

PLANNING JUSTIFICATION REPORT

4040 Colonel Talbot Road, London

September 2024

Submitted by Sifton Properties Limited

sifton

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1.0 INTRODUCTION

This Planning Justification Report (PJR) is submitted by Sifton Properties, for a proposed Official Plan Amendment and Zoning By-law Amendment application. The municipal address is 4040 Colonel Talbot Road, London. The legal description is Part Lot 72, East of Talbot Road Concession, Geographic Township of Westminster in the City of London.

The proposed development requires an Official Plan Amendment and a Zoning By-law Amendment in order to permit medium density development. A copy of the concept plans prepared for this site is provided as Appendix A.

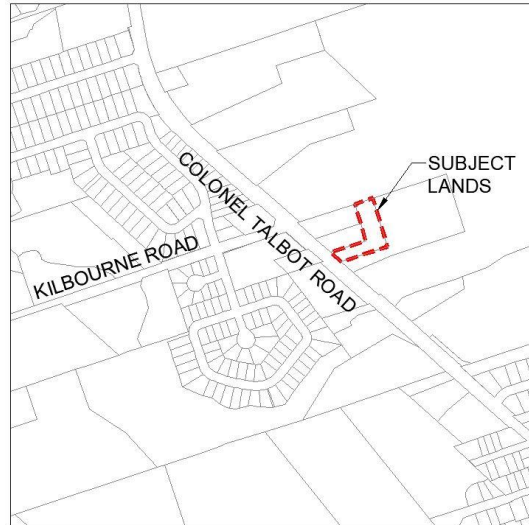


Figure 1 - Subject Site Location

Key contact for this application is Devon Posthumus of Sifton Properties Limited.

2.0 SUMMARY OF PROPOSAL

The existing designation for this property contains a wide range of permitted residential uses. The proposed Official Plan Amendment would address the mapping of the medium density residential to permit the entire property to be developed as medium density.

A pre-consultation meeting was held on September 20, 2022 with staff from the City of London. This report is being submitted in response to comments at that meeting.

A concept plan showing the proposed layout of the site includes the location of the residences, parking, barrier-free parking, landscaped areas and an entrance to the site from Colonel Talbot Road (Appendix A).

3.0 CURRENT PLANNING CONTEXT

3.1 LONDON PLAN

The property is currently designated on Map 1 (Place Types) as Neighbourhoods. The Neighbourhoods designation is intended for residential uses, including stacked townhouses. The site plan is proposing a maximum height of 4 storeys, which is permitted by the London Plan adjacent to Civic Boulevard and exceeds the minimum 2 storey requirement of Table 11.

Adjacent lands use designations are:

- North – Neighbourhoods
- West – Neighbourhoods
- South – Neighbourhoods, Green Space
- East – Neighbourhoods, Environmental Review

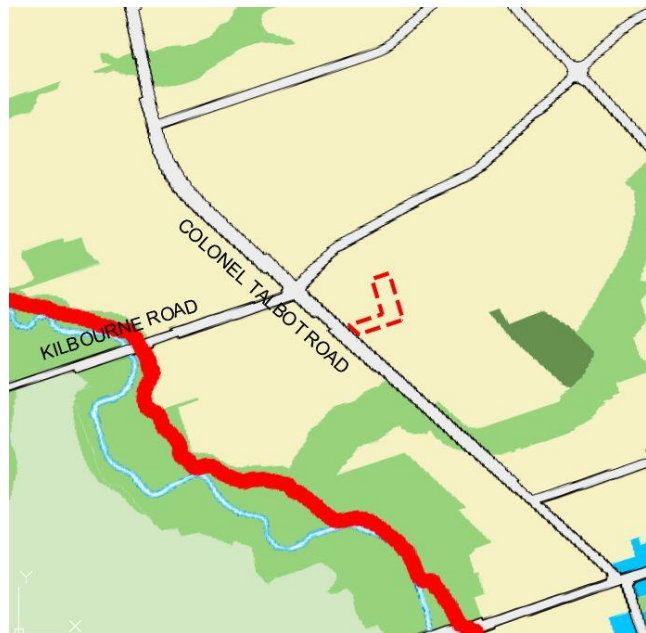


Figure 2 – Place Types

3.2 ZONING BY-LAW

The site is currently zoned as Urban Reserve residential (UR3) in the City of London's Zoning By-law No. 201-2000 (see approved zoning in Figure 3). The purpose of the Zoning By-law Amendment is to rezone the property to allow for medium density development, specifically R8-4 (□). This rezoning will also include special provisions.

A decrease to the front yard, interior and rear yard setback is being requested, as well as an increase in the density permitted.

An increase in maximum density to will ensure the efficient use of this land.

The complete list of special provisions and zoning map are provided in Appendix C.

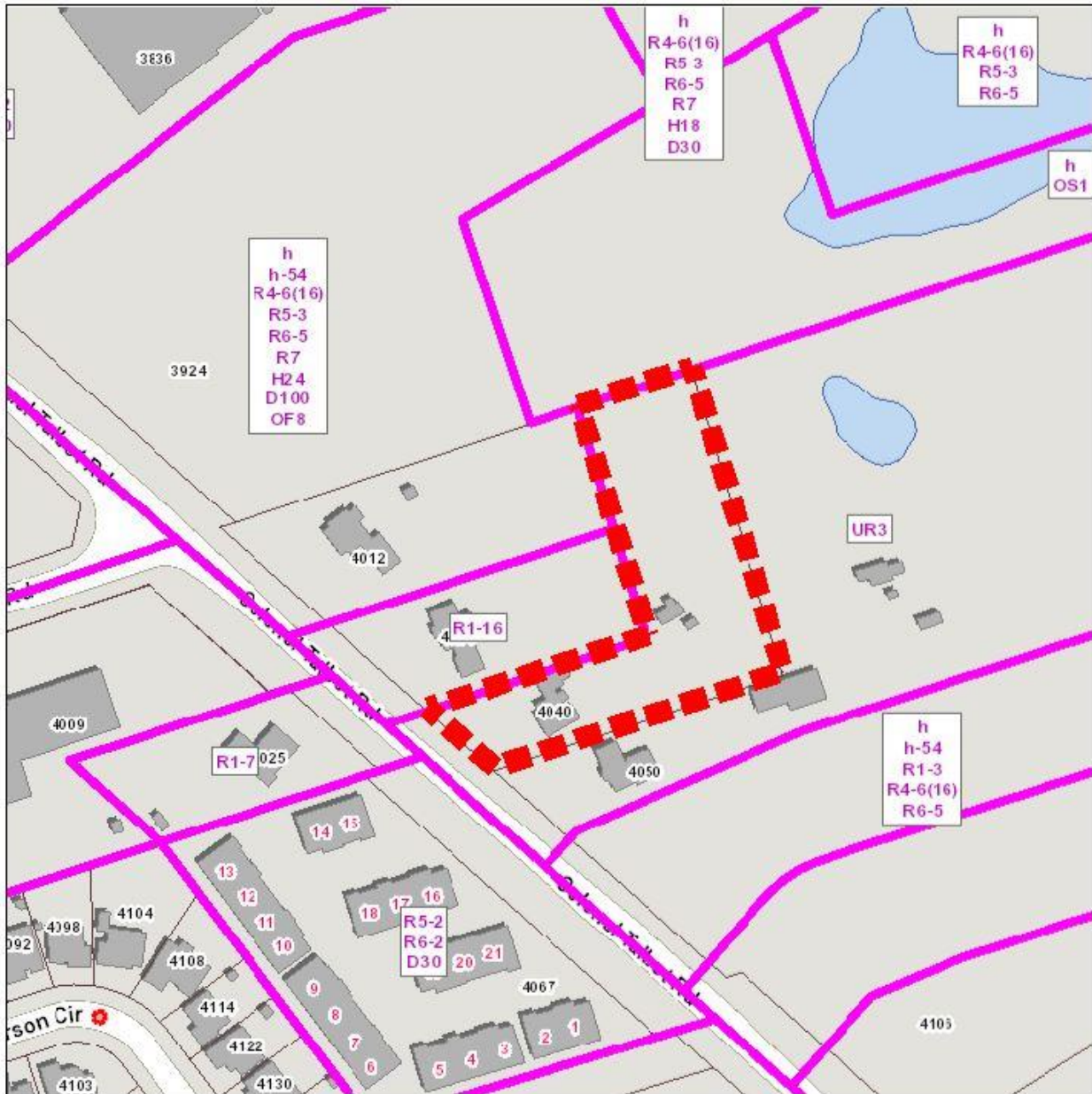


Figure 3 – Approved Zoning Map for By-law Z.-1-212910

3.3 SOUTHWEST AREA SECONDARY PLAN

The subject site is within the Southwest Area Secondary Plan. The property lies within the Lambeth Neighbourhood and is designated as medium density and low density residential on Schedule 4 – Southwest Area Land Use Plan.

Section 20.5.7 includes the following policies that are relevant to this site:

20.5.7

i) Function and Purpose

New residential development north of Longwoods Road will be of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood.

20.5.7.2 Medium Density Residential

i) Intent

Medium Density Residential development within the Lambeth Neighbourhood is intended to provide for medium intensity residential uses that are consistent with existing and planned development, and complement and support the commercial and service oriented uses of the Lambeth Village Core Neighbourhood. Three areas located to the immediate west of the Village Core, fronting and to the north of Hamlyn Street, and north of the open space corridor along Kilbourne Road, the east side of Colonel Talbot Road, and Campbell Street North, are intended for a mix of multiple-family residential types and forms at slightly higher intensities than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

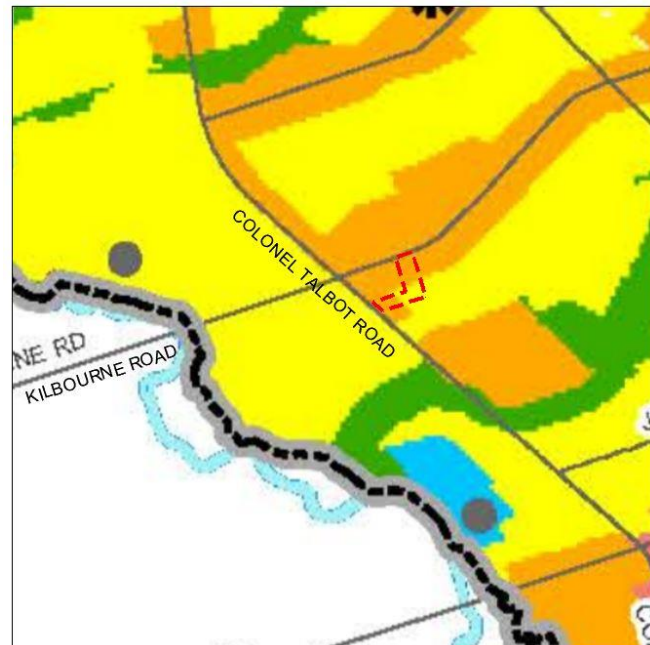


Figure 4 – SWAP Designation

4.0 EXISTING CONDITIONS

The subject site is located within the southwest area of the Urban Growth Boundary for the City of London. The site is currently used for residential purposes. Topography is relatively flat, gently sloping from the north to south and the west. Elevations on the site range from approximately 261.28 m at the northwest corner to 257.44 m at the southeast corner.



Figure 5 – Aerial View of Subject Site and Surrounding Area

Adjacent land uses include the following:

- North – Residential, future development
- East – Residential, future development
- South – Residential

- West – Colonel Talbot, existing medium density residential

Following are a number of photos of the site and its surroundings.



View to east, looking at existing residence



View to south looking at adjacent property



View from intersection of Colonel Talbot Road and Kilbourne Road



View to south along Colonel Talbot Road

4.1 ENVIRONMENTAL CONDITIONS

The majority of the site has been used for residential purposes.

4.2 NATURAL HERITAGE

There are no natural heritage features identified on the City's Official Plan for this site.

4.3 REGULATION LIMITS

This development does not contain any UTRCA regulated areas.

4.4 SITE CONTAMINATION

Based on previous and current uses, there is no reason to suspect any site contamination on the subject property.

4.5 ARCHAEOLOGICAL/BUILT HERITAGE CONCERN

No archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and no further archaeological assessment of the property is warranted.

5.0 CONCEPT PLAN

A concept plan has been included to illustrate the layout of the site, which incorporates the following elements:

- Access to the site from Colonel Talbot Road;
- Building concept showing a medium density residential use;
- Parking areas designed for optimal use of the property;
- Landscaping throughout the site.

It should be noted that the site plan concept is preliminary and we recognize that site plan approval will be required for this block. Details regarding amenity space, parking, access and servicing requirements and other matters will be addressed in detail through that process.

6.0 SERVICING

All servicing requirements will be addressed through the detailed engineering design. A letter has been prepared confirming that planned capacity for water, sanitary and stormwater infrastructure are sufficient to accommodate the proposed concept and associated Official Plan and Zoning By-law amendments, which is included as Appendix D.

7.0 TRANSPORTATION

7.1 INTERNAL ROADWORKS

The proposed development includes an internal private street connecting to Colonel Talbot Road.

7.2 BICYCLE AND PEDESTRIAN CONSIDERATIONS

An internal sidewalk is proposed on the subject lands to service bicycle and pedestrian needs.

8.0 PLANNING RATIONALE

The following section of the report summarizes how the proposed Official Plan and Zoning By-law Amendment application is consistent with the Provincial Policy Statement (PPS), the London Plan and the Southwest Area Secondary Plan.

8.1 PROVINCIAL POLICY STATEMENT (PPS)

PPS POLICY	HOW POLICY IS MET
<p>1.0 Building Strong Communities</p> <p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p>	<p>a) The proposed development promotes efficient land use by providing for a range of multi-family residential development for its intended market.</p>
<p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p>	<p>b) The development will add to the mix of residential uses in the area to meet long-term market demands. The site is also located adjacent or in proximity to other existing and proposed residential, commercial, parks and open space areas resulting in efficient and cost-effective development.</p>
<p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p>	<p>c) The proposed land uses will not cause environmental or public health and safety concerns.</p>
<p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p>	<p>d) Not applicable</p>
<p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p>	<p>e) Multi-family and low-rise developments are cost effective forms of housing and utilize land and services efficiently. Full municipal services are proposed. No extension of unplanned municipal services is required to accommodate this development.</p>
<p>h) promoting development and land use patterns that conserve biodiversity;</p>	<p>h) The proposed development considers the impact of a changing climate by contributing to compact and efficient land use.</p>
<p>1.1.2 Sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p> <p>Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-</p>	<p>The proposed development will assist in providing for and meeting the residential needs for the City of London for the 25-year planning horizon within a designated growth area.</p>

year time horizon.	
<p>1.1.3 Settlement Areas</p> <p>1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.</p>	The proposed development is within a settlement area, and is entirely within London's Urban Growth Boundary.
<p>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists may be developed; g) are freight supportive. 	The proposed development contributes to a desirable land use pattern within the settlement area by: Being located within an area already identified, designated and zoned for development, making use of available services, and being located immediately adjacent to existing/future residential and commercial development. It will also add to the range of residential densities and uses in the overall development.
<p>1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	The proposed development is within a designated growth area.
<p>1.3 Employment Areas</p> <p>1.3.1 Planning authorities shall promote economic development & competitiveness by:</p> <ul style="list-style-type: none"> a) providing for an appropriate mix and range of employment and institutional uses) to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; d) encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities; and e) ensuring the necessary infrastructure is provided to support current and projected needs. 	<ul style="list-style-type: none"> a) Not applicable. b) Not applicable to this site. d) The proposed development is in close proximity to existing commercial uses and will thereby support employment in those areas. e) Infrastructure is available for the site.
<p>1.4 Housing</p> <p>1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <ul style="list-style-type: none"> a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential 	a, b) The proposed development will add to the range of housing choices to help meet both short and longer-term housing demands in the City of London.

intensification and redevelopment, and land in draft approved and registered plans.	
1.6 Infrastructure & Public Service Facilities 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	Services are proposed at the property boundary and sufficient capacity is available, thereby allowing for efficient and cost-effective development.
1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.	Not applicable to this site.
1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.	Not applicable to this site.
1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	The development will utilize full municipal services, which will be available at the property boundary of the subject site.
1.6.6.7 Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	Proposed stormwater management facilities have already been constructed to service this site.
1.6.7 Transportation Systems 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The proposed development is in close proximity to existing mixed use/commercial development to minimize the length and number of vehicle trips.
1.6.11 Energy Supply 1.6.11.1 Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.	Not applicable to this site.
1.7 Long-term Economic Prosperity 1.7.1 Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and	a) The proposed development supports long-term economic prosperity by adding to the range of residential development, contributing to the local economy, and makes efficient use of

community investment readiness;	existing and planned servicing and transportation infrastructure.
b) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes	c) A sense of place will be provided through well designed built form and in close proximity to amenities.
j) promoting energy conservation and providing opportunities for increased energy supply	j) Energy conservation is generally inherent in more compact, multi-family forms of development.
k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;	k) The implementation of various sustainability options, combined with the use of drought tolerant landscaping, trees, and other features will assist in minimizing the effects of climate change and provide ecological benefits.
<p>1.8 Energy Conservation, Air Quality and Climate Change</p> <p>1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p>	The proposed development promotes compact form and efficient land use, while adding to the mix of uses in proximity to future residential.
<p>2.1 Natural Heritage</p> <p>2.1.1 Natural features and areas shall be protected for the long term.</p>	There are no natural heritage features on the site.
<p>2.3 Agriculture</p> <p>g) 2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.</p>	The subject lands are within a defined settlement area and do not contain, nor are they adjacent to, any agricultural areas.
<p>2.4 Minerals and Petroleum</p> <p>Minerals and petroleum resources shall be protected for the long term.</p>	Not applicable – there are no mineral or petroleum resources on or adjacent to the site.
<p>2.5 Mineral Aggregate Resources</p> <p>a. Mineral aggregate resources shall be protected for long term use....</p>	Not applicable – there are no mineral aggregate resources on the site
<p>2.6 Cultural Heritage & Archaeology</p> <p>2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</p>	There are no significant built or cultural heritage resources on the site.
3.1 Natural Hazards	Not applicable - there are no natural hazard areas on the site.
3.2 Human-made Hazards	Not applicable - there are no known human-made hazards or contamination on or adjacent to the subject site.

8.2 THE LONDON PLAN

The London Plan	HOW POLICY IS MET
268_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk. (Page 67)	The development proposes a direct connection of the private sidewalk to a City-initiated proposed public sidewalk.
269_ Buildings should be sited to minimize the visual	The parking areas will be shielded from the public due to the

exposure of parking areas to the street (Page 67)	parcel configuration and location of parking stalls.
357_ Cycling routes and pedestrian pathways will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling. (page 79))	The proposed development is within walking/cycling distance to open space and employment areas, where new linkages can be created in an area where routes are currently not provided.
697_ 9. A wide range of housing choice and affordable housing opportunities. (Page 163)	The proposed development offers an additional housing form that is not currently provided in the existing neighbourhood.
918_ 2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.	The proposal will introduce a new intensification type of development to this area.

8.3 SOUTHWEST AREA SECONDARY PLAN

SOUTHWEST AREA SECONDARY PLAN	HOW POLICY IS MET
<p>20.5.7 Lambeth Neighbourhood</p> <p>i) New residential development north of Longwoods Road will be of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood.</p>	<p>The proposed applications are consistent with the permitted uses, as the property is located north of Longwoods Road where medium density is supported.</p>
<p>20.5.7.2 Medium Density Residential</p> <p>i) Intent Medium Density Residential development within the Lambeth Neighbourhood is intended to provide for medium intensity residential uses that are consistent with existing and planned development, and complement and support the commercial and service oriented uses of the Lambeth Village Core Neighbourhood.</p> <p>iii) Built Form and Intensity</p> <p>a) Development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare.</p> <p>b) A residential density exceeding 75 units per hectare (up to 100 units her hectare) may be considered.</p>	<p>i) The proposed development intends for medium intensity residential to support the neighbourhood.</p> <p>iii) The proposed development meets the minimum 30 units per hectare and but exceeds the maximum 75 units per hectare, but past considerations have been made to increase the density to 100 units per hectare, and we believe this site meets those considerations.</p>

9.0 SUMMARY

The proposed Official Plan Amendment, Zoning By-law Amendment and site plan are in conformity with the City of London Official Plan and will be a compatible extension of existing and proposed development. The associated development will increase the range of housing opportunities for future residents in the neighborhood.

The requested zoning amendments will permit the implementation of the Official Plan, with densities that are in accordance with the City's targets to achieve efficient and compact development. In summary, the proposed revisions to the existing zoning are an appropriate use of land and represent good planning.

Report prepared by:



Devon Posthumus
Planner
Sifton Properties Limited

11.0 BIBLIOGRAPHY AND ATTACHMENTS

Attachments

- Appendix A – Site Plan Concept
- Appendix B – Building Elevations
- Appendix C – Proposed Special Provisions and Zoning Map
- Appendix D – Servicing Plans and Reports

Existing Background Studies and Documents (not attached)

- London Plan
- City of London Zoning By-law
- Southwest Area Secondary Plan

APPENDIX A – SITE PLAN CONCEPT

APPENDIX B – BUILDING ELEVATIONS

APPENDIX C – SPECIAL PROVISIONS AND ZONING MAP

APPENDIX D – SERVICING PLANS AND REPORTS