in the form of townhouses and low-mid rise apartment buildings.
3. Commercial uses in the form of retail shopping plazas, which contain notable large retail stores such as Walmart, NoFrills, and Shoppers Drug Mart.
4. Institutional uses including Stronach Arena and Community Centre, Montclam Secondary School, St. Annes Catholic School, Sainte-Jeanne-d'Arc Catholic Elementary School, Chippewa Public School, Hillcrest Public School, St. Andrew the Apostle Parish, and the London Research and Development Centre.
5. Agricultural fields used for cultivation of crops.
6. The tree symbols indicate public parks including Stronach Park and Huronview Park.

3.2 SITE SPECIFIC SPATIAL ANALYSIS

Figure 5 illustrates a Site-Specific Spatial Analysis, providing information on the immediate context of the site and the interfaces with abutting lands. The front yard of the subject lands interface with two (2) sections of the frontage being cul-de-sacs terming for Sandra Road and Croatia Road. The remainder of the front yard interfaces with the side yards of abutting lots to the north that contain single-detached and semi-detached dwellings. Both east and west interior side yards interface with the rear yards of abutting lots that contain single-detached dwellings. The rear yard of the subject lands interfaces with the side yard of the southern abutting property's rear yard. Lands abutting to the south may be contemplated for development in the future, in a form similar to what is being proposed for the subject lands. This section interfaces with a large vacant area at the rear of the abutting property, the subject lands have no direct interaction with the abutting dwelling to the south. The active frontage locations at Sandra Road and Croatia Road are where there will be access to the subject lands. All yards interface with single-detached dwellings. Care is required at these locations to ensure a compatible interface between existing and proposed uses. There may be opportunities to conserve vegetation and trees along lot lines.

Figure 5 – Site-Specific Spatial Analysis



3.3 SETBACKS AND PARKING LOCATIONS

Medium-density residential forms such as cluster townhouse developments in the area are often on large parcels of land that contain multiple clusters of townhouse buildings. Buildings often face towards the interior of the site, with rear yards interfacing with abutting rear yards, side yards, and the streetscape. Townhouse buildings are setback far enough to provide acceptable rear yard amenity space, while also providing adequate separation from abutting buildings (especially in the cases of rear yard-side yard interfaces). With the townhouse site layouts, surface parking is generally located towards the interior of the site, where the buildings can assist in screening parking from the street and abutting properties.

Apartment buildings located in the surrounding 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 the apartment developments in the area have parking located in front of the building.

Low-density residential forms such as single-detached dwellings in the surrounding subdivision are often located on small, compact lots. Front yards provide modest separation from the street and provide enough space for driveways that connect to attached garages and provide space for parking. These residential lots have narrow side yards but are large enough to accommodate access to the rear yard and room for fencing and landscaping. Rear yards are smaller when compared to older lots in the neighbourhood but accommodate adequate room for conventional rear yard amenity area.

3.4 HOUSING FORMS AND ARCHITECTURAL STYLES

Contemporary architectural forms and styles are present in the surrounding neighbourhood. Single-detached dwellings contain architectural elements commonly identified with contemporary styling such as: gable and hip roofing; garages protruding from the front elevation of the building; large fenestrations across the front elevation of the building; and, building forms that are generally rectangular in shape. Most single-detached dwellings are 2-storeys in height. However, 1-storey dwellings are intermixed as well. Exterior materials for the single-detached dwellings consist of brick, vinyl siding, and roof shingles with a wide range of colour consisting of gray, white, black, yellow, brown, and red.

Figure 6 – Example of Single-Detached Dwelling located along Sandra Road



Townhouses and other multi-unit dwelling types located in the surrounding neighbourhood are consistently 2-3 storeys in height and illustrate built forms and architectural styles that are similar to the single-detached dwellings. Buildings contain a mix of flat roofs and gable/hip roofing styles. The front elevation of the townhouse buildings often features a recessed portion where the front entrance is located. The remaining area of the front elevation consists of multiple small fenestrations. Rear facades consist of a similar layout to the front elevation with its layout of fenestrations. Side elevations are relatively blank but feature some fenestration for units with exterior side yards. Materials used for the townhouse buildings consist of vinyl siding, brick, and shingled roofing. Colour palettes consist of colours such as red, yellow, white, gray, black, and brown.

Figure 7 – Example of Townhouse Development on Bentley Drive (note buildings do not include garages)



Figure 8 – Example of Townhouse Development located along Huron Street (no attached garages as well)



Apartment buildings in the area range from low-rise buildings (3-storeys) to mid-rise buildings (6+ storeys). Buildings are rectangular in shape and most commonly feature flat roofs. However, there are some buildings located in the area that feature gable and hip roofing. Building materials consist of brick, stone, vinyl siding, and shingles. Colours palettes consist of red, black, yellow, white, gray, and brown.

Figure 9 – Example of Mid-Rise Apartment Building located along Webster Street



3.5 FINAL NOTES ON ANALYSIS/CONCLUSIONS

Considering the findings of the above Regional and Site-Specific Analyses, the subject lands are located within an area of London that provides a range of housing options as well as amenities within walkable distances. There are many different housing types present in the neighbourhood surrounding the subject lands including single-detached dwellings, semi-detached dwellings, multi-unit dwellings, townhouses, and mid-rise apartment buildings. This illustrates that this specific area of London contemplates a wide range of housing types and ownership/rental options.

The above section also highlighted the wide range of amenities that are available within walking distance to the site. The Regional Landmark Analysis map highlighted significant amenities within 5- and 10-minute walking radiuses of the site that included parks, schools, churches, and shopping centres. These are all important amenities that make up a complete community and assist in creating a community that is convenient for active and public transportation methods.

In conclusion, the previous analysis section illustrates that the subject lands are an appropriate location for medium-density development as they are located in an area of London that contains a wide range of housing options and can assist in the City of London's goals for complete, walkable, and affordable communities.

The following sections outline the details of the proposed development, and how it integrates within the existing neighbourhood.

4.0 PROPOSED DEVELOPMENT

The proposed development seeks to develop the vacant subject lands with five (5) 2-storey townhouses, and six (6) 3-storey back-to-back townhouses (Figures 10). The five 2-storey townhouses are to contain a total of 26 units, and the six 3-storey back-to-back townhouses are to contain a total of 30 units. Overall, the development seeks to develop the subject lands with 56 residential units.

Figure 10: Conceptual Development Plan



The 2-storey townhouses are provided in configurations of four-, five-, and six-unit buildings. When entering the site from either Sandra Road or Croatia Road, four of the 2-storey townhouses (Blocks A-D) are visible from the east and west of the driveway. The fifth 2-storey townhouse (Block E) is located at the southwest corner of the site and can be seen from the driveway connecting to Sandra Road.

The 3-storey back-to-back townhouses (Blocks F-K) are located towards the interior of the site, running along the south property line. When entering the site from either Sandra Road or Croatia Road, these townhouses will be visible upon entry to the site when looking to the south. The 3-storey back-to-back townhouses are provided in configurations of four-unit and six-unit buildings. The six-unit 3-storey townhouses are located along the south property line, and the four-unit, 3-storey townhouses are located directly to the north of the six-unit townhouses. None of the 3-storey, back-to-back townhouses directly interface with any existing residential units.

All townhouse buildings have at least 3m side yard setbacks and 6m rear yard setbacks to property lines. These setbacks provide the 2-storey townhouses with adequate space for rear yard amenity space as well as adequate separation to buildings abutting the property. Side yards

are wide enough to accommodate sufficient access as well as ample space for landscaping and fencing, to ensure robust privacy measures (discussed in greater detail later in this report).

The following figures below are conceptual renderings of the proposed development.

Figure 11 – Looking south into the subject lands, viewing 3-storey back-to-back townhouses.



Figure 12 - Looking south into the subject lands, viewing 3-storey back-to-back townhouses.



Figure 13 – Looking south into the subject lands, viewing 3-storey back-to-back townhouses.



Figure 14 – Looking north in the subject lands, viewing 2-storey townhouses.



Figure 15 – Front Elevation of 2-storey townhouses.



Figure 16 – Front Elevation of 3-storey back-to-back townhouses.



4.1 VEHICULAR ACCESS AND PARKING

Access to the subject lands is provided by private driveways leading south from Sandra Road and Croatia Road. The driveways lead into the main driveway of the development that runs horizontally across the subject lands; this driveway provides access to Townhouse Blocks A-D that are along the north property line. There is also visitor parking located at the east end of this driveway. The main driveway branches off into four t-shaped intersections that provide driveways that provide access to the remainder of the proposed townhouses. The western-most driveway has additional visitor parking located on the east side of this driveway. Between the two visitor parking locations, the development provides a total of 16 visitor parking spaces. Each unit is provided with a driveway that has room for one (1) parking space in front of the building and a 1-car garage, thereby providing 2 parking spaces per unit plus visitor parking.

4.2 PEDESTRIAN CONNECTIONS

Pedestrian connections to the subject lands are to be provided by concrete sidewalks that are extended down into the site from the existing sidewalks located along Sandra Road and Croatia Road. The sidewalks are then extended to provide access to each of the proposed townhouse buildings. The sidewalks are placed around the back-to-back townhouse blocks for convenient access to all areas of the site. All sidewalks are to be 1.5m in width.

4.3 OUTDOOR AMENITY SPACE

For all the conventional 2-storey townhouses, appropriate rear yard amenity space has been provided for each of the units in the form of 6m rear yards which will likely include a rear deck. For the back-to-back units that do not have rear yard amenity space, communal outdoor amenity space has been provided in front of townhouse Blocks K, I, and G. These spaces have been appropriately sized for outdoor gatherings and activities.

4.4 GARBAGE AND SNOW STORAGE

Garbage storage has been located in front of Block I, creating convenient access for collection vehicles. Garbage storage has been provided in the form of Molok Deep Collection Waste Systems. These containers provide underground collection space for garbage, which reduces the amount of space needed at surface level and is significantly better looking than typical dumpsters. Snow storage areas are located in front of Block G, and at either ends of the main horizontal driveway inside the subject lands.

4.5 BUILT FORM

The form of the proposed townhouse buildings is meant to be similar to the single-detached dwellings and other townhouse buildings in the area by providing common elements such as: 2-3 storey heights; rectangular forms with clean lines and angles; gable and hip roofing; and, similar colours and materials. These elements combine to provide a built form that provides more of the existing forms in the neighbourhood, while continuing to provide higher density housing options.

4.6 DESIGN FEATURES – 2-STOREY TOWNHOUSES

The below figures (Figures 17, 18, and 19) illustrate the massing and articulation of the 2-storey conventional townhouse buildings proposed for the development.

Front Elevation

The front elevation is primarily comprised of brick, with elements of stone, longboard siding, and stucco panels used as well. The first storey of the elevation is made up of the garage and the front entrance. The front entrance is located on the exterior side of the building and features a small front step/porch leading up to the front door. The garage is located on the opposite side as the front door. On the upper floor, there are two windows featured on each side of the front elevation. Longboard siding is used around the window directly above the front door, and stucco panels are used around the window directly above the garage door.

Figure 17: Front Elevation of 2-Storey Townhouses (prepared by Orchard Design Studio Inc.)



Side Elevation (End Units)

The side elevations are also primarily comprised of brick, but feature elements of stucco panels, stone, and longboard siding. The first storey of the side elevation is generally comprised of brick, while the second storey is comprised of a mix of longboard siding, stucco panels, and brick. The side elevation features a total of six (6) windows, where three are larger 3-piece windows, and three are smaller, single piece windows. The 3-piece windows are located towards the west side of the elevation, where there is one located both on the first storey and the second storey. An additional 3-piece window is located to the west of the 3-piece window located at the second storey. The smaller single piece windows are located at the east end of the elevation, with two located on the second storey and one located on the first storey.

Figure 18: Side Elevation of the 2-Storey Townhouses (prepared by Orchard Design Studio Inc.)



Rear Elevation

The rear elevation is comprised of brick, longboard siding, and windows. The first storey of the elevation consists of brick, with the second storey consisting of longboard siding; a sliding glass door; and a large 3-piece window. A large, 3-piece window is directly located above the 3-piece window on the first storey, and a smaller, single-piece window is located directly above the glass sliding door.

Figure 19: Rear Elevation of 2-Storey Townhouse (prepared by Orchard Design Studio Inc.)



4.7 MASSING AND ARTICULATION – 3-STOREY B2B TOWNHOUSES

The below figures (Figures 20, 21, and 22) illustrate the massing and articulation of the 3-storey back-to-back townhouse buildings proposed for the development.

Front Elevation

The front elevation primarily consists of brick and longboard siding, with touches of stucco panels and stone. The first storey of the elevation is made up of the garage door and front door entrance. The front door entrance features a small front step/porch area. The second storey is made up of a large, two-piece window that is located directly above the garage door. Opposite the 2-piece window is a glass sliding door that leads out to a balcony. The balcony is surrounded by glass railing. The third storey is made up of two, 2-piece windows located directly above the balcony, and the second storey window.

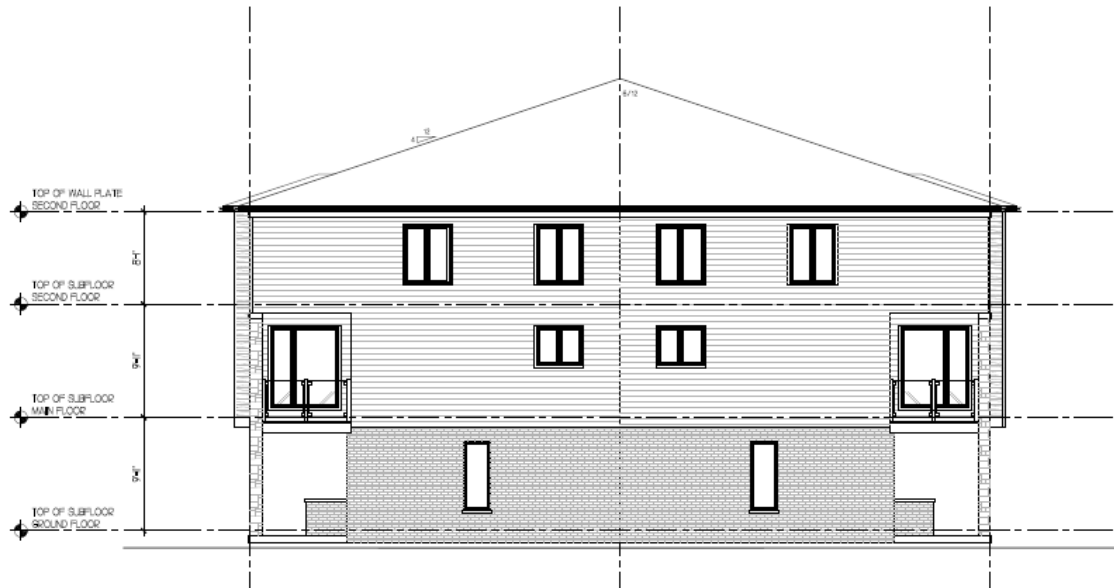
Figure 20: Front Elevation – 3-Storey B2B Townhouses (prepared by Orchard Design Studio Inc.)



Side Elevation (1)

The first side elevation is made up of brick, longboard siding, and windows. The first storey of the side elevation is made up of brick, with two, one-piece windows located in the middle of the elevation. The second storey features longboard siding with two, small, 2-piece windows that are located where the back-to-back units connect. On the opposite end is a glass sliding door that connects to the balcony extended across the front elevation. The balcony is surrounded by glass railing.

Figure 21: Side Elevation 1 – 3-Storey B2B Townhouses (prepared by Orchard Design Studio Inc.)



Side Elevation (2)

This upgraded side elevation also features a first storey consisting of brick, with the upper two storeys consisting of longboard siding. The first storey features windows in the same location as the opposite side elevation. The second storey also features the sliding glass door and balcony in the same location as the opposite side elevation. The difference on this side elevation is that there are two, large, 2-piece windows located directly above the window on the first storey. The third storey features the same windows as the second storey and they are located directly above the second storey windows.

Figure 22: Side Elevation 2 – 3-Storey B2B Townhouses (prepared by Orchard Design Studio Inc.)



4.8 LANDSCAPING AND FENCING

The proposed townhouse buildings provide appropriate side and rear yard setbacks to provide sufficient landscaping buffers for privacy measures. The landscaping buffers are to be located around the perimeter of the subject lands to the north, south, east, and west. Fencing will be located around these buffers as well. The placement of the buildings also creates space for a meaningful, centralized outdoor amenity space that is located in front of Blocks K, I, and G. Specific landscaping and fencing details will be identified through the Site Plan Approval process.

4.9 SERVICING

This development will make full use of municipal services with stormwater, sanitary, and water services accessed from Sandra and Croatia Road. On a preliminary basis, there is sufficient capacity to service the proposed development.

5.0 PROPOSED ZONING BY-LAW AMENDMENT

The subject lands are zoned “*Residential (R1-6)*” in the City of London Zoning By-Law, which only permits single-detached dwellings, and does not permit the proposed townhouse buildings. Therefore, a Zoning By-Law Amendment is required. The subject lands are proposed to be rezoned to a site-specific “*Residential (R5-6(_))*” zone with the following special provisions:

- Minimum interior side yard setback of 3.0m to buildings with habitable rooms where the side of the building interfaces with the interior side yard;
- *Minimum rear yard setback of 1.2m for a 2-storey building with windows to habitable rooms, and,
- *Minimum rear yard setback of 3.5m to buildings with habitable rooms.

* This setback is intended to apply to the southerly lot line only, recognizing that this area interfaces with vacant lands planned for future development.

6.0 SUPPORTING STUDIES, PLANS, AND MATERIALS

6.1 SERVICING

The proposed development will make use of full municipal services with stormwater, sanitary and water services from Sandra Road and Croatia Road. A preliminary servicing brief prepared by MTE has recommended the following regarding servicing for the proposed development:

Water is available from the existing 150mm watermain on Sandra Road. The available service is sufficiently sized to provide water for domestic and fire suppression purposes.

Wastewater from the site can be directed to the existing 200m sanitary sewers on Croatia Road and Sandra Road.

All of the stormwater management controls, and minor/major flow patterns have already been established via the storm design(s) previously completed for the neighbourhood and the City's current design standards. Stormwater infrastructure will be implemented on-site via permanent private infrastructure to control flow to the capacity of the existing storm sewers on Croatia Road and Sandra Road.

7.0 POTENTIAL IMPACTS ON ABUTTING AND ADJACENT LANDS

Development of the subject lands for the 2-storey townhouses and 3-storey back-to-back townhouses will be noticeable to residents in the neighbourhood. Impacts to abutting and adjacent properties may consist of:

Visual and Privacy: Abutting residents will see some of the 2- and 3-storey townhouses from their property. Proper landscaping buffers and privacy fencing will be utilized to minimize the visibility of the development from abutting properties.

Auditory: Sounds from such sources as vehicles, conversations, children, and normal residential activities will be audible to abutting residents. Construction activities will be audible during the temporary construction process.

Light: Light from night-time lighting of the townhouses may be noticeable to abutting properties; however, this is limited by site design, and can be further mitigated by landscaping and fencing. A photometric/lighting plan will be required as part of the Site Plan Control process.

Traffic: In conjunction with the new townhouses, there will be a minor increase in vehicular movement along Sandra Road and Croatia Road with residents entering and leaving the subject lands. However, the increase in traffic is to be minor and is not anticipated to have a functional impact on Sandra Road or Croatia Road. The development provides more than a sufficient amount of parking on-site to reduce the occurrence of off-site/on-street parking in the surrounding area.

Impacts to the broader community, even to properties close by, but do not abut the subject lands will be much less evident. Such impacts will generally be limited to minimal viewing of the development from properties in the surrounding area, and a minor increase in vehicular movement along Sandra Road, Croatia Road, and the surrounding roads present in the neighbourhood (Webster Street, Jensen Road, Bentley Drive, Stonehenge Road etc.).

8.0 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 policy documents:

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

8.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and 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 6.2) and the City of London Zoning By-Law (Section 6.3). 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>Section 1.1.1 Managing and Directing Land Uses [...] Healthy, livable, and safe communities are sustained by:</p> <ol style="list-style-type: none"> Promoting efficient development and land use patterns which sustain the financial well-being of the Province and Municipality over the long-term. 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. Promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs. 	<p>The proposed townhouses provide an efficient and, as discussed later in this report, an 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>Section 1.1.3.1 Settlement Areas Settlement areas shall be the focus of growth and development.</p>	<p>As discussed in Section 8.2 of this report, the subject lands are located within a settlement area in the City of London and are surrounded by existing development.</p>

<p>Section 1.1.3.2 Settlement Areas 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"> a) Efficiently use land and resources. 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 	<p>The proposed intensification of the subject lands with townhouses 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 lands that are currently vacant and are located in the middle of a large residential neighbourhood.</p>
<p>Section 1.1.3.4 Settlement Areas 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>As described in the accompanying Functional Servicing Report prepared by MTE, the proposed development can be serviced by full municipal services and will help optimize the use of existing services available in the area.</p>
<p>Section 1.4 Housing Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet project market-based and affordable housing needs of current and future residents of the residential market area by:</p> <ul style="list-style-type: none"> c) Permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment in accordance with Policy 1.1.3.3. 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. 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 	<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 56 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, being modestly appointed and smaller unit sizes than single-detached dwellings in the area.</p>
<p>Section 1.6.6.2 Sewage, Water, and Stormwater 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 water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services</p>	<p>The proposed development will help to optimize the use of existing services available in the area.</p>

Given the above, the proposed development and associated Zoning By-Law Amendment application are consistent with the policies of the 2020 Provincial Policy Statement.

8.2 THE LONDON PLAN (CITY OF LONDON OFFICIAL PLAN, 2016)

The London Plan is a policy document providing a 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 “*Neighbourhoods*” Place Type on “Map 1 – Place Types” with frontage along a “*Neighbourhood Street*” street classification on “Map 3 – Street Classifications” in the London Plan (Figure 23). This combination allows for a wide-range of residential uses including: single-detached dwellings; semi-detached dwellings; duplexes; converted dwellings; townhouses; additional residential units; home occupations; and, group homes. Contemplated building heights at this location include a minimum height of 1-storey, and a maximum height of 3-storeys. The proposed 2 and 3-storey townhouses provide a modest form of intensification that is contemplated at this location in the London Plan.

Figure 23 – London Plan Place Types – Map 1 – Place Types (excerpt)



The proposed development, and associated Zoning By-Law Amendment, are in conformity with the London Plan as follows:

The London Plan Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p>Neighbourhood Place Type Policies</p> <p>Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type</p> <p>Street onto which the property has frontage: Neighbourhood Street</p> <p>Range of Permitted Uses: single-detached dwellings; semi-detached dwellings; duplexes; converted dwellings; townhouses; additional residential units; home occupations; and, group homes</p> <p>Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type</p> <p>Street onto which the property has frontage: Neighbourhood Street</p> <p>Minimum and Maximum height (storeys) that may be permitted along this classification of street: minimum height of 1-storey, maximum height of 3-storeys.</p>	<p>The proposed development consists of 2-storey conventional townhouses and 3-storey back-to-back townhouses. Based on the permitted heights and uses of the “Neighbourhoods” Place Type along a neighbourhood street, the proposed development is a form of housing that is specifically contemplated at this location and is considered an appropriate form of intensification.</p>
<p>918_ How Will We Realize Our Vision?</p> <p>2. Neighbourhoods will be planned for a 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 surrounding Webster Street by incorporating more townhouses and adding back-to-back townhouses to the area.</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.</p>
<p>Residential Intensification in Neighbourhoods</p> <p>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</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 and 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</p>

<p>sustainability. The following policies are intended to support intensification, while ensuring that proposals are appropriate within their neighbourhoods.</p>	<p>affordability by providing residents with a diverse range of housing choices at different price points.</p>
<p>Forms of Residential Intensification 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 form an existing lot.</p>	<p>The development proposes a total of 56 units on the subject lands, bringing the overall density on the site to a total of 45 units per hectare, whereas the site is currently vacant.</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: 5. Infill development – developing one or more new residential units on vacant or underutilized lots or adding residential units through additions to existing buildings. 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. The proposed townhouses integrate well with the existing form and aesthetic of the surrounding area as the proposed development is within proximity to another townhouse development with a similar layout (located to the south). The townhouses have also been carefully designed to integrate with the single-detached dwellings located around the site, providing a standard 6.0m rear-yard setback for 2-storey dwellings.</p>
<p>City Building and Building Design Policies 197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials, and cultural heritage. 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. 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. 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>The built form of the development is designed to integrate well with the existing built forms found in the surrounding neighbourhood. The 2 and 3-storey built form of the townhouse provides a height that is sensitive to the different built forms (single-detached dwellings, townhouses, apartments etc.) and heights in the area, where a large majority of these buildings are also 2-3 storeys in height. The site layout has been designed to provide adequate separation of the proposed townhouses to abutting properties containing single-detached dwellings. The layout of the site plan provides townhouses that have rear yard to side yard interfaces with abutting properties. Considering this, the townhouses have been positioned with sufficient setbacks for separation and privacy measures such as landscaping and fencing so the proposed development can integrate well with the surrounding context.</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 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 interior side yard.</p>	<p>The majority of the surface parking on the subject lands has been located so the proposed townhouse buildings can assist in screening parking from abutting properties.</p> <p>Landscaping buffers are also to be utilized in assist in screening parking.</p>
<p style="text-align: center;">Our Strategy</p> <p>59_ Build a mixed-use compact city</p> <ol style="list-style-type: none"> 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. 5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. 	<p>Through this application, the development seeks to develop a vacant 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>
<p style="text-align: center;">Evaluation Criteria for Planning and Development Applications</p> <p>1578_ All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed. The following criteria will be used to evaluate all planning and development applications.</p> <ol style="list-style-type: none"> 1. Consistency with the Provincial Policy Statement and in accordance with all applicable legislation. 	<p>As detailed in Section 8.1 of this report, the proposal is consistent with the policies in the Provincial Policy Statement.</p>
<ol style="list-style-type: none"> 2. Conformity with Our City, Our Strategy, City Building, and Environmental policies of this Plan. 	<p>As detailed in Section 8.2 of this report, the proposal is in conformity with Our City, Our Strategy, City Building, and Environmental policies contained in the London Plan.</p>
<ol style="list-style-type: none"> 3. Conformity with the policies of the Place Type in which they are located. 	<p>As detailed in Section 8.2 of this report, the proposal is in conformity with the policies of the “Neighbourhoods” Place Type in which the subject lands are located in.</p>
<ol style="list-style-type: none"> 5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this plan. 	<p>Municipal services are available on the subject lands, and use of these services will be in conformity with the Civic Infrastructure and Growth Management policies of the London Plan.</p>
<ol style="list-style-type: none"> 6. Potential impacts on the adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering this 	<p>Section 7.0 of this report identifies potential impacts to adjacent properties and provides measures on how these impacts will be minimized.</p>

<p>type of application under review, and its context, and analysis of potential impacts on nearby properties may include such things as: traffic and access management; noise; parking on street or adjacent properties; emissions generated by the use; lighting; garbage; privacy; shadowing; visual impacts; tree and canopy cover; cultural heritage resources; natural heritage features and areas; natural resources; and, other relevant matters related to use and built form.</p>	
<p>7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering this type of application under review, and its context, an analysis of fit may include such things as policy goals and objectives expressed in the City Design chapter of this plan; and neighbourhood character; streetscape character; street wall; height; density; massing; scale; placement of building; setbacks and step-backs; relationship to adjacent buildings; proposed architectural attributes such as windows, doors, and rooflines; materials; relationship to cultural heritage resources on the site and adjacent to it; landscaping and trees; coordination of access points and connections; and, other relevant matters related to use, intensity, and form.</p>	<p>Section 4.0 and Section 7.2 of this report provides details on how the proposed development will respond and integrate with the surrounding context.</p>

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.

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

The subject lands are zoned “Residential (R1-6)” in the City of London Zoning By-Law. The “Residential (R1-6)” zone only permits single-detached dwellings and does not permit townhouses.

The proposed Zoning By-Law Amendment seeks to re-zone the subject lands to a site-specific, special regulation “Residential (R5-6(_))” zone to permit the proposed townhouses on the subject lands. The R5-6 zone is an implementing zone for this type of townhouse infill development and its use is consistent with the policies and intent of the London Plan, as discussed in the previous section of this report.

Table 1 provides a breakdown of the “Residential (R5-6)” zone regulations and the requested site-specific “R5-6()” zone. Site-specific development standards are to be confirmed and refined subject to a review of the application by City Staff through the approval process.

Table 1 – Zoning Statistics - *Denotes Required Special Provision

Regulations	Residential (R5-6) Requirements	Proposed
Lot Area (Min.)	1,000m ²	1.24 ha
Lot Frontage (Min.)	30.0m	38.14m
Front Yard Setback (Min.)	6.0m	6.0m
Rear Yard Setback (Min.)	6.0m	*1.2m
Interior Side Yard Setback (East)(Min.)	3.0m (windows on ground floor only)	*3.0m including windows to second floor
Interior Side Yard Setback (West)(Min.)	3.0m (windows on ground floor only)	*3.0m including windows to second floor
Landscaped Open Space (Min.)	30%	37.46%
Coverage (Max.)	45%	30.68%
Height (Max.)	<12.0m	7.50m (2-storey buildings) 11.00m (3-storey buildings)
Density (Max.)	50 UPH	46 UPH
Parking (Min.)	1 space per unit (56 x 1 = 56 spaces required)	129 spaces (includes 1 space in driveway, 1 space in garage, and 17 visitor parking spaces)

Special regulations are required for the following items:

- Minimum interior side yard setback of 3.0m to buildings with habitable rooms on all foors where the side of the building interfaces with the interior side yard;
- *Minimum rear yard setback of 1.2m for a 2-storey building with windows to habitable rooms, and,
- *Minimum rear yard setback of 3.5m to buildings with habitable rooms.

The regulations for the zone are standard, except for specific regulations relating to the rear yard setback, and density as discussed in the following section.

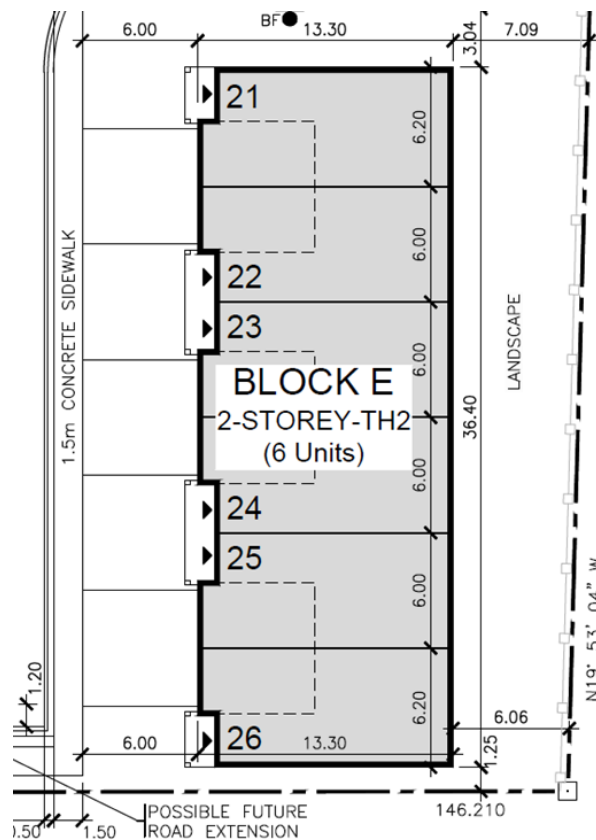
Interior Side Yard Setback

The west and east sides of Blocks A and D, respectively, provide a 3.0m setback to the interior side lot lines. In these instances, the sides of the townhouse units interface with the interior side yard, which in turn interfaces with the rear yards of single detached dwellings beyond. The proposed regulation would permit a 3.0m setback at this location and permit windows to habitable rooms on both the ground and 2nd floor. Given the relationship between dwellings, this is an appropriate setback and allows for a more efficient use of land. Visual impacts from ground floor windows can be effectively mitigated through fencing and landscaping immediately upon completion of the development. Windows on the 2nd floor generally correspond to bedrooms which typically have blinds. Landscaping to screen views to and from these upper windows is possible but will take more time for vegetation to become established. Regardless of mitigation, the proposed setbacks apply to only two small sections of the subject lands and are appropriate for this particular development.

Rear Yard Setback – 1.2m for 2-storey dwelling

The proposed development provides a rear yard setback of 1.2m along the southerly lot line (Figure 24), whereas the required standard minimum rear yard setback is 3.0m but prohibits windows on the second floor.

Figure 24 – Setbacks for Block E – reduced setback at south end of building (excerpt from Site Plan)



The building orientation with the rear lot line acts as a side yard rather than a rear yard of the townhouse buildings located near the rear lot line. The proposed setback is in keeping with typical side yard setbacks for 2-storey dwellings as their interior side yard setbacks are typically 1.2m. This setback provides sufficient space for access to the rear yard, and space for landscaping and fencing. Given that the lands to the south are vacant, and that this is a typical interior side yard setback for this type of suburban development, the proposed regulation is appropriate.

Rear Yard Setback – 3.5m for 3-storey dwellings

Similar to the 1.2m setback regulation noted above, the proposed 3.5m rear yard setback for 3-storey dwellings allows an appropriate interface with the southerly lot line while making efficient use of land. Windows to habitable rooms are proposed on all three floors, allowing ample sunlight penetration into the building. The area between the building and the lot line is proposed to accommodate landscaping and a pathway, ensuring sufficient spatial separation to the lands to the south. This regulation is appropriate for this development and makes efficient use of land.

Given the analysis above, the proposed site specific, special regulation “*Residential 5 (R5-6(_)) Zone*” is appropriate for the subject lands and would be an appropriate zone to implement the policies of The London Plan.

9.0 CONCLUSIONS

The proposed Zoning By-Law Amendment seeks to permit the development of five (5) 2-storey townhouses, and six (6) 3-storey, back-to-back townhouses on the subject lands for a total of 56 residential units. This proposal to develop the subject lands achieves the goals of appropriate residential intensification, as set out in The London Plan, by providing an efficient and cost-effective residential development that maintains a built form and intensity that is compatible with surrounding land uses.

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 form 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 surrounding the subject lands.

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 the London Plan, and is in the public interest.