

PLANNING & DESIGN BRIEF

Client

Paradise Homes Inc.

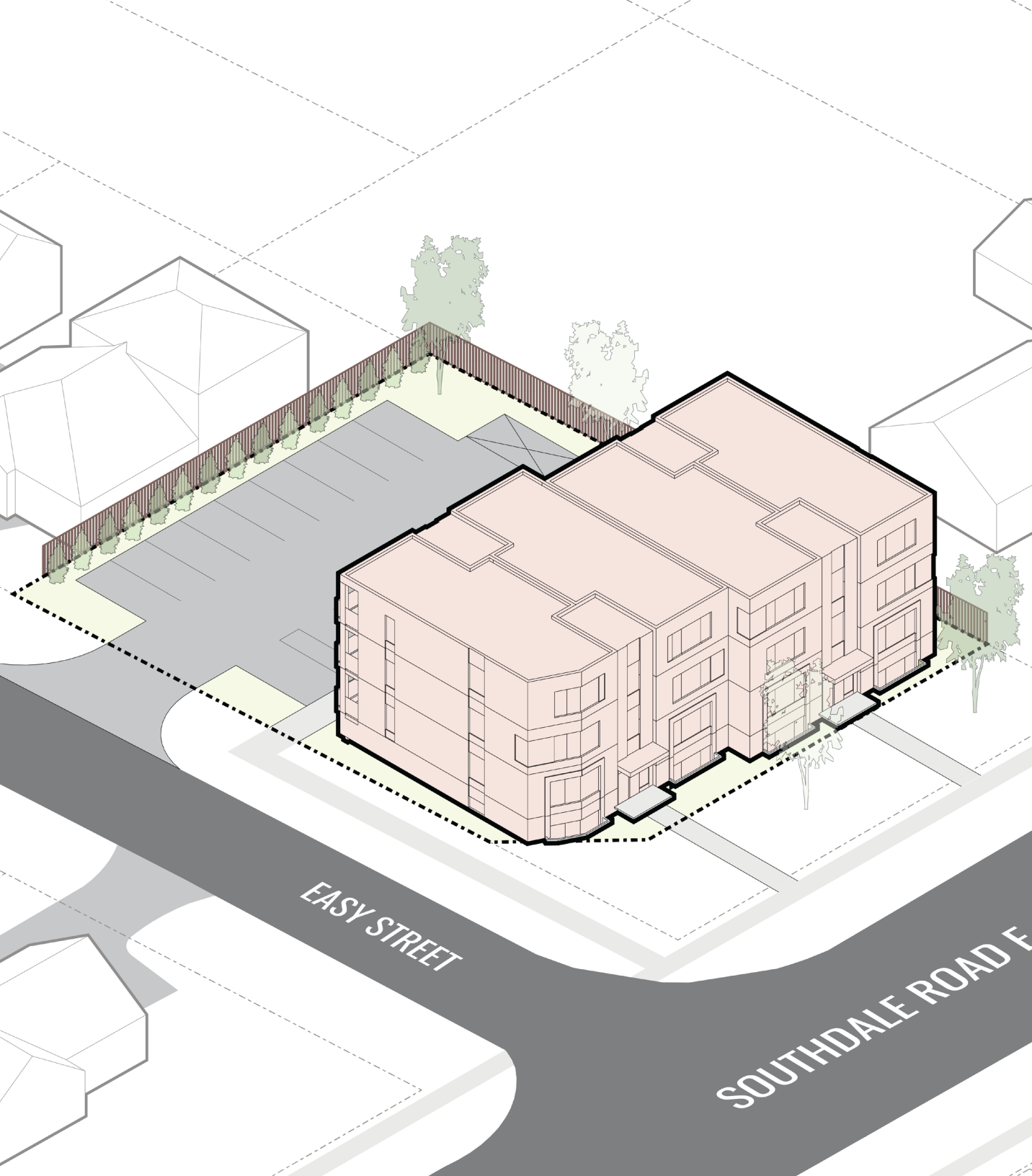
Project Site

566 Southdale Road E. & 818 Easy Street /
London / ON

09.06.2024

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Paradise Homes Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 566 Southdale Road E. & 818 Easy Street and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

Paradise Homes Inc.

VERSION 1.0

ISSUED

09.06.2024

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S1: INTRODUCTION

S1.1 Project Consulting Team



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



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

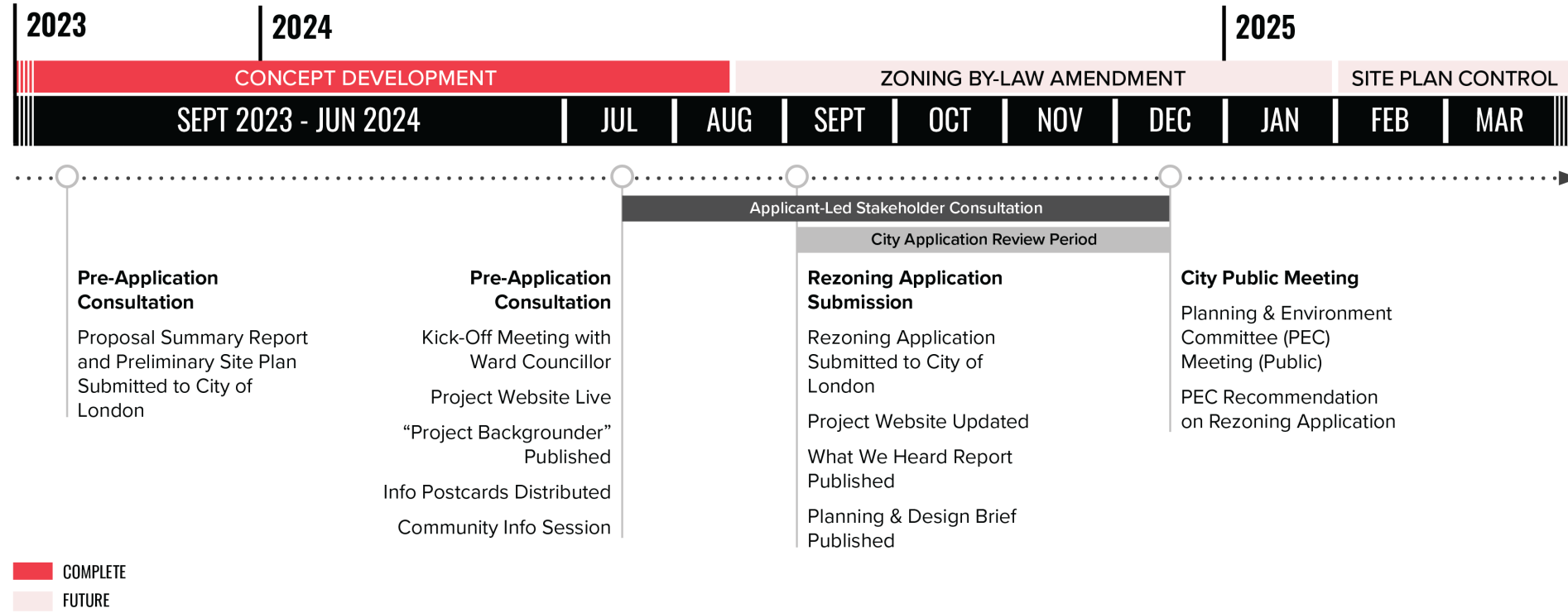


Lincoln Environmental Consulting Corp. has quickly become one of the largest archaeological consulting firms in the Province. LEC has undertaken over 500 projects since 2015 for any variety of needs ranging from small scale property inspections to meet minor variance applications, to multi-million-dollar excavations to acquire draft plan approvals.

S1.2 About the Project

Paradise Homes Inc. is the registered owner of a consolidated block of two properties referred to as 566 Southdale Road E. & 818 Easy Street in London ON. With the support of Siv-ik Planning & Design Inc., and the project team, they are planning a redevelopment of the site for a new low-rise “walk-up” apartment building. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 566 Southdale Road E. & 818 East Street. The report also provides an overview of our unique approach to navigating this project from concept to reality.

/ Project Timeline



Note: Projected “future” timelines subject to change.

S1.3 Project Site

The project site is an assembly of two (2) existing parcels municipally identified as 566 Southdale Road E. & 818 Easy Street in London, ON. The site is located in the southwest quadrant of London on the northside of Southdale Road E., approximately 250m (~3-minute walk) east of Nixon Avenue. The project site is located in the White Oaks Planning District which encompasses the area generally bounded by White Oaks Road to the west, Exeter Road to the south, Eden Avenue to the north and Wellington Road to the east. With the assembly of these lots, Paradise Homes Inc. is seeking to redevelop these lands for a new low-rise “walk-up” residential apartment building.

At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
0.16 Hectares	32.5 Metres	49.7 Metres	Residential Single-Detached Dwelling

SERVICING

Municipal Services
Available on Southdale Road E. and East Street



Figure 1. The Project Site

S2: CONTEXT

S2.1 The Neighbourhood

The White Oaks Planning District includes a collection of established neighbourhoods within the south London. Much of the housing stock in White Oaks was built in the 1970's and 1980's and includes a mix of building forms, including single-detached dwellings, cluster townhouse complexes and large apartment buildings. White Oaks Mall serves as the commercial anchor of the neighbourhood and has historically been a hub for public transit services. The district has a total population of 20,365 based on the latest census data (2016) which is down slightly from the neighbourhood's peak population of 21,730 in 1996.

The land uses within 800 metres of the project site are varied and include a mix housing types, shopping areas, schools, employment, and parks. Large format, auto-oriented commercial uses make up much of the existing development along Wellington Road which functions as the commercial/employment spine of the neighbourhood. The project site is located 200 metres west of a grocery store and within walking distance to Dearness Home. The Parkwood Institute and Victoria Hospital are major employment facilities in proximity to the site being located 1.5km and 2km from the site respectively.

The housing stock within White Oaks is mixed with single-detached (45%), rowhouse (17%) and apartment unit (26%) being the three most predominant forms. There is a limited stock of more urban, modern, grade-oriented multi-residential housing forms. The nature of the White Oaks Planning District is planned to change with the introduction of rapid transit service along Wellington Road. Over the next planning horizon it is anticipated that many of the existing auto-oriented commercial properties will transition to more intensive forms of mixed-use development.

White Oaks At-A-Glance

PLANNING DISTRICT	POPULATION		
White Oaks	2011 20,515	2016 20,235	Change -1%



Figure 2. Neighbourhood Spatial Context (800m)

S2.2 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands surrounding the project site. Many of the properties west and east of the project site, are similar in size and configuration to the project site. The majority of properties are residential lots developed with single detached and/or converted dwellings. Lot sizes range from 15-30 metres of frontage along Southdale Road E. with approximately 60 metres of depth. Given the shape and size of the lots along the north side of Southdale Road E., it is anticipated that many of them will be redeveloped for more intense residential uses over the coming years. A Zoning By-law Amendment to permit the development of stacked townhouses was recently approved on the property immediately east of the project site. An additional example of the future development context, is the commercial building (Nixon Medical) at the northeast corner of Nixon Avenue and Southdale Road E., which is the product of the assembly and redevelopment of three former residential parcels. The Nixon Medical commercial building establishes the new urban street-wall for future redevelopment along Southdale Road E.

To the north of the subject site is an established low-density residential neighbourhood. The property immediately north of the project site faces onto Easy Street and is side-lotted onto the project site. Lands on the south side of Southdale Road E. have been developed with predominantly single-detached residential dwellings. Properties south of Southdale Road E. have been established through more recent plans of subdivision, with access provided via an internal neighbourhood street network. These lots are rear lotted onto Southdale Road E. with no direct access to the higher-order street.

Spatial Context At-A-Glance

NORTH

Existing
Single-Detached
Dwellings

Planned
No Change

SOUTH

Existing
Single-Detached
Dwellings

Planned
Medium Density
Residential

EAST

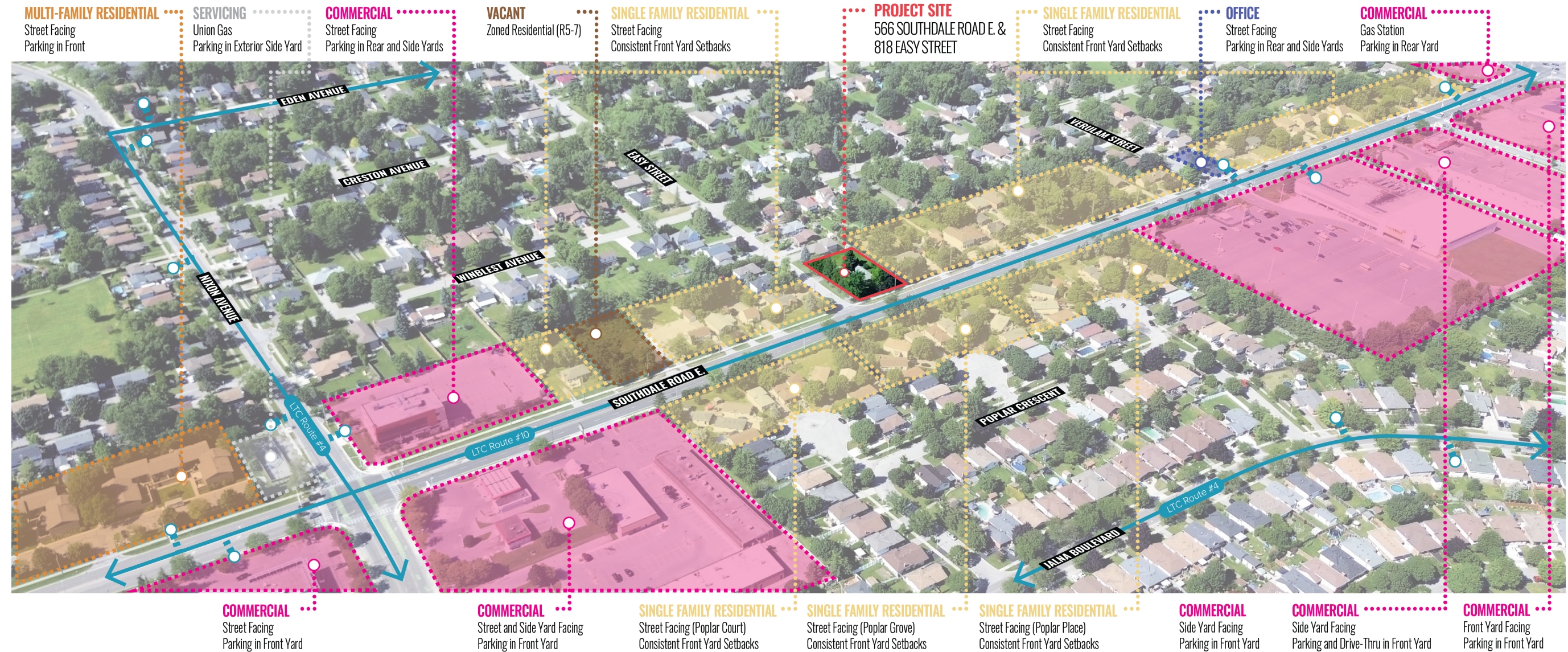
Existing
Single-Detached
Dwellings

Planned
Medium Density
Residential

WEST

Existing
Single-Detached
Dwellings

Planned
Medium Density
Residential



S3: PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

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

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

S3.2 The London Plan

Figure 4 provides visual context for the site's positioning relative to London's city-structure. The project has direct frontage onto Southdale Road E., identified as a Civic Boulevard by The London Plan.

The site's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Neighbourhoods Place Type
- Within the Primary Transit Area
- 800m (10 min walk) to a planned BRT Station
- Frontage on a Civic Boulevard

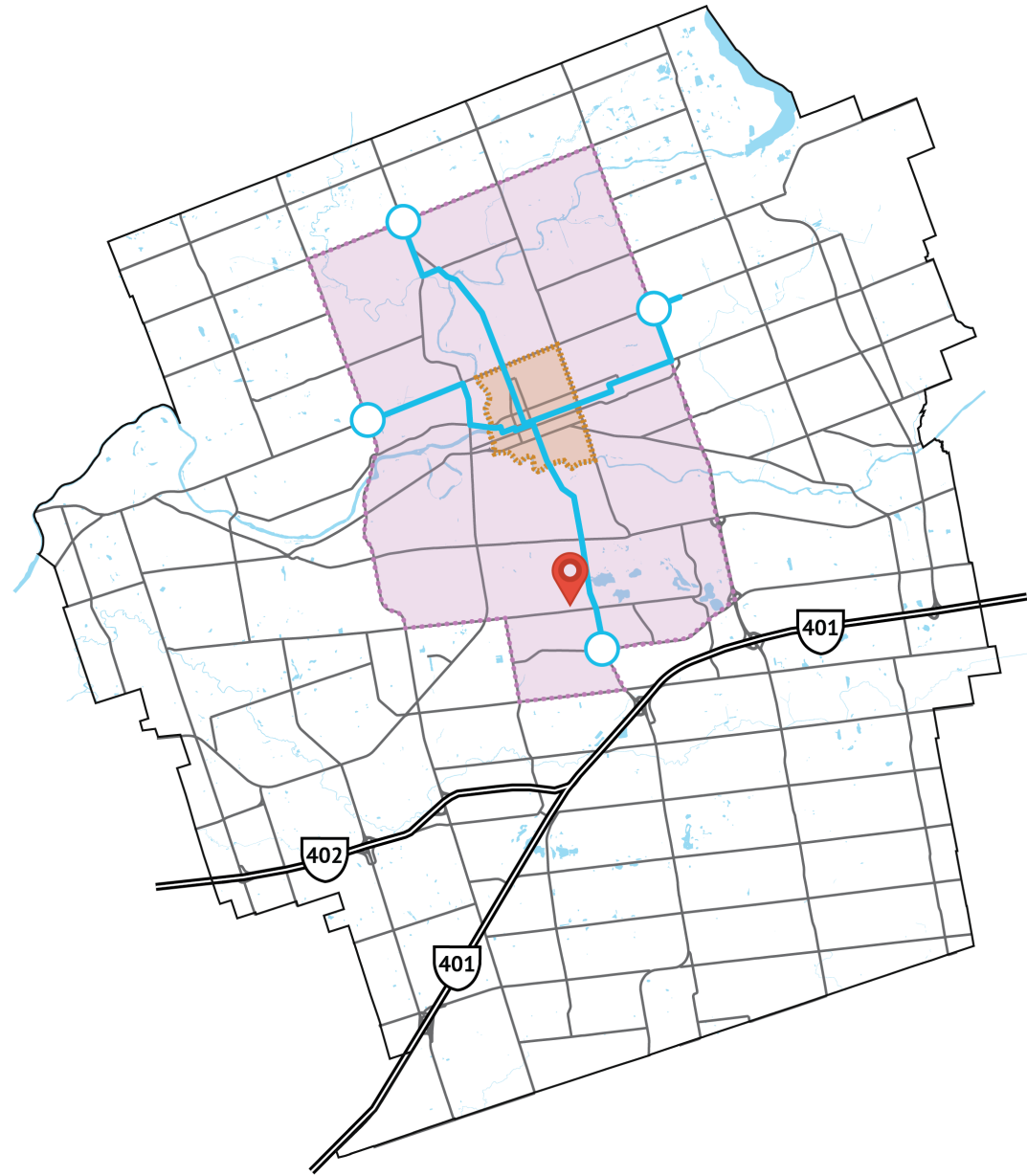


Figure 4. City Structure

/ Place Types

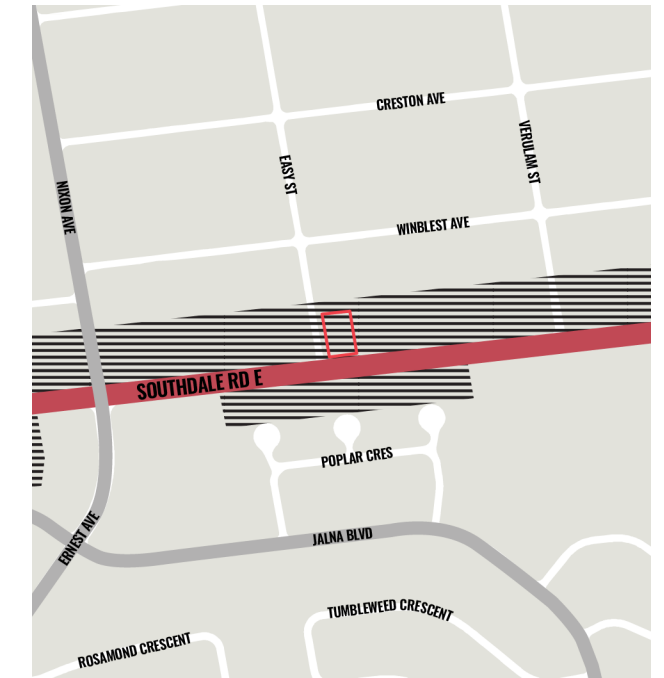
In accordance with Map 1 - Place Types of the London Plan, the project site is within the "Neighbourhoods" Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The specific policies guiding new development are identified and summarized in the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



- Neighbourhoods
- Shopping Area
- Rapid Transit Corridors
- Green Space

/ Street Classification

In accordance with Map 3 - Street Classifications of the London Plan, the project site is located at the intersection of a Civic Boulevard and a Neighbourhood Street. The intensity of development and range of uses permitted on a given site varies depending upon the street classification that a property fronts onto, in addition to a number of other factors.



- Neighbourhood Connector
- Civic Boulevard
- Special Permissions

S3.3 Key London Plan Policies

Key Policy Implications: 566 Southdale Road E. & 818 Easy Street

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Civic Boulevard	Neighbourhood Street	N/A

/ Use

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

Permitted Residential Uses:

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

Permitted Not Permitted

/ Intensity

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

Allowable Height (Storeys):

Min.	2
Max.	4
Upper Max.	6

/ Form

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

Design Criteria for Residential Intensification

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

/ City Design Policies (189-306)

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

/ Residential Intensification in Neighbourhoods (937-958)

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

/ Our Tools (1586-1588)

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

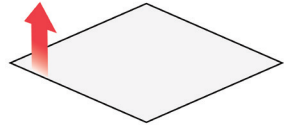
S3.4 Existing Zoning By-law Implications

/ Residential (R3-2) Zone

The project site is currently zoned Residential R3-2 Zone in the City of London Zoning By-law No. Z-1. The R3 Zone provides for and regulates low to low-medium density residential development permitting single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, fourplex dwellings; and allows for the conversion of an existing dwelling. There are four variations to the R3 Zone in order to provide for a wide range of lot sizes and dwelling styles. The key regulations from the existing R3-2 Zone are highlighted below. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change.

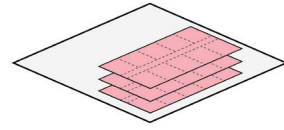
HEIGHT

12.0m
Maximum Height
4
Storeys



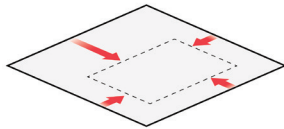
DENSITY

Fourplexes
Highest Use
4
Units



SETBACKS

4.5m - 8.0m
Front & Exterior
7.0m
Minimum Rear
1.8m - 3.0m
Minimum Interior



OTHER

30%
LOS (Min.)
35%
Coverage (Max.)

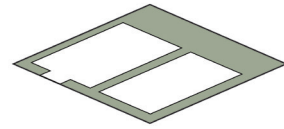


Figure 5. Key Existing Zoning By-law Regulations

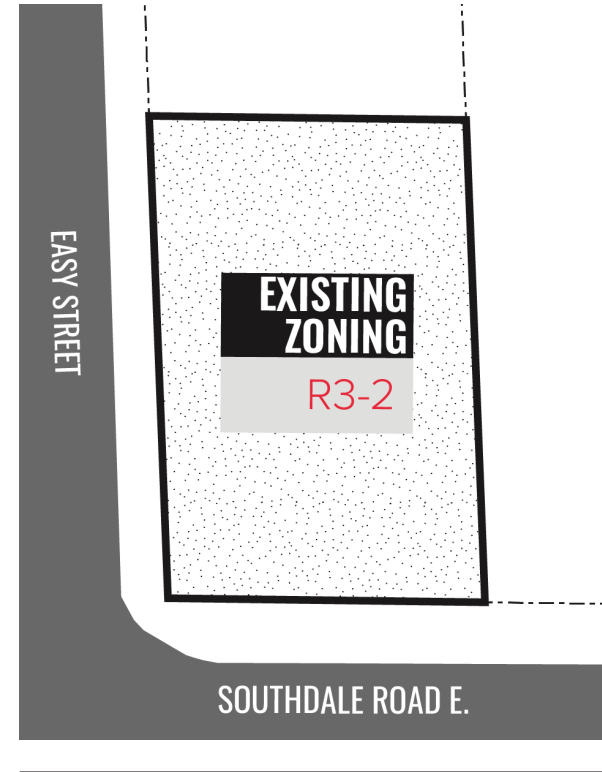


Figure 6. Existing Zoning Map

S3.5 Key General Regulations

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

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

PARKING REGS.

Apartments
0.5 per unit

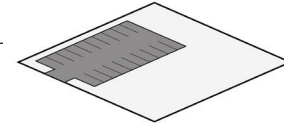


Figure 7. Key General Provisions

S3.6 Planning history

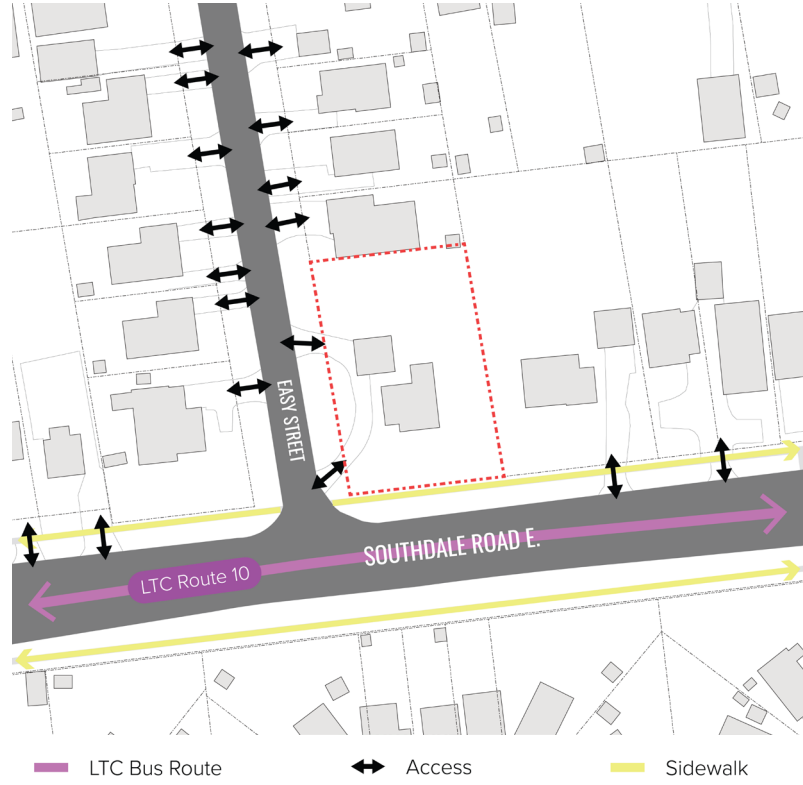
The existing single-detached dwelling located on 566 Southdale Road E. has existed since prior to Zoning By-law Z.-1 coming into effect in 1993. In July 2022, a Zoning By-law Amendment application was approved for the lands immediately east of the project site (574 Southdale Road E.). The approved Zoning By-law Amendment permits a cluster townhouse or stacked townhouse development up to 12.0m in height, with a maximum density of 70 units per hectare. The approved amendment also includes the reduction of front yard, interior side yard and rear yard setback minimums. No other significant/informative planning history was identified for the project site or lands immediately adjacent to the project site.

S4: SITE ANALYSIS



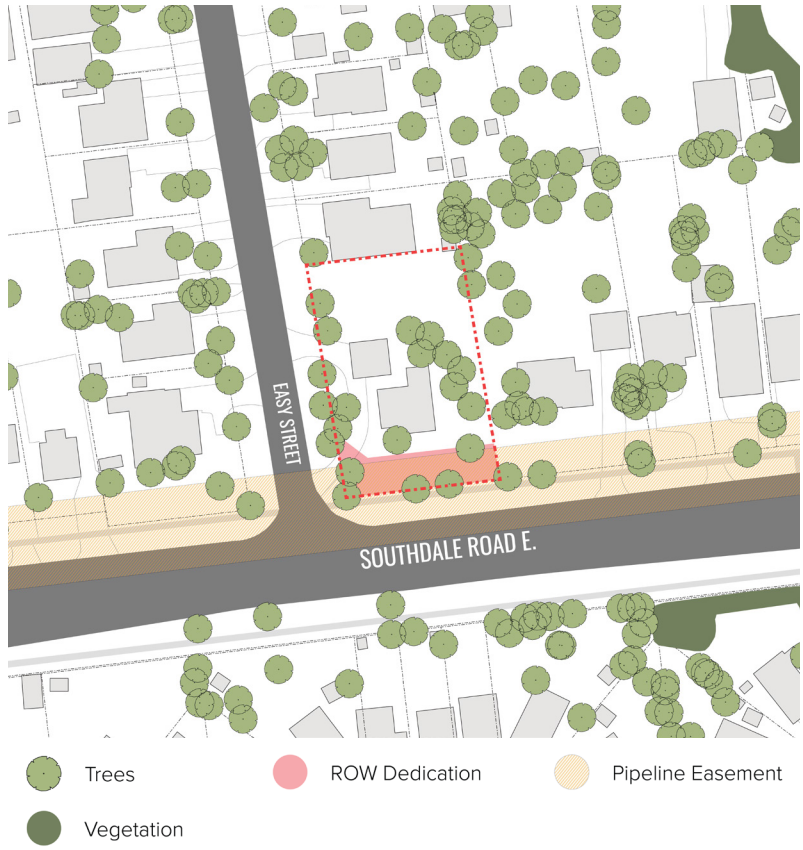
1 Figure Ground

The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



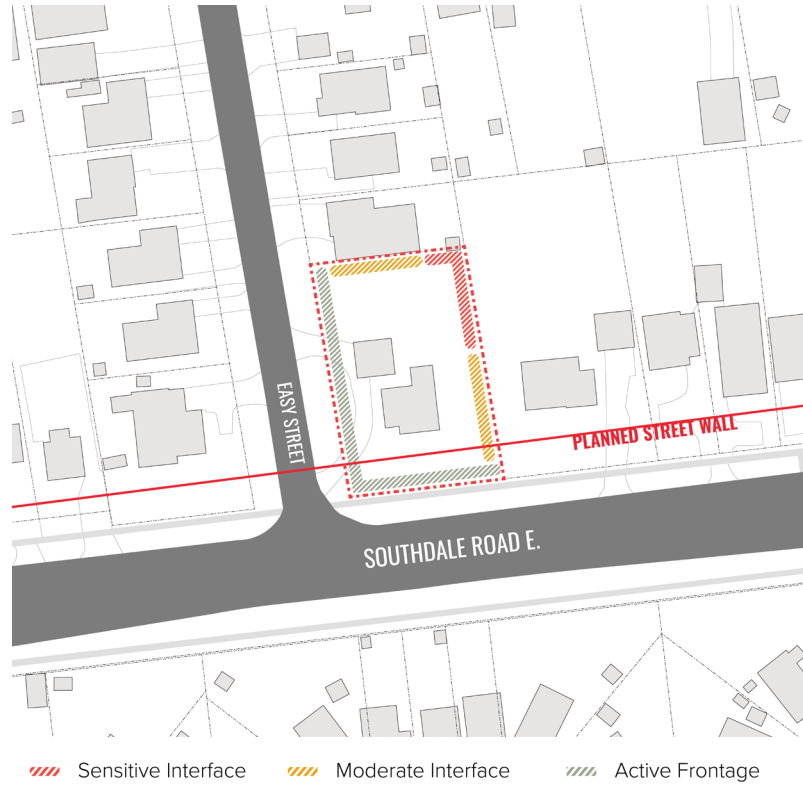
2 Mobility

The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.



3 Site Conditions

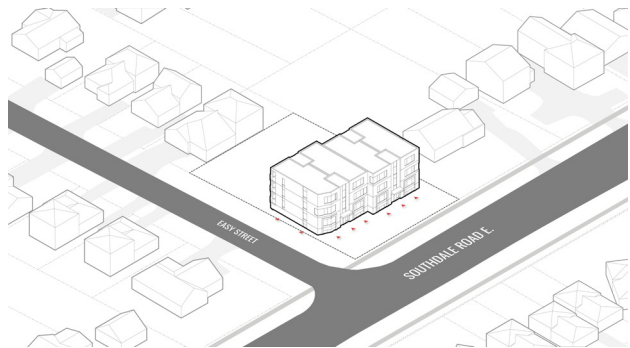
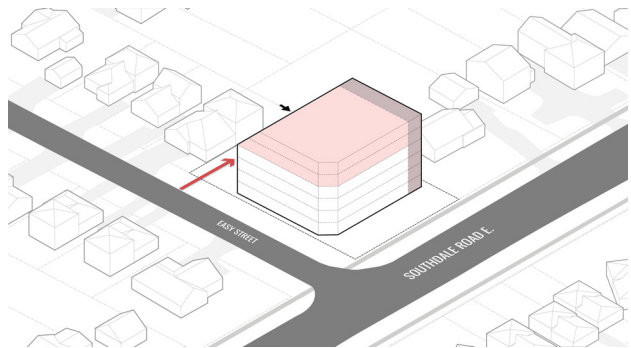
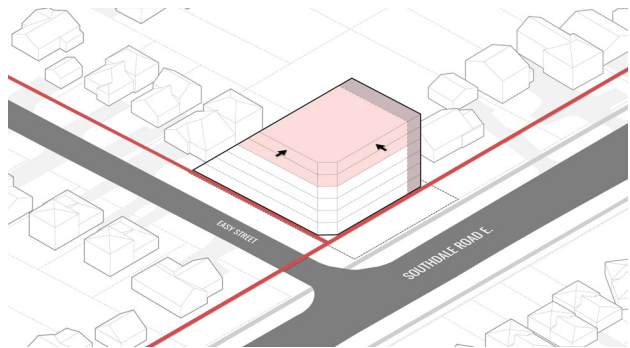
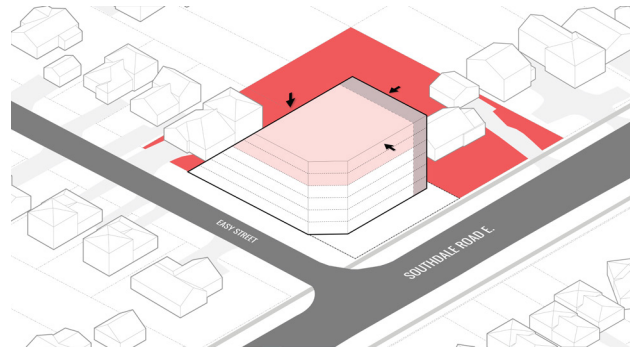
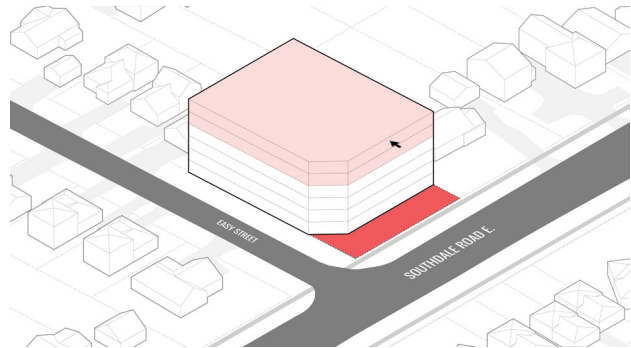
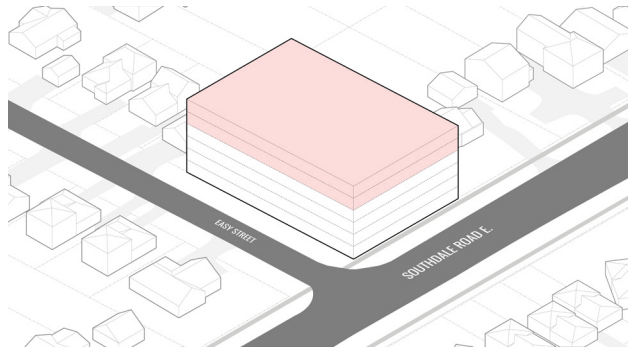
A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.



4 Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent rear yard amenity areas. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S5: DESIGN PRINCIPLES



1 Residential Intensification

Given its size and location, the site presents an opportunity for residential intensification. The proposed zoning framework will allow for a low-rise built form (<4-storeys) which is in line with the maximum height permitted by the applicable “intensity” policies of the Neighbourhoods Place Type.

Official Plan References

Neighbourhoods Place Type Policies - Table 10 & 11

2 Accommodate ROW Dedications

An approximately 8.0 metre road right-of-way widening dedication will be required to be dedicated to the City of London along the Southdale Road E. frontage. The City will also require dedication of a 6.0 metre by 6.0 metre “daylight” triangle at the intersection of Southdale Road E. and Easy Street. This reduction in land area has been accounted for in the development design.

Official Plan References

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

3 Respond to the Context

The massing of the new building will be sensitive to neighbouring lower-scale uses and buildings that are not anticipated to change over time. In this regard, the proposed zoning regulations ensure that all buildings will fit within a 45-degree angular plane measured from the north property line. The proposed interior side yard setback requirement is structured to vary based on building orientation to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear).

Official Plan References

City Design Policies - Policy 252, 253, 298
Neighbourhood Place Type Policies - Policy 953

4 Respect the Street Wall

More recent redevelopment to the west of the site (e.g. Nixon Medical) establishes the new urban “street wall”. The proposed zoning regulations and concept plan will respect and continue this built edge condition to avoid an awkward and/or undesirable break in the planned urban form along Southdale Road E. New development will be sited close to Easy Street to facilitate a more urban character with a high degree of enclosure to the adjacent public realm.

Official Plan References

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

5 Carve for Site Access

New development requires a new 6.5 metre access/driveway from Southdale Road E. In order to avoid conflicts with the intersection at Southdale Road E., the new site access, shown on the concept plan, has been located on the north side of the site off of Easy Street.

Official Plan References

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

6 Define and Animate the Streetscapes

The new building has been oriented such that the primary building frontage faces towards Southdale Road E. and the secondary frontage faces towards Easy Street, with parking located at the rear of the site. Both the primary and secondary frontages will include active elements such as entrances, clear glazing and a high level of articulation and architectural details.

Official Plan References

City Design Policies - Policy 261, 268, 269, 285, 290 & 291
Neighbourhood Place Type Policies - Policy 953

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

S6: THE PROPOSAL

S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for a higher density housing development in the form of a low-rise, medium density apartment building up to a maximum height of 12.0m (3.5-storeys) and a maximum density of 105uph. The proposed Residential R8 Special Provision (R8-4(L)) Zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan. The existing R3-2 Zone category is maintained to provide for low-density uses in addition to a set of built form standards for low-density residential forms. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

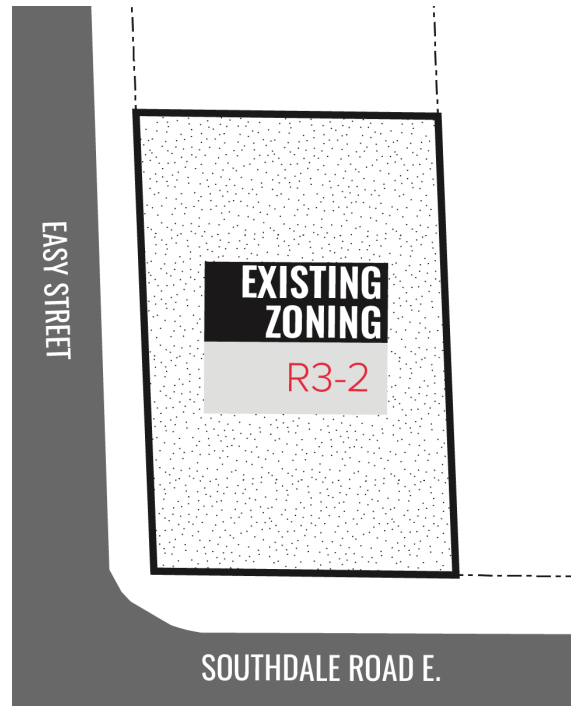


Figure 8. Existing Zoning

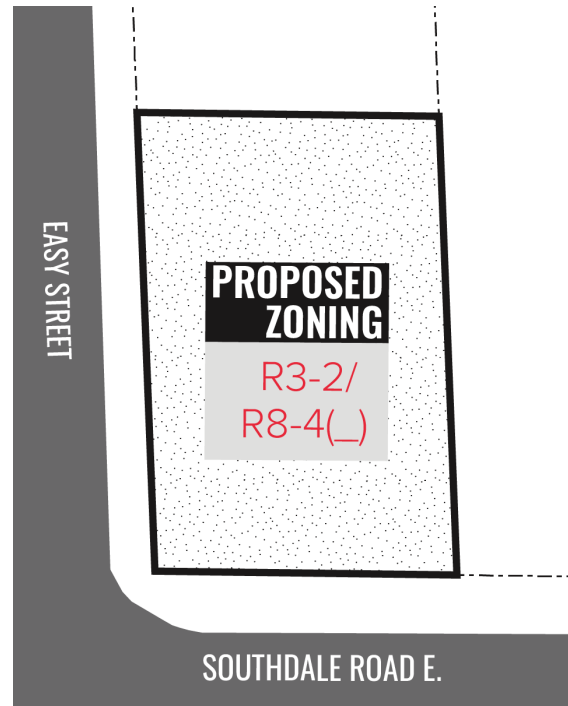
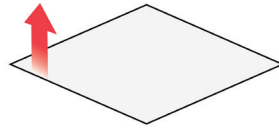


Figure 9. Proposed Zoning

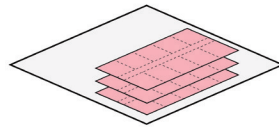
PROPOSED HEIGHT

12.0
Metres



PROPOSED DENSITY

102
UPH



/ Proposed By-law

566 Southdale Road E. & 818 Easy Street			
Regulation	R8-4	R8-4(L)	Special Explanations
Permitted Uses	Section 12.2	-	
Lot Area (min.)	1,000m ²	-	
Lot Frontage (min.)	30.0m	-	
Front and Exterior Side Yard Depth (min.)	6.0 metres (19.7 feet) plus 1.0 metre (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	Min: 1.5m Max: 4.5m	1
Interior Side and Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof above 3.0 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	Interior Side Yard: 1.8m Rear Yard: 1.0 metres (3.28 feet) per 1.0 metres (3.28 feet) of main building height but in no case less than 6.0 metres (19.7ft).	2 3
Landscaped Open Space (min.)	30%	-	
Lot Coverage (max.)	40%	-	
Height (max.)	13.0m	12.0m	4
Density (max.)	75uph	105uph	5
Parking	Apartment: 0.5/unit Parking Setback (min): 3.0m	-	
-: No Change			

Table 1: Special Regulations Overview

Note: See page pages 21 & 22 for additional details and explanation for proposed special regulations.

/ Special Regulation Explanations

1 Urban Front and Exterior Side Yard Setback

The existing front yard setback requirement in the R8-4 zone would produce a more suburban character than what is envisioned for redevelopment along Civic Boulevards. The special provision will ensure that the new building will be sited close to the street, aligning with the new urban street wall established by newly built and approved development proposals, and creating a more urban condition that provides for enclosure and activation of the adjacent public realm.

Official Plan References

City Design Policies - Policy 252, 256, 259, 284 & 290
Urban Design Considerations for Residential Intensification - Policy 953

2 Interior Side Yards

In accordance with the vision for the Civic Boulevard Place type, the building form has been focused along and oriented towards Southdale Road E. The proposed Zoning By-law will enable a reduced side yard setback on the site that produces a more urban and pedestrian-oriented character by establishing a street wall with minimal breaks.

Official Plan References

City Design Policies - Policy 252, 253 & 284
Urban Design Considerations for Residential Intensification - Policy 953

3 Enhanced Contextual Rear Yard

The proposed Zoning By-law includes an enhanced rear yard setback requirement. This special regulation has been included recognizing that existing low-rise residential development and rear yard amenity spaces to the north are not planned to change by way of the applicable policy framework. The enhanced regulation will ensure all new buildings on the project site fit within a 45 degree angular plane measured from grade, thereby mitigating potential massing and shadow impacts.

Official Plan References

City Design Policies - Policy 252 & 253
Urban Design Considerations for Residential Intensification - Policy 953

4 Height

The proposed Zoning By-law includes a reduced height provision versus what is permitted in the typical R8-4 Zone. The proposed reduced building height regulation will allow for the implementation of the proposed “walk-up” apartment building concept while ensuring that new development on the site is compatible with the recently approved development to the east. The maximum height provision is tailored specifically to limit the height of the proposed buildings to 12.0m, which was the approved height provision of the R5-7(24) zone approved for the property immediately east of the project site.

Official Plan References

City Design Policies - Policy 199 & 284
Neighbourhood Place Type Policies - Table 11

5 Density

The proposed maximum density provision of 105 units per hectare will allow for the implementation of the proposed “walk-up” apartment building and will align with the vision for the Civic Boulevard Place Type as an area targeted for residential intensification that can support future higher order transit.

Official Plan References

Planning Measures for Use, Intensity and Form - Policy 753

/ Neighbourhood Fit Rationale

Explanation

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

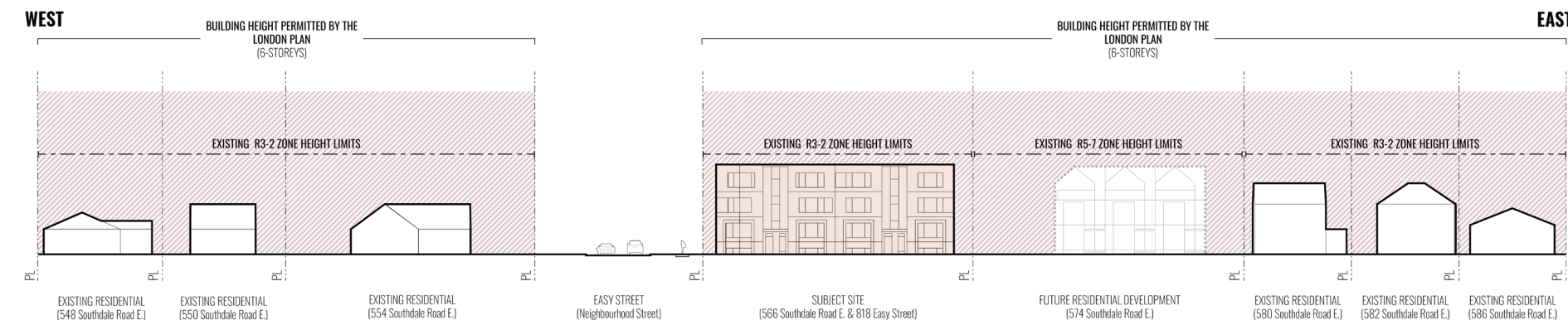


Figure 10. East-West Section Diagram

The London Plan intends for lands within the Neighbourhoods Place Type to be diverse places that include a broad range of housing opportunities. The intensity of development and range of uses permitted on a given site vary depending on the street classification that a property fronts onto. Figure 10 illustrates the heights permitted in the London Plan and the City of London Zoning By-law No. Z-1 on properties to the east and west of the project site. Given the location, shape and size of the project site itself, the proposed concept is compatible with development recently approved along Southdale Road E. (574 Southdale Road E.). Additionally, the proposal fits within the permitted building heights of the existing R3-2 Zone, which allows for up to 12.0m (4-storeys) in building height. Figure 10 also shows the allowable building heights as per the Official Plan and shows how the proposed apartment building is below the allowable limits.

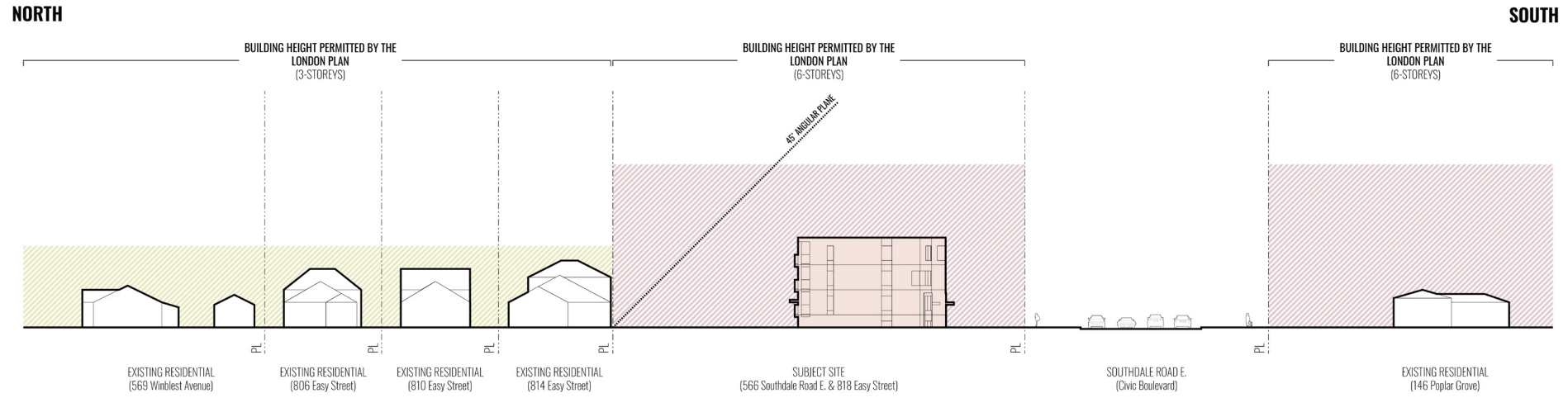


Figure 11. North-South Section Diagram

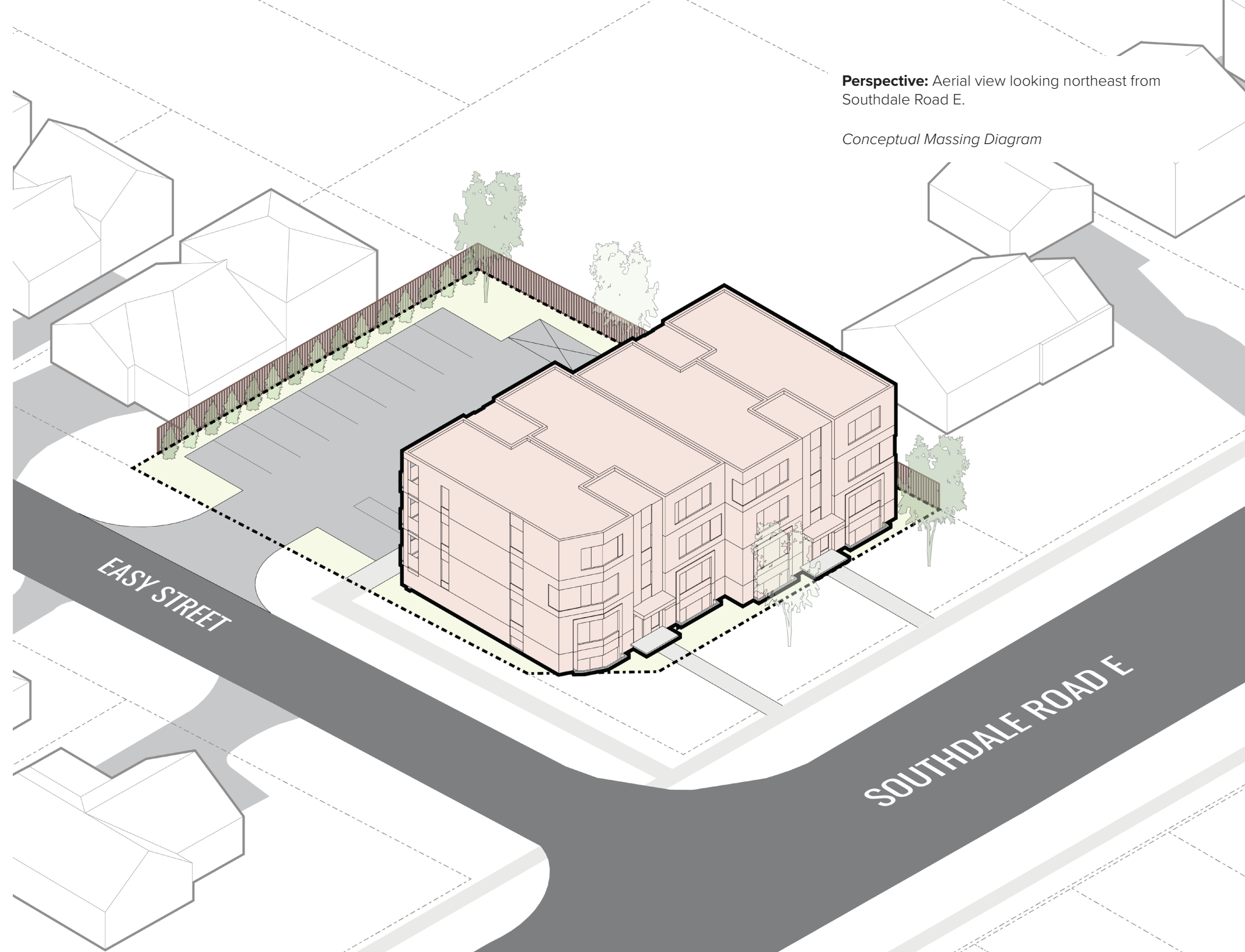
Figure 11 above, illustrates the setbacks of the proposed development from the existing north and south property lines. The diagram illustrates a 45-degree angular plane measured from the shared lot line with the adjacent property on East Street (814 Easy Street). The proposal establishes substantial separation in order to preserve access to sunlight and to minimize overlook into rear yard amenity spaces of the more stable low-rise neighbourhood area to the north of the project site.

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S6.2 Proposed Development Concept

/ 3.5-Storey Walk-up Apartment

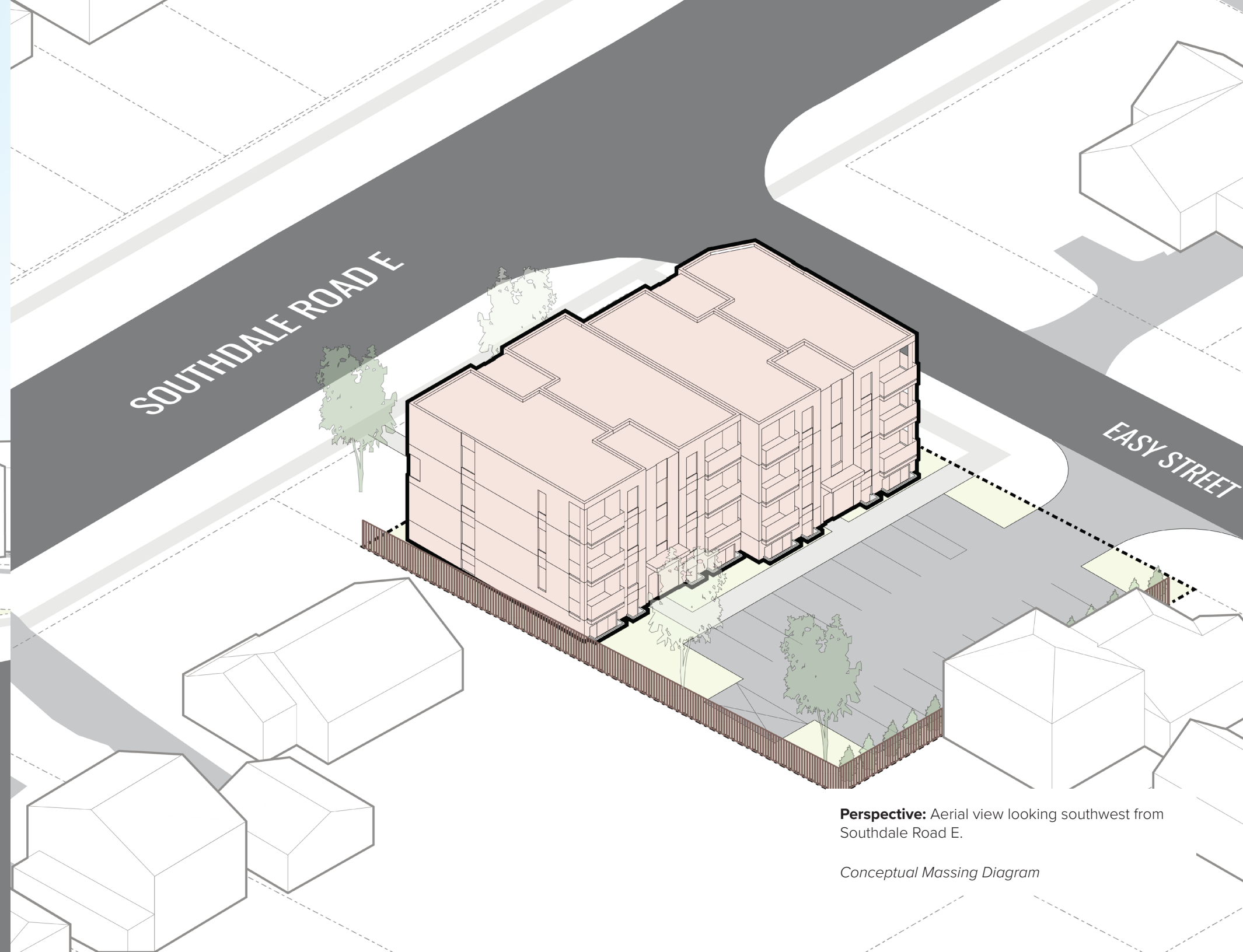
The following illustrations and graphics provide an overview of the development concept for 566 Southdale Road E. & 818 Easy Street. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 6.1 of this brief. The preliminary concept plan envisions a 3.5-storey "walk-up" apartment building with 16 residential units. The development concept includes 17 surface parking stalls. Vehicular access to the surface parking is provided via a new driveway from Easy Street. A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/566se. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.





Perspective: View looking northeast from the intersection of Southdale Road E. and Easy Street.

Conceptual Massing Diagram

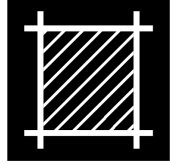


Perspective: Aerial view looking southwest from Southdale Road E.

Conceptual Massing Diagram

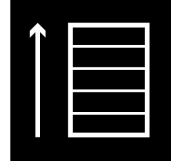
/ Concept At-A-Glance

SITE AREA



0.16
HECTARES

BUILDING HEIGHT



3.5
STOREYS

11.0
METRES

DWELLING UNITS



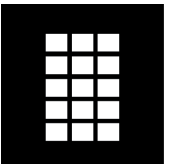
16
DWELLING UNITS

PARKING



1.06/unit
OVERALL VEHICLE PARKING RATE

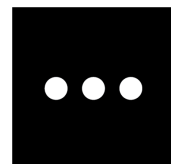
DENSITY



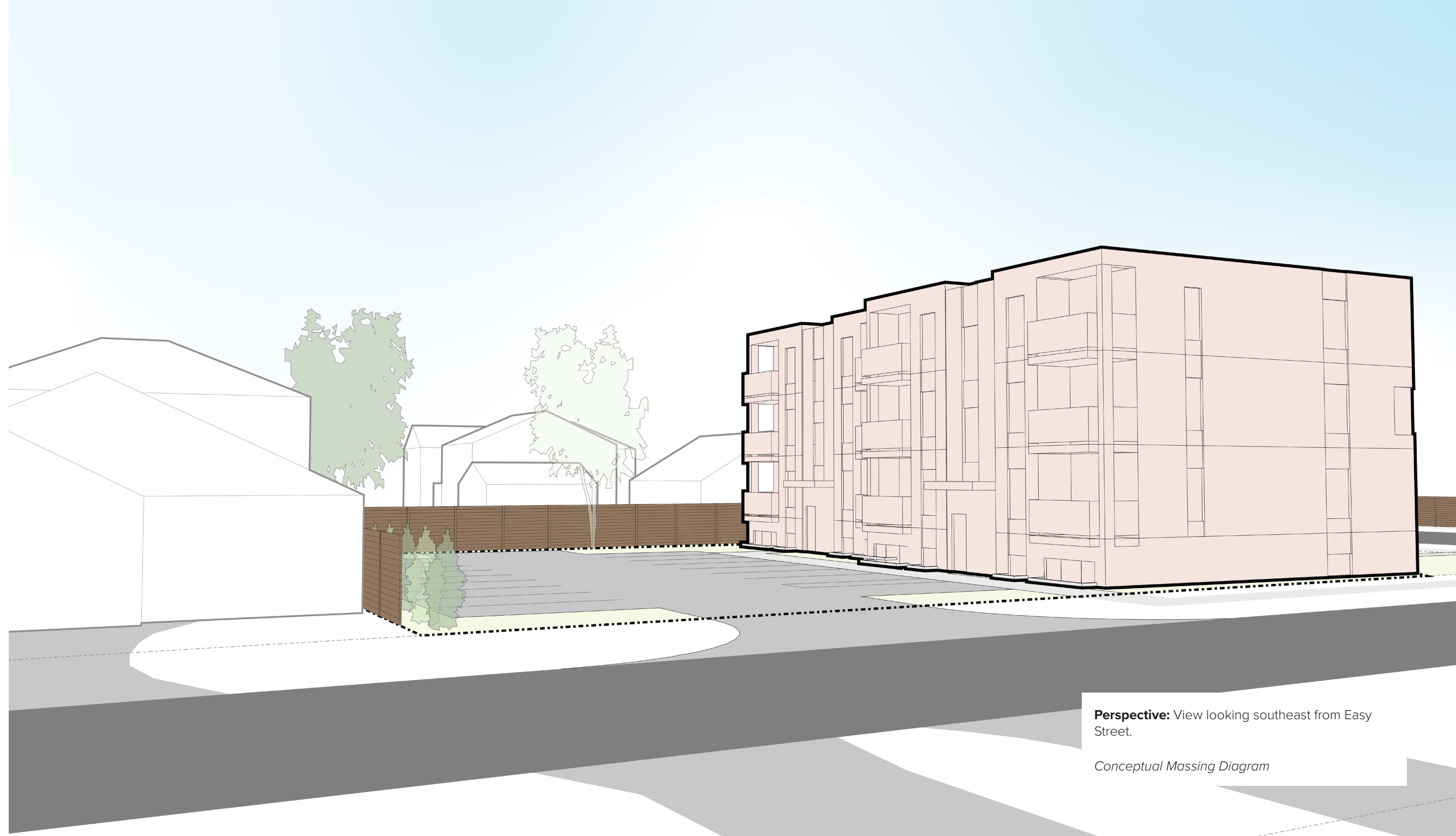
101
UNITS PER HECTARE

16
RESIDENT STALLS 1
VISITOR STALL

OTHER

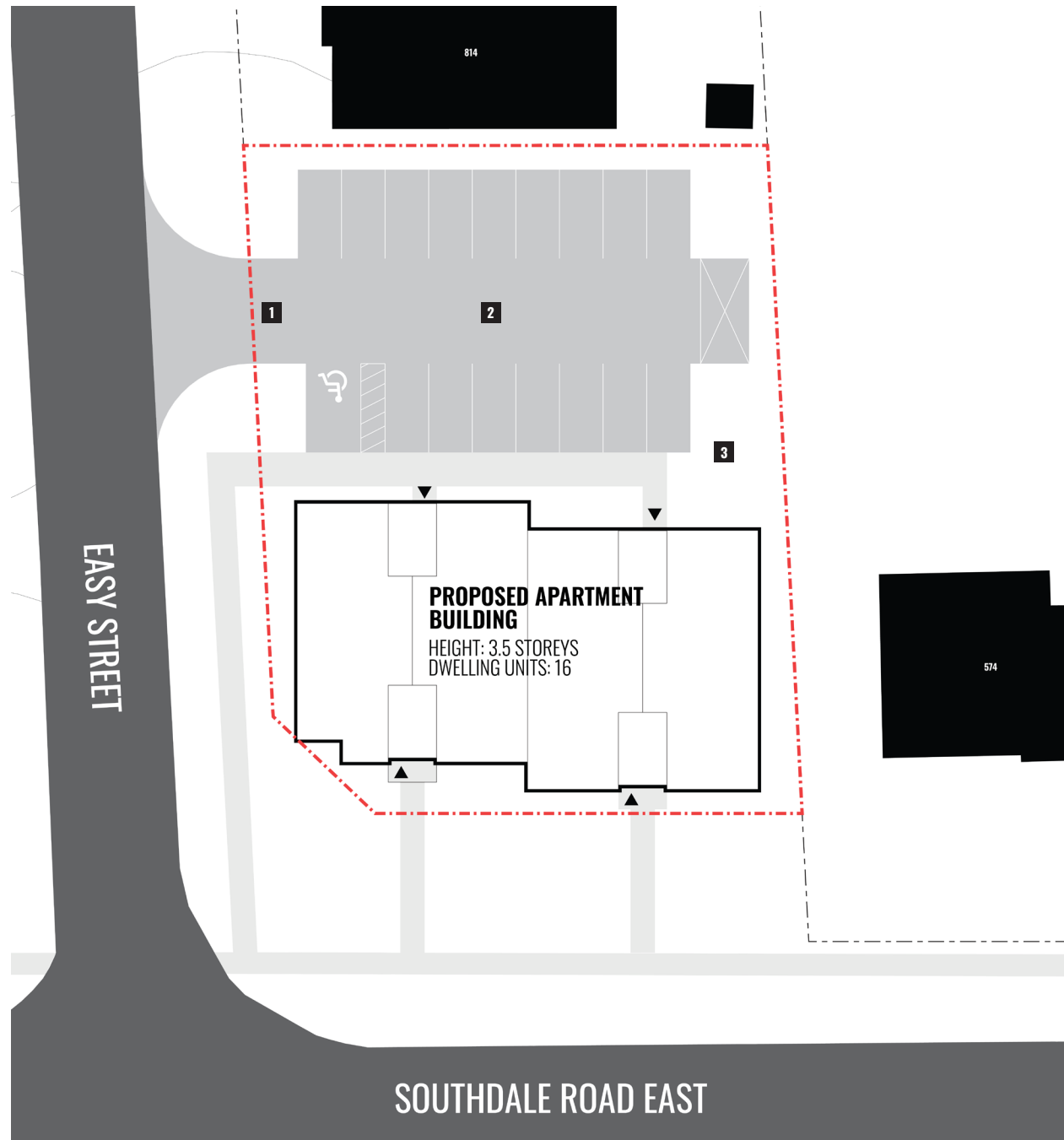


39% **28%**
LANDSCAPED OPEN SPACE LOT COVERAGE



Perspective: View looking southeast from Easy Street.

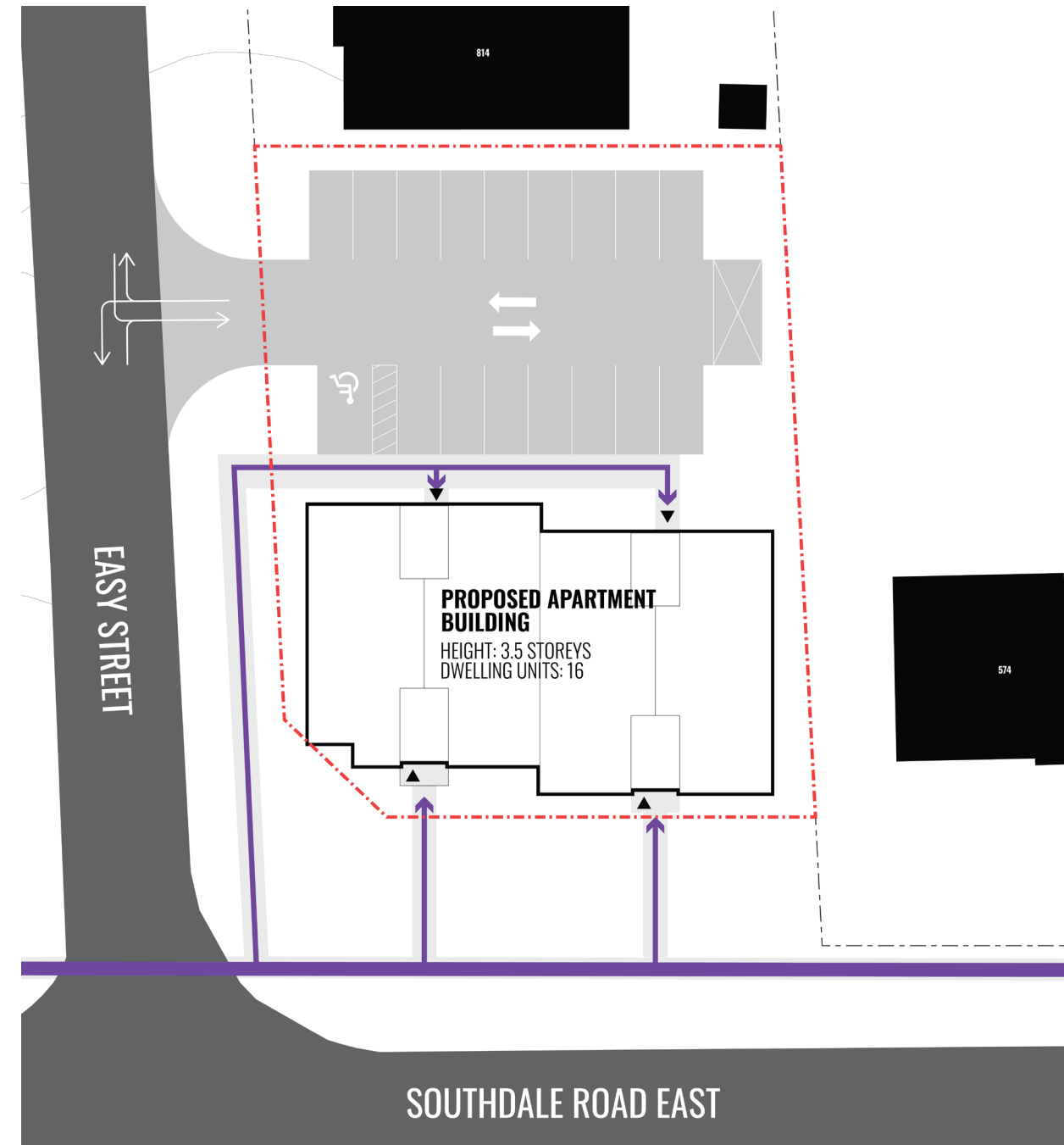
Conceptual Massing Diagram



LEGEND

- ▲ Building Entrances
- - - Site Boundary
- New Building Footprint
- 1 New Site Access
- 2 Surface Parking
- 3 Common Outdoor Amenity Area

Note: This simplified site concept plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2024.09.06 conceptual site plan.



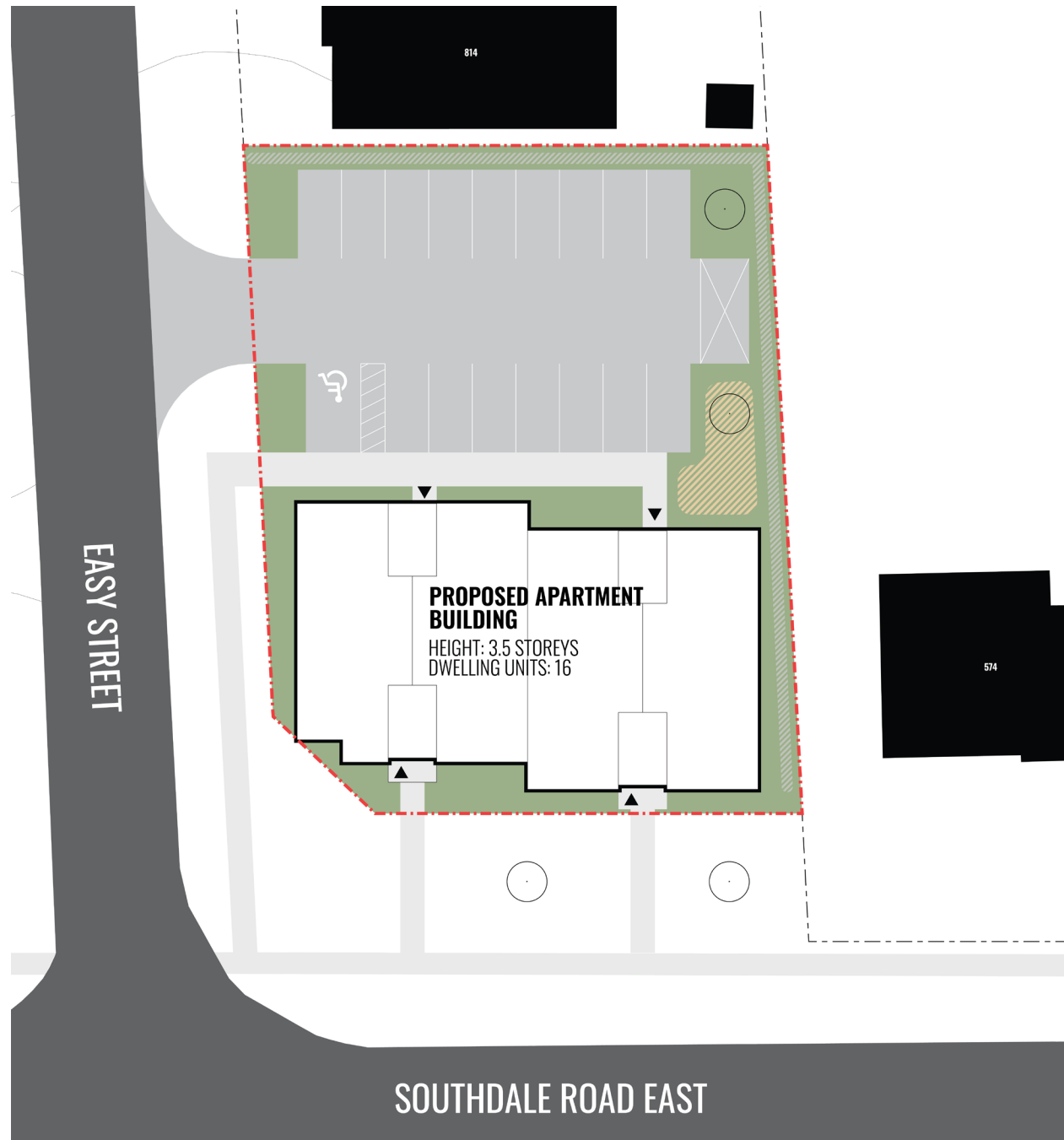
LEGEND

- ▲ Building Entrances
- - - Site Boundary
- New Building Footprint
- Existing Sidewalk
- Pedestrian Connection
- Vehicular Circulation/Movements

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2024.09.06 conceptual site plan.

Figure 12. Simplified Concept Plan

Figure 13. Site Access and Circulation Plan



LEGEND

- ▲ Building Entrances
- - - Site Boundary
- New Building Footprint
- Landscaped Area
- Enhanced Edge Treatment
- Common Amenity Area

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

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Figure 14. Conceptual Landscape Plan

S7: TECHNICAL ANALYSIS

S7.1 Tree Preservation Report

The City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Preservation Report has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Zoning By-law Amendment application. The report is available for public download on the project website. The report identifies and evaluates all trees of all sizes in the City right-of-way and trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The inventory identified 27 individual trees. The size, location and quality of the existing trees can be found on the Tree Preservation Drawing in Appendix A of the RKLA Report. One tree (ID #24) was classified as “threatened” and a species at risk in Ontario. It was noted that a permit from the Ministry of Environment, Conservation and Parks will be required for the removal of this tree. In considering the potential impacts and disturbance associated with the proposed development concept, it was concluded that removal will be required for all trees within the subject site and four trees located on the boundary of the subject site and City ROW. It was identified that the removal of the boundary trees will need to be co-ordinated with the City of London Forestry Department at the time of site plan approval. The two trees identified for removal on the property to the east (574 Southdale Road E.) are planned to be removed as part of that development. There is potential to preserve the existing tree on the neighbouring property to the north (814 Easy Street). The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process and will offset the loss of existing trees.

S7.2 Archaeological Analysis

The PPS 2020, City of London Official Plan and the London Plan all call for the preservation of significant archaeological resources. The project site was identified as being within an area of archaeological potential as per the City of London Archaeological Master Plan. As such, A Stage 1-2 Archaeological Assessment was carried out by Lincoln Environmental Group in August 2024. The report has been submitted as part of the complete application for the proposed Zoning By-law Amendment and is available for public download on the project website. One archaeological site was identified during the Stage 2 archaeological assessment of the study area which involved on-site evaluation/test-pitting. The archaeological site was identified as a pre-contact lithic scatter of undetermined age or function. The assemblage consists of ten pieces of chipped stone flakes, distributed over approximately 5 meters (N-S) by 5m (East-West) and is thought to continue off the property to the East. The analysis of the findings suggests that the lithic practices at this site consisted mainly of the re-sharpening and maintenance of expedient tools. As such the area of the project site is deemed to retain further cultural heritage value and interest and a Stage 3 site specific assessment was recommended. This Stage 3 site specific assessment will be completed prior to site plan approval. Thus ensuring that dimensions of the archaeological site are determined and that the cultural heritage value is assessed prior to any drafting of finalized plans for development of the site.

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S8: ENGAGEMENT

S8.1 Our Program

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

The timeline below shows a general overview of the steps in the planning process for 566 Southdale Road E. & 818 Easy Street and how those steps intersect with our applicant-led community engagement program.



Figure 15. Engagement Program Overview

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

STAGE 1 TACTICS

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

Project Website
A project website (www.siv-ik.ca/556se) was launched on July 9, 2024 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

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

Virtual Community Information Session
The project team hosted a Zoom webinar on July 23, 2024 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team

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

REACH

96

INFO POST CARDS CIRCULATED

16

UNIQUE PROJECT WEBSITE VIEWS

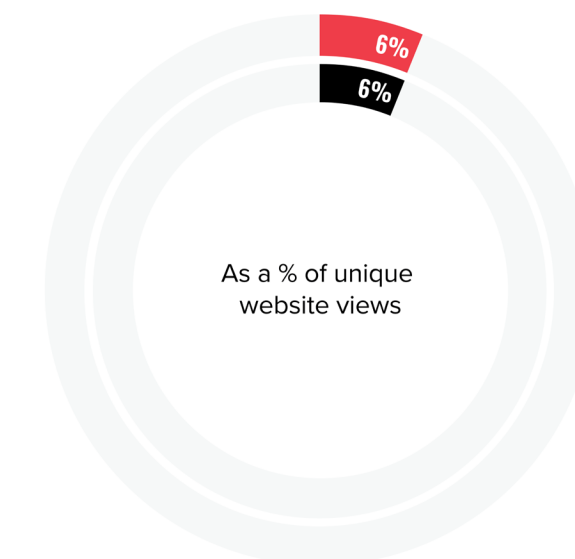
02

UNIQUE RESPONDENTS

05

UNIQUE PIECES OF FEEDBACK

ENGAGEMENT

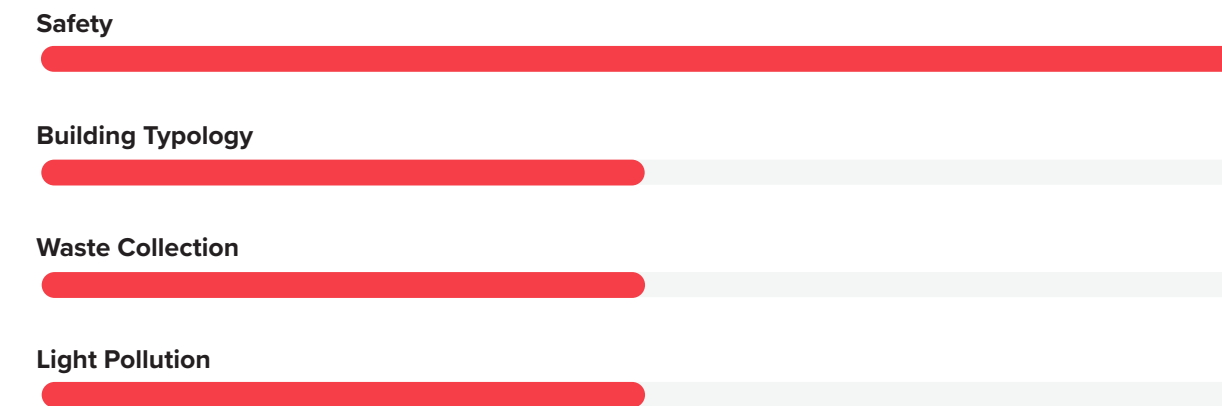


● Attended the Virtual Info Session #1
● Signed up for email updates

FEEDBACK

TOPICS OF INTEREST

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



Note: The graphics and text above represent highlights of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2024-08-07 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/556se.

S9: INTERPRETATION

S9.1 Purpose of this Brief

We understand that sites are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 566 Southdale Road E. & 818 Easy Street. The Brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

S9.2 The Development Design

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

S9.3 Stakeholder Engagement

The project team has carried out early engagement with the Ward 12 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



REFERENCES

1. City of London White Oaks Neighbourhood Profile (2016).
2. The Provincial Policy Statement (2020).
3. The London Plan.
4. City of London Comprehensive Zoning By-law Z.-1.
5. City of London, London City Map (Last updated October 1, 2020).
6. City of London Staff Report, 538 Southdale Road East (Z-9480/Mansion Homes Inc./RRW Holdings Inc.) and 574 Southdale Road East (Z-9481/Mansion Homes Inc./ 1191097 Ontario Limited), dated July 25, 2022.
7. Tree Preservation Report prepared by Ron Koudys Landscape Architects Inc., dated September 5, 2024.
8. Stage 1/2 Archaeological Assessment prepared by Lincoln Environmental Consulting dated August 9, 2024.

