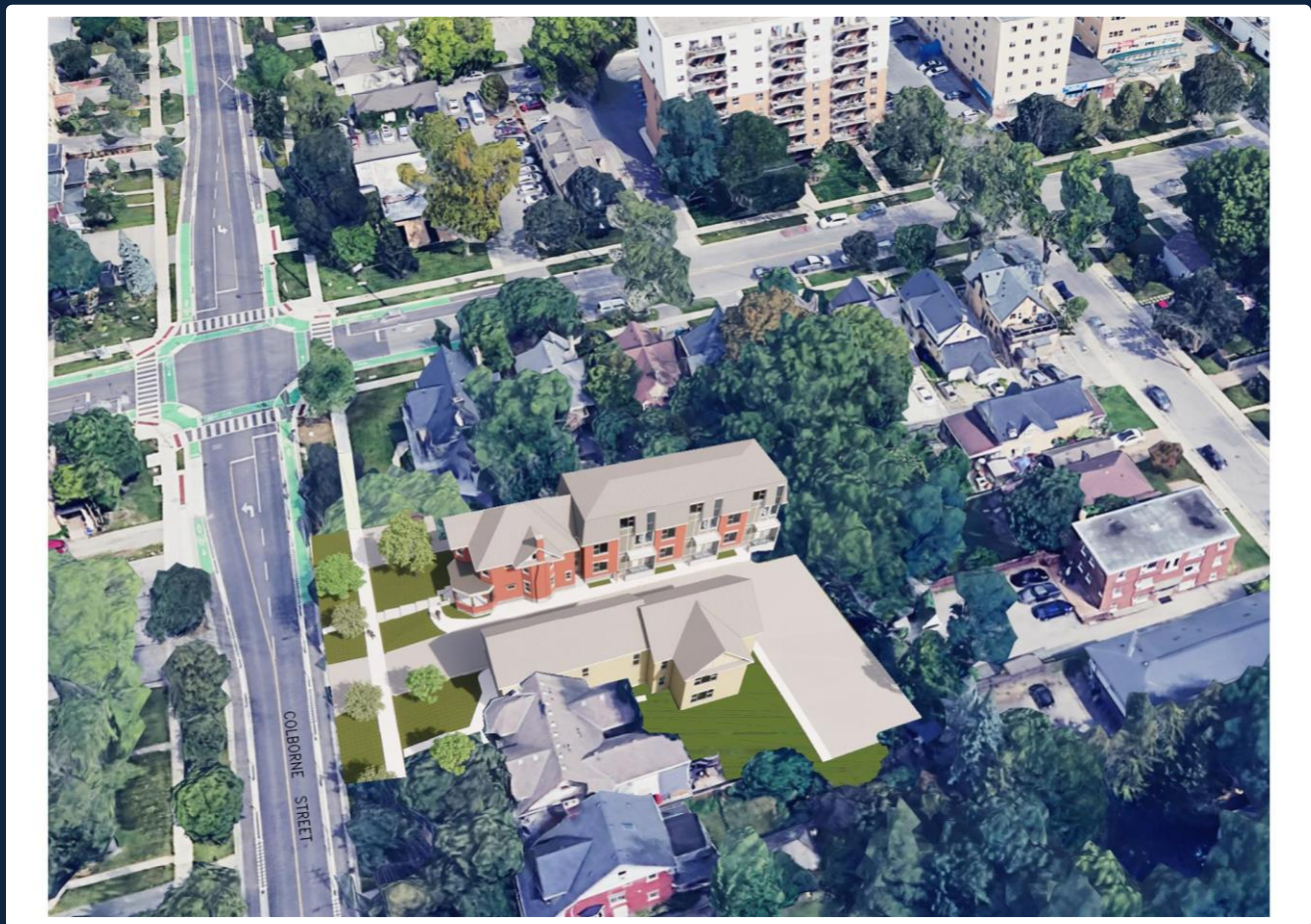


Planning and Design Report

Victor Anastasiadis

566-578 Colborne Street
City of London



July 9th, 2024



Zelinka Priamo Ltd.
LAND USE PLANNERS

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1.0 INTRODUCTION AND SUMMARY

On behalf of Victor Anastasiadis, Zelinka Priamo Ltd. has submitted an application to the City of London to amend its Zoning By-Law to permit the intensification of the lands known municipally as 566, 568, 572, and 578 Colborne Street (hereinafter referred to as the 'subject lands') for 2-storey and 3-storey stacked townhouses that are extensions to the existing buildings with the municipal addresses of 572 and 578 Colborne Street.

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).

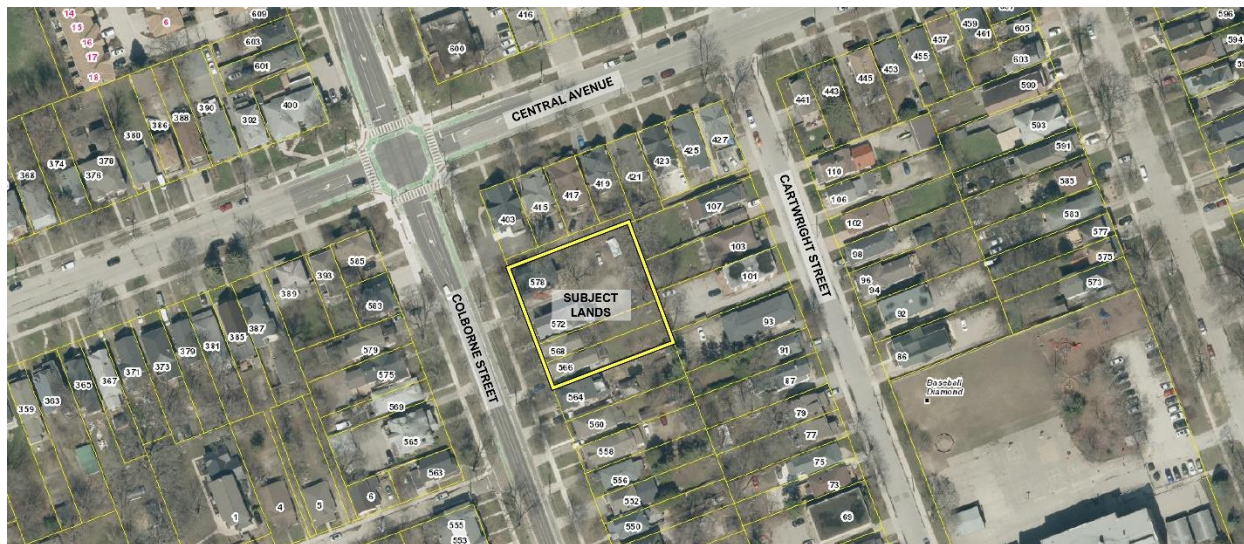
This report concludes that the Zoning By-Law Amendment application to permit the proposed development is appropriate and desirable for the following reasons:

- 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 and implements the vision 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 will maintain the existing cultural heritage features of the site.

2.0 DESCRIPTION OF SUBJECT LANDS

The subject lands are located on the east side of Colborne Street, between Central Avenue and Waverly Place (Figure 1).

Figure 1: Subject Lands – 566-578 Colborne Street



The rectangular-shaped subject lands have combined area of approximately 2,011m² (21,560ft²) with approximately 45m (148ft) of frontage along Colborne Street, and a lot depth of approximately 45m (148ft). These lands are currently occupied by four (4) existing buildings:

- The two (2) buildings located at the north end of the site (municipal addresses of 572 Colborne Street (Figure 2) and 578 Colborne Street (Figure 3)) are lodging houses that contain nine (9) bedrooms in each building. One of the lodging houses is on the north side of the driveway (578 Colborne Street); this building has a footprint of 132m² (1,420ft²). The other lodging house on the south side of the existing driveway (572 Colborne Street) has a footprint of 125m² (1,345ft²).
- At the south end of the subject lands, there are two (2) additional buildings with municipal addresses of 566 and 568 Colborne Street (Figure 4). Both of the buildings are attached duplexes with two (2) units in each of the buildings, for a total of four (4) units between the two buildings. The northern duplex building (568 Colborne Street) has a footprint of 88m² (947ft²). The southern duplex building (566 Colborne Street) has a footprint of 96m² (1,033ft²).

A gravel driveway located between 572 and 578 Colborne Street provide access to the subject lands from Colborne Street. The driveway leads to a parking area located at the rear of the site, behind 566, 568, and 572 Colborne Street. Boulevard parking is located in front of 565 Colborne Street, where Colborne Street is approximately 40m wide at this location. Both front yard parking and boulevard parking are common in this area of London. Note, that while the lands currently comprise 3 properties, it is intended they will be consolidated as a single parcel upon development.

Figure 2: Street view of 578 Colborne Street and 572 Colborne Street



Figure 3: Street view of 572 Colborne Street



Figure 4: 566 & 568 Colborne Street



The subject lands are located in the “*Neighbourhoods*” Place Type on “Map 1 – Place Types” fronting onto a “*Neighbourhood Connector*” on “Map 3 – Street Classification” in the London Plan. The subject lands are zoned “*Residential 3 (R3-2)*” and “*Residential 11 (R11)*” in the City of London Zoning By-Law Z.-1.

3.0 SPATIAL ANALYSIS AND NEIGHBOURHOOD CONTEXT

The neighbourhood that surrounds the subject lands primarily consists of residential uses provided in a variety of forms and densities. Forms and densities range from single-detached dwellings, all the way up to high-rise apartment buildings. Office uses are intermixed within the neighbourhood, in the form of converted dwellings used for office purposes as well as conventional medical and professional office buildings. Institutional uses are also found in the immediate area, in the form of schools and churches.

3.1 REGIONAL SPATIAL ANALYSIS

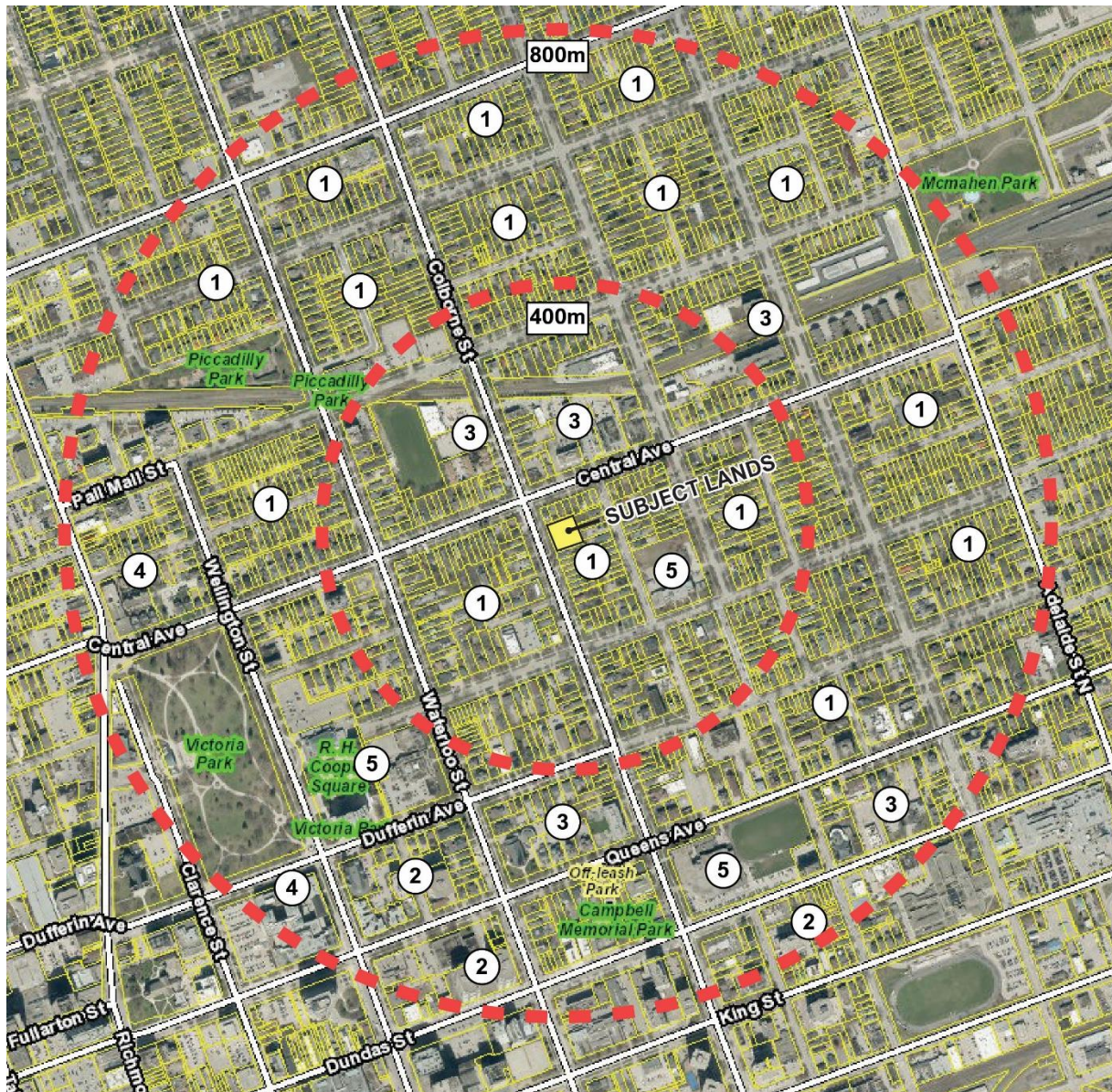
Figure 5 illustrates the surrounding place types, as per the London Plan (Council’s long-term vision for land use and physical development), and Figure 6 (on the following page) illustrates significant landmarks. Each figure shows a 400m and 800m radius from the subject lands, representing straight line 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 number 1-5.

Figure 5 – Regional Spatial Analysis (Land Uses)



Land uses within both the 400m and 800m radii primarily consist of the “Neighbourhoods” and “Downtown” Place Types, with “Green Space”, “Urban Corridors”, and “Rapid Transit Corridors” Place Types intermixed as well.

Figure 6 – Regional Spatial Analysis (Major Landmarks)



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

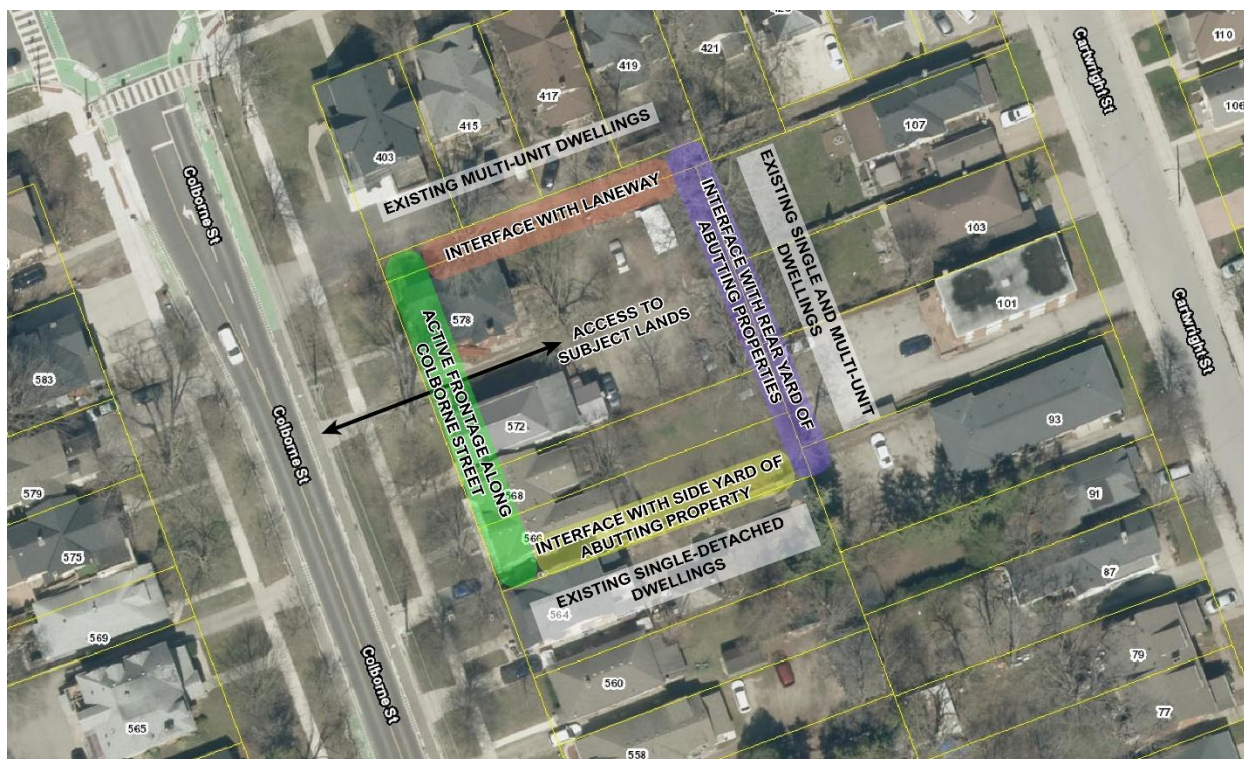
1. Low-medium density residential uses including single-detached dwellings and various types of multi-unit dwellings (townhouses, fourplexes, low-rise apartments etc.)
2. High-density residential uses in the form of mid-high rise apartment buildings
3. Business District areas where there are high concentrations of office buildings

4. Downtown mixed-use areas containing various forms of residential, commercial, recreational, and business uses.
5. Institutional uses including City Hall, Catholic Central High School, London Central Secondary School, and Lord Roberts Public School.
6. Parks/Open Spaces in the area include: Campbell Memorial Park, Victoria Park, Piccadilly Park, McMahan Park, and Carrothers Field Central.

3.2 SITE-SPECIFIC SPATIAL ANALYSIS

Figure 7 illustrates a Site-Specific Spatial Analysis, providing information on the immediate context of the site.

Figure 7 – Site-Specific Spatial Analysis



The front yard of the subject lands interface with an active frontage along Colborne Street. Existing buildings are setback far from the travelled portion of the street, but are very close to the front lot line due to the wide right-of-way. Parking is often found in the front yard; but many properties also have parking located in the rear yard with driveways connecting to Colborne Street. This configuration leaves space in the Colborne Street wide streetscape for active transportation methods such as the existing bike lanes and sidewalks.

The north interior side yard interfaces with a laneway used for the properties located to the north of the subject lands (Figure 8). This laneway leads to surface parking areas for multi-unit residential dwellings located to the north of the subject lands. The presence of this laneway, and the parking configuration for lands to the north, results in an interface where there are not particularly sensitive activities occurring abutting the subject lands in this location.

The south interior side yard interfaces with the side yard of the abutting property to the south. As there are no significant changes proposed for this location, there are no concerns with future compatibility.

The rear yard interfaces with the rear yard of properties abutting to the east of the subject lands, where there are large rear yard setbacks of both properties, including two in which the rear yards are occupied by surface parking areas that have little outdoor amenity space in the rear yard.

The black arrow represents the location for vehicular access to the subject lands and surface parking area at the rear of the site.

Figure 8 – View of laneway abutting the subject lands to the north (looking east from Colborne Street, subject lands are on the right side of the photo)



3.3 SETBACKS AND PARKING LOCATION

Residential lots found in the immediate context of the subject lands have buildings located close to the right-of-way (ROW). As ROW's are wide, approximately 40m in width, buildings are set well back from the travelled portion of the road. This provides room for boulevard parking, which is commonplace in this area, primarily for lots containing single-detached dwellings. Residential properties typically have driveways that leads to parking areas that are located in the rear yard, screened from the street by buildings. The majority of residential properties in the area have large rear yard setbacks, which provide the room for rear yard parking arrangements. Residential properties in the area have large rear yard setbacks, which provide room for rear yard parking arrangements. Residential properties are narrow in width/frontage but provide sufficient side yard setbacks for access to the rear yard, and in some cases, sufficient room for driveways that lead to rear yard parking areas.

Higher density residential forms such as townhouses and apartment buildings in the area also are placed close to the street, to provide a street presence and to screen rear yard parking areas from the street. Some office buildings follow this layout as well, but there are also some office buildings located far from the street, with parking located in the front of the building.

3.4 HOUSING FORMS AND ARCHITECTURAL STYLES

The neighbourhood consists primarily of residential uses in a variety of forms and densities, including single-detached dwellings, semi-detached dwellings, townhouses, and apartment buildings (low-rise and high-rise). There are also some commercial uses in the neighbourhood (primarily office) occupying converted dwellings as well as purpose-built structures. Institutional uses are also found in the area, including schools and places of worship, as well as City Hall and Centennial Hall. Finally, the area also includes Victoria Park, a major public open space and one of the city's main venues for festivals and community events.

Many buildings were constructed using the finest materials and workmanship available at the time and were designed primarily in Victorian and Edwardian styles. A brief overview of each style is provided below.

Victorian applies generally to buildings constructed during the reign of Queen Victoria, from 1837 to 1901, and includes several variants such as Gothic Revival, Shingle Style, Stick Style, Vernacular, and Queen Anne. Each of these variants are linked by a similar appreciation for ornament and extravagance, with common characteristics derived from both the classical and gothic traditions:

- Sleep, pointed roof lines, often with gables and dormers on the front façade;
- Projecting bays and bay windows, with large cornices;
- Transom windows and doors with flat or segmental arches;
- Extended porches and large entrances, often supported by classical columns;
- Typically, red brick, though other local stones and bricks were common; and,
- Painted wood detailing on gables, porches, sills, etc.

Gables were often the most decorative and extravagant features of Victorian Homes. Their triangular shape offered an opportunity for artistic expression and a challenge for designers and

craftspeople. Vergeboards, fish scale shingles, and other ornate details are common in the gables found throughout the West Woodfield Heritage District.

Edwardian includes buildings constructed during the reign of King Edward VII (1901-1910), but this period is often considered to have continued through the end of the First World War (1918). This style incorporates many gothic and classical features popular in Victorian architecture, but they are applied sparingly, resulting in a more simplified and unassuming appearance. The Edwardian style was influenced by increasing standardization in manufacturing and construction and is considered a precursor to the modern styles of the twentieth century. It can be identified by the following characteristics:

- Gables, often on the front façade and above a projecting bay;
- Exaggerated cornices, supported by wooden brackets;
- Detailed carpentry, stain glass, and tile work, though less abundant than in Victorian buildings;
- Generous front porches, often with classical columns supporting a plain architrave/cornice;
- Projecting stone sills and lintels (with keystones), oversized in some cases;
- Sash windows often with transom openings above; and,
- Smooth brick finishes.

Townhouse developments in the area consist of similar design elements that compliment the single/multi-unit dwellings in the area such as pitched and gabled roofing; and, multiple small fenestrations along the front elevations. The primary difference in the form is that some townhouses feature attached garages alongside front door entrances. Material and colour palettes are in keeping with the majority of the dwellings in the surrounding area.

Apartment buildings in the area range from low-rise buildings (3-storeys) to mid/high-rise buildings (6+ storeys). Apartment buildings are rectangular in shape and most commonly feature flat roofing. Exterior building materials predominately consist of brick and vinyl siding. Colours consist of red, yellow, gray, white, and black.

Figure 9 – Building Forms in the Surrounding Area







3.5 PUBLIC REALM

The public realm of the area surrounding the subject lands is primarily defined by the streetscape along Colborne Street, as well as open spaces/parks in the surrounding area identified in Section 3.4.

All of the buildings along this section of Colborne Street are back from the street, but very close to the front lot line, with convenient connections to pedestrian sidewalks and bikes lanes located on both side of Colborne Street (Figure 9). The ease of access to active transportation infrastructures in this location create an active, pedestrian-oriented streetscape that provides connections to the numerous different amenities within walking distance of the subject lands.

The wide, 40m right-of-way along this section of Colborne Street includes space for landscaping in the streetscape. Between the sidewalk and bike lane, there is a planting strip included in the streetscape that contains many mature street trees. Many mature trees are also located in the front yard of many properties along this section of Colborne Street.

Figure 10: Public Realm along Colborne Street



Figure 11 – Bike Lane along Colborne Street



3.6 ANALYSIS

Overall, the analysis of the surrounding neighbourhood illustrates that the area meets the City of London’s goal of creating a resilient, walkable, and diverse community. The subject lands are part of a diverse neighbourhood that offers a range of different housing forms; there is a healthy mixture of single-detached dwellings, multi-unit dwellings, townhouses, and apartment buildings that provide a mix of housing options and assists with affordability.

The neighbourhood around Colborne Street is a walkable, complete community that assists in putting more emphasis on active and public transportation methods that the city has heavily invested in. The Regional Spatial Analysis demonstrates that the neighbourhood contains a wide range of amenities that compile to make up a complete community, such as schools, green spaces, and grocery stores, all within a walkable distance of the subject lands.

4.0 PROPOSED DEVELOPMENT

The subject lands are to be intensified with the addition of two (2), 3-storey stacked townhouse buildings that are extensions of the existing lodging houses (572 and 578 Colborne Street) (Figures 10-14). The lodging houses themselves are to be converted into 3-unit dwellings. There are no proposed changes to the attached duplex buildings (566 and 568 Colborne Street), but the rear of all properties will support a common parking area. While the lands currently comprise 3 properties, it is intended that they will be consolidated as a single parcel upon development.

Notably, there will be no meaningful change to how each of the buildings look from Colborne Street as the additions are proposed to only the rear of the two existing buildings.

Figure 12 – Conceptual Development Plan (excerpt)



Figure 13 – Perspective view of Development from Colborne Street (townhouse only slightly visible at rear)



Figure 14 – Aerial view of development within context of surrounding area

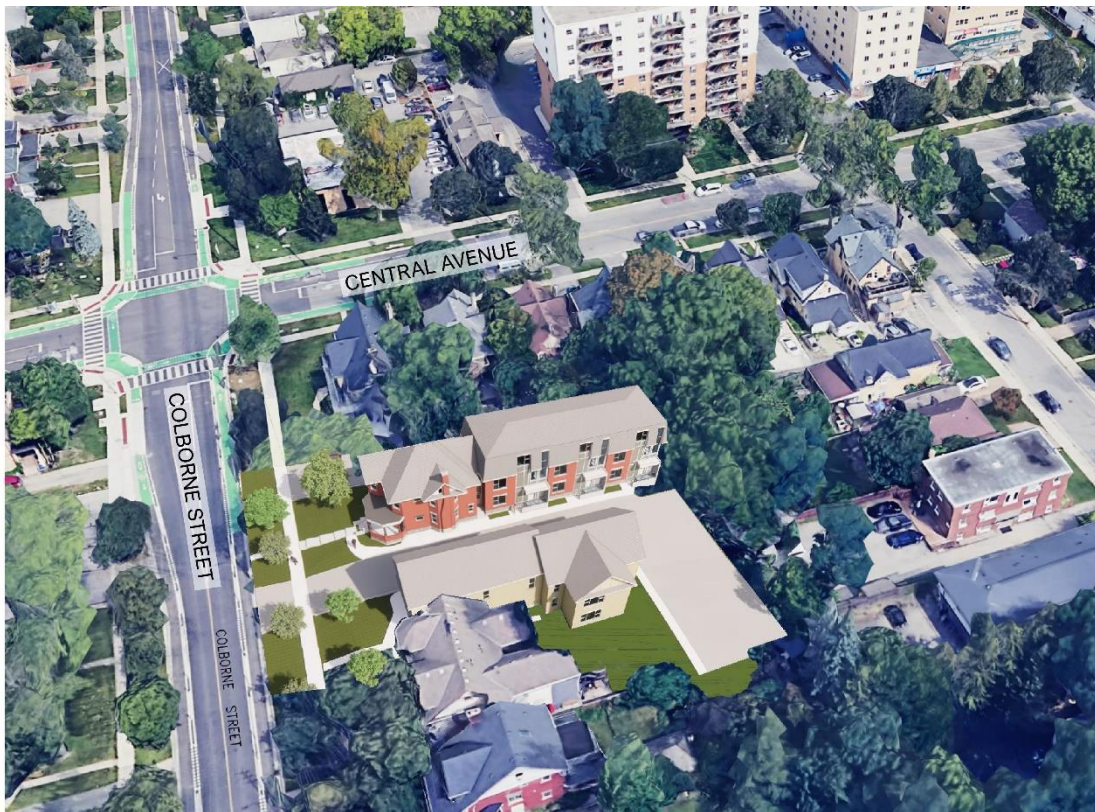


Figure 15 – South Elevation of Proposed Development to 578 Colborne Street



Figure 16 – North Elevation of Proposed Development to 578 Colborne Street (as view from the abutting laneway)



Figure 17 – North Elevation of Proposed Development to 572 Colborne Street



Figure 18 – South Elevation of Proposed Development to 572 Colborne Street



The proposed stacked townhouse building attached to the north lodging house (578 Colborne Street) will have six (6) units, for a total of 9 units including the conversion of the existing building into a 3-unit dwelling. The north townhouse extension will have a footprint of 232.5m². The stacked townhouse building to the south will also be an extension of the existing lodging house (572 Colborne Street) and will contain two (2) units, for a total of five (5) units, including the conversion of the existing lodging house into a 3-unit dwelling. The south townhouse extension will have a footprint of 110.0m². The proposal results in a total of 18 units, for an overall residential density of 78 units per hectare.

4.1 PARKING AND ACCESS

The existing parking area in the rear yard is to be extended to the south to create space for additional surface parking. A total of 9 parking spaces are proposed for the development, comprised of 8 standard parking spaces and 1 accessible parking space with a barrier-free path of travel. The driveway surface is to be upgraded from gravel to asphalt or another hard surface material. As outlined in the analysis section of this report, parking areas located in the rear yard are commonly found in the surrounding neighbourhood, including properties abutting the north and south property lines.

4.2 LANDSCAPING AND AMENITY AREAS

The proposed building extensions provide appropriate side and rear yard setbacks for privacy buffers and access. The placement of the building extensions also provide room for meaningful outdoor amenity space. Outdoor amenity areas are located in the northeast corner of the site behind the north townhouse building, as well as behind the attached duplex buildings located toward the southerly end of the site. Landscape buffers are to be located around the perimeter of the subject lands on the north, east, and south property lines. Landscaping will likely include tree planting around the perimeter of the site, in addition to privacy fencing.

4.3 BUILT FORM

The goal with the built form of the development is to provide a discrete form of intensification that is in-keeping with the different residential forms in the neighbourhood such as single-detached dwellings, multi-unit dwellings, and townhouses etc. The proposed building extensions allow for multiple new townhouse units on the subject lands, without it appearing as multiple new buildings. The extensions are discrete, and barely visible from the street as they will be hidden behind the existing building fronting onto Colborne Street. This allows for the site to have additional density, without having any meaningful visual impact on the streetscape.

4.4 ARCHITECTURAL FEATURES

The design of the proposed townhouse buildings continues the design of the existing building to match the existing building design and character. This is achieved by using the same colours and materials.

North Townhouse Extension (578 Colborne Street)

The north townhouse extension has a façade that is comprised primarily of red brick and gray vinyl siding. Areas with gray vinyl siding are recessed into the façade. This is where the front doors

for the units are located. Opposite of the areas with gray vinyl siding are where the red brick façade is located, fenestrations are placed vertically along these portions of the façade. The gray shingle mansard roof has a minimal pitch that is relatively flat in shape. The roof extends down to cover the top quarter of the building's façade. The recessed portion of the façade on the north side provides balconies for units above the 1st storey.

South Townhouse Extension (572 Colborne Street)

The façade of the south townhouse continues the existing buildings as it is comprised of yellow brick, white concrete accents, and gray shingles on the roof. The gable/hipped roof is extended along the length of the proposed townhouse as well.

4.5 SERVICING

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

Water supply servicing will be achieved with the proposed watermain in the site which will connect to existing 150mm municipal watermain on Colborne Street. Proposed stacked townhouses water services will tie into the proposed watermain. The existing dwellings have undersized water services which will be removed and replaced with the required water service size which will be analyzed based on fixture load. Sanitary servicing will be achieved with the proposed sanitary sewer in the site which will connect to the existing 300mm municipal sanitary sewer on Colborne Street. Post-development runoff coefficient will be higher than the pre-development run-off coefficient. The medium density development will trigger the application of Permanent Private Storm System. On-site SWM quantity controls will reduce post-development storm flows to pre-development flow levels. Normal level of water quality will be provided with an OSG unit. A storm sewer is proposed in-site which will connect flows from the parking lot and stacked townhouse PDC's and convey them to the existing municipal storm sewer on Colborne Street.

4.6 CULTURAL HERITAGE

A Heritage Impact Assessment has been prepared by Zelinka Priamo Ltd. that analyzes the impacts of the proposed development on the existing heritage features present in the surrounding neighbourhood. The findings of the Heritage Impact Assessment are as follows:

- 1) During the detail design stage, it is recommended that material details and architectural features used to further differentiate the proposed additions from the existing heritage buildings. For example, the transition from old to new brick could be interrupted by a "reveal", or a recess dividing two parts. This element could be a stone or concrete seam, or a groove in the masonry veneer. Similar treatment should be applied at the foundation or building base, and at the roof if possible; and,
- 2) For the rear extension to 578 Colborne Street, it is recommended that the portions of the building not finished in red brick (at and above unit entrances) be simplified with less interruptions and geometric complexity at the cornice line, and fewer mullions on the glazed façade. Spandrel panels could be replaced with glass or brick if possible. The

height and geometric complexity of these sections may make them more visually prominent from Colborne Street.

5.0 POTENTIAL IMPACTS ON ADJACENT LANDS

Redevelopment of the subject lands for the 2-storey and 3-storey stacked townhouses buildings will be noticeable to residents in the neighbourhood. Impacts to abutting properties will consist of:

Visual/Privacy: Abutting residents will see some of the stacked townhouses from their property. However, due to their location behind the existing buildings on the subject lands, the townhouses will have a minimal visual impact from Colborne Street. Landscaping and tree planting will serve to aid in the visual screening for abutting properties to the north and east where the new townhouses will be visible.

Lands to the north will be exposed to the largest component of the proposed development. However, these lands are separated from the subject lands by the intervening laneway, providing additional spatial separation. The proposed 3m setback provides ample space for landscaping with narrow but tall tree species, providing additional privacy.

Auditory: Sounds, from such sources as vehicles, conversations, children, and normal residential activities will be audible to abutting residents.

Light: Light from night-time lighting of the townhouses may be noticeable to abutting properties; however, this is limited by the site design, and can be further mitigated by sensitive landscaping and fencing. While there is no specific requirement for a light standard(s) for parking area lighting at this time, such a requirement may be identified through the Site Plan Control process. A photometric and lighting plan will be required as part of the Site Plan Control process, subject to the requirements for the City of London Site Plan Control By-Law.

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 the public realm of Colborne Street, and a minor increase in vehicular movements along Colborne Street and the intersection of Colborne Street and Central Avenue.

Given the context of the subject lands, and the analysis presented in the following sections of this report, the potential impacts to adjacent lands are reasonable and manageable given the policy intent of applicable land use policies and regulations.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

The subject lands are zoned “Residential (R3-2)” and “Residential (R11)” in the City of London Zoning By-Law. The R3-2 zone permits single-detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; converted dwellings; and, fourplex dwellings. The R11 zone permits lodging houses, and Emergency care establishments. Neither zone permits stacked townhouses and 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 (R5-7(_))” with special provisions to permit the following:

- To acknowledge the existing front yard setback of 0.3m;
- To acknowledge the existing south interior side yard setback of 1.3m;
- Maximum density of 80 units per hectare;
- Additional permitted uses: Converted Dwellings and two-unit, semi-detached dwellings; and,
- Minimum interior side yard setback (north) of 3.0m, including to walls 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 Amendments 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 of this report) and the City of London Zoning By-Law (Section 6.3 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>Section 1.1.1 Managing and Directing Land Use [...] Healthy, livable, and sustainable communities are sustained by:</p> <ul style="list-style-type: none"> a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and Municipalities over the long-term. 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. 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. 	<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 satisfy the long-term housing needs in 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 7.2 of this report, the subject lands are within a settlement area in the City of London.</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 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>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 discussed in Section 7.3 of this report, the proposed development will follow appropriate development standards to promote the intensification of the subject lands.</p>
<p>Section 1.4 Housing Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the 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"> 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 maintain 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 18 proposed units will meaningfully contribute to the overall housing supply for the neighbourhood.</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 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 can be serviced by full municipal services and will help optimize the use of existing services available in this area.</p>
<p>Section 2.6.1 Cultural Heritage Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</p>	<p>The proposed development only seeks to make modifications to the interior of the existing buildings on-site. No exterior changes are proposed, except for connections to the rear façade of both buildings.</p>

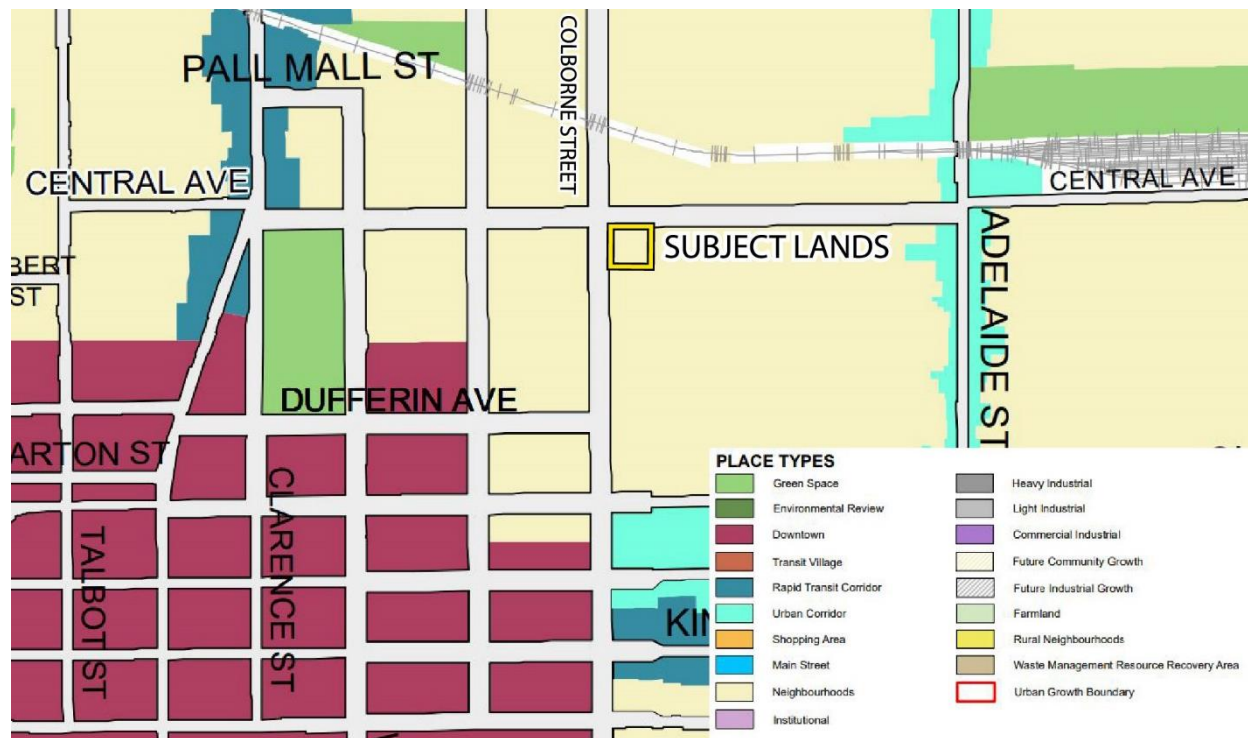
Given the above, the proposed development and associated Zoning By-Law Amendment application are consistent with the policies of the 2020 Provincial Policy Statement.

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 all lands located within the City of London. It provides 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 “Neighbourhood Connector” street classification on “Map 3 – Street Classification” in the London Plan (Figure 15). The subject lands are also located within the Central London Planning District. This combination allows for some of the most intensive developments in the “Neighbourhoods” Place Type. Contemplated uses (including uses contemplated within the Central London Planning District) at this location include single-detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, converted dwellings, townhouses, stacked townhouses, additional residential units, and low-rise apartment buildings. Contemplated buildings heights at this location include: a minimum height of 2-storeys, a standard maximum of 3-storeys, and an upper maximum of 4-storeys in Central London. The proposed stacked townhouses provide a modest form of intensification compared to the 4-storey apartment building allowed at this location in the London Plan.

Figure 19: London Plan Place Types – Map 1 – Place Types (excerpt)



The proposed development, and associated Zoning By-Law Amendment, are consistent 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 Neighbourhood Place Type</p> <p>Street onto which the property has frontage: Neighbourhood Connector</p> <p>Range of Permitted Uses: Single-detached dwelling, semi-detached dwelling, duplexes, triplexes, fourplexes, converted dwellings, additional residential units, townhouses, stacked townhouses, and low-rise apartments</p> <p>Table 11 – Range of Permitted Heights in the Neighbourhood Place Type</p> <p>Street onto which the property has frontage: Neighbourhood Connector</p> <p>Minimum and maximum height (storeys) that may be permitted along this classification of street: Minimum height of 1-storey; standard maximum of 3-storeys; and, an upper maximum of 4-storeys in Central London.</p>	<p>The proposed development of a 3-storey stacked townhouse, a 2-storey stacked townhouse, converted dwellings, and duplex are all well within the permitted range of heights and uses at this location in the City of London. This is an appropriate form of modest intensification that interfaces well with abutting land uses.</p>
<p>918_ How Will We Realize our Vision?</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 by incorporating more multi-unit dwellings such as stacked townhouses.</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 proposed stacked townhouses are placed in locations where they interface well with existing lotting patterns. Stacked townhouses have rear yard to rear yard interfaces well with abutting lots to the north that contain similar residential densities.</p> <p>As outlined in the analysis section of this report, a laneway abuts the subject lands to the north,</p>

	<p>providing additional spatial separation between the proposed buildings and existing residential uses.</p> <p>The proposed stacked townhouses have building heights of 2 and 3 storeys which are consistent with buildings found in the surrounding area. The proposed heights are the same as the existing buildings on-site, so the townhouse extensions are screened from the street.</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 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 including single-detached dwellings, multi-unit dwellings, townhouses, and apartment buildings. The proposed development will help 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 stacked 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>Forms of Residential Intensification</p> <p>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 18 units on the subject lands, bringing the site to an overall density of 78 units per hectare.</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"> 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. 	<p>The proposed intensification is appropriately located as it provides a moderate intensity that can integrate well with the surrounding context.</p> <p>The existing lodging houses are to be converted into 3-unit dwellings. No substantive changes to the exterior of these existing buildings are proposed.</p> <p>The proposed stacked townhouses will integrate well with the existing form and character of the surrounding area. The layout has been carefully considered so that the development interfaces well with abutting properties and can effectively manage and respond to privacy expectations.</p>

<p>5. Infill development – developing one or more new residential units on vacant or underutilized lots or adding residential units through additions to existing buildings.</p> <p>940_ It is an important strategy of this Plan to support all of these forms on intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.</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>City Building and Building Design Policies</p> <p>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.</p> <p>199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhoods' 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>The built form of the development is designed to integrate well within the existing built forms found in the surrounding neighbourhood. The 2 and 3 storey built form of the stacked townhouses provides a height that is sensitive to the different built forms in the area (single-detached dwellings, multi-unit dwellings, townhouses, apartments etc.), where the majority of these buildings (outside of apartments) are 1-3 storeys in height.</p> <p>The site layout has been designed to maximize the number of townhouse units, while minimizing the visual impact from the street. The proposed stacked townhouses are provided as extensions to the existing buildings and use similar forms and materials to blend the proposed townhouses into the existing buildings. Through this method, additional density can be added to the site, while providing minimal visual impacts to the streetscape along Colborne 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 interior side yard.</p>	<p>Surface parking on the subject lands is located in the rear yard where the buildings on-site screen the parking from Colborne Street public realm.</p> <p>Sufficient setbacks have also been utilized to provide appropriate separation from abutting</p>

	properties and to provide sufficient room for landscaping and privacy buffers to screen surface parking.
<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. 	The proposed development seeks to utilize an underutilized parcel of land. Through this application, the development seeks to intensify 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 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. 	As detailed in Section 7.1 of this report, the proposal is consistent with the Provincial Policy Statement.
<ol style="list-style-type: none"> 2. Conformity with Our City, Our Strategy, City Building, and Environmental policies of this Plan 	As detailed in Section 7.2 of this report, the proposal is in conformity with Our City, Our Strategy, City Building, and Environmental policies of the London Plan.
<ol style="list-style-type: none"> 3. Conformity with the policies of the place type in which they are located. 	As detailed in Section 7.2 of this report, the proposal is in conformity with the “Neighbourhood” Place Type policies.
<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. 	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.
<ol style="list-style-type: none"> 6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering this 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; 	Section 5.0 of this report identifies potential impacts to adjacent properties and provides measures on how these impacts will be minimized.

<p>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 the type of application under review, and its context, an analysis of fit may include such things as policy goals and objectives for the place type; policy goals and objectives expressed in the City Design chapter of this plan; 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.

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

The subject lands are zoned “Residential (R3-2)” and “Residential (R11)” in the City of London Zoning By-Law. The “Residential (R3-2)” and “Residential (R11)” zones permit a range of uses including: single-detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; converted dwellings; fourplex dwellings; lodging houses; and, Emergency Care Establishments. Stacked townhouses are not permitted in either zone.

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 review of the application by City Staff through the approval process.

Table 1 Zoning Statistics – *Denotes Required Special Provision

Regulations	Residential (R5-7) Requirements	Proposed
Permitted Uses	Cluster townhouse dwellings, cluster stacked townhouse dwellings	Cluster stacked townhouse dwellings, converted dwellings, duplex dwellings.
Lot Area (Min.)	1000.0m ²	2031.9m ²
Lot Frontage (Min.)	30.0m	44.5m
Front Yard Setback (Min.) Colborne Street	6.0m	*0.3m (existing condition)
Rear Yard Setback (Min.)	3.0m	4.0m
Interior Side Yard Setback (North)(Min.)	6.0m	*3.0m
Interior Side Yard Setback (South)(Min.)	6.0m	*1.3m (existing condition)
Landscaped Open Space (Min.)	30%	37%
Coverage (Max.)	45%	36%
Height (Max.)	12.0m	<12.0m
Density (Max.)	60 UPH	*80 UPH
Parking (Min.)	0.5 spaces per unit (18 x 0.5 = 9 spaces required)	9 spaces

Special regulations are required for the following items:

- To acknowledge the existing front yard setback of 0.3m;
- To acknowledge the existing south interior side yard setback of 1.3m;
- Maximum density of 80 units per hectare;
- Additional permitted uses: Converted Dwellings and two-unit, semi-detached dwellings; and,
- Minimum interior side yard setback (north) of 3.0m, including to walls with windows to habitable rooms

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

Front Yard Setback

The proposed development provides a front yard setback of 0.3m, whereas the standard required minimum front yard setback is 6.0m. Although the front yard setback is less than the required minimum, it is to be noted that this is an existing condition of the site as the setback is from an existing building on the subject lands (578 Colborne Street). As an existing condition of the site, it is evident that the setback has created no undue impacts to the surrounding area and is rather a common setback distance seen with other buildings along this section of Colborne Street.

North Interior Side Yard Setback

The development proposes a north interior side yard setback of 3.0m, whereas the required standard minimum setback is 6m where there are windows to habitable rooms located on the interior side yard building elevation. The intent of the minimum required setback is to ensure that there is adequate space for access through the side yard and separation between habitable spaces in abutting properties. Due to the presence of the abutting laneway, this location provides ample spatial separation to the abutting residential properties to the north. This location is also 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 townhouses which will interface with the rear yards of abutting properties.

South Interior Side Yard Setback

The proposed development provides a south interior side yard setback of 1.3m, whereas the standard required minimum interior side yard setback is 3.0m. Although the side yard setback is less than the required minimum, this is an existing condition of the site as the setback is from an existing building on the subject lands (566 Colborne Street). As an existing condition of the site, it is evident that the setback has created no undue impacts as the setback still provides sufficient room for access, as well as room for privacy/landscaping measures. No additional development is proposed at this location.

Density

The development proposes a density of 80 units per hectare (UPH), whereas the standard maximum density for the R5-7 zone is 60 units per hectare. 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 Colborne Street, sites contain densities similar to the proposed density for the subject lands.

Additional Uses in the R5-7 Zone

The development proposes the conversion of the existing lodging houses (572 and 578 Colborne Street) into 3-unit converted dwellings, which will be attached to the proposed stacked

townhouses. The development also seeks to retain the two existing duplex buildings on the subject lands. Although neither of these uses are permitted uses in the R5-7 zone, they are generally in-keeping with the permitted uses of the R5-7 zone (Cluster Townhouses and Cluster Stacked Townhouses) as they are multi-unit residential dwellings with similar densities/scales 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 is compatible with abutting land uses.

8.0 ADDITIONAL CONSIDERATIONS

8.1 HERITAGE

The subject lands are identified as being part of the West Woodfield Heritage Conservation District in the City of London. A Heritage Impact Assessment assessing the impact of the proposed development on the Heritage of the subject lands will be submitted with this Zoning By-Law Amendment Application.

9.0 CONCLUSIONS

The proposed Zoning By-Law Amendment seeks to permit a 3-storey stacked townhouse building; a 2-storey stacked townhouse dwelling, the conversion of the two lodging houses into 3-unit converted dwellings; and, the retention of the two existing duplex dwellings on the subject lands for a total of 18 residential units. This proposal to intensify the subject lands achieves the goals of residential intensification by providing 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 fulfilling their planned function as set out in the London Plan as stacked townhouses are specifically contemplated for these lands. 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 Colborne Street and 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.