

PLANNING & DESIGN BRIEF

Client

DBNM Investment and
Management Ltd.

Project Site

383 Clarke Road /
London / ON

08.12.2024

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for DBNM Investment and Management Ltd 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 Application for 383 Clarke Road 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

DBNM Investment and Management Ltd.

VERSION 1.0

ISSUED

08.12.2024

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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.

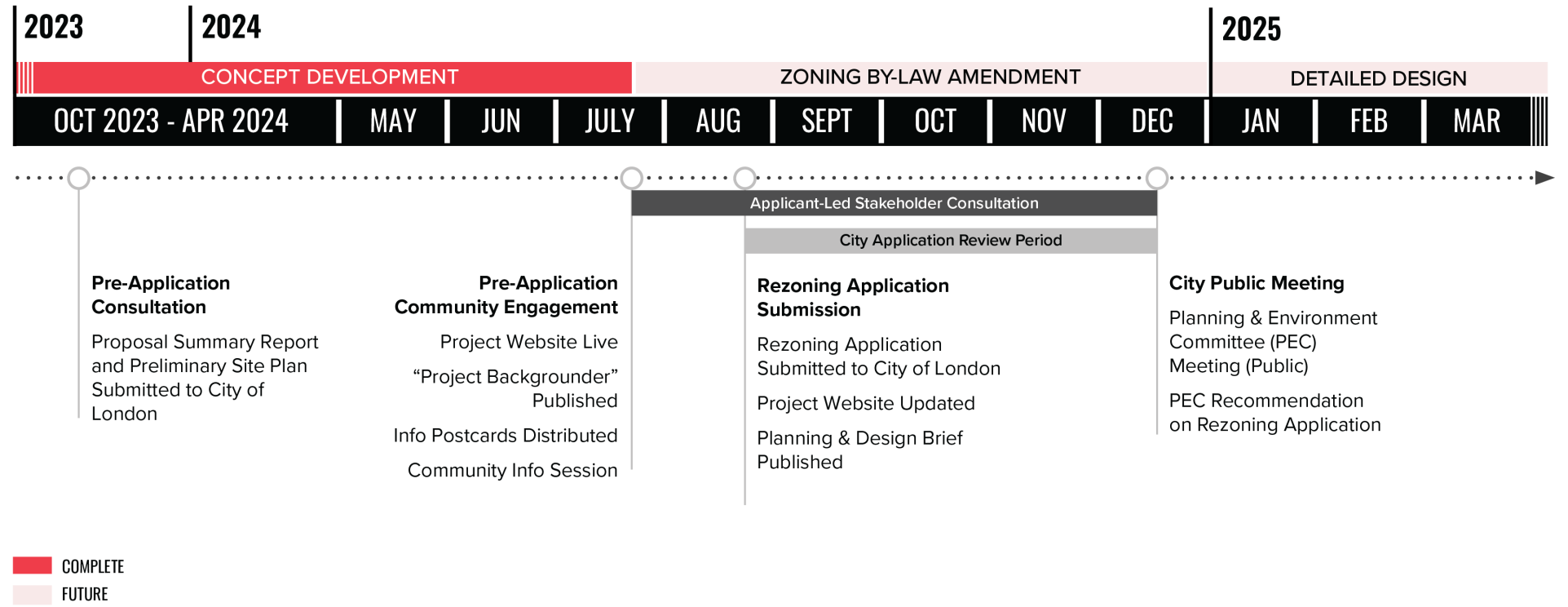


SBM provides quality civil engineering services to both private and public sector clientele throughout southern Ontario. We deliver value-added engineering solutions together with exceptional service while upholding our values of reliability, professionalism, and client satisfaction.

S1.2 About the Project

DBNM Investment and Management Ltd. is the registered owner of a consolidated block of two properties referred to as 383 Clarke Road and 1906 Whitney 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 multiplex 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 383 Clarke Road and 1906 Whitney 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 383 Clarke Road and 1906 Whitney Street in the City of London, ON. The site is located in the northwest quadrant of the City, at the northwest corner of the intersection of Clarke Road and Whitney Street, approximately 130 metres (~2-minute walk) south of the intersection of Clarke Road and Dundas Street. The project site is located in the Argyle Planning District which encompasses the area generally bounded by Oxford Street East and CN rail tracks to the north, Pottersburg Creek to the west, the CP rail tracks to the south and Veterans Memorial Parkway to the east. With the assembly of these lots, DBNM Investment and Management Ltd. is seeking to redevelop these lands for a new low-rise residential multiplex building.

At-A-Glance

SITE AREA

1,032.6
Square Metres

FRONTAGE

17.4
Metres

DEPTH

53.3
Metres

EXISTING USE

Residential
Converted Single-
Detached Dwelling/
Vacant

SERVICING

Municipal Services
Available on Clarke
Road and Whitney
Street



Figure 1. The Project Site

S2: CONTEXT

S2.1 Spatial Analysis

Figure 2 shows the physical and spatial characteristics of the lands surrounding the project site. Lands immediately north of the project site consist of established low-density residential uses consisting of single-detached dwellings facing onto Clarke Road. The neighbourhood west of the project site consists of predominantly low-rise 1 and 2-storey single-detached dwellings, though there are small blocks of medium-density, mid-rise residential developments.

Parcels located further south of the project site, fronting onto Clarke Road, contain a mix of commercial buildings, in addition to low and high-density residential uses including single-detached dwellings and low-rise apartment buildings. Lot sizes range from 15m - 17m, with lot depths of 60m or more. Given the shape and size of the lots along the west side of Clarke Road as well as the evolving context, it is anticipated that many of them will be assembled and redeveloped for more intense residential and uses over the coming years.

To the east of the project site, on the east side of Clarke Road is a large format commercial development, including Argyle Mall and several standalone, street-oriented commercial pads. A mix of small-format commercial and large-format auto-oriented commercial uses, including a major grocery and department store retailers are found within the Argyle Mall development. Given the shape and size of the commercial block and the land dedicated to underutilized surface parking, it is anticipated that infill mixed-use/residential development could occur on the site in addition to the reformatting of commercial uses on site. The area is rich in public transit options, with access to up to nine LTC routes and the Argyle Mall Bus Terminal located directly across Clarke Road from the project site.

Spatial Context At-A-Glance

NORTH

Existing
Single-Detached Dwellings / Auto-oriented commercial

Planned
Medium Density/Mid-Rise

SOUTH

Existing
Single-Detached Dwellings, Medium Density Apartment Building

Planned
Medium Density/Mid-Rise

EAST

Existing
Auto-oriented, small and large-format commercial

Planned
Mixed-use, Medium Density/Mid-Rise

WEST

Existing
Single-detached dwellings

Planned
Unlikely to change

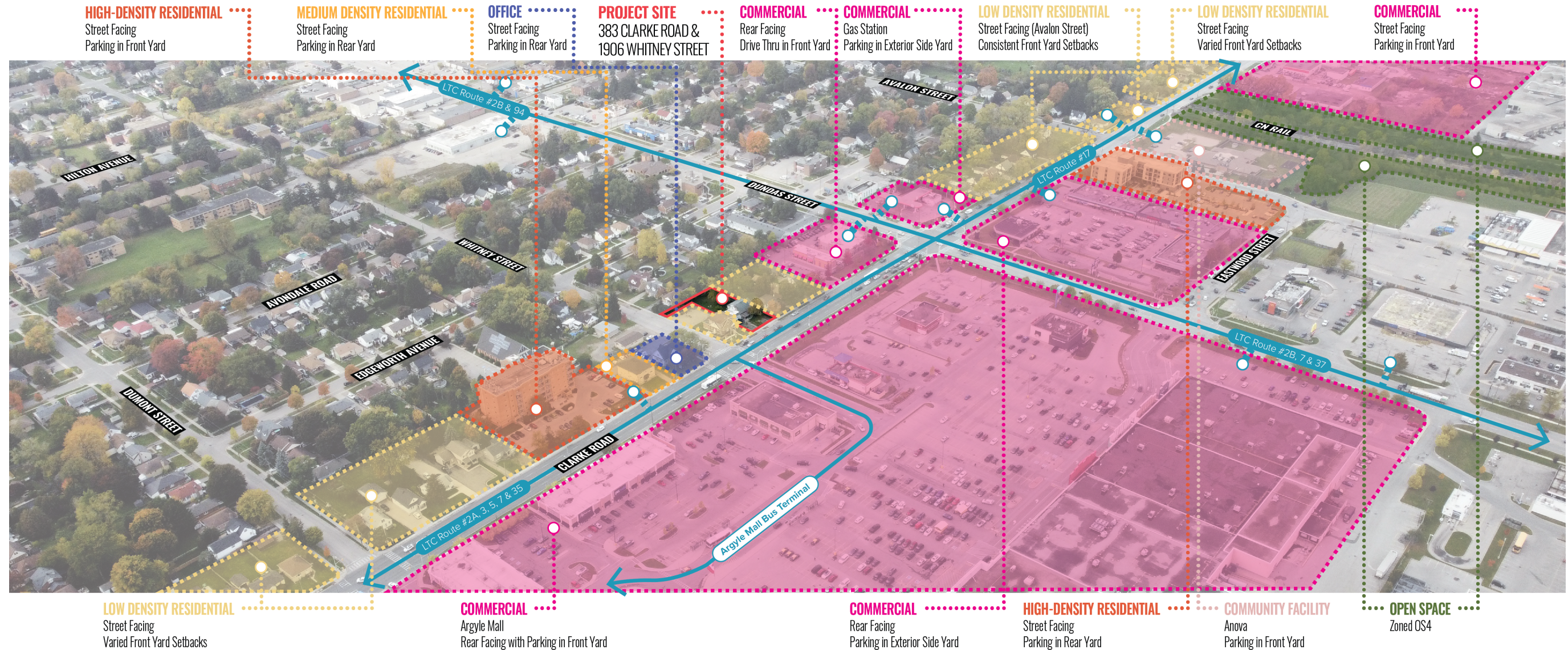


Figure 2. Neighbourhood Spatial Context (400m)

S3: PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

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, 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 largely addressed in the Official Plan discussion in this report.

The PPS includes policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest. It sets out four main objectives:

1. To encourage the development of a range of housing types and tenures that meet the diverse needs of Ontario's population.
2. To encourage the development of housing in a way that is efficient, compact, and environmentally sustainable.
3. To encourage the development of housing that is accessible and affordable for all Ontarians.
4. To encourage the development of housing in a way that supports healthy and livable communities.

These objectives are intended to guide land use decision-making and development in Ontario, with a focus on creating more diverse, sustainable, and accessible housing options for the benefit of all Ontarians. These key objectives have been considered and have informed our thinking for the project site.

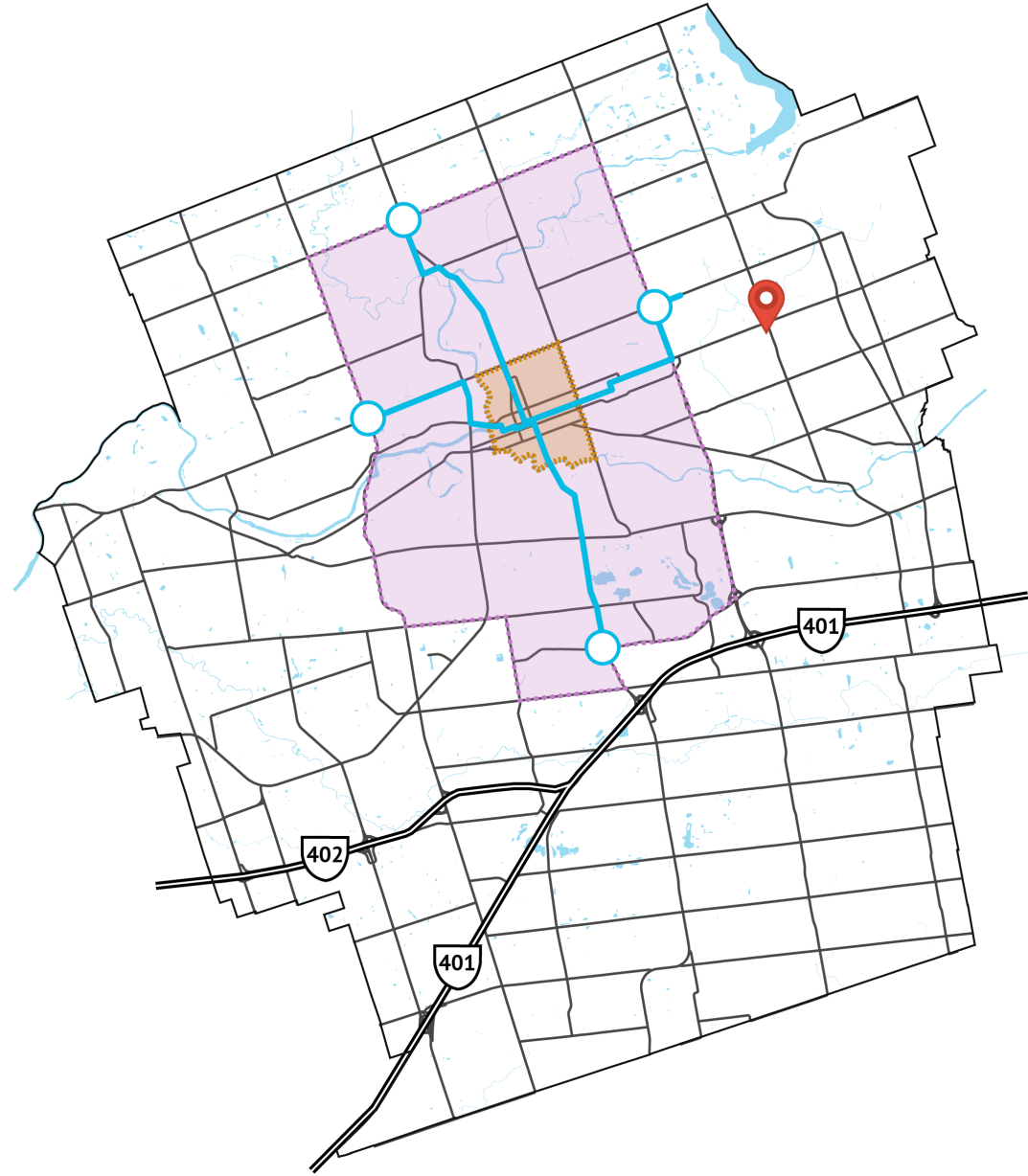


Figure 3. City Structure

S3.2 The London Plan

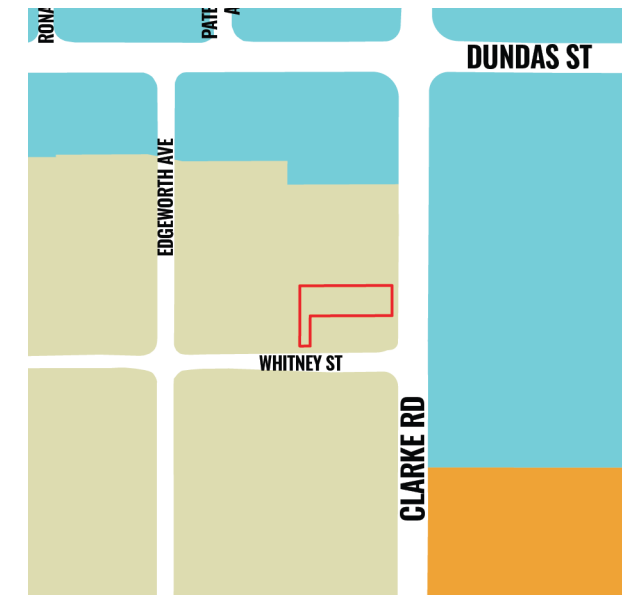
Figure 3 (pg.7) provides visual context for the site's positioning relative to London's city-structure, including the City's network of major streets. The project site contains frontage on Clarke Road which is identified as a Civic Boulevard by the London Plan. The site is located outside the Primary Transit Area. 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.

/ Place Types

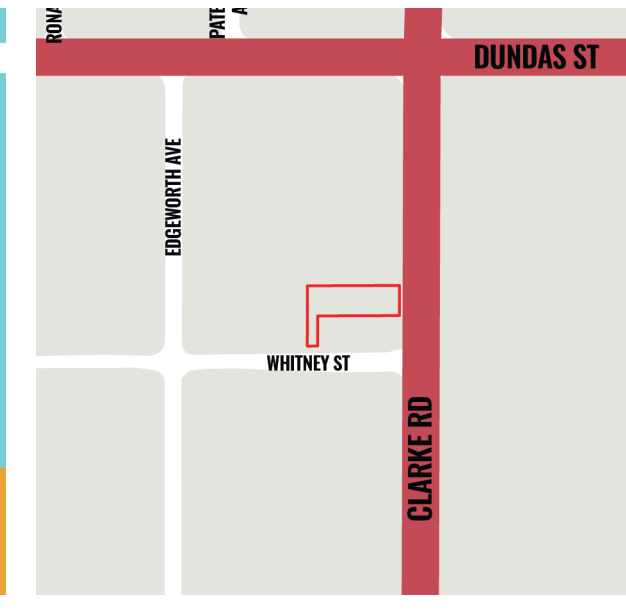
In accordance with Map 1 – Place Types of the London Plan, the project site is within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The specific policies guiding new development are identified and summarized in the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

/ Street Classification

In accordance with Map 3 – Street Classifications of the London Plan, the project site has direct frontage on a Civic Boulevard (Clarke Road). 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.



- Neighbourhoods
- Urban Corridor
- Shopping Area



- Civic Boulevard

S3.3 Key London Plan Policies

Project Site Conditions: 383 Clarke Road

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Civic Boulevard	N/A	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"/>	Street Townhouses
<input checked="" type="radio"/>	Cluster Townhouses
<input checked="" type="radio"/>	Triplexes
<input checked="" type="radio"/>	Fourplexes
<input checked="" type="radio"/>	Stacked Townhouses
<input checked="" type="radio"/>	Low-Rise Apartments
<input checked="" type="radio"/>	Permitted
<input type="radio"/>	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 9 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.

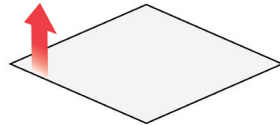
S3.4 Existing Zoning By-law Implications

/ Residential R2 (R2-3) Zone

Both parcels that make up the project site are zoned Residential R2-3 Zone in the City of London Zoning By-law No. Z-1. The R2 Zone is the second least intense residential category zone and provides for and regulates single-detached dwellings, semi-detached dwellings, duplexes, and converted dwellings. There are six variations within the R2 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. Zone variations R2-1 to R2-5 can be applied generally throughout the City while the R2-6 zone variation are zones with the lowest lot area standards, and are generally applied to specific areas and reflect existing development on local streets. The following graphics highlight key regulations guiding development in the R2-3 variation. 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.

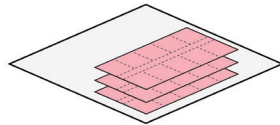
HEIGHT

10.5m
Maximum Height
3.0
Storeys



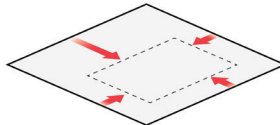
DENSITY

Converted Dwelling
Highest Use
2
Units Per Lot



SETBACKS

8.0m
Front & Exterior
7.0m
Minimum Rear
1.2m - 3.0m
Minimum Interior



OTHER

20%
LOS (Min.)
45%
Coverage (Max.)

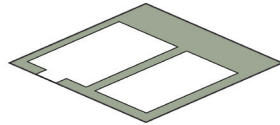


Figure 4. Key Existing Zoning By-law Regulations

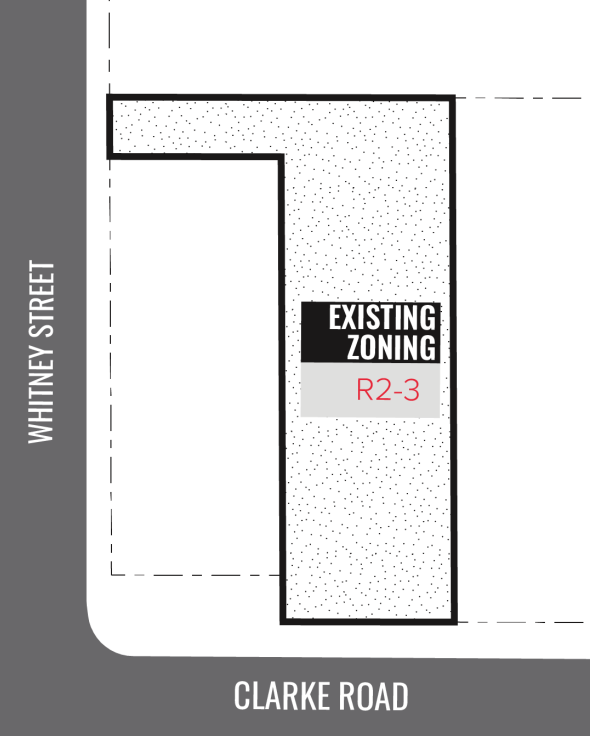


Figure 5. Existing Zoning Map

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

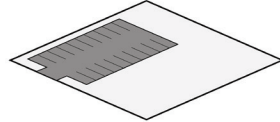


Figure 6. Key General Provisions

S3.6 Planning History

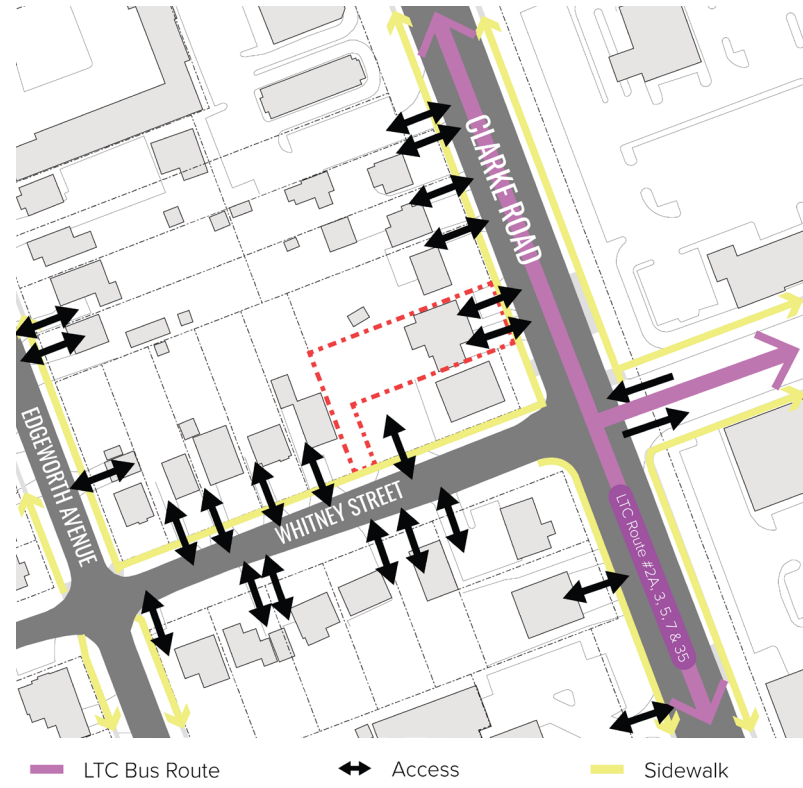
The existing converted dwelling located on 383 Clarke Road has existed since prior to Zoning By-law Z-1 coming into effect in 1993. In 1983, permits were granted for the conversion of the existing single-detached dwelling to a four-unit converted dwelling. In 2024, rental license applications were submitted and approved for the four existing dwelling units. 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 project site is currently developed with an existing four-unit converted dwelling. The site is of suitable size and configuration to support redevelopment for a larger-scale apartment form. The properties north of the site consist of three single-detached dwelling oriented to Clarke Road. To the south, is a two-storey converted dwelling, with frontage on Clarke Road and Whitney Street. The site is bounded to the east by Clarke Road, a major north-south arterial road. Over the next planning horizon, these lands are anticipated to be redeveloped into more intense forms of residential development.



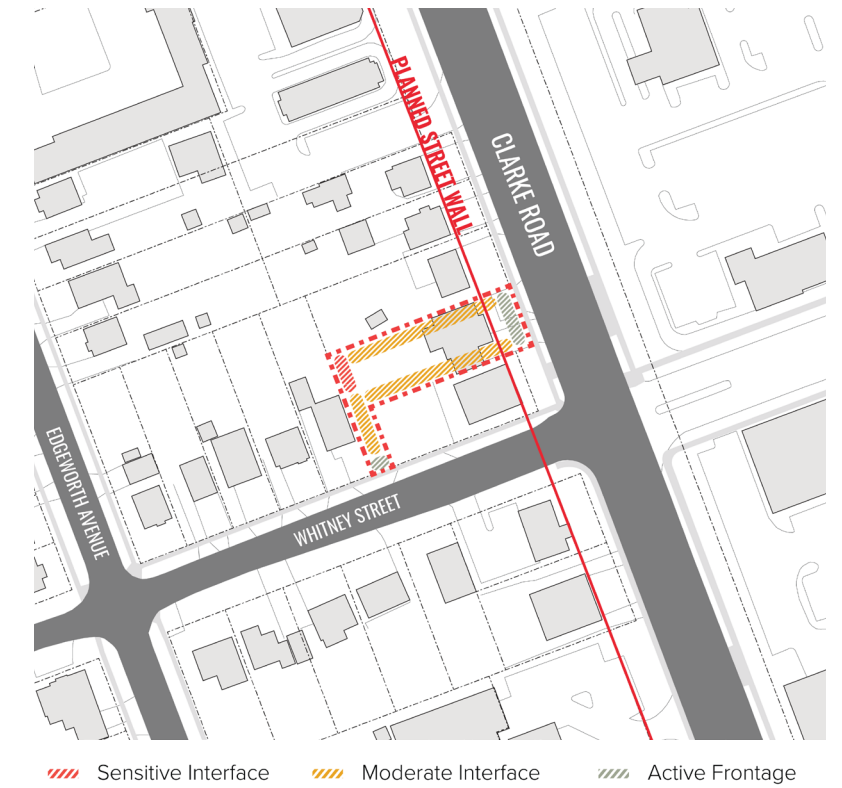
2 Mobility

The project site fronts directly onto a Civic Boulevard (Clarke Road) and a Neighbourhood Street (Whitney Street) as per Map 3 - Street Classifications of the London Plan. Clarke Road contains a 4-lane cross-section with double northbound and southbound travel lanes in addition to centred left turn lanes. The cross-section includes a separated sidewalk on both sides of the street. LTC bus service is available along Clarke Road, and across Clarke Road at the Argyle Mall Transit Terminal (connecting to Downtown, Fanshawe College and London International Airport) with the nearest bus stop approximately 90m south of the subject site. The subject site also contains two exiting accesses from Clarke Road.



3 Site Conditions

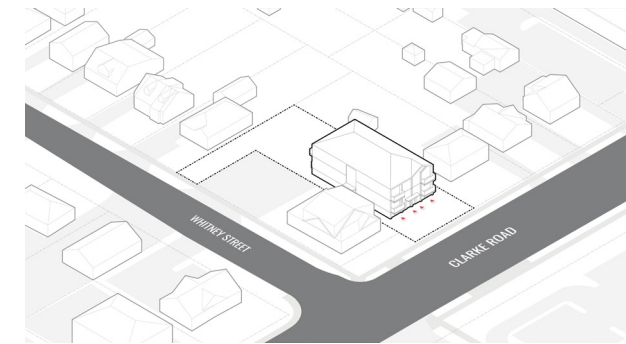
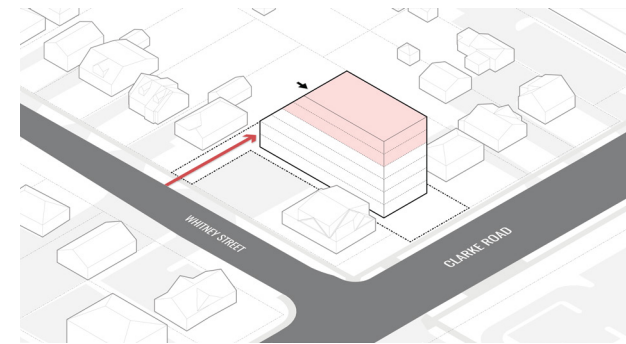
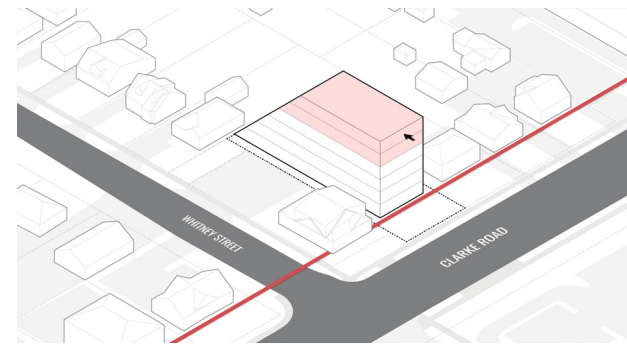
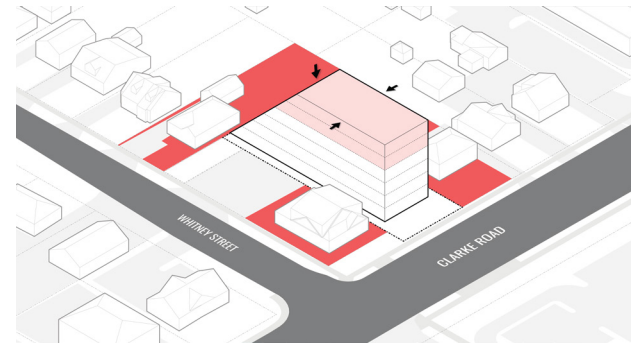
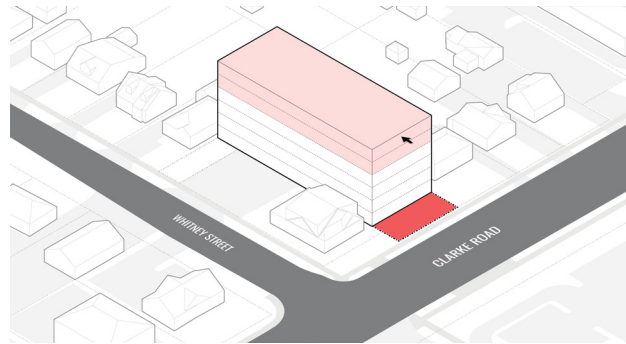
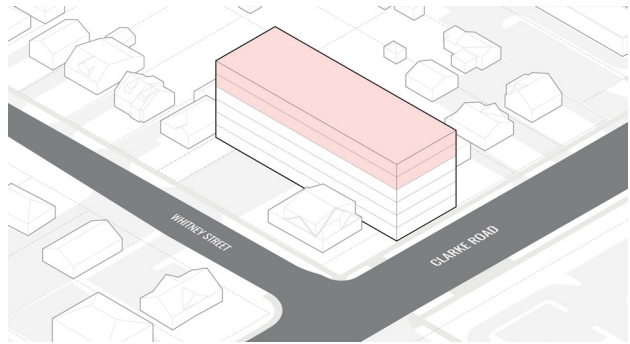
A varied collection of trees and shrubs are scattered throughout the rear of 383 Clarke Road and throughout the parcel at 1906 Whitney Street. Their location is generally represented by the image above. The site is generally flat and no portions of the site are regulated by the UTRCA. The eastern portion of the site is impacted by a 8.0 metre road widening dedication along Clarke Road.



4 Edge Conditions

The site abuts a Civic Boulevard to the east and low-density residential to the north, south and west. The placement, orientation and design of new development on the site will be required to respond to these conditions to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on the rear yards of the adjacent properties. New development will be required to foster activity on Clarke Road to the extent possible. Front yard setbacks for new development will be required to address the existing streetwall, which will have buildings closer to Clarke Road in this location.

S5: DESIGN PRINCIPLES



1 Residential Intensification

The site is currently underutilized and presents an opportunity for residential intensification. Neighbourhoods are intended to evolve into diverse places that include a broad range of housing opportunities. The applicable planning policies allow for “low-rise” residential development as per the Neighbourhoods Place Type policies in The London Plan. The applicable London Plan policies allow for heights of up to 6-storeys in this location.

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 Clarke Road frontage. This reduction in land area has been accounted for in the development design.

Official Plan References

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

3 Respond to the Context

The new building is sensitive to neighbouring lower-scale uses that are not anticipated to change over time. The proposed building is contained within a 45-degree angular plane measured from the west property line. The proposed side yard setbacks provide for circulation around the proposed building and sufficient spacing distance from adjacent property lines based on the height of the proposed building.

Official Plan References

Urban Design Policies - Policy 298
Neighbourhoods Place Type Policies - Policy 953

4 Continue the Street Wall

Existing development to the north of the site establishes the “street wall”. The proposed development respects and continues this built edge condition to avoid an awkward and/or undesirable break in the planned urban form along Clarke Road.

Official Plan References

Urban Design Policies - Policy 256
Neighbourhoods Place Type Policies - Policy 953

5 Carve for Access

New development will require a new 6.0 metre access/driveway off of Whitney Street. Additional lands have been acquired and consolidated by the developer to facilitate the proposed site access. The location of the site access occurs west of the intersection at Clarke Road at a sufficient distance to avoid potential conflicts with the intersection.

Official Plan References

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

6 Animate the Streetscape

The new building has been oriented such that the primary building frontage faces Clarke Road, with parking located at the rear of the site. The primary frontage along Clarke Road will include active elements such as unit entrances and high levels of articulation and architectural details.

Official Plan References

City Design Policies - Policy 261, 268, 285 & 291
Urban Design Policies - Policy 290 & 291

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 ground-oriented residential infill development in the form of a low-rise multiplex building up to a maximum of 10.5 metres in height. The proposed 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 R2-3 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.

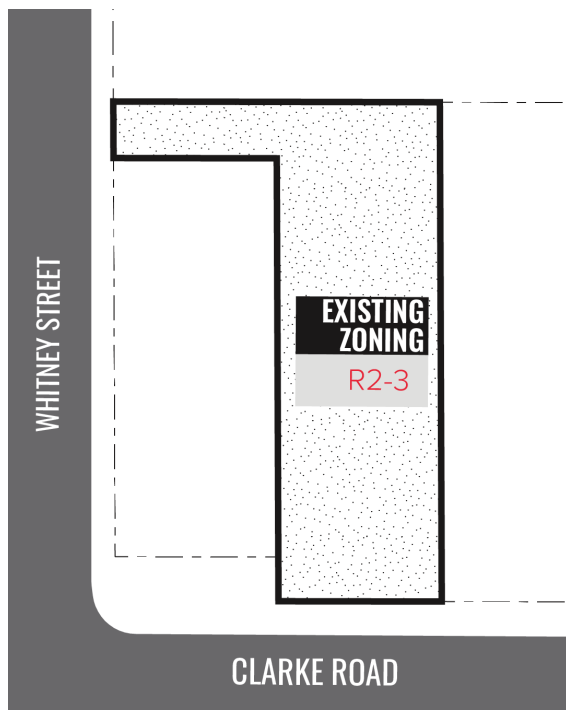


Figure 7. Existing Zoning

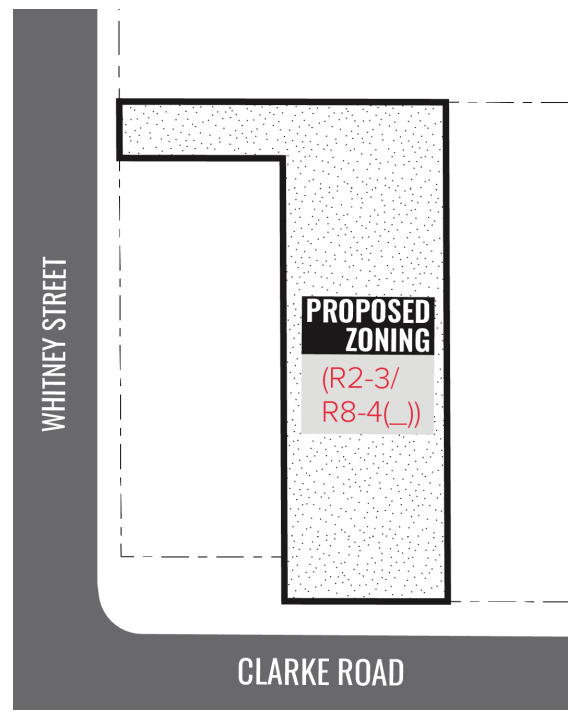
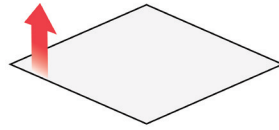


Figure 8. Proposed Zoning

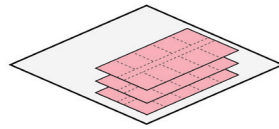
PROPOSED HEIGHT

9.0
Metres



PROPOSED DENSITY

97
UPH



/ Proposed By-law

383 Clarke Road & 1906 Whitney Street			
Regulation	R8-4	R8-4(L)	Special Explanations
Permitted Uses	Section 12.2	-	
Lot Area (min.)	1,000m ²	-	
Lot Frontage (min.)	30m	17.4m (As Existing)	1
Front and Exterior Side Yard Depth (min.)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	Front: 2.0m	2
Interior and Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	Interior Side Yard: 2.4m	3
Landscaped Open Space (min.)	30%	-	
Lot Coverage (max.)	40%	-	
Height (max.)	13.0m	10.5m	4
Density (max.)	75uph	100uph	5
Parking	Apartment: 0.5/unit	-	
Parking Aisle Width	For uses other than those described in Subsection 4.19(6)(a) and not subject to site plan approval, parking aisles shall have a minimum unobstructed width of 6.5m.	6.0m	6

Table 1: Special Regulations Overview

:- No Change

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

/ Special Regulation Explanations

1 Lot Frontage

The size and shape of the project site is desirable for the proposed low-rise apartment use and provides a unique opportunity to accommodate residential intensification in a manner that is sensitive and responds well to its context. In order to implement the proposed intensification, the existing lot configuration along Clarke Road must be recognized through the By-law. The existing lot configuration provides for sufficient space to accommodate appropriately-sized new buildings in addition to contextually sensitive side yard setbacks.

Official Plan References

Neighbourhoods Place Type Policies - Policy 920 & 953

2 Urban Front Yard

The existing 6.0m+ front and exterior side yard setback requirement in the R8-4 zone would produce a more suburban character than what is envisioned for redevelopment sites located along Civic Boulevards, by the London Plan. The proposed special regulation will ensure that new buildings will be sited close to the streets, 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
Neighbourhood Place Type Policies - Policy 953

3 Side Yard Requirements

For intensification in existing neighbourhoods, the placement and orientation of buildings is to take into account the context of the site and minimize potential impacts on adjacent properties. The evaluation of site edge conditions on page 16 of this brief provides an assessment of key site adjacencies. The proposed zoning strategy attempts to balance intensification/ efficient use of the site with sensitivity to context. A reduced/urbanized side yard setback has been implemented to better utilize the site area adjacent to the lands to the north and south, while maintaining a sufficient buffer.

Official Plan References

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

4 Height

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, of the London Plan outlines the range of heights permitted on the site. To align the proposed zoning with a low-rise built form along a Civic Boulevard, the maximum height permitted is proposed to be lowered from the typical R8-4 requirement of 13.0m to 10.5m. The 10.5 maximum height aligns with the permissions of the existing R2 Zone categories that currently apply to the site.

Official Plan References

City Design Policies - Policy 295
Neighbourhood Place Type Policies - Policy 918 & 953

5 Density

The proposed maximum density provision of 100 units per hectare will allow for the implementation of the proposed multiplex building and will align with the City's vision for residential intensification in Neighbourhoods.

Official Plan References

City Design Policies - Policy 298
Neighbourhood Place Type Policies - Policy 953

6 Parking Aisle Width

The General Provisions of the Zoning By-law require that parking aisles for developments not subject to Site Plan Control maintain a minimum unobstructed width of 6.5 meters. However, due to the existing lot configuration and optimize the overall design and functionality of the project, a 6.0-meter drive aisle is proposed to accommodate two-way vehicle traffic. In comparable 90-degree surface parking areas, 6.0-meter drive aisles are widely accepted as a standard minimum across similarly sized Ontario municipalities, demonstrating their effectiveness and suitability. Based on this, the proposed 6.0-meter drive aisle is not only supportable but also ensures that the design will function safely and effectively. The proposed development is of a small size, and conflicts with vehicle turning movements are expected to be infrequent. The table below compares parking stall dimensions and the corresponding required drive aisle widths across comparable municipalities, underscoring the viability of this reduction.

	Min. Parking Stall Size		Min. Drive Aisle Width
	Width (90°)	Length (90°)	
Kitchener	2.6m	5.5m	6.0m
Peterborough	2.5m	5.5m	6.0m
Windsor	2.5m	5.5m	6.0m
Ottawa	2.6m	5.5m	6.0m

Table 2: Drive Aisle Comparison

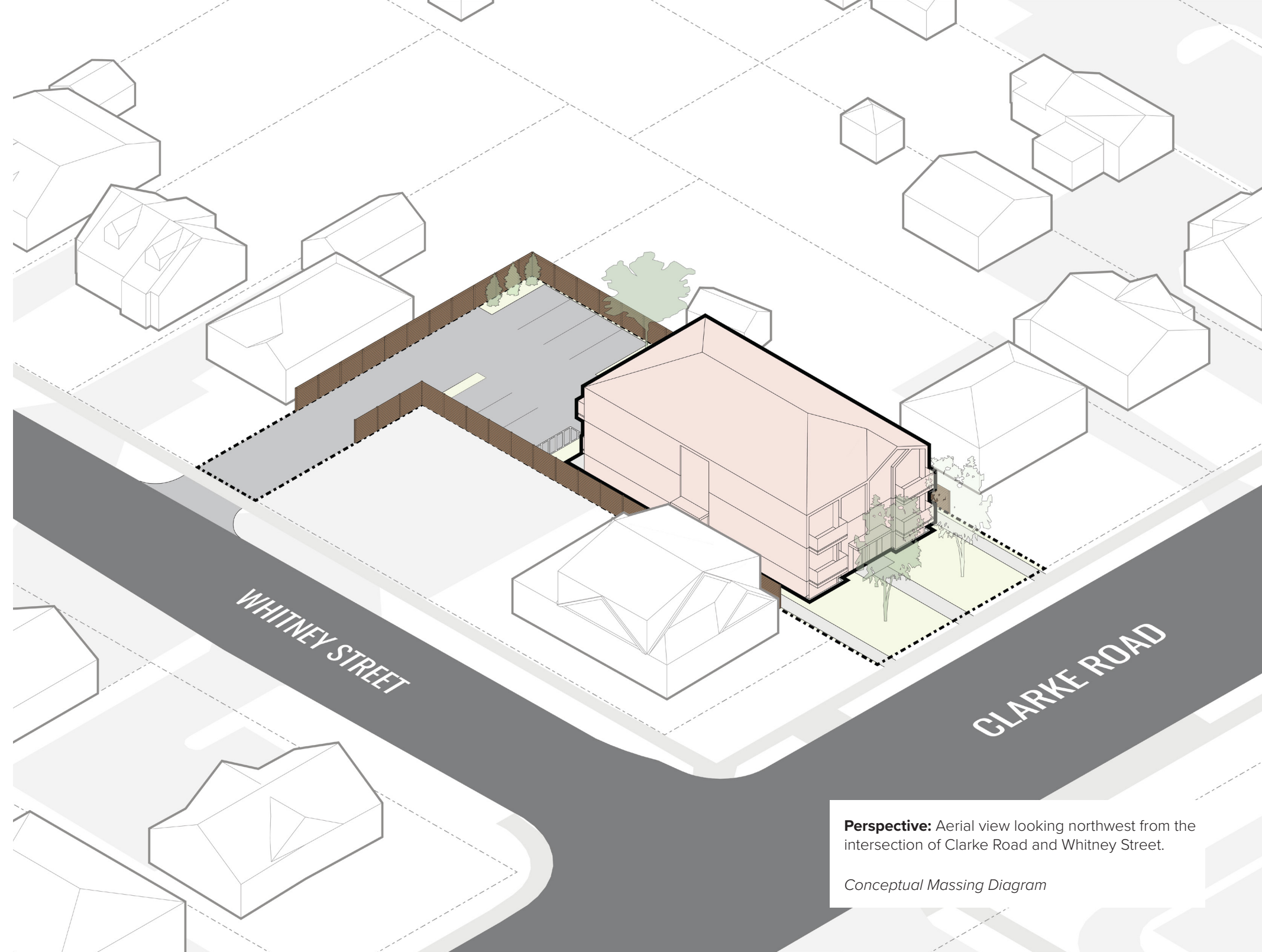
Zoning By-law References

Kitchener Zoning By-Law: Section 5.3.e.ii
Peterborough Zoning By-law: Section 4.3.1.a
Windsor Zoning By-law: Section 25.5.50
Ottawa Zoning By-law: Section 1071.a

S6.2 Proposed Development Concept

/ 2.5-Storey Residential Multiplex Building

The following illustrations and graphics provide an overview of the development concept for 383 Clarke Road & 1906 Whitney 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 6.2 of this brief. The preliminary concept plan envisions a 2.5-storey multiplex building with 10 residential units, with direct access to individual units. The development concept includes 7 surface parking stalls. Vehicular circulation is provided via a new access driveway from Whitney 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/383c. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.

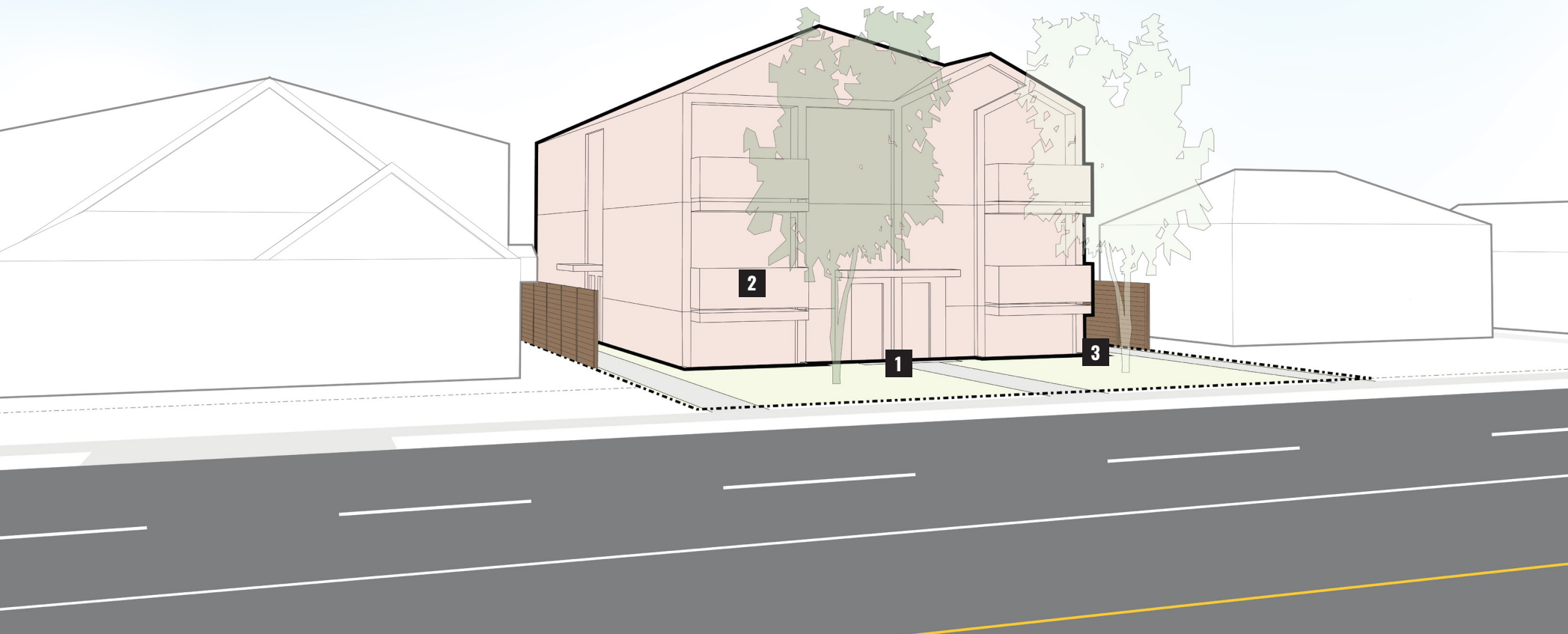


Perspective: Aerial view looking northwest from the intersection of Clarke Road and Whitney Street.

Conceptual Massing Diagram

Perspective: View looking northwest from Clarke Road.

Conceptual Massing Diagram



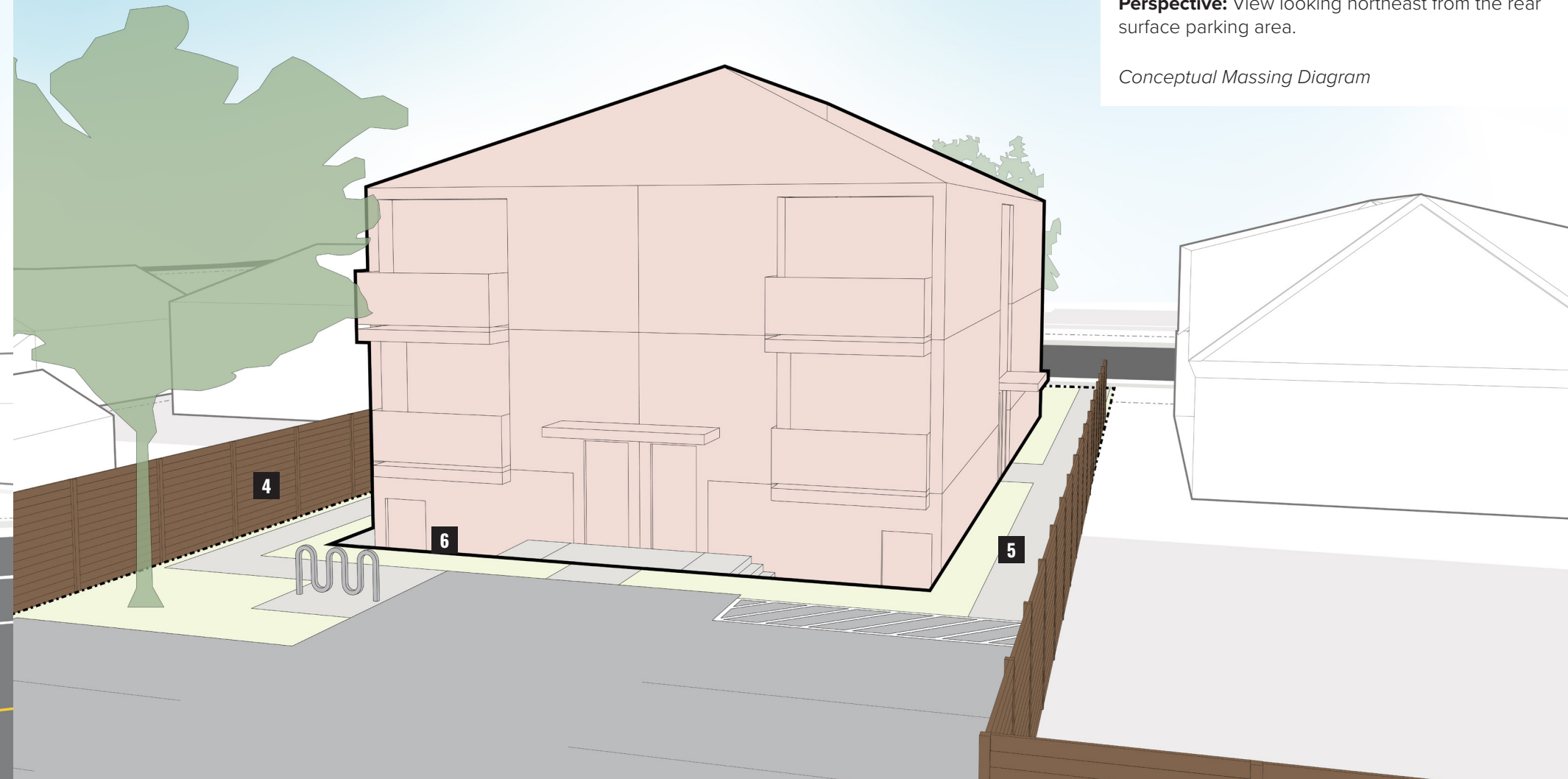
1 The proposed apartment building is envisioned with principal entrances to two units facing directly onto Clarke Road, with additional pedestrian connections to the public sidewalk, strengthening ties to the pedestrian network and providing animation along the streetscape.

2 Recessed balconies are envisioned for the proposed building accessed through individual units, providing for private amenity spaces for residents, in addition to providing further animation along Clarke Road

3 The building has been oriented to Clarke Road and set back in a manner that is sensitive and responds well to it's surrounding context and street wall.

Perspective: View looking northeast from the rear surface parking area.

Conceptual Massing Diagram

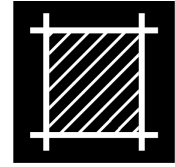


4 Fencing (i.e., 6 foot, wooden board-on-board) is envisioned along property boundaries in order to ensure privacy is maintained for adjacent single-detached dwellings.

5 Side setbacks position the proposed building to accommodate and be sensitive to future development along adjacent properties, while maintaining sufficient space for pedestrian connections.

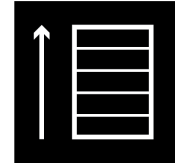
6 Sunken patio spaces are contemplated to allow for dedicated lower level unit accesses, as well as providing private amenity spaces for those units.

SITE AREA



1,032.6
SQUARE METRES

BUILDING HEIGHT



2.5
STOREYS

9.0
METRES

DWELLING UNITS



10
DWELLING UNITS

PARKING

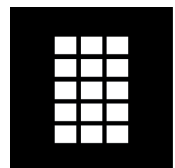


0.7/unit
OVERALL VEHICLE PARKING
RATE



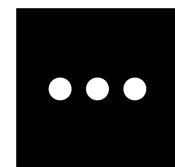
0.9/unit
SECURE/LONG-TERM BICYCLE
PARKING RATE

DENSITY

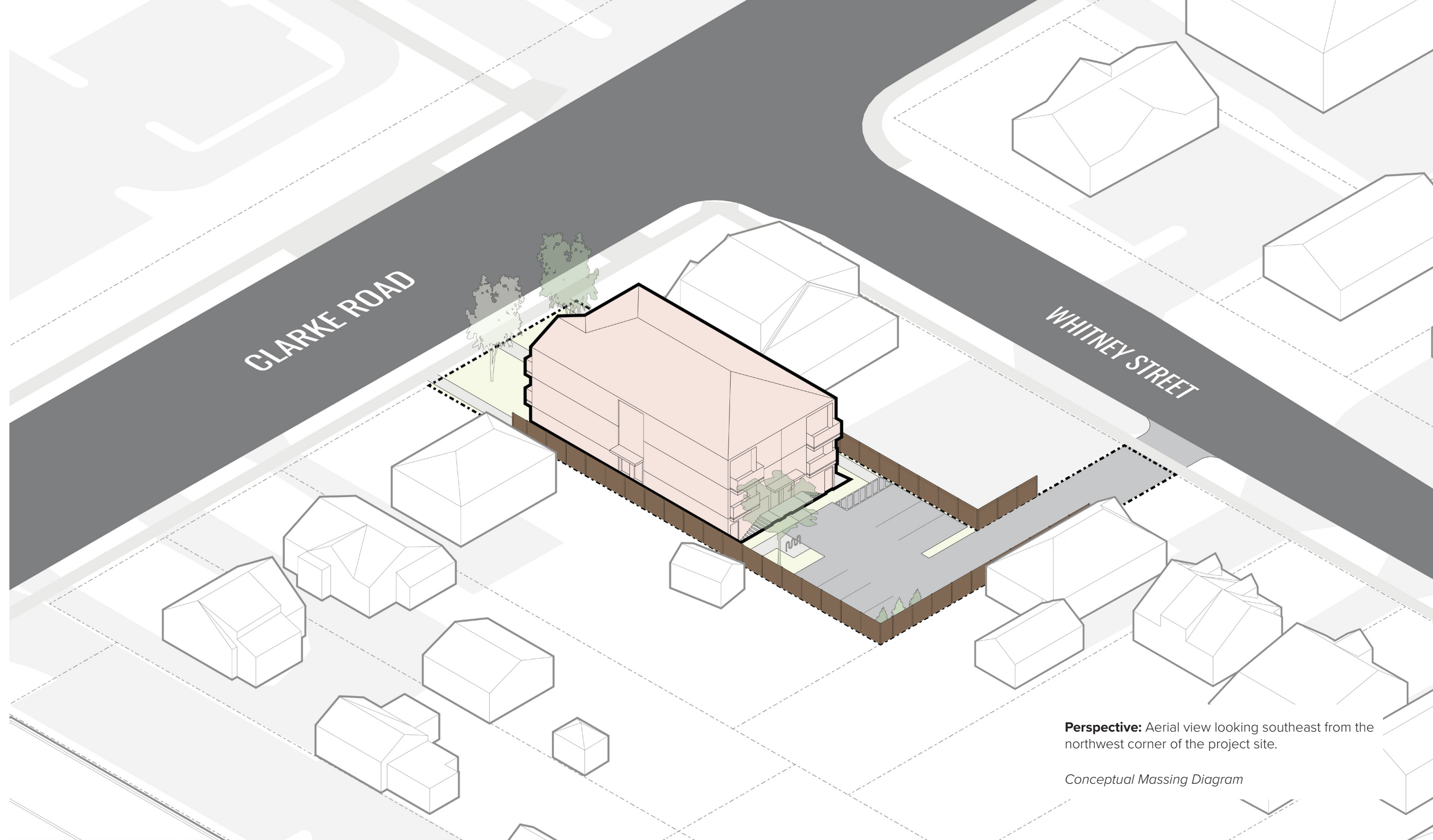


97
UNITS PER HECTARE

OTHER

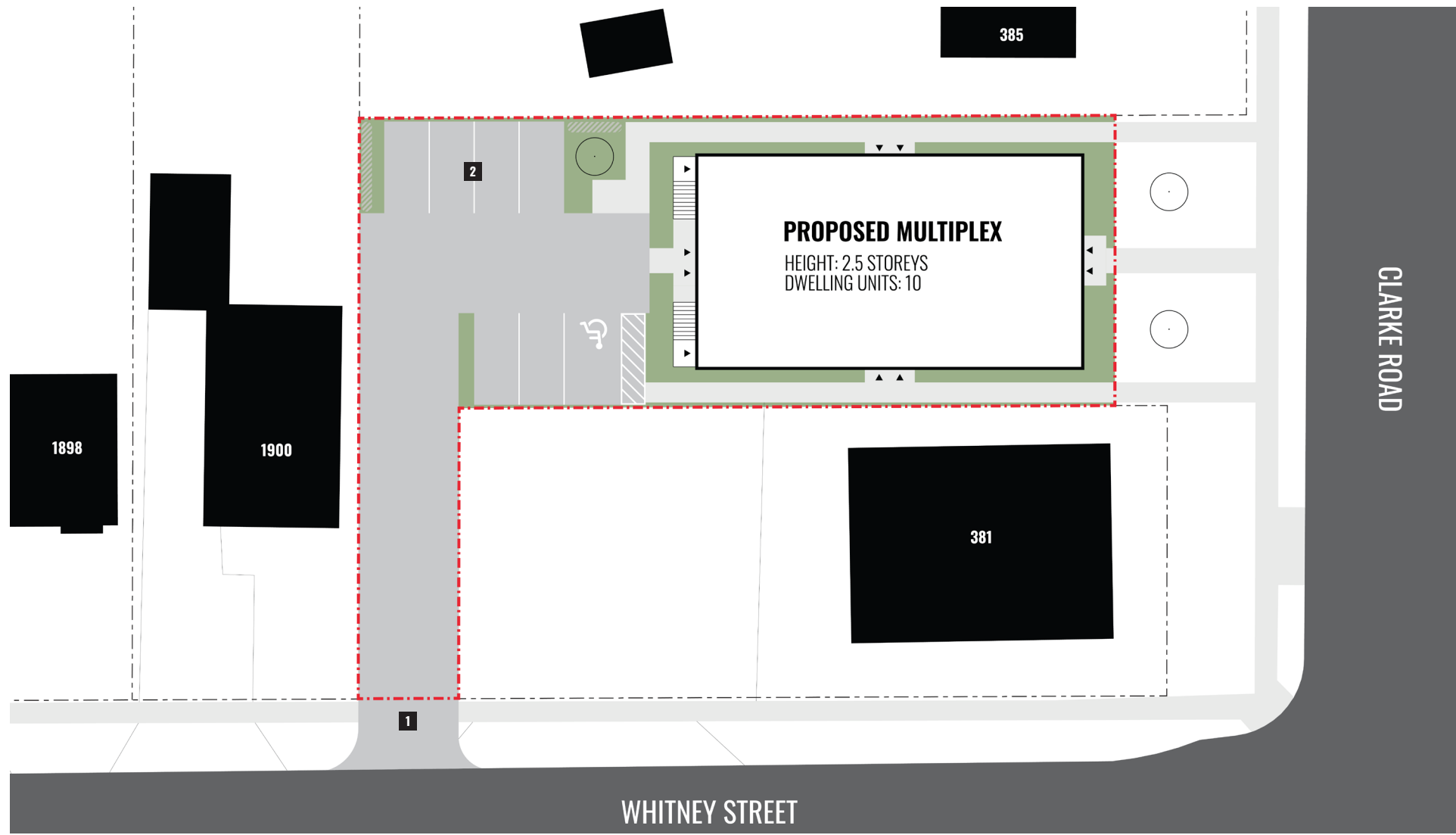


37% **28%**
LANDSCAPED OPEN SPACE LOT
COVERAGE



Perspective: Aerial view looking southeast from the northwest corner of the project site.

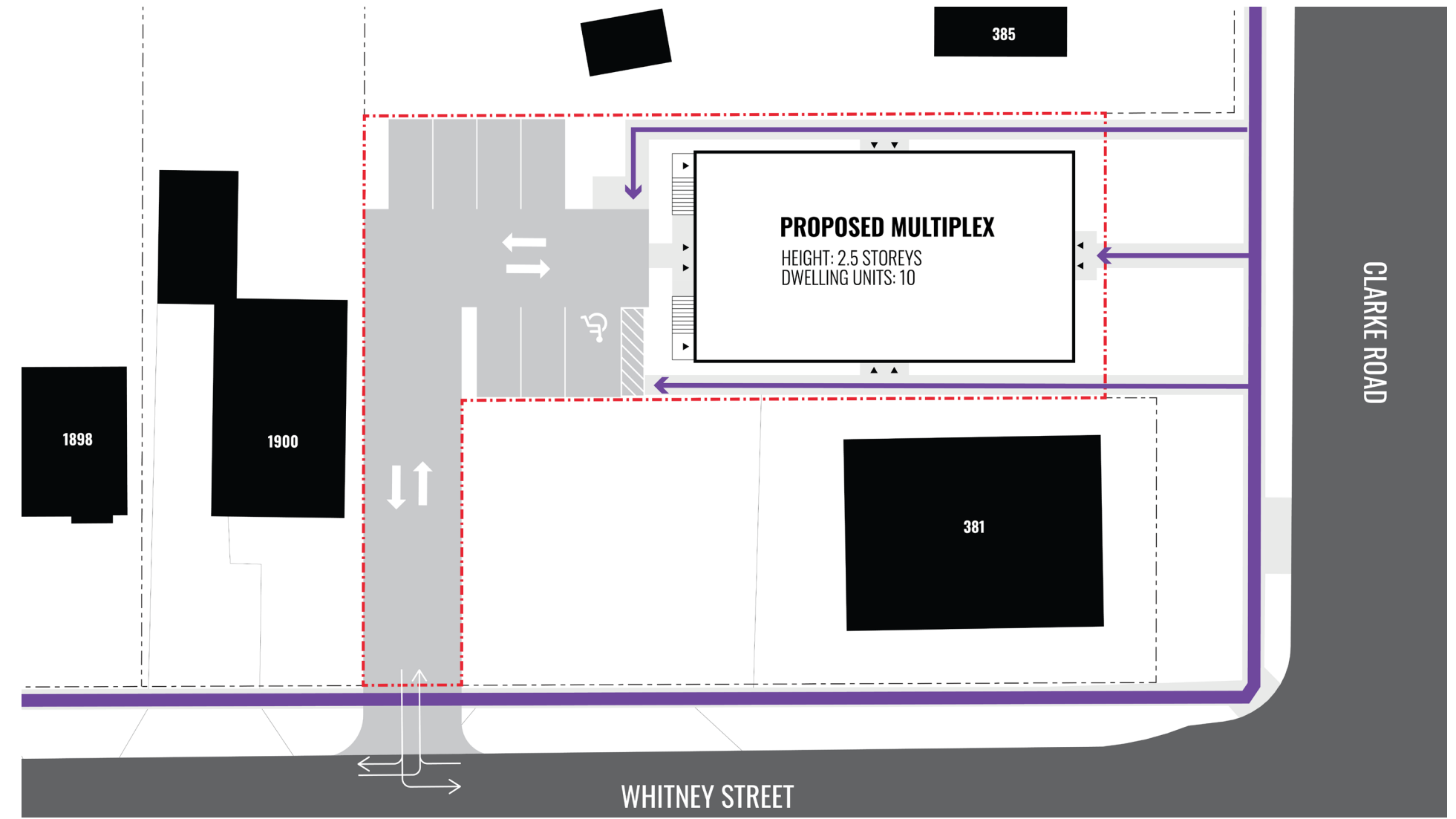
Conceptual Massing Diagram



- LEGEND**
- ▲ Individual Unit Entrances
 - 1 New Site Access
 - 2 Surface Parking
 - Landscaped Area
 - Enhanced Edge Treatment
 - Site Boundary
 - New Building Footprint

Note: This simplified ground floor/landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the key attributes of the development concept future detailed landscape plan which will be prepared by a Licensed Landscape Architect. For dimensions and full site details, please refer to the 2024-07-11 conceptual site plan.

Figure 9. Simplified Ground Floor & Landscape Plan



- LEGEND**
- ▲ Individual Unit 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 and 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 2024-07-11 conceptual site plan.

Figure 10. Site Access and Circulation Plan

S7: SUPPORTING STUDIES

S7.1 Environmental Noise Assessment Report

The July 2024 Environmental Noise Assessment conducted by SBM found that the noise levels at some indoor living areas exceed the allowable indoor noise level by less than 10dBA.

The report identifies mandatory installation of central air conditioning in all units along Clarke Road and along the north side of the building. The report identifies that provisions for central air conditioning be also implemented in all other units to allow for closure of windows and to ensure noise levels remain within the guideline levels. Warning clauses added to purchase or lease agreements advising of the potential for occasional elevated noise levels in defined areas of the site were identified as mandatory. All the required Noise mitigation measures identified in the SBM Ltd. report will be implemented through the building permit process.

S7.2 Archaeological Resources

The PPS 2020 and the City of London Official Plan both 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 Haruta Archaeology 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. No archaeological resources were identified during the Stage 2 assessment which involved on-site evaluation/test-pitting. As such, no further archaeological assessment of the property is recommended and no disturbance of archaeological resources is anticipated to occur.

S7.3 Preliminary Servicing

A preliminary servicing evaluation was undertaken by the Client to ensure appropriate outlets are available to service the planned development. MTE Consultants was retained to prepare this brief to support the development strategy and Zoning By-law Amendment application. The Servicing Report demonstrates the adequacy of the existing municipal services and an overview of any necessary extensions to underground services that will occur at the developers expense.

From a sanitary perspective, the MTE Report determined that the site is in the vicinity of an existing 200mm diameter sanitary sewer under Clarke Road. A new sanitary connection, estimated to be 150/200mm, will be required to connect the building to the existing sewer.

From a stormwater perspective, there is an existing 300mm diameter storm sewer on Clarke Road that connects to a 675mm storm sewer on Whitney Street. Since the development concept includes a small surface parking area in the rear yard, the most effective solution is to connect to the Whitney storm sewer via a new 200/250mm storm service connection. Full details for this service will be completed at the detailed design stage in the development process.

From a water servicing perspective, there is an existing 200mm diameter watermain beneath Clarke Road that is of a sufficient size for both domestic and fire flow demands of the proposed building. It's estimated that a new 100/150mm diameter water service connection will be required to link the site to the existing watermain. The detailed design of this will be completed in a later stage.

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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. DBNM Investment and Management Ltd. 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 383 Clarke Road and how those steps intersect with our applicant-led community engagement program.



Figure 11. 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

50 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/383c) was launched on July 16, 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 30, 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.

REACH

50

INFO POST CARDS CIRCULATED

24

UNIQUE PROJECT WEBSITE VIEWS

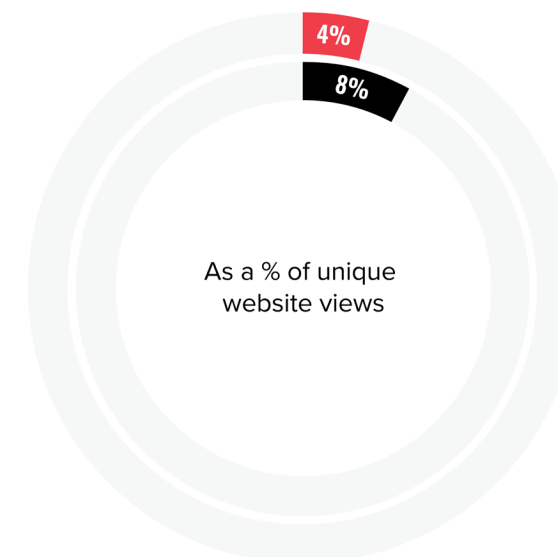
3

UNIQUE RESPONDENTS

3

UNIQUE PIECES OF FEEDBACK

ENGAGEMENT



- Attended the Virtual Info Session
- Signed up for email updates

FEEDBACK

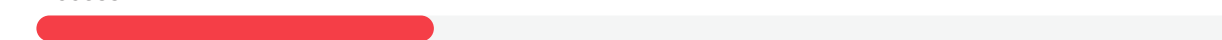
TOPICS OF INTEREST

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.

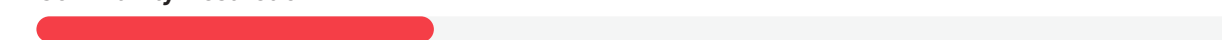
Privacy



Access



Community Aesthetic



Note: The graphics and text above represent highlights of our community engagement program.

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 383 Clarke Road & 1906 Whitney 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 site and building design details through the detailed design 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 2 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 Argyle 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. Archaeological Assessment prepared by Haruta Archaeology, dated April 2024.
7. Environmental Noise Assessment prepared by Strik Baldinelli Moniz Ltd., dated March 1, 2024.
8. Preliminary Servicing Brief prepared by MTE Consultants, dated June 10, 2024.

