



PLANNING JUSTIFICATION **REPORT**

145 BASE LINE ROAD W

LONDON / ON

[siv-ik] PLANNING
DESIGN

Client

1000915350 Ontario Inc.

Contact

Michael Davis, MCIP, RPP

mdavis@siv-ik.ca | 905.921.9029 | siv-ik.ca

CONTENTS

S1: Introduction	01
S2: Planning Framework	05
S3: Proposal	07
S4: Planning Applications	13
S5: Analysis	15
S6: Conclusions	21

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

1000915350 Ontario Inc.

VERSION 1.0

ISSUED

08.30.2024

CONTACT

Michael Davis | Partner
905.921.9029
mdavis@siv-ik.ca

COPYRIGHT NOTICE

Copyright © 2024 by Siv-ik Planning and Design Inc. The content of this document is the intellectual property of Siv-ik Planning and Design Inc. Reproduction or redistribution of this document by the City of London or other stakeholders through the planning application process is permitted. Reproduction or redistribution of any portion of this document or use of the intellectual ideas contained within it for any other purpose is prohibited without the consent of Siv-ik Planning and Design Inc.

ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 1000915350 Ontario Inc. as part of our CREATE process. The report provides an overview of the physical context, planning framework and technical requirements applicable to the proposed redevelopment at 145 Base Line Road West. The graphics and supporting text are intended to highlight links between those factors the specific planning/design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendments and an independent professional planning opinion on its merits.

www.siv-ik.ca

1. INTRODUCTION

1.1 Background

This report has been prepared by Siv-ik Planning & Design Inc. for 1000915350 Ontario Inc. (the registered owner of the property) in support of a Zoning By-law Amendment application for the lands municipally described as 145 Base Line Road W, in London, ON. This report provides an independent professional analysis and opinion regarding the merits of the proposed Zoning By-law Amendment and has been prepared to satisfy the City of London’s complete application requirements. The report explains how the proposed Zoning By-law Amendment aligns with the objectives of the Provincial Policy Statement (2020), the London Plan, represents sound planning and is in the public interest. This report is meant to be read in conjunction with the attached Site Plan (09-04-2023) prepared by Siv-ik Inc.

1.2 Project Site

The subject site is municipally identified as 145 Base Line Road West. It is located on the southeast corner of the intersection of Base Line Road West and West Street in south London. The project site is within the Huron Southcrest Planning District. The site is approximately 3,265.1m² (0.32ha) and contains five existing triplexes (~230.0m² GFA) built in the 1950’s. Primary vehicular access to the site is provided via a one-way driveway with the entrance located on Base Line Road West, leading to small informal angled parking area with the exit located on West Street. Sidewalks are located throughout the site, connecting unit entrances to the parking area and municipal sidewalks on Base Line Road West and West Street.

1.3 Area Context

The land use pattern within 400 metres (5 min. walk) of the site is a mix of residential forms including single-detached dwellings, cluster townhouses, and high-rise apartment buildings. To the south, is Commissioners Road West, a major east-west corridor, consisting of a greater mix of residential and commercial land uses, with access to transit and active transit opportunities. Lands to the west and north of the project site are predominantly made up of single-detached dwellings and other forms of low-density residential. To the east is a more diverse range of residential building forms, including many high-rise residential buildings (ranging from 4-12 storeys in height) with large surface parking lots with remnant single-detached lots dispersed throughout. This site is highly accessible as it is within walking distance to Commissioners Road West accommodating multiple LTC routes, with connections to major commercial areas.

AT-A-GLANCE

Site Area	0.32 Hectares
Frontage	32.5 Metres
Depth	100.5 metres
Existing Use	Triplexes (5)
Servicing	Full Municipal
Existing Units	15

-  Single Detached Dwellings
-  Cluster Townhouse Complex
-  Semi-Detached Dwellings
-  9-Storey Apartment Building



Figure 1. The Project Site



Figure 2. Top-down aerial view of 145 Base Line Road W

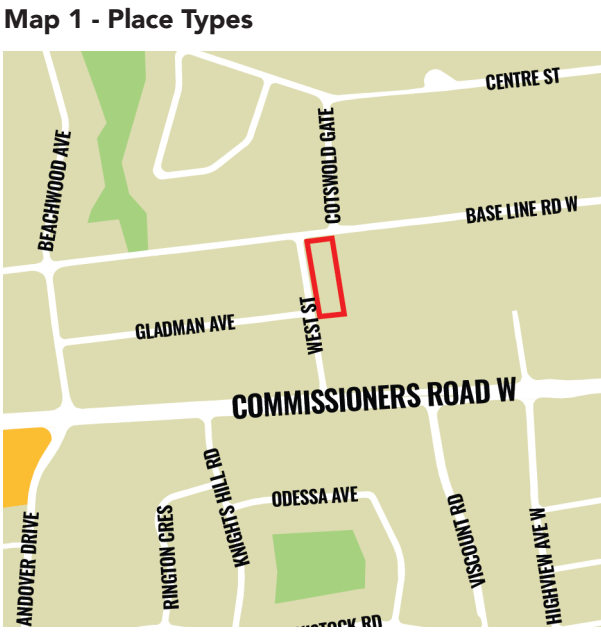


Figure 3. NE aerial perspective of 145 Base Line Road W

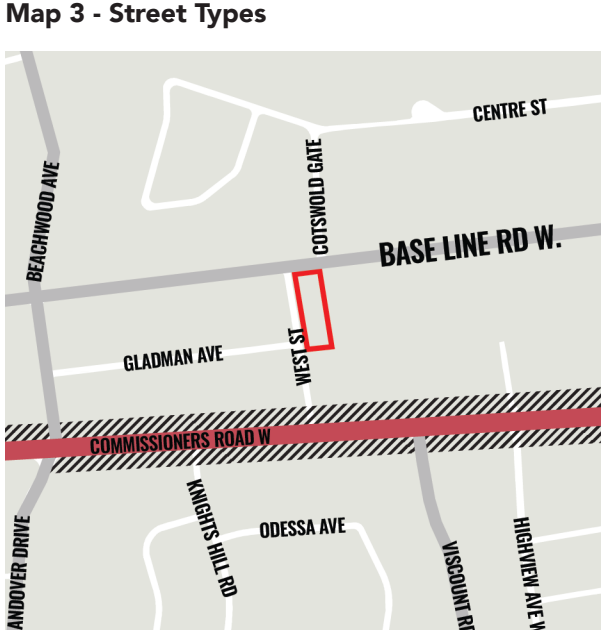
2. PLANNING FRAMEWORK

2.1 City of London Official Plan

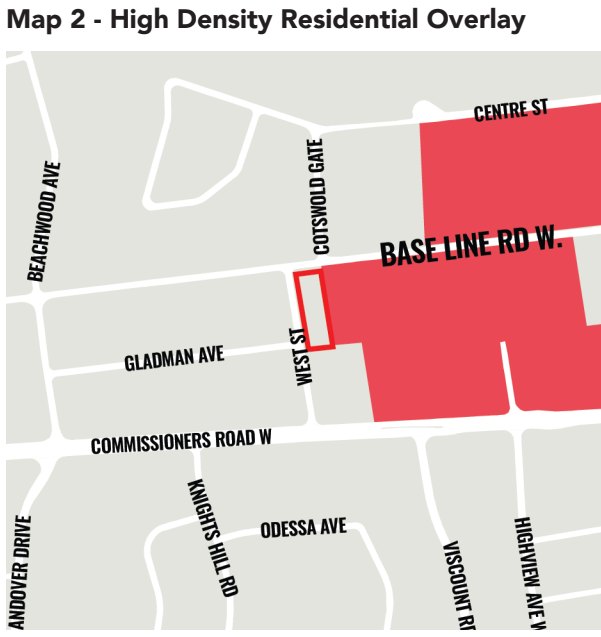
The project site is within the City of London’s Built-Up Area and within the Primary Transit Area. Residential infill and intensification is encouraged within the primary transit area, as locations where the City of London intends to prioritize transit and mobility improvements and investments in the long-term. The mapping below represent specific excerpts from Maps 1, 2 & 3 (Place Types, High Density Residential Overlay Areas & Street Types) of the London Plan. 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 range of uses, residential intensity and built form varies based on the type of street that a property fronts onto. Base Line Road West is identified as a Neighbourhood Connector on Map 3. In light of this context, the applicable Place Type policies of the London Plan permit a range of housing types including single-detached, semi-detached, duplexes, converted dwellings, triplexes and townhouses with building heights of up to 3-storeys permitted. It is also noteworthy that significant portions of the lands to the east of the site are located within the High Density Residential Overlay residential development may be permitted up to 14 storeys in height.



- Neighbourhoods
- Shopping Centre
- Green Space



- Civic Boulevard
- Neighbourhood Connector
- High Density Residential Overlay
- ▨ Special Permissions



- High Density Residential Overlay

2.2 City of London Zoning By-law Z.-1

The subject lands are currently zoned Residential R3 (R3-1) as per the City of London Z. -1 Zoning By-law. The R3 zone provides for and regulates low to low-medium density residential development. The R3-1 Zone is generally applied to existing inner-city smaller lot developments as well as being applicable to newer developments where off-site amenities are present. There are 4 variations to the R3 Zone, differentiated on the basis of site requirements to provide for a range of lot sizes and dwelling styles throughout low to low-medium density areas in the City. The key applicable regulations of the R3-1 Zone are highlighted in the figures below. The R3-1 Zone does allow for the use of “Converted Dwelling” but only allows for one (1) principal building per lot and is not intended to implement cluster forms of development. The existing use of the property (i.e., 5 triplexes) is thus legal non-conforming to the R3-1 Zone. Section 4.19 (10) of the Zoning By-law outlines the parking supply requirements for the various land uses listed and defined in Section 2 of the By-law. As the site is not within the “Area Exempt from Minimum Parking Requirements” therefore minimum parking rates as per Section 4.19 apply. Triplexes and converted dwellings require 0.5 parking stalls per dwelling.

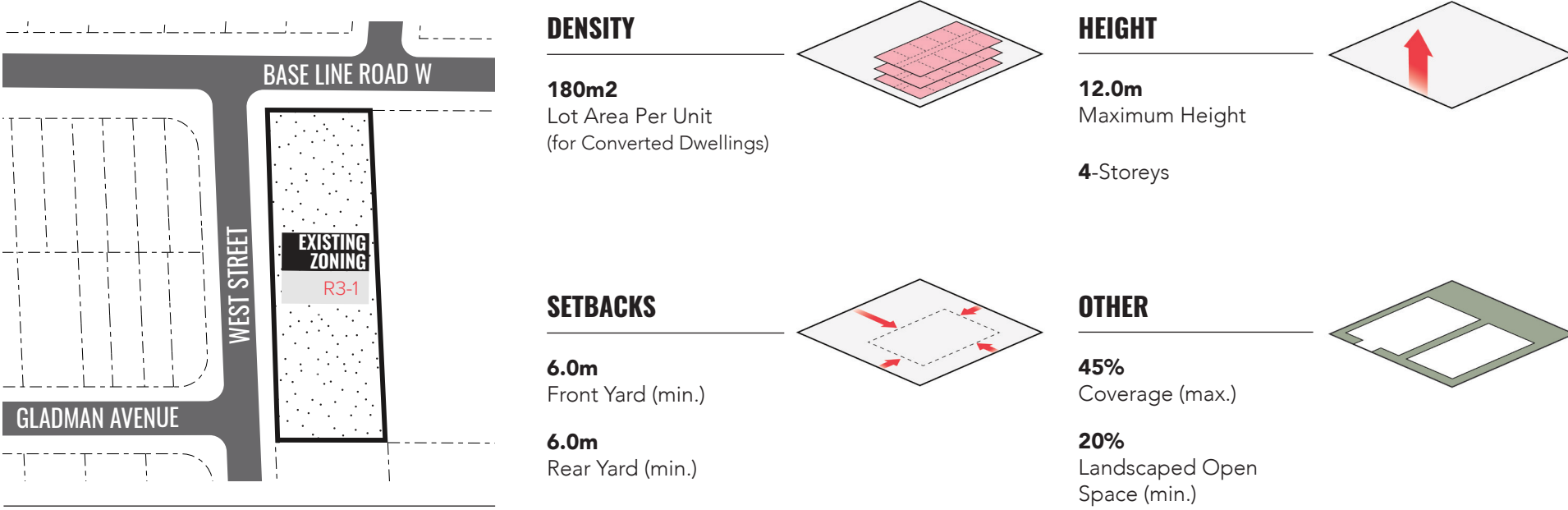


Figure 4. Existing Zoning Map

3. PROPOSED REDEVELOPMENT PLAN

3.1 Multiplex Conversion Strategy

This proposal involves the redevelopment of each of the five existing triplexes into 6-unit converted dwellings. The proposed conversion specifically involves the creation of three new residential dwelling units within the existing unfinished lower-level spaces in each of the five existing buildings. The existing main floor dwelling units (3 per building) will be maintained and only require minor physical modifications to facilitate the creation of required ingress/egress for the new lower-level units. In total, the proposed development would see 30 residential units fully within the existing building footprint on the project site.

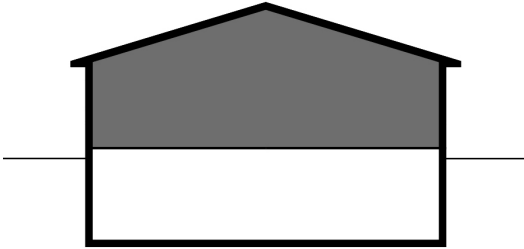
The proposed redevelopment will also involve upgrades to the exterior features of the buildings, landscaping, site circulation network and waste collection functionality. The 16 existing parking spaces are planned to remain and will see further formalization/delineation. A centralized waste collection system will be implemented to allow for more convenient and managed waste disposal and freeing up existing outdoor areas for additional landscaping, pedestrian circulation and amenity areas. The large existing green-space within the exterior side yard will be redeveloped to include new defined residential amenity areas with a play structure, hardscaped elements and seating. This proposal is not intended to facilitate any expansion, enlargement, or significant exterior modifications to the existing buildings at 145 Base Line Road West.

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/145bw. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.

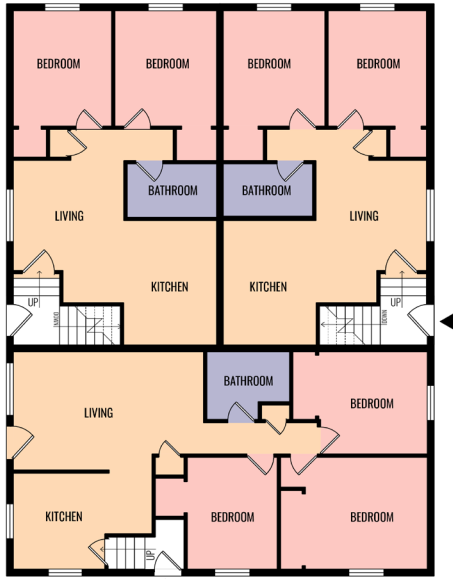


Note: Programmed amenity spaces are conceptual in nature and will be further developed/refined following the Zoning By-Law Amendment Application process.

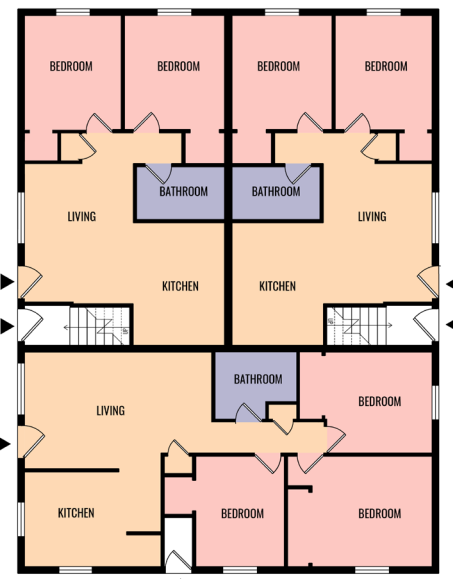
Main Floor



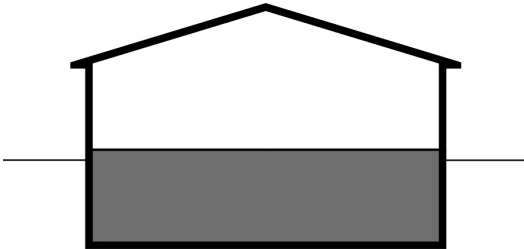
Existing



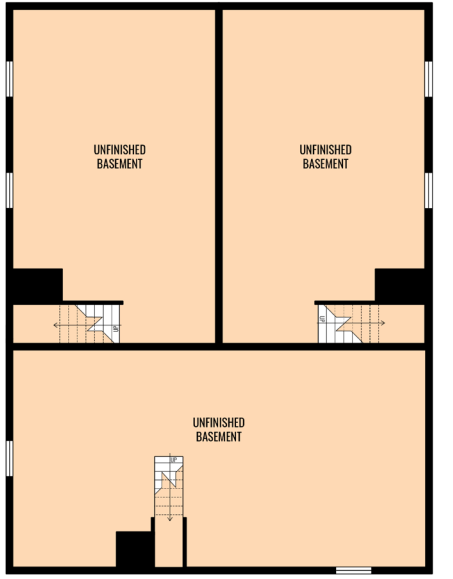
Proposed



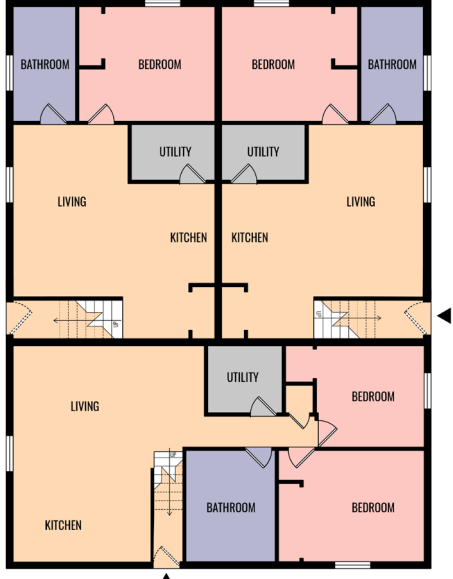
Lower Level



Existing



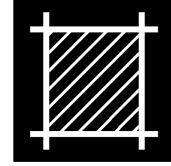
Proposed



Note: Floor Plans are conceptual in nature and will be further developed/refined by a licensed Architect at the Building Permit Stage.

3.2 145 Base Line Road West - Redevelopment Statistics

SITE AREA



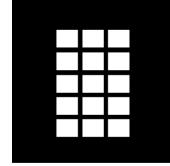
3,277
SQUARE METRES

DWELLING UNITS



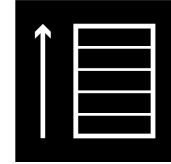
30
DWELLING UNITS

DENSITY



94
UNITS PER HECTARE

BUILDING HEIGHT



1.0
STOREYS
6.0
METRES

PARKING

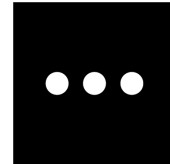


0.53/unit
OVERALL VEHICLE PARKING RATE



0.1/unit
SHORT-TERM BICYCLE PARKING RATE

OTHER



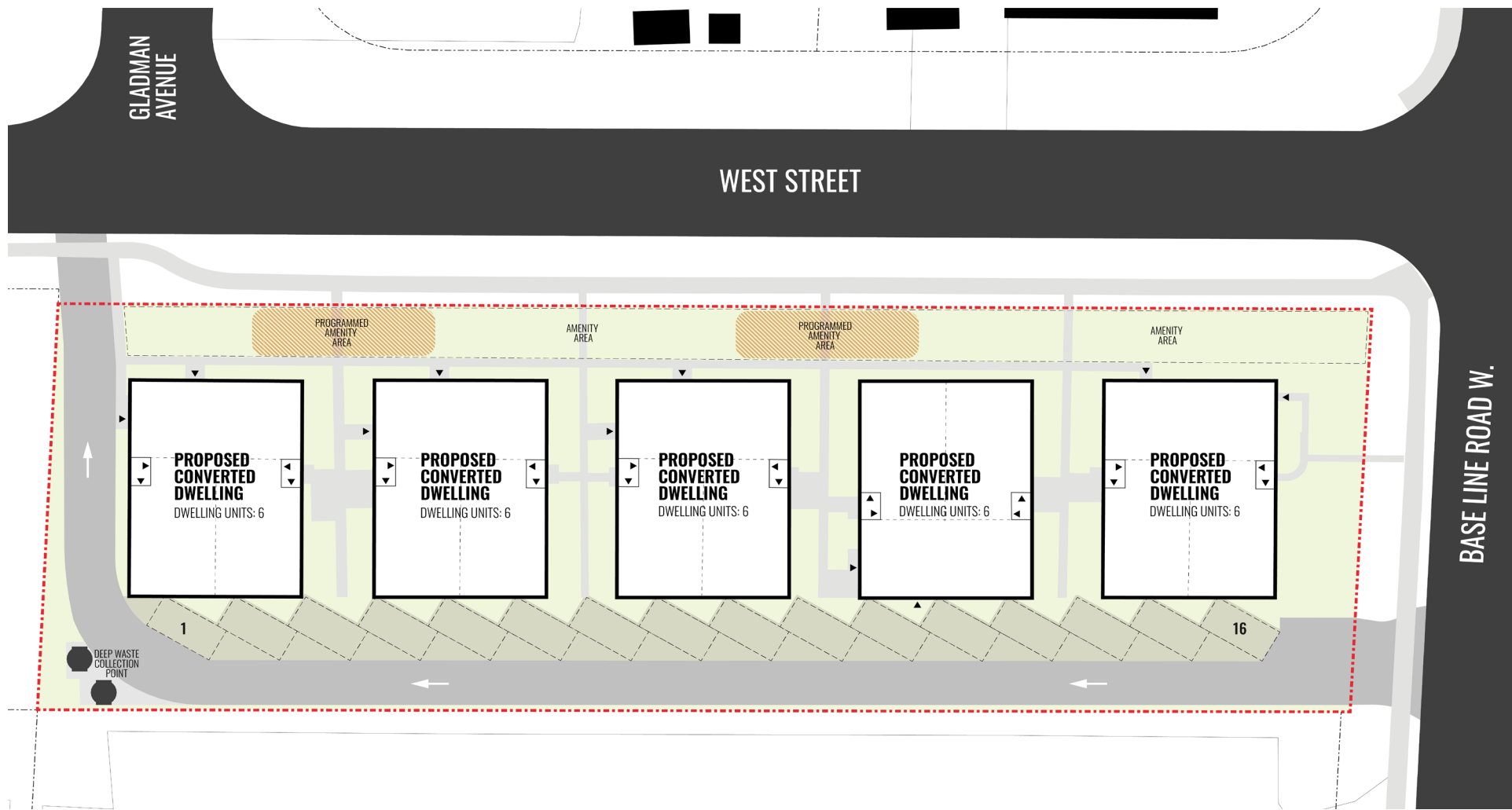
39%
LANDSCAPED
OPEN SPACE

35%
LOT
COVERAGE



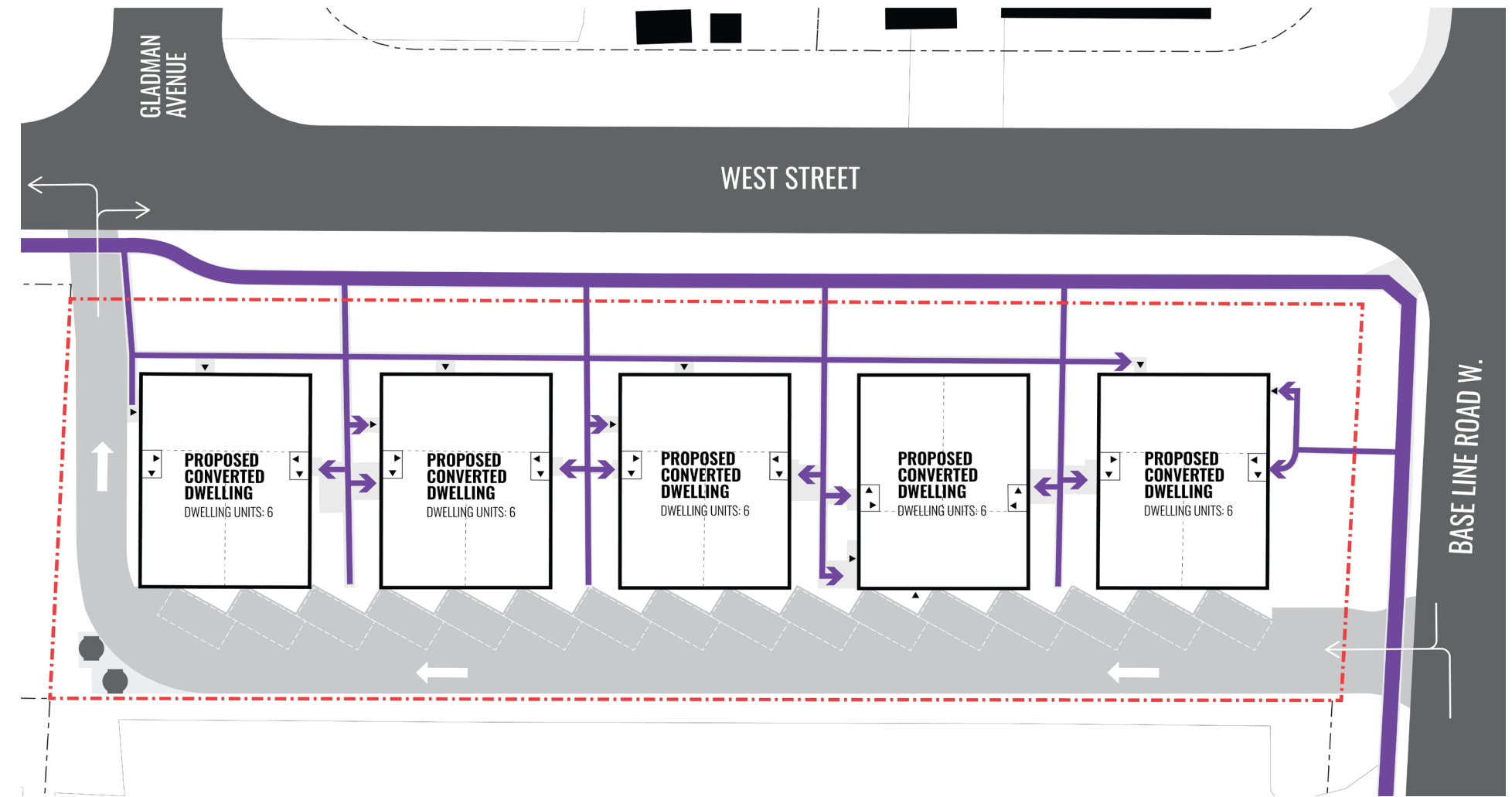
SE PERSPECTIVE

Note: Artist's Rendering of proposed exterior updates to the existing buildings



- LEGEND**
- ▲ Individual Unit Entrances
 - ▲ Garage Entrances
 - ▭ Existing Building Footprint
 - Site Boundary
 - Potential Tree Location
 - Landscaped Area
 - ▨ Programmed Outdoor Amenity Area(s)
 - Common Outdoor Amenity Areas

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



- LEGEND**
- ▲ Individual Unit Entrances
 - ▲ Garage Entrances
 - ▭ Existing Building Footprint
 - Site Boundary
 - 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. 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 09-04-2024 conceptual site plan.

Figure 5. Simplified Site/Landscape Plan

Figure 6. Simplified Site Access & Circulation Plan

4. PLANNING APPLICATIONS

4.1 Zoning By-law Amendment

The proposed Zoning By-law seeks to establish a framework to support the intensification of the existing buildings at 145 Base Line Road West, in a manner that is compatible with the surrounding land uses. The proposed R3-1(L) Zone will provide for multiple converted dwellings on the property and recognize existing site conditions (i.e., building setbacks and lot area). The proposed zone maintains an appropriate set of built form standards to guide any future modifications site and building design details through potential future Site Plan Control application processes. The proposed modifications are discussed further in Section 5 - Planning Analysis of this report. Overall, the proposed ZBA will facilitate the redevelopment of each of the five existing triplexes into 6-unit converted dwellings and implement the redevelopment strategy described in Section 3.0 of this report. The proposed Zoning By-law Amendment is structured in a manner that precludes any expansion, enlargement, or significant exterior modifications to the existing buildings at 145 Base Line Road West.

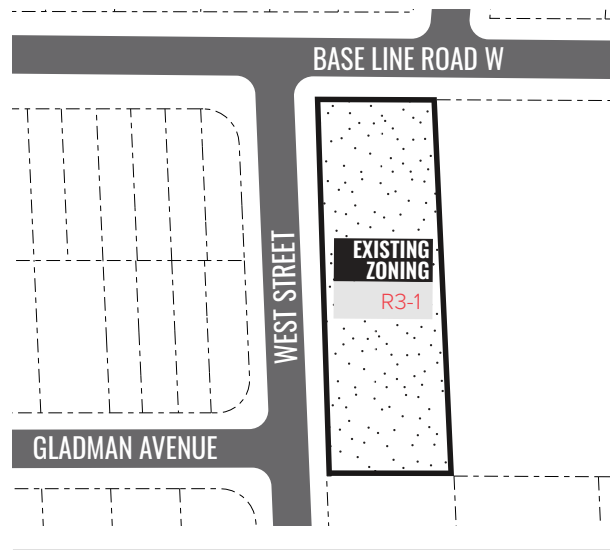


Figure 7. Existing Zoning

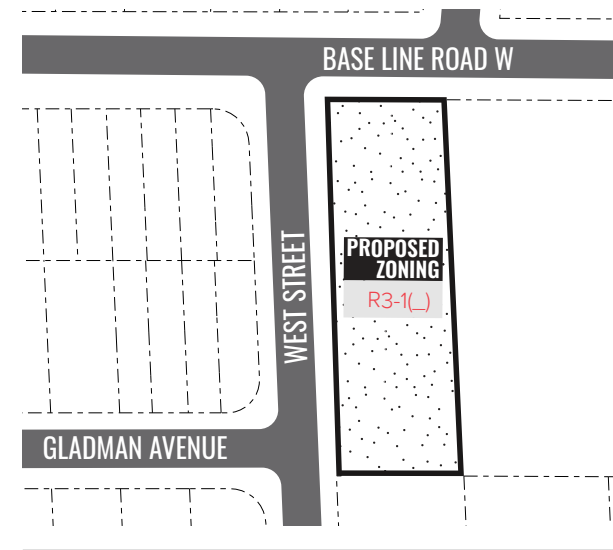


Figure 8. Proposed Zoning

Proposed Special Regulations Overview

R3-1 Zone Requirements	Existing Zone Reg.	Proposed Zone Reg. ('-' means no change)	Proposed Site Plan
Permitted Uses	See detailed list in Section 7.2	-	Converted Dwellings
Lot Area (min.)	430.0m ²	3,200m ²	3,277m ²
Frontage (min.)	12.0m	-	32.5m
Front and Exterior Yard Depth (min.)	6.0m	-	6.1m
Rear Yard Depth (min.)	6.0m	5.7m (as existing)	5.7m
Interior Side Yard Depth (min.)	3.0m	-	9.0m
Landscaped Open Space (min.)	20%	35%	39.7%
Lot Coverage (max.)	45%	-	35.11%
Height (max.)	12.0m	6.0m	5.0m
Parking Area Coverage (max.)	35%	30%	24.8%
Units Per Lot (7.3.4 a))	180m ² lot area per unit	105m ² lot area per unit	109m ² per unit
Parking (min.)	0.5 per unit	-	0.533 per unit
Accessible Parking Stalls	1	0	0

Table 1. Special Regulations Overview

Note: Proposed special zone regulations are further discussed and rationalized in Section 5.0, Planning Analysis.

5. PLANNING ANALYSIS

5.1 Use

The City of London Zoning By-law Z.-1 provides for and regulates a range of specifically defined residential “uses”. This range of uses reflects various typically encountered forms of housing in the City and is found within Section 2 - Definitions - of the by-law. The proposed development most closely aligns with the purpose and intent of the “Converted Dwelling” definition outlined in Section 2 of the by-law which means *an existing dwelling constructed as a single, semi-detached, duplex or triplex dwelling on an existing lot prior to July 1, 1993 in which the number of dwelling units has been increased without significant alteration to the exterior of the building except for non-leasable floor such as fire escapes, stairwells and entrances to a maximum of 10 percent (10%) of the dwelling or 30.0 square metres, whichever is the lesser.*

The existing R3-1 Zone that applies to the property does not allow for a “cluster” form of development with multiple principal buildings on a single lot. In this regard notwithstanding that “triplexes” are permitted, the R3-1 Zone only allows for one principal building per lot. Thus, the existing “cluster” of five (5) triplexes on a single lot is legal-nonconforming to the existing R3-1 Zone and the proposed cluster of converted dwellings does also not conform to the requirements of the R3-1 Zone.

From an Official Plan perspective, Converted Dwellings are permitted within the Neighbourhoods Place Type as per Table 10 of the London Plan for locations along Neighbourhood Connector Streets. The approach to assigning a defined use and the classification as a converted dwelling will ensure that the overall intent of the conversion strategy is maintained and will inherently limit significant alterations to the existing built form. The proposed use of Converted Dwelling accurately reflects the condition of the property and the landowners intent, is permitted by the applicable policies of the Official Plan and will ensure for the implementation of the project as proposed.

5.2 Intensity

As noted in Section 3 of this report, the proposed Zoning By-law Amendment will facilitate the conversion of the five existing triplex buildings to 6-unit converted dwellings. The proposed residential intensity will maintain the existing scale of development that is compatible within the existing neighbourhood character. Table 7 within Policy 753 _of the London Plan provides an illustration of the types of planning measures that could be used when considering use, intensity, and form. Given the context of the site and the project itself, there are a variety of measures of intensity that have been reviewed including building height, lot coverage, density and parking.

Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type , based on street classification. The existing buildings on the property are single-storey buildings. No significant exterior modifications are being proposed and appropriate zoning regulations have been included in the Zoning By-law to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space. Although not directly regulated or prescribed by the policies of the London Plan guiding “intensity” of development within the Neighbourhoods Place Type, the proposal will result in a density of 94 units per hectare which is comparable to many recent contemporary infill developments in similar contexts in London.

Through the pre-application consultation process, City of London Planning Staff noted a concern that the development exceeds. This comparison is not logical as the R3-1 Zone was only intended/designed to accommodate for one building per lot. A cluster form of development offers significant efficiencies through the coordination of shared driveway network, parking area, building setbacks, etc. and thus the site can meet LOS, Coverage and amenity requirements while having a smaller units per square metre of lot area ratio. Further, the R3-1 Zone was designed to implement the “Low Density Residential” policies of the former 1989 Official Plan which did have inherent policies limiting from a units per hectare basis. The London Plan fundamentally shifted away from these strict measures of residential intensity and instead focuses more on fit, compatibility and function as key indicators of residential intensity. The following analysis provides an overview of how the proposal addresses those other key measures of residential intensity.

Landscaped Open Space: The proposed site plan will maintain nearly 40% of the site as “Landscaped Open Space”. This is almost double the required landscaped open space percentage required by the R3-1 Zone and exceeds the LOS requirements dictated for all R3 zone variations. The proposed site-specific zoning by-law proposes to modify the regulations to ensure this high-proportion of Landscaped Open Space is maintained. Similarly, the proposal falls below the lot coverage and parking area coverage requirements of the R3-1 Zone.

Parking: Section 4.19 of the City of London Zoning By-law prescribes on-site parking supply requirements for all different categories of land use permitted by the By-law. In this regard, Section 4.19 requires 0.5 stalls per unit for converted dwellings. The site has the capacity to accommodate a total of 16 vehicular parking stalls which exceeds the City of London’s minimum requirements.

Amenity Space: This refers to the total area or areas within a lot provided for the use of the residents of a residential building or a commercial building containing residential units located on the lot for the purpose of personal recreation space or shared recreation space. As noted previously throughout this report, the redevelopment concept accommodates for the provision of both passive and programmed amenity spaces within the existing landscaped west side yard. Figure 5 (Simplified Landscape Plan) on page 11 of this report and the renderings and illustrations outlined in Section 3.0 of this report demonstrate the size and intent for these spaces. Collectively, the site provides for a total of 424m² of Amenity Space which results in a ratio of 14m² per unit. Neither the London Plan nor the City of London Zoning By-law include specific regulations or performance standards for on-site amenity space. However, the proportion of amenity area on the site is greater than many recently approved multi-residential developments in London and is appropriate for the intended use.

Other Considerations: It is also noteworthy that the proposed zoning framework is less intense than other viable “as-of-right” development scenarios that could occur on the property with no modifications to the existing R3-1 Zoning. For example, the minimum lot area (250m²) and frontage (9.0m) requirements for the creation of “Single Detached Dwelling” lots could yield 10 individual lots to be created. In combination with the additional residential unit regulations of Section 4.37 of Zoning By-law Z.-1, that scenario could result in the creation of 40 individual dwelling units across the lands.

In view of the foregoing, the proposal represents an appropriate intensity of development and is able to accommodate the functional requirements for the proposed 30 dwelling units. The proposal is appropriate based on all comparable and objective measures of residential intensity prescribed by the London Plan and is less intense than other plausible redevelopment scenarios that could occur under the existing R3-1 Zoning Framework that applies to the site.

5.3 Form

This proposal is not intended to facilitate any expansion, enlargement, or significant exterior modifications to the existing buildings at 145 Base Line Road West. The restrictions surrounding converted dwellings embedded within the use definition in Zoning By-law Z.-1 will ensure that this intent is implemented. As a result there are no significant planning issues related to the “built form”. Some minor modifications including the introduction of additional windows, ingress/egress and facade refurbishment will occur and be reviewed through the building permit process. These modifications will not alter the proportions or scale of the existing buildings and are only intended to improve the functionality and aesthetics of the buildings.

5.4 Provincial Policy Statement, 2020

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Policy Statement (PPS 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS. The primary mechanism for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption and provincial approval of the City of London Official Plan, there is an established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report.

However, acknowledging the scope of the proposed development and the nature of the applications being submitted (i.e., Zoning By-law Amendment), it is important to highlight some of the key objectives and policy directions of the PPS. The PPS, 2020 includes policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest including:

- Within Settlement Areas, land use patterns shall be based on densities and a mix of land uses which efficiently use land and resources are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2)
- Municipalities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas (1.1.3.3)
- Provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1)
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3 f)

As outlined above, the PPS, 2020 includes policy guidance on housing and residential intensification in settlement areas, with a focus on creating more diverse, sustainable, and accessible housing options for the benefit of all Ontarians. This guidance has been considered and has informed our professional planning opinion and the proposed redevelopment plan for 145 Base Line Road W. In recognition of this guidance, it is our opinion that the proposal is consistent with the PPS, 2020.

5.5 City of London Official Plan

As previously noted in Section 2 of this report, 145 Base Line Road West is located within the Neighbourhoods Place Type in accordance with Map 1 and located on a Neighbourhood Connector Street as per Map 3. As noted in Section 5.1 and 5.2 of this report, the proposed Zoning By-law Amendment provides for a form of development that is within the range of permitted uses outlined in Table 10 and the intensities identified in Table 11.

Policy 937 of the Plan provides that *residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability.*

Policy 939 creates a variety of opportunities for intensification spanning from a very “light” and discreet form of intensification to more visible and obvious forms. The plan emphasizes that all forms are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods. Subsection 2 specifically identifies “Converted Dwellings” (i.e., the conversion of an existing residential dwelling to accommodate two or more dwelling units, without making substantive changes to the exterior of the building) as a viable and discrete form of residential intensification that is appropriate within the Neighbourhoods Place Type.

Sections 943 and 944 outline specific policy considerations for converted dwellings. Converted dwellings may be permitted in appropriate locations within the Neighbourhoods Place Type. The Zoning By-law will limit the number of units that may be contained in a converted dwelling and may also limit additions to the building. With respect to policy 943, the proposed site-specific Zoning By-law meets or exceeds the majority of the development standards of the existing R3-1 Zone except of the minimum lot area per unit regulation. Given the cluster form of development being proposed, the development offers significant efficiencies through the coordination of shared driveway network, parking area, building setbacks, etc. and thus the site can meet LOS, Coverage and amenity requirements while having a smaller units per square metre of lot area ratio.

Planning and development applications to allow for converted dwellings will be reviewed based on the Planning and Development Applications section in the Our Tools part of the London Plan. Through this review, the number of units proposed in the converted dwelling will be evaluated to ensure that the intensity is appropriate in its neighbourhood context and given the size of the lot. Policy 1578 of the London Plan outlines a wide range of criteria that are intended to aid in the review of planning and development applications with consideration of the use, intensity, and form that is being proposed.

The majority of the key/relevant considerations are outlined in Section 5.1-5.3 above. Overall, the proposed conversion strategy will not result in significant exterior modifications to the site, buildings or overall functioning of the property. A variety of enhancements on waste collection, parking area and on-site amenity areas are proposed to accommodate the additional density in a manner that is functional and ensures no negative impacts to the surrounding context. The existing infrastructure is appropriate in order to accommodate the additional intensity and needed on-site upgrades/improvements will be addressed through the future servicing permit. The scale and massing of the built forms will remain the same and there is not anticipated to be any tree removals associated with the project. Given that no additional on-site parking is contemplated, there will be no noticeable alterations to traffic patterns/volumes resulting from the proposal.

The proposed redevelopment strategy represents a form of discrete intensifications that addresses and considers all of the planning impact criteria outlined in Policy 1578 and, thus, conforms to the London Plan.

5.6 Other Issues & Requirements

City of London Zoning By-law Z.-1:

As outlined in Section 4 of this report, we propose to maintain the structure of the existing R3-1 zoning framework that applies to the site. The proposed special provisions will enable multiple Converted Dwellings on the property at a lot area ratio of 105m² per unit (i.e., 94 units per hectare). The proposed Zoning By-law Amendment will also legalize the existing rear yard setback of 5.7m which is slightly reduced from the typical R3-1 requirement of 6.0m. The remaining proposed special provisions (Landscaped Open Space, Parking Area Coverage and Building Height) are all more restrictive than the typical R3-1 Zone requirements to help implement the intent for the redevelopment and ensure there are no significant exterior modifications to the existing built form, thereby providing for a form of “invisible density” that does not negatively impact surrounding properties and fits well within it’s context. As noted in the residential “intensity” discussion in Section 5.2 of this report, the proposed development will meet the existing parking rate prescribed for converted dwellings in Section 4.19 of the Zoning By-law.

Servicing & Infrastructure:

Given that the existing site conditions are proposed to remain, the proposed redevelopment is not anticipated to generate significant additional stormwater run-off. At the future Site Plan Control or servicing permit stage, the owners consulting engineer will verify whether or not the existing sanitary PDC can convey the increased flow proposed by the additional units. Similarly, a capacity analysis of the existing 40mm water service will be undertaken to verify if the service is appropriately sized to accommodate all domestic demands and fire flow (if applicable) associated with the proposed intensified development. If the existing service is found to be undersized for the proposed use, it will be abandoned in accordance with city standards (cut and capped at the main) and a new water service of appropriate size will be constructed to service the development.

Site Function & Improvements:

The proposed zone and special regulations are structured to facilitate the specific development design described in this report. The proposed Zoning By-law Amendment will “lock-in” the key development and built form standards. It is important to note that the proposed redevelopment will be subject to Site Plan Control under Section 41 of the Planning Act which will provide an outlet to implement the site enhancements described in this report. 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.

/ This page has been intentionally left blank.

6. CONCLUSIONS

On February 14, 2023, Council adopted the Province's pledge to accelerate the housing supply of 47,000 units by 2031. To support the achievement of this goal, the City of London Official Plan provides for and encourages the development of a wide range of housing options and types within both new and existing neighbourhoods.

The proposed redevelopment strategy will result in the conversion of five existing triplex buildings into 6-unit multiplexes (i.e., converted dwellings). The plan will result in the creation of 15 new units that, by virtue of their form will provide for an increase in the stock of rental housing at the lower-end of the market-rate price spectrum, providing for a form of much-needed rental housing that is more affordable than much of London's new purpose-built new construction rental stock.

The existing built form will be maintained which will limit the impact of the new construction, creating "invisible density" within this established neighbourhood that is well served by public transit and within close walking distance to major employment. Notwithstanding the increase in units, the site will continue to all measures of residential intensity including allowing for a sufficient parking ratio, providing for a proportion of landscaped open space which exceeds the typical requirements of the various R3 Zone categories, meets the lot coverage and parking area coverage ratios of the existing R3-1 Zone and an appropriate supply of on-site amenity area (i.e., 14m² per unit). The proposed redevelopment will facilitate further enhancements to the property including refurbishment of building facades, formalization of the rear parking area, introduction of programmed amenity areas and landscaping and the introduction of a centralized waste collection system.

As noted in the foregoing planning analysis, the proposed Zoning By-law Amendment is consistent with the PPS, in conformity with the policies of the City of London Official Plan, and represents good planning. The proposed redevelopment will be subject to Site Plan Control under Section 41 of the Planning Act, which will ensure that the noted enhancements and site functionality improvements intended for the project and described in this report are implemented.

REFERENCES

1. Provincial Policy Statement, 2020.
2. City of London Official Plan.
3. City of London Zoning By-law Z.-1.
4. City of London, London City Map (Last updated October 1, 2020).
5. City of London, Record of Pre-Application Consultation, dated May 29, 2024.
6. City of London, Record of Site Plan Consultation (SPC24-077), dated July 26, 2024.
7. City of London Staff Report "London's Housing Pledge: A Path to 47,000 units by 2031", dated October 31, 2023.



Note: Aerial view of existing conditions at 145 Base Line Road West.



201A-258 Richmond Street P: 905.921.9029
London, ON. N6B 2H7 E: info@siv-ik.ca

www.siv-ik.ca