

June 19, 2024

Planning Justification Report

Application for Zoning By-law Amendment
Proposed Stacked Townhouse Development
691 Fanshawe Park Road East

Prepared For:

Creative Structures
c/o Kenneth Gakuhi Ngacaku
e: kngacaku@creativestr.ca
p: 519-878-5488



Prepared By:

mbpc
Monteith♦Brown
planning consultants

Monteith Brown Planning Consultants
219 Oxford Street West, Suite 302,
London, ON, N6H 1S5
519.686.1300 | www.mbpc.ca

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1.0 Introduction

1.1 Purpose

Monteith Brown Planning Consultants (“MBPC”) on behalf of our client, Creative Structures, is pleased to apply for a Zoning By-law Amendment for the lands known municipally as 691 Fanshawe Park Road East in the City of London (the “subject lands”). The owner of the property is Mamdouh Ahmed which has retained Creative Structures to manage the proposed planning application.

The purpose of this application is to permit the residential intensification of the subject lands through the replacement of an existing single detached dwelling with two blocks of stacked townhomes for a total of 10 units. The proposed development has been designed to have regard for London Plan policies on City Design and infill/intensification and will set a high standard for future redevelopment and contribute and fulfill the planned function of this area in transition.

The intent of this report is to analyze the land use planning merits of the proposed Zoning By-law Amendment application. The proposal will be analyzed within the context of the surrounding community, the planned future of Fanshawe Park Road Corridor and the relevant planning documents, including the Provincial Policy Statement, the London Plan, the City of London Zoning By-Law.

1.2 Site Description

The subject lands are an irregular rectangular shape with an area of roughly 1365m² (0.33 ac) and 23m of frontage on the south side of Fanshawe Park Road East. There is approximately 65m on the east side of the site and 53m on the west side for an average depth of 59m and 25m across the back of the site.

The site currently contains a single detached dwelling with an attached garage and a small accessory shed on the east side of the site. All existing buildings and structures are proposed to be removed to facilitate re-development of the subject lands.

The subject lands include a grassed front lawn and are generally flat topography, See Figure 2. The existing dwelling is roughly 140m² in size with a generous 26m setback to Fanshawe Park Road East with an existing driveway on the west side of the property, accessed from a turning lane in the centre of the road.

The current distance between the subject lands front lot line to Fanshawe Park Road East centreline is roughly 15.7m whereas 18m is required, therefore a 2.3m road widening is required to be dedicated to the City of London (roughly 54m² of area from the front of the site).

There are several mature Norway Maples and Little Leaf Lindens trees on site with a fence around the perimeter.

Figure 1 | Subject Lands Air Photo



Source: MBPC, 2024

Figure 2 | Subject Lands viewed from Fanshawe Park Road East



Source: Google Streetview, 2021

1.3 Land Use Context

The subject lands are located within the Stoneybrook Neighbourhood, midway between Glengarry Avenue and Fremont Avenue on the south side of Fanshawe Park Road East. The proposed development abuts existing low-density neighbourhoods composed of primarily of one and two-storey single detached dwellings to the east, west, and south with deep setbacks to dwellings that were annexed into the City of London in 1961.

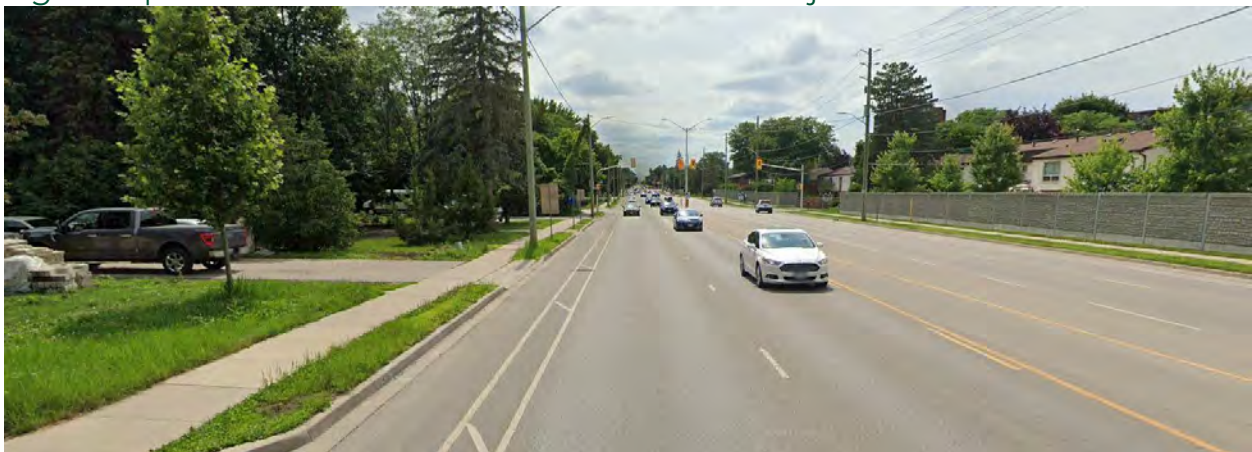
The existing streetscape along this portion of Fanshawe Park Road East consists of noise attenuation walls located on the north side of Fanshawe Park Road East concealing the rear yards of the two-storey townhomes with the noise wall, which provides an unarticulated street wall and no pedestrian connection.

The future planned corridor of Fanshawe Park Road East incorporates reduced building setbacks to creates an attractive street wall with higher densities and taller buildings to create a vibrant streetscape.

As the streetscape transitions with more intensity, we note several parcels of land along the Fanshawe Park Road corridor which have been built, proposed or in the process of development with similar characteristics of this proposed development. Please see Section 5.2 in this report.

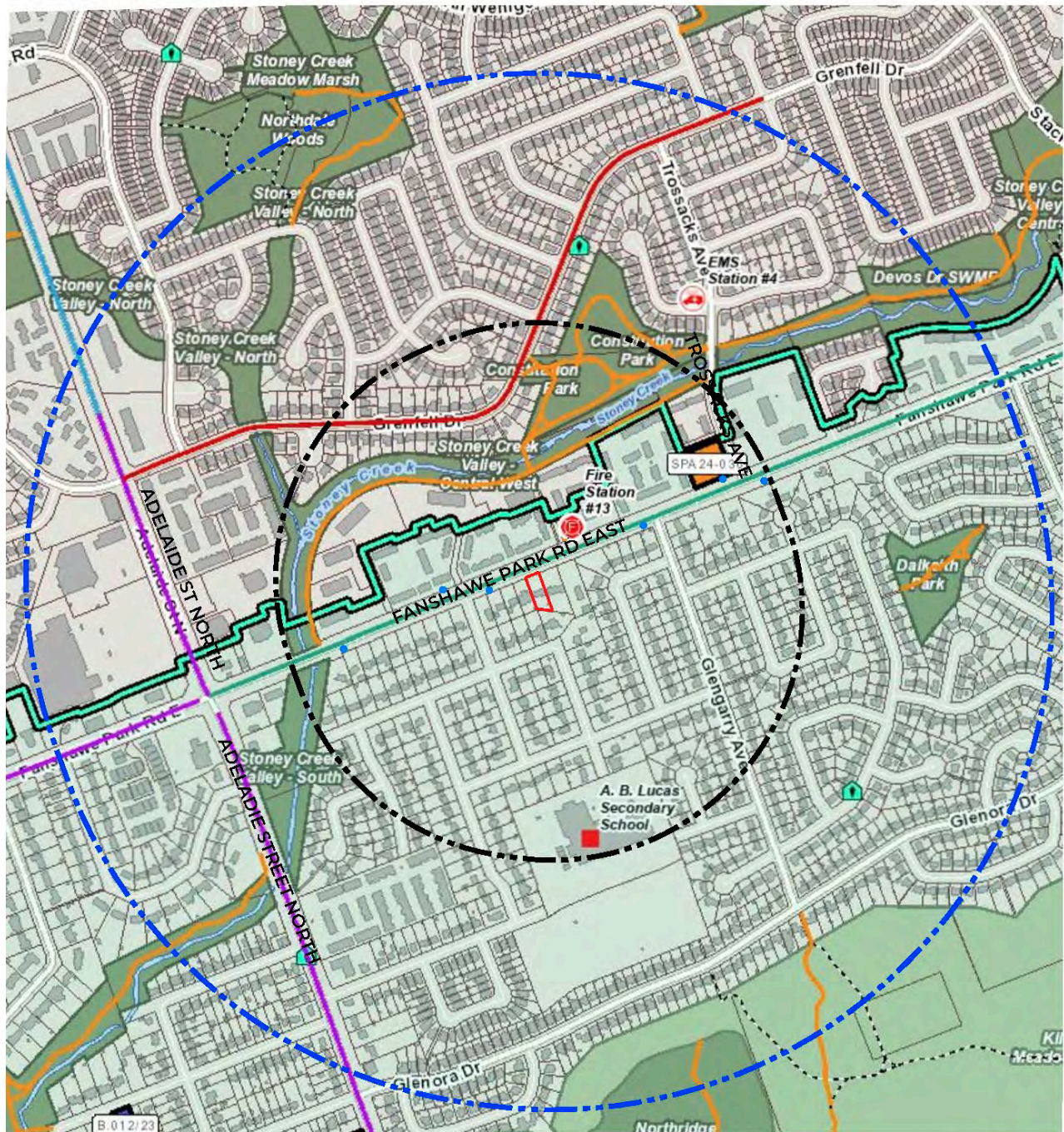
The current road profile includes a centre lane for turning vehicles from either direction and on-street bike lanes with a boulevard separating the City sidewalk. See Figure 3.

Figure 3 | Fanshawe Park Road East in front of subject lands



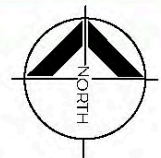
Source: Google Streetview, 2021

Figure 4 | Land Use Context



LEGEND

- | | |
|---|---|
| — SUBJECT LANDS | — ON STREET BIKE PATH |
| ● TRANSIT STOPS | — MULTI USE PATHWAY |
| 400m RADIUS (7 MIN. WALK) | PARKS |
| 800m RADIUS (15 MIN. WALK) | PRIMARY TRANSIT AREA |



Source: City of London Mapping

A parkland trail exists on the north side of Fanshawe Park Road East which accesses the Stoney Creek multi-use pathway traveling along the south side of the valley. There are several transit stops along this transit corridor as noted on Figure 4.

Fire Station # 13 is located on the north side of Fanshawe Park Road East, roughly across the road and Lucas high school is located within walking distance from the subject lands. The Adelaide and Fanshawe Park Road shopping centre is within the 800m radius of the subject lands.

1.4 Pre-Application Consultation

A pre-application consultation meeting with City Staff and Creative Structures was held on October 25, 2023. MBPC was not part of that process. Some initial concerns from the city outlined the proposed building orientation and the functionality of the proposed amenity area.

In response to these comments, our client has revised the proposed development to divide the building mass into 2 buildings instead of one and re-orient the townhouse building with units facing Fanshawe Park Road East with direct access to the City sidewalk. This also provided better functioning amenity space on site.

The following items were identified as requirements for a complete Zoning By-law Amendment Application:

- Zoning By-law Amendment Application and fees
- Planning Justification Report
- Tree Preservation Plan
- Archaeological Assessment Stage 1-2
- Preliminary stormwater brief/letter and grading plan
- Zoning Data Sheet (based on proposed zoning)
- Image(s) for Use on Sign and Webpage
- Electronic copies of all supporting background information

See Appendix 1 for the full comments from Pre-Consultation Meeting.

1.5 Design Goals and Objectives

Given the surrounding land use and built form, the intention of the proposed development is to intensify a parcel of residential land in a manner that is compatible with surrounding built form, provide visually attractive residential buildings to the public streetscape. As such, the proposed development is intended to:

- Ensure compatibility and fit with the surrounding neighbourhood
- Provide built form compatible with low-density residential dwellings.

- Ensure the maintenance, and enhancement where possible, of privacy between the subject lands and abutting properties; and,
- Improve and enhance the streetscape.

1.6 Fanshawe Park Road East - Corridor in Transition

As we reach a different era, a more compact building form of residential units are in demand. There are several examples of redevelopment that are taking place along the Fanshawe Park Road East corridor which are the first to transition to the planned streetscape with articulated street walls and pedestrian connectivity. The Fanshawe Park Road East corridor runs between Richmond Street and Highbury Avenue North.

The locations are as follows;

A. 307 Fanshawe Park Road East

This site was recently built with stacked, back-to-back townhomes in the R5-7(10) zone which permits 75 u/ha density and a front yard setback to patio / porch of 2.3m and front yard depth of 4.5m.

B. 517, 521, 525 Fanshawe Park Road East

Is zoned for 4 storey or 14m in the R8-4(71). This zone permits a 1m front yard depth to the street line.

C. 767 Fanshawe Park Road East

There is an existing single detached dwelling on site which has been zoned R5-7(25) for stacked townhomes with a density of 64 u/Ha, front yard setback of 3.8m and interior yard of 3.3m. The proximity of the building to the street provides an opportunity to improve the Fanshawe Park Road East corridor with a pedestrian-oriented urban design.

D. 1515 Trossacks Avenue

These lands are vacant with frontage on Fanshawe Park Road East the zoning to permit a 6-storey apartment and density of 269 u/ha. Zoned R9-3(20) also permits a 2m setback to Fanshawe Park Road East to the building. Exterior side yard patios have a 0m setback.

E. 1150 Fanshawe Park Road East

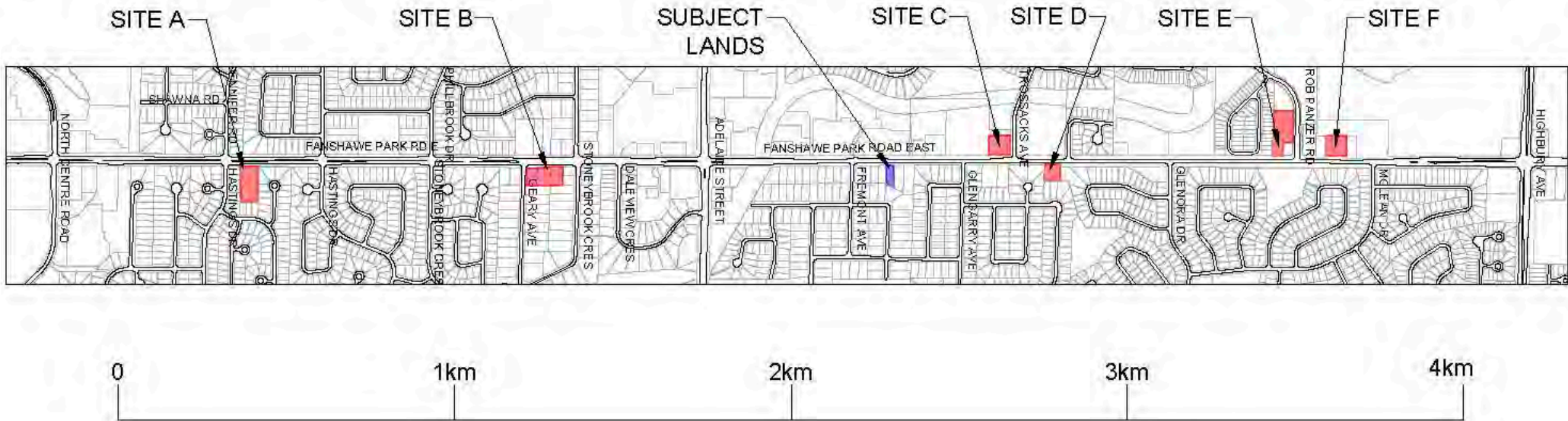
These lands are under construction with a stacked townhouse built 2m from Fanshawe Park Road East and permitting 133 u/Ha in the R8-4 (60) B70 zone.

F. 1208 Fanshawe Park Road East

This site consists of a single detached dwelling with 12 units proposed & recently rezoned for residential intensification. It is zoned R5-7(34) permitting 74 u/ha density, front yard setback of 3m and 5m rear yard depth with habitable rooms.

For locations of each site, see Figure 5

Figure 5 – Corridor in Transition



2.0 Development Proposal

Through the utilization of the significant lot size and depth, the applicant is proposing to revitalize and redevelop a residential lot in northeast London with the removal of the existing dwelling and the construction of a 3.5-storey cluster townhouse development comprised of two blocks of buildings. One (“**Building A**”) oriented to front the public streetscape and the second (“**Building B**”) is situated toward the rear of the site. In total, 10 townhouse units will be provided on the subject lands along with the associated surface parking, and shared amenity areas. The proposed development has been designed to have regard for London Plan policies regarding City Design and infill/intensification.

Building ‘A’ is proposed to face Fanshawe Park Road East, with unit entrances connecting to the public sidewalk. A 3m front-yard setback to Fanshawe Park Road East is proposed to bring the building closer to the street (while ensuring that doorways and steps will not encroach into the road allowance) to create an inviting and comfortable pedestrian environment.

The placement of Building ‘A’ on the site also serves to hide the view of the surface parking lot to the south from the roadway. Building ‘B’ is proposed to be in the back, with an interior sidewalk providing a safe pedestrian connection to the parking lot and shared at-grade amenity areas. Raised porches provide access to building entrances along the front elevation of both buildings.

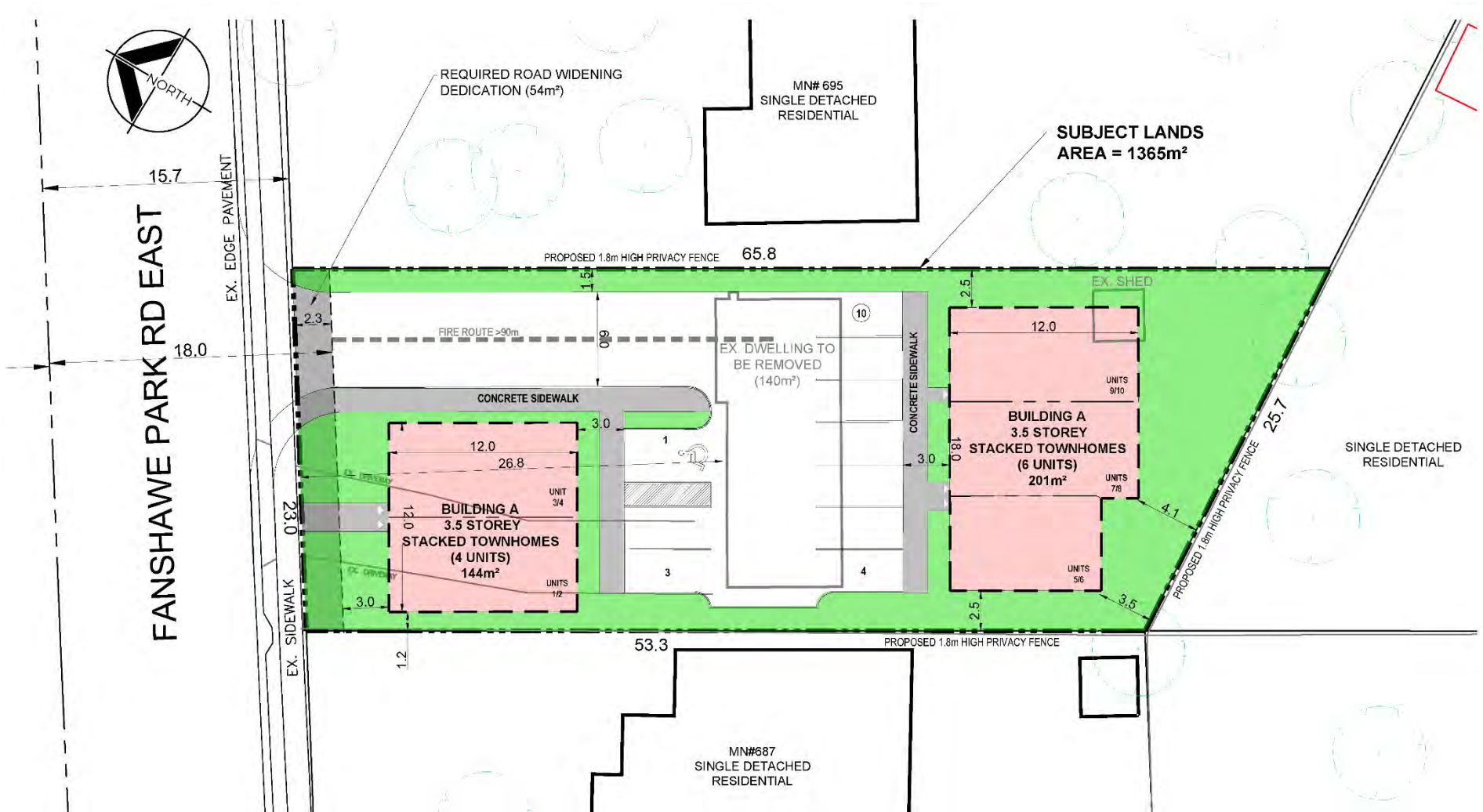
Lowered patios, approximately 1.0m below grade, are provided for units with lower-level access with a raised main floor. An outdoor amenity area is proposed along the eastern property line and southeastern corner of the subject lands where tree compensation for removals is planned.

The building massing will be “broken up” with the use of smooth and textured façade materials, accentuated façade elements, balconies on the second floor, and vertical windows on the third floor. Landscape buffers will be provided to screen the portion of the parking area with exposure to Fanshawe Park Road East.

The proposed access is located on the east side of the subject lands which leaves a potential future joint access with 695 Fanshawe Park Road East, as the City’s Access Management Guidelines strongly encourage shared driveways for developments fronting arterial roads.

With the proposed building being positioned close to the street, it will create a lively and vibrant street frontage that networks with the City sidewalk system and creates a street wall that will add to the Fanshawe Park Road East streetscape that is articulated.

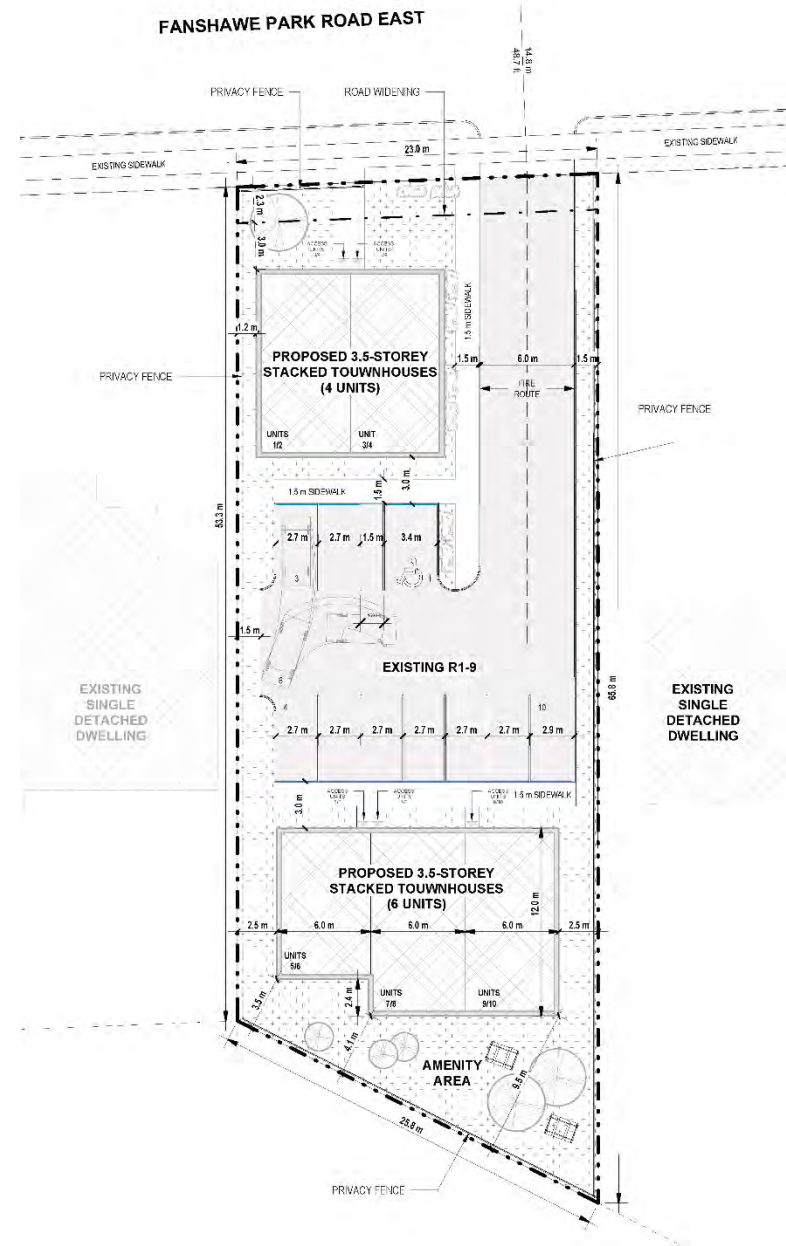
Figure 6 | Proposed Development



Source: MBPC, June 2024

Figure 7 | Site Plan and Data Table

ZONING DATA - RESIDENTIAL ZONE				
MUNICIPAL STREET ADDRESS: 691 FANSHAWE PARK RD E LONDON, ON N5X 1L4				
ITEM	REGULATIONS	REQUIRED (R5-7)	PROPOSED (R5-7)	
1	RESIDENTIAL TYPE	TOWNHOUSES AND STACKED TOWNHOUSES	STACKED TOWNHOUSES	
2	ZONE VARIATIONS	R5-7	R5-7	
3	PERMITTED USES	STACKED TOWNHOUSING	STACKED TOWNHOUSES	
4	LOT AREA (MIN.)	1000 m ²	1,369.33 m ²	
5	LOT FRONTAGE (MIN.)	30.0 m	23.0 m	
6	FRONT SIDE YARD DEPTH (MIN.) - FROM ROAD WIDENING	LOCAL STREET MAIN BUILDING	6.0 m	N/A
7		LOCAL STREET GARAGE	6.0 m	N/A
8		ARTERIAL	8.0 m	3.0m
9		PRIMARY COLLECTOR	6.0 m	N/A
10		SECOND COLLECTOR	6.0 m	N/A
11	REAR SIDE YARD DEPTH (m) MINIMUM	6.0 m	3.5 m	
10	INTERIOR SIDE YARD DEPTH (m) MINIMUM	3.0 m	1.2 EAST 2.5 WEST	
13	LANDSCAPED OPEN SPACE (MIN.)	30.0%	33.3%	
14	LOT COVERAGE (MAX.)	45.0%	25.5%	
15	HEIGHT (MAX.)	12.0 m	12.0 m	
16	DENSITY UNITS PER HECTARE (MAXIMUM)	60	73	



Source: Creative Structures, April 2024

Figure 8 | Proposed Building Rendering - Isometric



Source: Creative Structures, March 2024

Figure 9 | Proposed Building Rendering – Street View



Source: Creative Structures, March 2024

3.0 Background & Technical Studies

3.1 Stormwater Management Brief Letter and Grading Plan

The applicant retained Prototeck Engineering and Associates Inc. in April 2024 to prepare a Stormwater Management Brief Letter and Grading Plan with the results noted below. The proposed development composite C factor calculated as 0.67 is less than the existing runoff coefficient for the site of 0.75, therefore, onsite SWM quantity controls aren't required.

The existing site drains generally southern direction, towards the south property line of the existing site, the average drop in elevation from the northern property line to the southwestern corner of this property is approximately 0.29 m with an average slope of approximately 0.54%.

The site will split into two post-development catchments, catchment U1 will drain to Fanshawe Park Road, East uncontrolled while the remainder of the site catchment (A1) will be collected through a storm system and drain on the existing 825 mm storm main located on Fanshawe Park Road East. See Appendix 2 for full report.

3.3 Archaeological Assessment

The applicant retained AS&G Archaeological consulting in March of this year and No archaeological sites were identified within the property. The Stage 2 archaeological assessment did not identify any archaeological sites requiring further assessment or mitigation of impacts and it is recommended that no further archaeological assessment of the property be required. See Appendix 3 for full report.

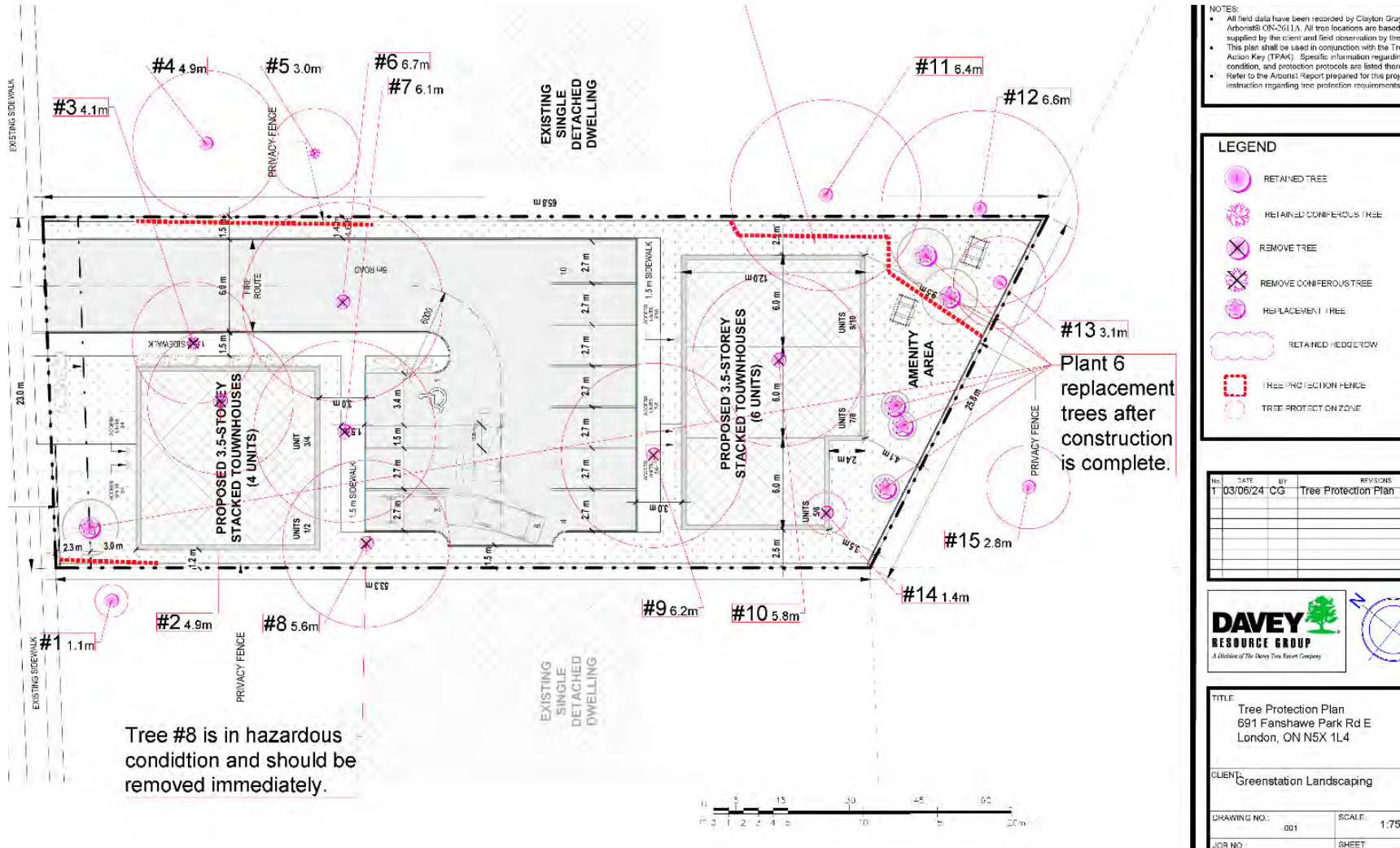
3.2 Tree Protection Plan & Arborist Report

An Arborist Report was prepared for the subject lands by Davey Resource Group in March 2024 locating 15 trees on site and the adjacent lands. 12 trees were in good condition, 1 in fair condition and 2 in poor condition including a Sugar Maple noted as hazardous in the front of the existing dwelling. It was noted this tree should be removed immediately with permits and fees waived.

In addition, the white spruce in the front yard is in decline and should be removed. The other 6 trees to be removed are deciduous trees such as little leaf lindens, Norway maples and one eastern redbud in the back corner. See Figure 10.

The report notes that excavation for new foundation to be done with low impact methods (Hydrovac at <500psi, air spade or hand dig) under supervision of ISA certified arborist who will prune roots as necessary to protect for perimeter trees, in addition to the tree protection fencing proposed during construction. for See Appendix 4 for full report.

Figure 10 | Arborist Report



Tree #8 is in hazardous condition and should be removed immediately.

Plant 6 replacement trees after construction is complete.

Source: Davey Resource Group

4.0 Planning Framework & Analysis

The following section will provide an overview and analysis of the existing planning framework, identify the key policies and by-laws that relate to the subject lands, and discuss the Zoning By-Law Amendment applications required to permit the proposed development.

4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (“PPS”) provides policy direction on matters of provincial interest related to land use planning and development. Any decision by a planning authority that requires approval under the Planning Act “shall be consistent with” policy statements issued under the Act. The PPS is intended “to be read in its entirety”, and decision makers must balance a range of policy directives when deciding whether a planning proposal is consistent with the PPS, rather than prioritizing one set of policies over another (PPS, Part III).

The proposed development is consistent with Provincial policy directives regarding healthy, liveable, and safe communities and redevelopment of underutilized lands within settlement areas in a compact urban form (Policies 1.1.3.5 & 1.1.3.6) as the proposed multi-unit infill development contributes to the provision of a range and mix of residential types within the community, on a lot formerly utilized for low-density housing (Policies 1.1.1, 1.1.3.2, 1.4.3 b)). The PPS directs also municipalities to “provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area” by permitting and facilitating intensification and redevelopment, and promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit (Policies 1.4.3, 1.7.1 b)).

The subject lands are a prime candidate for redevelopment, as the property is an oversized remnant residential lot fronting onto a major road with access to existing servicing infrastructure that can accommodate a greater number of dwelling units (Policies 1.1.1 b), g) 1.1.3.1, 1.1.3.2 a), b), 1.7.1 b), 1.6.6). The subject lands also directly abut active transit infrastructure (bicycle lanes along Fanshawe Park Road East) and two transit routes which connect the proposed development to commercial hubs and employment and education centres (Policy 1.1.3.2 d), e), 1.7.1 b), 1.6.7.4). In the context of the planned and transitional nature of this significant transportation corridor in the City, the proposed intensification is sensitive to the neighbourhood context regarding height, density, and building form, and is compatible with the land-use vision for the property in the London Plan, as discussed below (Policy 1.1.3.4).

Considering the above analysis, the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement.

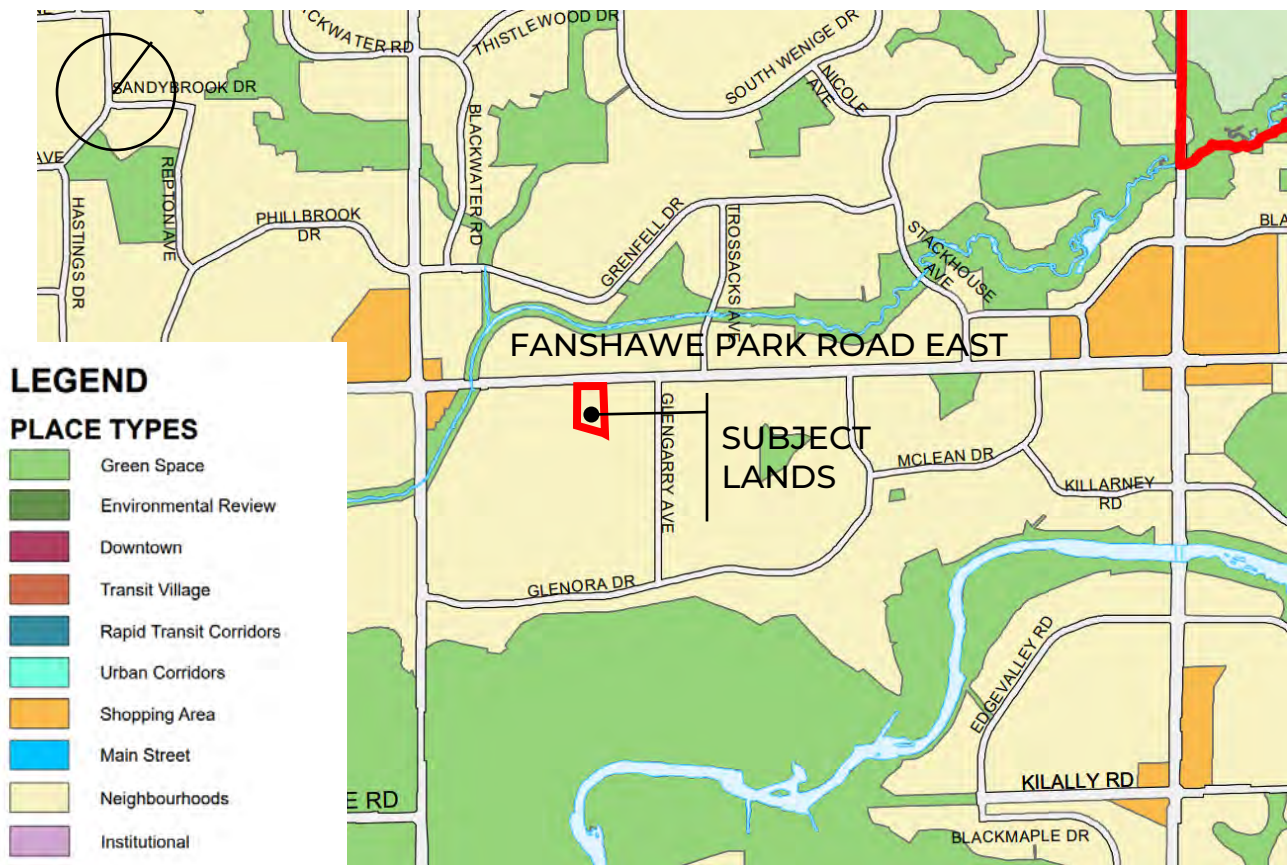
4.2 London Plan

Development within the 'Neighbourhoods' Place Type is intended to provide for a diversity of housing choices, attractive streetscapes, and well-connected neighbourhoods, with close access to daily goods and services, employment opportunities, and parks and recreational opportunities (Policy 916).

Permitted uses for specific properties within the 'Neighbourhoods' Place Type depend on the street classification onto which the property has frontage (Policy 920_4). In this case, Fanshawe Park Road East is classified as an 'Urban Thoroughfare' on Map '3' of the London Plan, so permitted uses include, but are not limited to, single-detached, semi-detached, duplex, townhouse, and triplex dwellings, along with stacked townhouses, fourplexes, and low-rise apartments.

The minimum building height is two storeys, and the standard maximum building height is four storeys, with an upper maximum of six storeys. The proposed three and a half storey stacked townhouse building form is therefore permitted on the subject lands. (The London Plan does not provide policy guidance regarding minimum or maximum densities within residential areas.)

Figure 11 | Place Types - London Plan excerpt



Source: London Plan Map 1 – Place Types

Fanshawe Park Road East is also shown as an active mobility route on Map 4 of the London Plan. A marked and separated but unprotected bike lane runs along both sides of the road, connecting to cycling and walking routes throughout the neighbourhood and the northern branch of the Thames Valley Parkway.

Map 5 of the London Plan does not identify any natural heritage features on or adjacent to the subject lands.

Map '6' identifies that the subject lands are located, (as are a significant portion of the City of London) within a 'Significant Groundwater Recharge Area' and a 'Highly Vulnerable Aquifer'. According to the London Plan, "a hydrogeological study may be required to determine the potential impacts of the proposed development on the quality and quantity of the groundwater resource as part of a planning or building permit application" (Policy 1552). The City did not identify that a Hydrogeological Study would be required for a complete Zoning By-law Amendment submission through the Pre-Consultation process.

The proposed development is consistent with the London Plan vision for the Neighbourhoods Place Type, particularly regarding attractive streetscapes and buildings and diversity in housing choices, as the proposed townhouses will be replacing a single-detached dwelling. The proposed Zoning By-law Amendment will permit the redevelopment of the subject lands at a higher residential density than currently exists, by allowing 10 units where one is currently permitted under the existing Zoning framework (Policy 938).

The London Plan encourages residential intensification within existing neighbourhoods (including infill and redevelopment) (Policies 937, 938, 939). In examining the surrounding land-use context, the subject lands are located within a linear configuration of low-density residential lots fronting onto Fanshawe Park Road East, their location along a major road, and their land-use designation in the London Plan, it is expected that residential intensification will occur on adjacent properties over time. In the meantime, the proposed 3 and half storey buildings represent a reasonable transition between the two-storey single-detached dwelling to the west and east and the 2 storey townhomes on the north side of Fanshawe Park Road East.

In addition, opportunity for a shared access in the future with the adjacent lands on both sides is conceivable. The subject lands can accommodate enough parking, landscaped open space, outdoor amenity areas, buffering from adjacent properties, and garbage storage areas for the proposed development (Policy 253_3.)

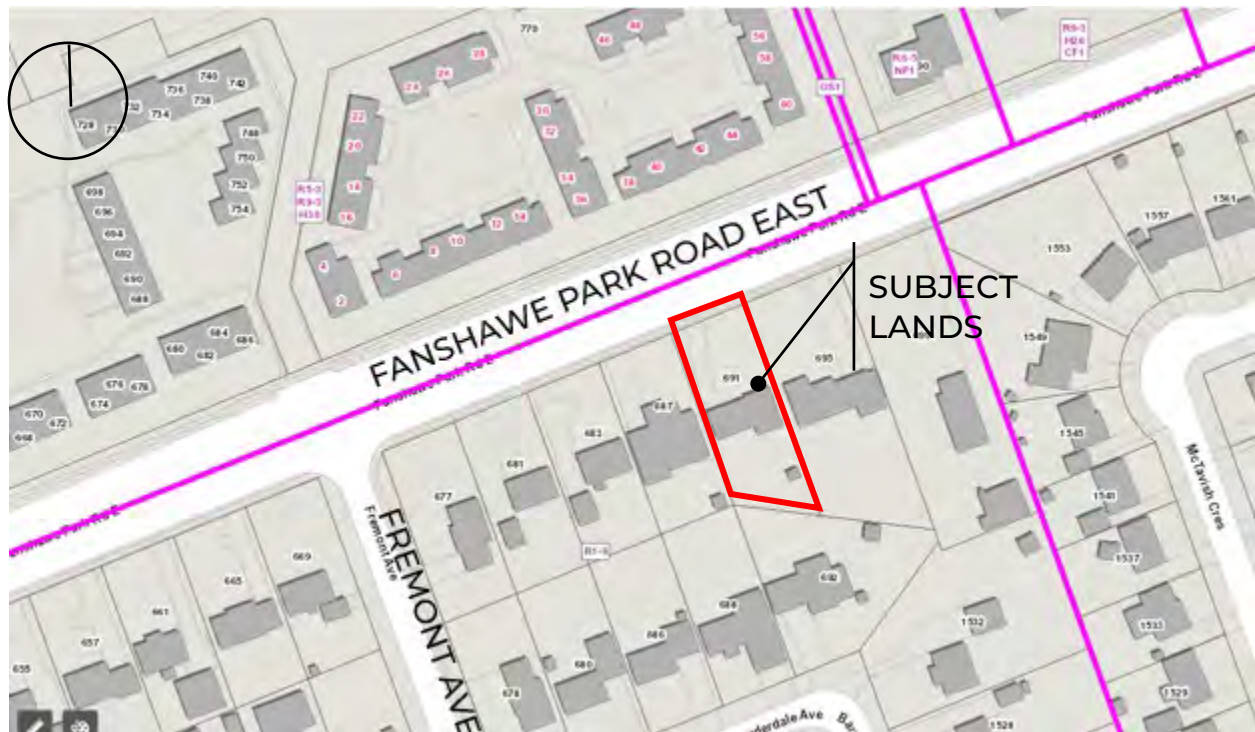
As the proposed development conforms to the use, intensity, and form of development permitted within the 'Neighbourhoods' Place Type, as well as the urban design considerations for residential intensification listed in Policy 953 of the London Plan, no Official Plan Amendment is required.

4.3 City of London Zoning By-law

The subject lands are proposed to be re-zoned FROM Residential One - Nine ('R1-9') TO 'Residential Five – Seven with special provisions (R5-7 *) to permit the proposed development of stacked townhouses. The site-specific special provisions are for a reduced front, interior and rear yard setbacks and increased density and height to align with the London Plan.

As noted above, the existing 'R1-9' zone is intended to recognize single-detached dwellings on 18m frontage and 690m² lot area minimum. The site has access to public infrastructure to re-zone the property to allow for re-development and intensification in a manner consistent with the policies of the London Plan.

Figure 12 | Existing Zoning By-Law excerpt



Source: City of London Zoning By-law

The 'R5' zone generally permits medium-density residential development in the form of cluster townhouses, with densities ranging from 25 to 60 units per Ha. The 'R5-7' zone is intended for stacked townhouse development in inner city areas and locations near major activity centres (s.s. 9.1). This zone is appropriate for the subject lands, as they are located within the Primary Transit Area. The proposed height (4 storeys) is consistent with London Plan policies for development fronting onto an Urban Thoroughfare, and the Plan does not provide policy guidance on minimum and maximum densities for residential developments.

A special provision is required to permit a maximum density of 74 units per Ha on the subject lands, where a density of 60 units per Ha is currently permitted in the 'R5-7' zone. The proposed increase will permit an additional two units on the subject lands, as 10 units are proposed and 8 would be permitted on a property of this size in accordance with the 60 units per Ha maximum density provision. Sufficient parking and amenity space can be provided on the site for 10 units, and the marginal increase in density is not anticipated to strain the City's servicing infrastructure and traffic volumes in this area.

The City has introduced a new policy framework for development with the London Plan but has not yet introduced a new comprehensive Zoning By-law to implement the policies and directions of the London Plan. (We understand that this work is in progress through the ReThink Zoning process.)

To ensure consistency with the design policies of the London Plan, a site-specific special provision is required to reduce the required minimum front-yard setback from 8m to 3m to an arterial road. The reduced setback will bring Building 'A' closer to the public sidewalk and street while ensuring that balconies, front steps, and door swings do not encroach onto the public roadway.

Each unit is proposed to have a gross floor area between 114m² to 140m², (1225 ft² to 1500 ft²) exceeding the minimum standard of 37m² for a bachelor dwelling unit plus an additional 10.0 m² for each bedroom (s.s. 4.6.2).

A total of 10 parking spaces are proposed for a ratio of 1 space per dwelling including an accessible space. The Zoning By-Law provisions for stacked townhouses require 0.5 spaces per dwelling unit. The Zoning By-law does not require bicycle parking to be provided for stacked townhouse dwellings, and it is anticipated that residents would store bicycles within their units (s.s. 4.19.16.3).

In summary, the proposed Zoning By-law Amendment is consistent with the general intent and purpose of the City of London Zoning By-law Z.-1.

5.0 Proposed Planning Approvals

5.1 Zoning By-law Amendment

As previously noted, the proposed development would require rezoning the subject lands to permit stacked townhomes in the City's Zoning By-Law. The most appropriate zone is R5-7 with special provisions as follows;

- Minimum frontage to be reduced to 23m from 30m.
- Minimum front yard setback from arterial road to be reduced to 3m from 8m.
- Minimum rear yard setback to 3.5m from 6m on the south side
- Minimum interior side yard to 1.2m from 3m on west side
- Minimum interior side yard to 2.5m from 3m on the east side
- Maximum building height to 14m from 12m
- Maximum density to be increased to 74 u/ha from 60 u/ha.

Similarities to other recently approved developments on the corridor, the proposed building is located 3m from the ultimate road widening on Fanshawe Park Road East. This reduced front yard setback is appropriate for the subject lands as it activates the streetscape and promotes the use of active transportation by residents with their dwelling access near the public sidewalk. With the proposed dwellings close to the street creates a sense of enclosure and a safe pedestrian environment with private amenity space behind the dwellings. The proposed reduction of the front yard setback provides sufficient space between the buildings and public sidewalks, with roughly 8m to the travelled portion of Fanshawe Park Road East.

The special provision to permit a reduced interior side yard setback to 1.2m is required to provide sufficient width for fire department access and amenity area. The proposed reduction does not negatively impact or differ from other special provisions in the City's R5-7(9) zone which permits a 1.2m interior side yard depth to a 13m building height. In addition, Ironstone building company were permitted a 2m interior side yard setback to 4 storey buildings in the R5-7(11) zone. With no windows to habitable rooms, on the west side, the potential privacy issues will be offered though decorative fencing and landscaping.

A reduction to the rear and west yards to 3.5m (with windows with habitable rooms) is like zone R5-7(30) & R5-7 (35) which permits 3m setback to windows with habitable rooms.

The maximum height requirement in the R5 zone is 12m which is roughly 3.5 storeys, however, the maximum height permitted fronting onto an Urban Thoroughfare is 4 storeys or 14m. We are requesting the height of 14m maximum if the building program changes. The frontage of the subject lands is 23m on Fanshawe Park Road East which is a reduction from the 30m requirement in the requested zone change. This existing condition is just shy of the requirement by 7m but allows for two-way vehicle access into the site to access the parking lot, hidden from the street.

Figure 13 | Zoning Sketch of Subject Lands



Source: MBPC, 2024

TABLE 1

Regulations	Current R1-9	Proposed R5-7	Site
Lot Area (min.)	690 m ²	1,000 m ²	1365 m ²
Lot Frontage (min.)	18m	30.0 m	23m
Front Yard to arterial road (min.)	8m	8m	3m
Rear Yard (min.)	7.5m	0.5m / 1m of main building height, or fraction thereof, but in no case less than 3m when the end wall of a unit contains no windows to habitable rooms, or 6m when the wall of a unit contains windows to habitable rooms. 3m where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard	3.5m to windows to habitable rooms. No access point. (south)
Interior Side Yard Depth (min.)	1.2m plus, for any portion of the side yard adjacent to a part of the building exceeding one storey in height, 0.6m for each storey or part thereof above one storey; except that, where no private garage is attached to the dwelling, one side yard shall be 3.0m	same as above	2.5m (east) 1.2m (west) to windows to non-habitable rooms
Coverage (max.)	35%	45%	28%
Landscaped Open Space (min.)	40%	30%	40%
Height (max.)	12m	12m	14m
Density (max.)	n/a	60 units / Ha	74 u / Ha

Requested Special Provisions are in BOLD red

6.0 Conclusion

The lands along this corridor are beginning to redevelop with higher intensity which will help to address the housing shortage in the City and based on the above analysis, the proposed Zoning By-law Amendment application is consistent with the Provincial Policy Statement, conforms to the City of London Official Plan and maintains the general intent and purpose of the Zoning By-law.

The application fees will be submitted directly under separate cover by our client.

We trust that the enclosed information is satisfactory to address the submission requirements and look forward to working with staff to advance the applications. If you have any questions regarding this matter or require any additional information, please do not hesitate to contact us.

Respectfully Submitted,

MONTEITH BROWN PLANNING CONSULTANTS

Appendix 1

Pre-Consultation with City of London

Appendix 2

Stormwater Management Brief Letter and Grading Plan

Prepared by Prototeck Engineering Associates Inc.

Appendix 3

Archaeological Assessment

Prepared by AS&G Archaeological Consulting

Appendix 4

Tree Protection Plan & Arborist Report

Prepared by Davey Resource Group



For more information, please contact:



Monteith Brown Planning Consultants

219 Oxford Street West, Suite 302,

London, ON, N6H 1S5

519.686.1300 | www.mbpc.ca