



Zelinka Priamo Ltd.

LAND USE PLANNERS

PLANNING JUSTIFICATION REPORT

Sandhyaji Homes Inc.

325 Southdale Road East

Prepared by:
Zelinka Priamo Ltd.
318 Wellington Road South
London, Ontario
N6C 4P4

City of London
Zoning By-law Amendment
September 2024



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1.0 INTRODUCTION AND SUMMARY

Sandhyaji Homes Inc. has submitted an application to the City of London to amend Zoning By-Law Z.-1 for lands known municipally as 325 Southdale Road East (the “subject lands”). The intent of the application is to re-zone the subject lands to permit a 10-unit stacked townhouse building. The required pre-application consultation meeting was held on June 12, 2024.

The purpose of this Planning Justification Report is to evaluate the proposed Zoning By-Law Amendment within the context of existing land use policies and regulations, including:

- 2020 Provincial Policy Statement (PPS) and 2024 Provincial Policy Statement (PPS 2024);
- The London Plan;
- The Southwest Area Secondary Plan; and,
- The City of London Z.-1 Zoning By-Law.

The report concludes that the proposed Zoning By-Law Amendment is appropriate for the subject lands for the following key reasons:

- The proposed Zoning By-law Amendment is generally consistent with the policies of the PPS and PPS 2024 and is in conformity with The London Plan;
- The proposed Zoning By-law Amendment will permit an appropriate use within an existing residential/commercial area that is well suited to support the proposed use;
- Multiple alternative concepts have been reviewed and the present proposal represents the most feasible development scenario for the lands subject lands;
- The proposed use will not have any undue adverse impacts on adjacent uses; and,
- The intensification of the existing lot will have a positive impact on the character and function of the neighbourhood.

2.0 SUBJECT LANDS

The subject lands consist of a single, rectangular-shaped parcel of land located approximately 90m east of the Southdale Road East and Homeview Road/White Oak Road intersection (Figure 1-2). The approximately 0.2 ha property has a lot frontage of approximately 22.4 m and a maximum depth of approximately 89.3 m. The property is currently occupied by a single detached dwelling with an accessory structure in the rear yard.

Figure 1 - Aerial view of the subject lands and surrounding context (Outlined in RED)



Figure 2 - Aerial view of the subject lands (Outlined in RED)



The property is currently occupied by a single detached dwelling (Figure 3).

Figure 3 – Street view of the subject lands (looking south)



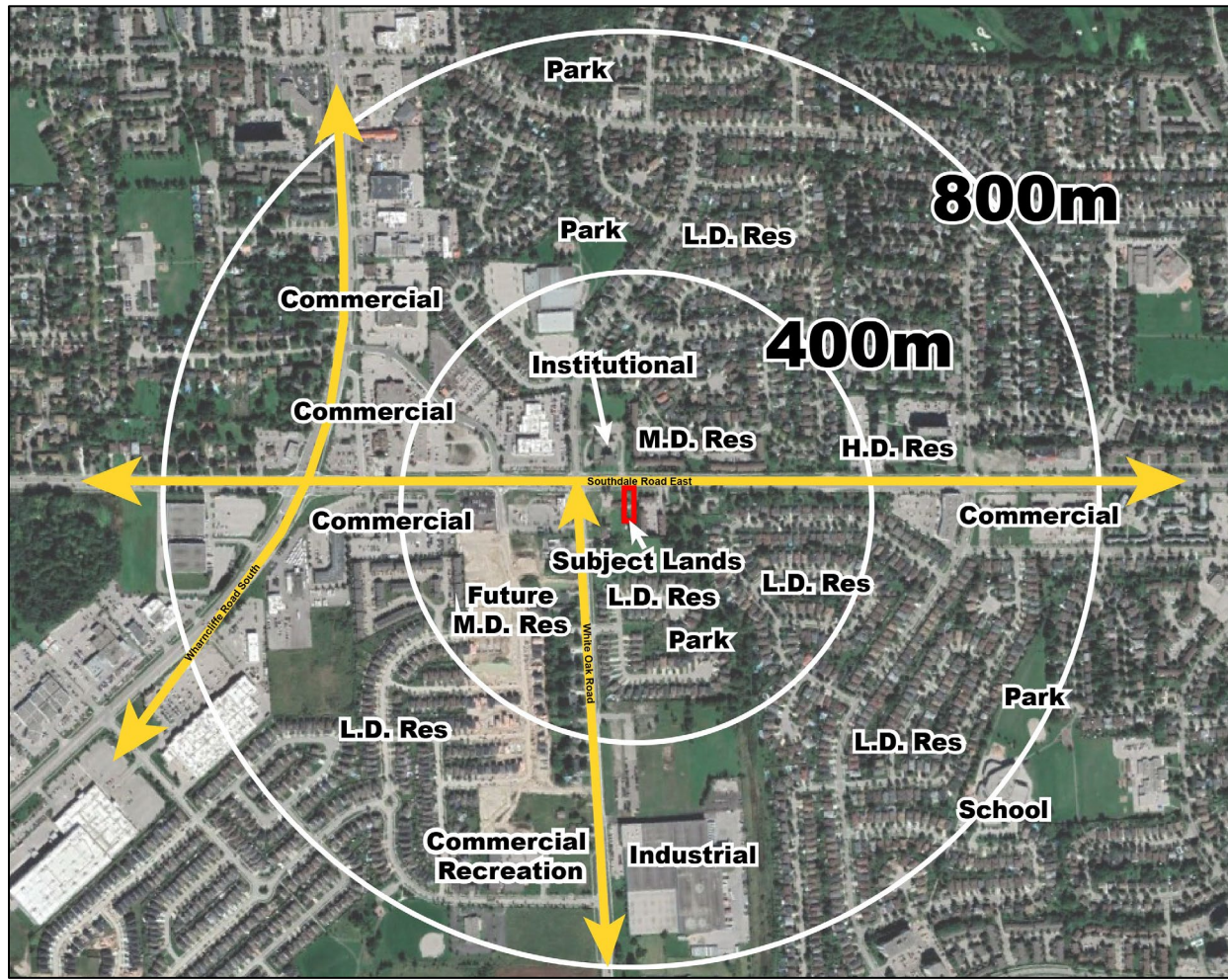
Unrestricted, full-turns vehicular access is provided from Southdale Road East. Public sidewalks are available on both sides of the street, with access to a bus stop (eastbound Route #10) 30m west of the property.

The subject lands are within the “*Neighbourhoods*” Place Type along a “*Civic Boulevard*” in The London Plan; and, are zoned “*Residential 3 (R3-3) Zone*” in the City of London Z.-1 Zoning By-law. The R3-3 zone permits a range of low-medium density residential dwelling types including single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, fourplex dwellings; and converted dwellings.

3.0 SPATIAL ANALYSIS & NEIGHBOURHOOD CHARACTER

Figure 4 illustrates the surrounding land uses as well as significant landmarks, within 400m and 800m radius in relation to the subject lands. These radii represent straight line walking distances of approximately five minutes (400m) and ten minutes (800m), respectively. However, given the existing configuration of sidewalk networks and other pedestrian barriers, the radii may not represent true walking times. The subject lands are located along an arterial road (Southdale Road East), with two lanes of traffic in each direction. Public sidewalks are located along Southdale Road East, providing connections to Wharncliffe Road to the west and Wellington Road to the east of the subject lands. Arterial roads are identified with yellow arrows.

Figure 4 - Spatial Analysis



Areas within 400m (5 minutes walking), are currently dominated by low and medium density residential uses and commercial uses; additional uses include institutional and open space. Residential uses in the form of single-detached dwellings, duplexes and townhouses are located primarily southwest, east, and northeast of the subject lands.

The streetscape along Southdale Road East is generally auto-oriented and generally defined by residential uses and a limited range of commercial uses within 400m of the subject lands. The public realm of Southdale Road East is characterized by varying building setbacks, sidewalks on both sides of the street, privacy fencing of reverse frontage townhouses and single-detached dwellings, commercial buildings, parking areas, hydro poles, overhead hydro lines, and minimal landscaping.

North: A drive-through restaurant, a church (Figure 5) and automotive sales establishments are located at the Southdale Road East and Homeview Road/White Oak Road intersection. Medium-density residential uses in the form of cluster townhouse dwellings are also located directly across Southdale Road (Figure 6). The Earl Nichols Arena is located within 400m of the subject lands, the largest city-owned arena facility and is an important community recreation resource (Figure 7). Earl Nichols Park, within easy walking distance, is the southern terminus of linear park, natural area and trail system extending approximately 1.75 km north of Commissioners Road.

Figure 5 – Faith Lutheran Church across Southdale from the subject lands



Figure 6 – Townhouses across the street from the subject lands (Ansondale Village)



Figure 7 – Earl Nichols Park/Arena (looking east)



South: A vacant lot zoned for Neighbourhood Facility uses abuts the subject lands to the south (Figure 8). Residential uses in the form of single detached dwellings are located within 400m of the subject lands (Figure 9). A range of light industrial uses are located south of the subject lands along White Oak Road, including distribution centres (Figure 10), manufacturers, auto-oriented services and storage facilities are present within 800m of the subject lands.

Figure 8 – Abutting vacant lot zoned for neighbourhood facility uses to the south of the subject lands



Figure 9 – Neighbourhood Street south of the subject lands (Devon Road)



Figure 10 – Industrial area along White Oak Road, south of the subject lands



East: Three (3) stacked townhouse buildings abut the subject lands to the east (331-337 Southdale Road East) with lands planned for and under construction with townhouses beyond (Figure 11). Lands within 800m (10-minute walk radius) include commercial, service and office uses in the form of specialty grocery stores, pharmacies and medical/dental studios (Figure 12). Low-density residential and high-density residential uses are also present in the form of single detached dwellings and multiple 8-storey apartment buildings (Figure 13).

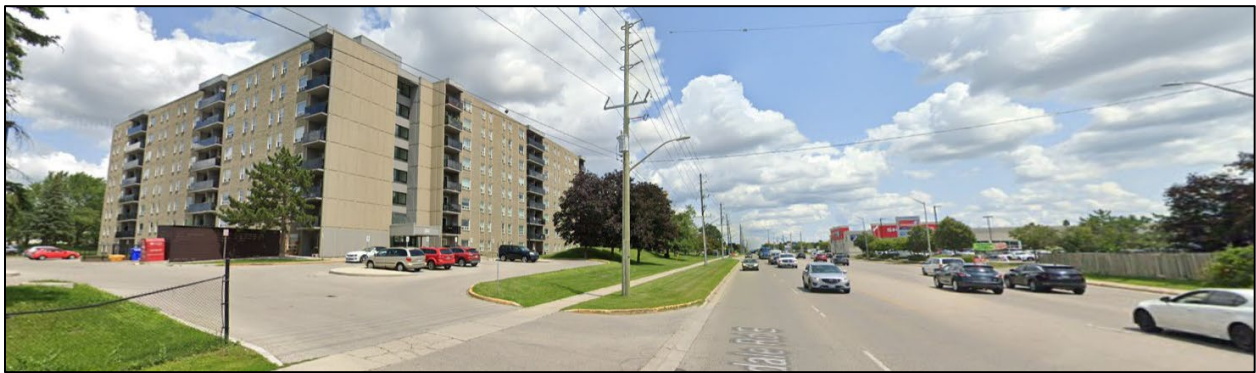
Figure 11 – Townhouses abutting the subject lands to the east (331, 333, 337 Southdale Road E)



Figure 12 – Commercial area located on Southdale Road East, east of the subject lands



Figure 13 – 8-storey apartment buildings located northeast of the subject lands



West: A lot containing a single detached dwelling abuts the subject lands to the west (Figure 14). Newly constructed residential uses in the form of townhouses and single detached dwellings are located within 400m of the subject lands (Figure 15). A commercial corridor consisting of strip malls, large warehouse stores and auto dealerships is present along Wharncliffe Road South, west of the subject lands (Figure 16).

Figure 14 – 315 & 317 Southdale Rd E (abutting the subject lands to the west, looking southwest)



Figure 15 – Single detached dwellings on Petty Road (looking south)



Figure 16 – Commercial corridor/intersection of Southdale Road East and Wharncliffe Road South



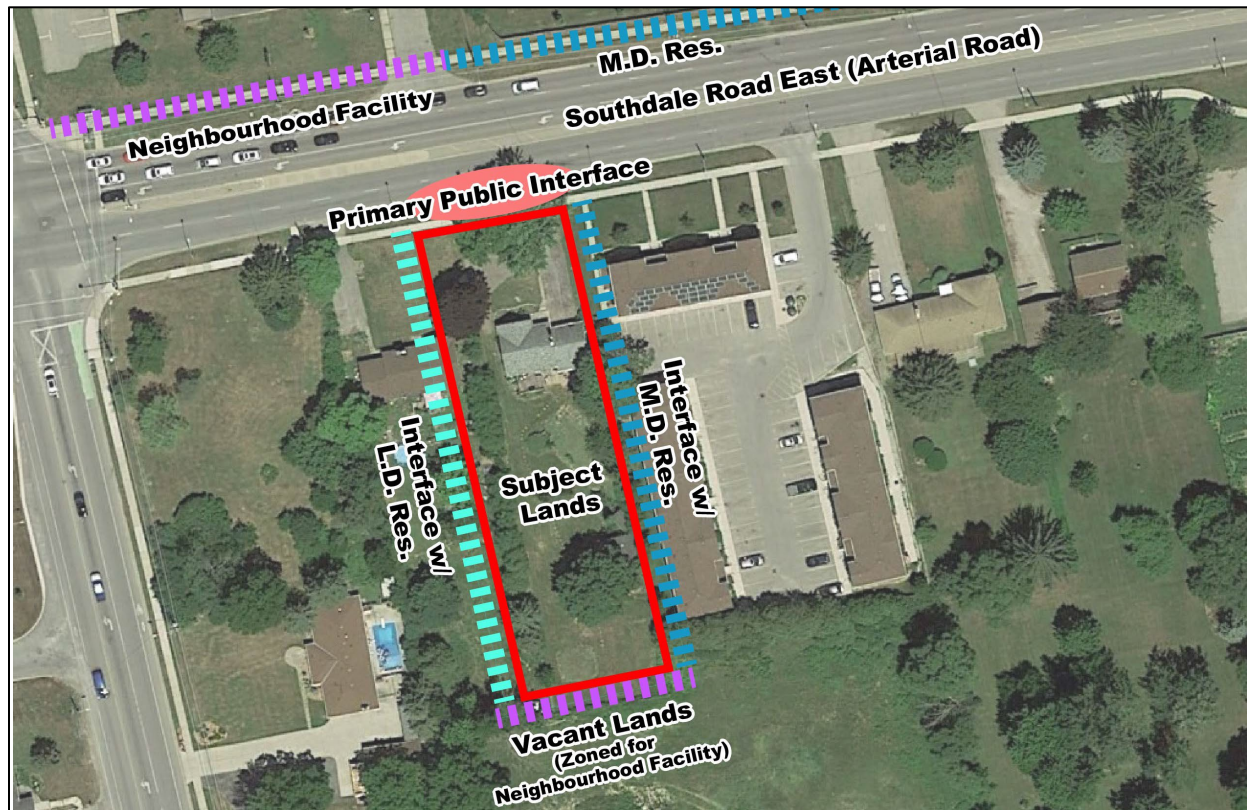
In summary, lands within 400m (5-minute walk radius) are predominantly comprised of commercial/office uses and residential uses in the form of mid-rise apartment buildings, multi-unit dwellings, and single detached dwellings. Lands within 800m (10-minute walk radius) are similar to those described above but also include open space uses, high-density residential, and some industrial uses. Access to open spaces uses including Devon Park, Ashley Oaks Park and Earl Nichols Park is located on the periphery of the 800m radius, providing an active transportation link to residential, commercial, recreational, and institutional uses throughout London.

Overall, the subject lands have good access to a wide range of open space areas, recreational opportunities, employment opportunities, schools, and shopping areas within walking distance.

3.1 Site-Specific Spatial Analysis

Figure 17 below shows the relationship between the subject lands and abutting uses. The active frontage of the subject lands, shown in pink, is located along Southdale Road East (Arterial Road). This location will have an active relationship with the abutting road, and will address the street with a building entrance facing the street, sidewalk connections, and a positive pedestrian environment overall.

Figure 17 – Site Specific Spatial Analysis



Medium-density residential uses in the form of cluster townhouses and a neighbourhood facility (church) are located across Southdale Road East from the subject lands.

The south side of the subject lands interfaces with a vacant lot zoned for “Neighbourhood Facility” uses. The east side of the subject lands (interior side lot line) abuts medium-density residential uses in the form of stacked townhouses. The west side of the subject lands interface with abutting low-density residential uses in the form of single detached dwellings.

4.0 DESIGN GOALS AND OBJECTIVES

Given the surrounding built form and land use context, the goal of the proposed development is to intensify underutilized lands in a manner that is compatible with the surrounding built-forms, contribute to, and fulfill, the planned function of the area, and to provide a visually attractive building, while recognizing the physical and spatial constraints of the lands. As such, the proposed development is intended to:

- Make efficient use of the subject lands for uses compatible with, and complementary to, existing and planned development in the surrounding area;
- Provide a form and intensity of development that can be implemented independently from other abutting lands;
- Provide a density that makes efficient use of the land and the available municipal services, infrastructure, transit, and transportation infrastructure;
- Provide a development that utilizes high-quality materials in a built-form compatible with adjacent land uses;
- Appropriately integrate the built-form into the existing land use policy context, specifically in terms of massing, height, and articulation; and,
- Provide opportunities for complete communities by providing a range of housing types that support aging in place.

5.0 THE PROPOSED DEVELOPMENT

5.1 Site Design

The subject lands are proposed to be redeveloped to accommodate a stacked townhouse block containing 10 residential units (Figure 18-23), corresponding to a residential density of 50 units per hectare (UPH) (pre-road widening). The development's average unit size is approximately 120 m² (1,298.5 ft²) and units will be modestly appointed.

Figure 18 - Concept Plan (excerpt)

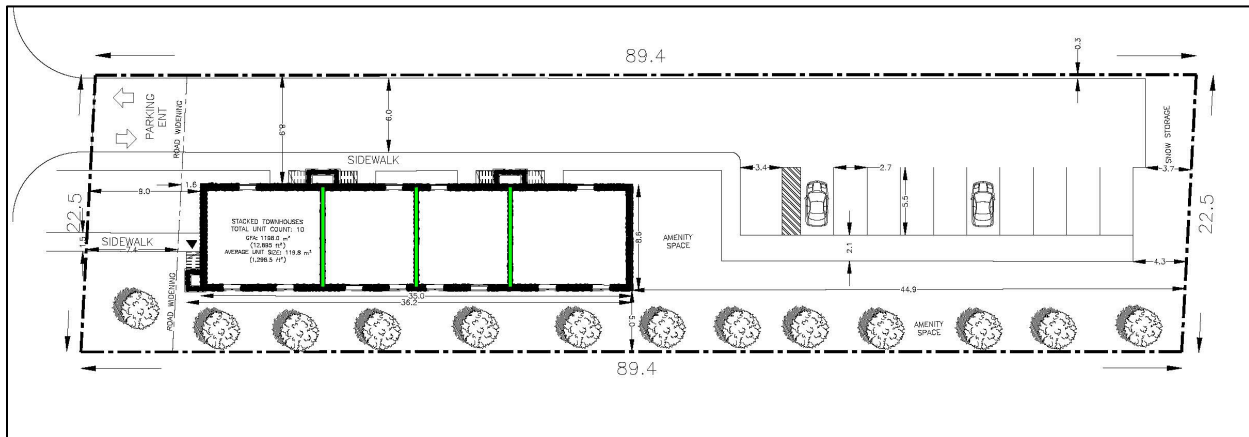


Figure 19 - Proposed stacked townhouse visualizations

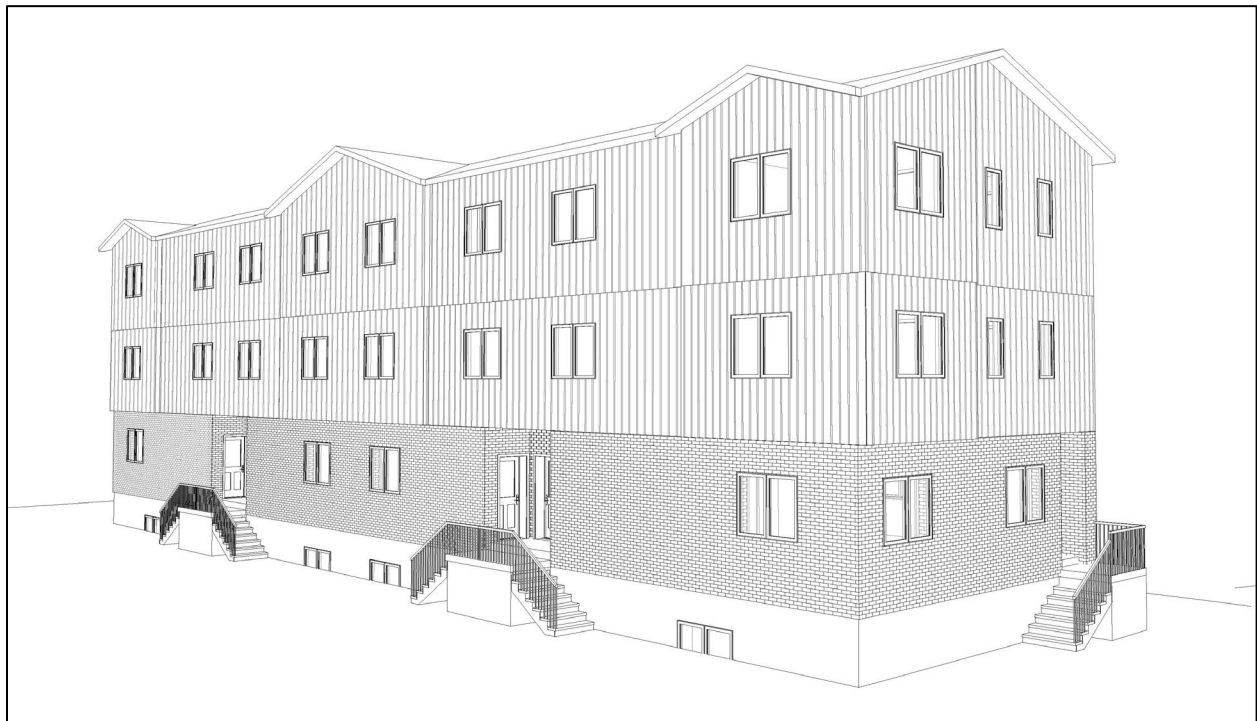


Figure 20 - Proposed stacked townhouse visualizations (looking southeast)

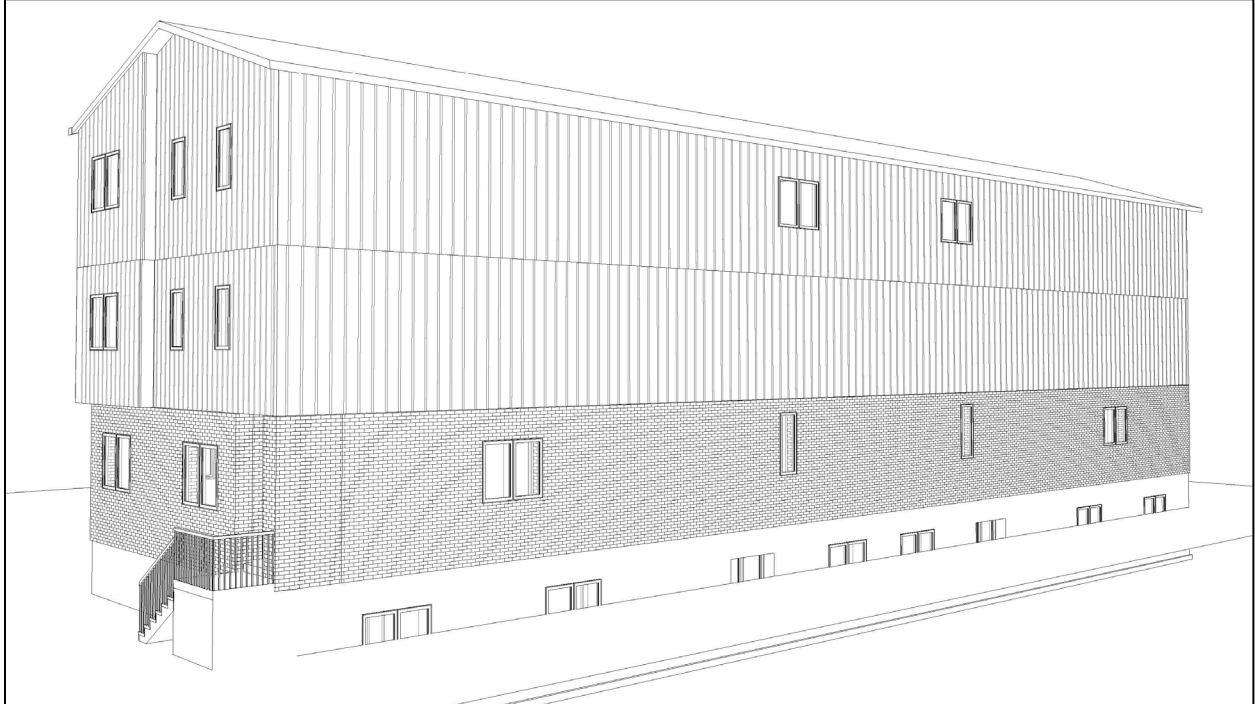


Figure 21 - Proposed stacked townhouse elevations (looking west/north)

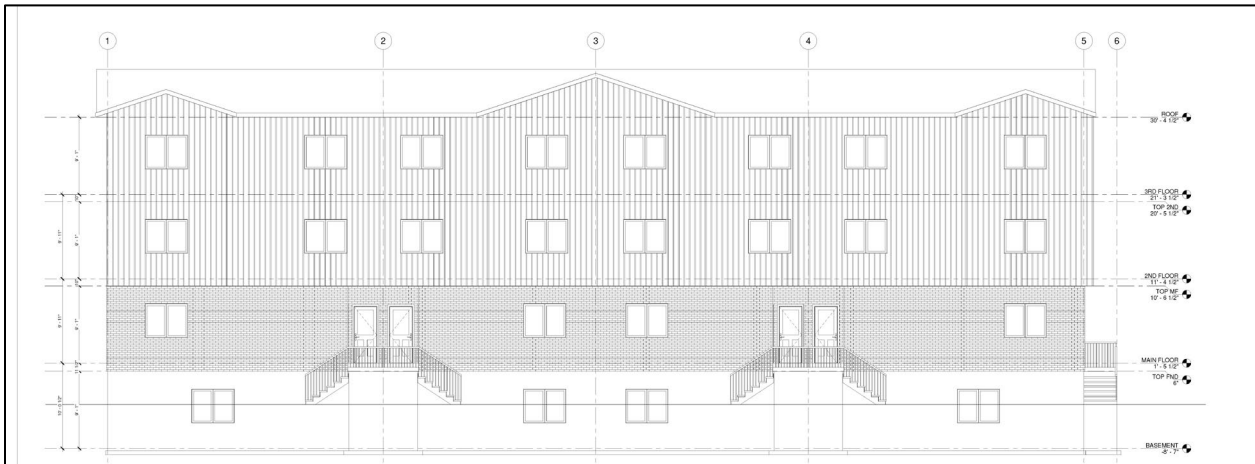


Figure 22 - Proposed stacked townhouse elevations (looking east/south)

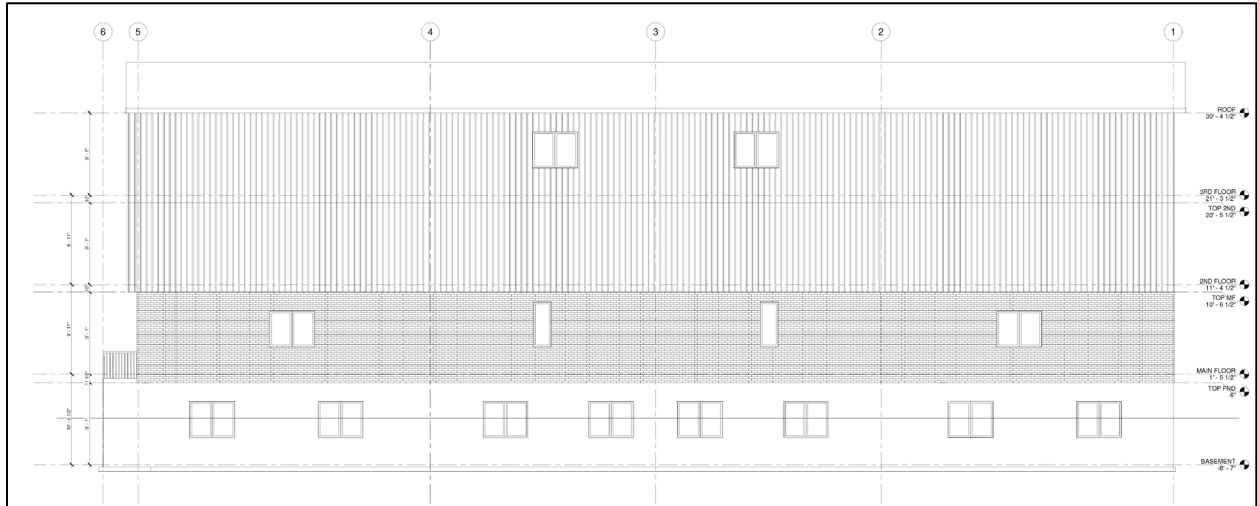
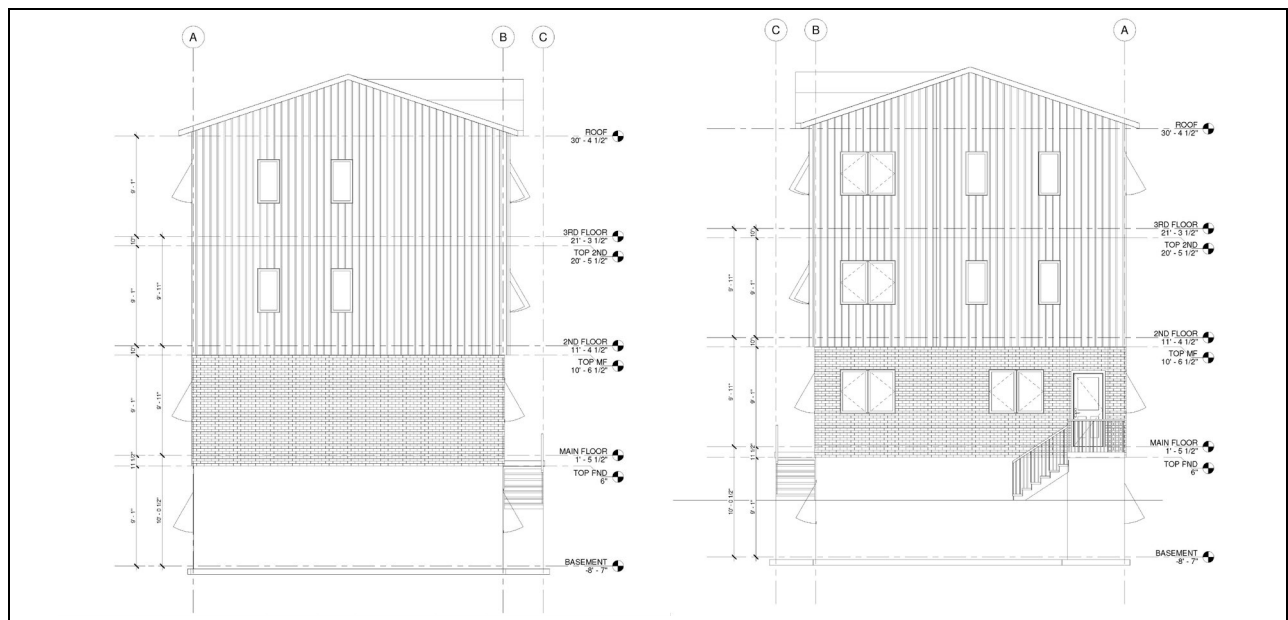


Figure 23 - Proposed stacked townhouse elevations (looking north/south)



The proposed townhouse block creates a strong street presence with a 1.6 m front yard setback (post-road widening) and direct access to the first unit of the building oriented towards Southdale Road East. Pedestrian access to the remaining units, outdoor amenity area, and parking area in the rear yard of the subject lands is provided from an additional sidewalk connecting directly to the Southdale Road East right-of-way. The townhouse block also has a rear yard setback of approximately 44.9 m, an interior side yard setback of 5.0m to the west and 8.9 m to the east. The provided setbacks are intended to mitigate impacts and to ensure compatibility with abutting

residential lands to the east and west. Due to the westerly side yard setback, balconies are not provided.

Vehicular access is provided by a full-turns driveway from Southdale Road East. One accessible parking space and one visitor space is available in the proposed parking area. The parking area, with a total of 11 spaces, is screened from the abutting road by the townhouse block and landscape areas. Garbage is proposed to be collected from Southdale Road East via City Collection. The proposed development is to be connected to existing municipal water and sanitary.

5.2 Site and Development Summary

Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	22.4 m (73.4 ft)
Depth	89.3 m (292.9 ft)
Area	0.19 ha (0.49 ac)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Residential / Neighbourhood Facility
East	Residential
South	Vacant (zoned for Neighbourhood Facility uses)
West	Residential

Proximity to Nearest Amenities

Major Intersection	White Oak Road/Homeview Road / Southdale Road East
Dedicated cycling infrastructure	N/A
London Transit stop	Southdale Road East / 30 m
Public open space	Devon Park / 136 m
Commercial area/use	Tim Hortons / 100 m
Food store	Alsalam Supermarket / 600 m
Community/recreation amenity	Earl Nichols Arena / 350 m

Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods / Civic Boulevard (Southdale Road East)
Current Special Policies	N/A
Current Zoning	Residential 3 (R3-3)

Requested Designation and Zone

Requested Place Type	Neighbourhoods / Civic Boulevard (Southdale Road East) (No Change Requested)
Requested Special Policies	N/A
Requested Zoning	Residential 5 (R5-6)

Requested Special Provisions

Regulation (Zone)	Required	Proposed
Refer to Zoning Referral Form	- Front Yard Setback 8.0 m	- Front Yard Setback (min) 1.6 m (Post-Road Widening)
	-Lot Frontage 30.0 m	- Lot Frontage (min) 22.4
	- Interior Side Yard Setback 5.6 m	- Interior Side Yard Setback (min) 5.0 m

Development Proposal Summary

Development Overview

The proposed Zoning By-law Amendment application is to facilitate the development of a 3.5 storey, stacked townhouse containing 10 residential units on the subject lands.
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Proposal Statistics

Land use	Residential
Form	Stacked Townhouses
Height	3.5 storeys
Residential units	10
Density	50 UPH
Gross floor area	1,198 m ²
Building coverage	15%
Landscape open space	49%
Functional amenity space	380 m ²
New use being added to the local community	Yes

Mobility

Parking spaces	11 surface parking spaces
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Vehicle parking ratio	1 per unit + 1 visitor space
New electric vehicles charging stations	0
Secured bike parking spaces	0
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	No
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	No

Environment

Tree removals	Approximately 6
Tree plantings	Unknown
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	NA
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	Unknown

6.0 DESIGN AND SITE COMPATIBILITY

6.1 Built Form & Massing

The proposed development provides a valuable opportunity to meaningfully contribute to the Southdale Road East streetscape by enhancing the quality, functionality and visual appeal of the subject lands and the adjacent public realm, as well as contribute to the planned function of the lands as set out in the London Plan.

The subject lands are significantly underutilized in their current form given their planned function. Intensification on the subject lands provides an opportunity to improve and enhance the existing public realm condition, including the lack of a strong built-form relationship to the street edges, and a better integration of the lands into the surrounding urban fabric. The proposed development offers a 1.6 m setback with direct access from Southdale Road East to the first townhouse unit, providing a strong and vibrant street presence. The remainder of the unit entrances are oriented east, thereby providing a logical and visible point of access from the street and parking area on-site. The surface parking area and landscaped amenity space are located internal to the site, screened from public view.

The subject lands are contextually appropriate in terms of size and location for a stacked townhouse building, given the property's location in an area with many existing and developing townhouses and stacked townhouses. The proposed 3.5-storey building height is generally

compatible with nearby building heights in the surrounding area, is supportive of a human-scaled environment, and is a planned and expected built-form in the “*Neighbourhood*” Place Type along a “*Civic Boulevard*” Street Classification. Thus, the proposed redevelopment is compatible and a good fit within its context.

The proposed building will enhance the character and quality of the streetscape/public realm through the provision of landscaped areas, pedestrian walkways, and an increased building height and visibility for passive surveillance of the surrounding area.

From a massing perspective, the development has been sensitively designed as to fit within its surroundings and to be compatible with the varying scales of built form in the area. Stacked townhouses and townhouses are common and currently developing in the surrounding context of the subject lands. The use of contrasting materials help to break up the massing, providing variation and visual interest on all facades. In this regard, the proposal provides an appropriately scaled building to ensure a compatible relationship between the built-form, the public realm, and nearby residential land uses.

6.2 Architectural Treatment, Character & Image

The proposed building is a traditional architectural style incorporating a mix of building materials and features a hipped roof line, which is consistent with the surrounding neighbourhood. It is anticipated that the selected colours of the brick and vinyl/wood style horizontal cladding and will be consistent with existing materials in the surrounding area. The proposed residential development will provide an appropriate visual presence along Southdale Road East. The proposed heights are modest and the proposed setbacks and architectural treatment is intended to maintain the character of the area. As such, the proposed development would be a complementary addition to this portion of the Southdale Road east corridor, which currently lacks a strong sense of place for pedestrians.

6.5 Public Realm

The public realm along Southdale Road East is generally auto-oriented and characterized by varying building setbacks, sidewalks on both sides of the street, privacy fencing of reverse frontage townhouses and single-detached dwellings, commercial buildings, parking areas, hydro poles, overhead hydro lines, and minimal landscaping. The addition of residential uses in the form of a stacked townhouse with an entrance oriented towards the road will create an ‘eyes-on-the-street’ interface, enhancing the pedestrian experience in front of the building.

7.0 SUPPORTING REPORTS, MATERIALS & PLANS

7.1 Public Consultation Strategy

It is proposed that the public consultation process for the proposed applications follow the statutory requirements as set forth in the *Planning Act*. The following procedure of public consultation is proposed:

- Adequate information and material, including a copy of the proposed development, to be made available to the public; and,
- A public meeting be held for the purpose of giving the public an opportunity to make representations in respect of the proposed development.

7.2 Technical Studies

The proposed development is supported by the following technical reports:

7.2.1 Stage 1 & 2 Archaeological Assessment

The Archaeological Assessment (July 2024) completed by Lincoln Environmental Consulting Corp. includes the following:

- Stage 1; that determined the study area exhibits high potential for the identification and recovery of archaeological resources, and recommended a Stage 2 Assessment be conducted; and
- Stage 2; that identified no archaeological resources within the study area and recommended no further archaeological assessment of the property be conducted.

Further details regarding methods used, are provided in the attached report.

7.2.2 Storm Water Management Brief

The Stormwater Servicing and Storm Water Management Brief (September 2024) completed by MTE provides an overview of the proposed storm water management system options below:

- Option 1
 - Based on the MTE assessment, the site stormwater infiltration (infiltration galleries and/or different LID features based on infiltration) is a feasible option if the following assumptions are correct:
 - The Sand Soil Layer at 1m deep (or higher), ends at last at 4.1 m bgs (to be confirmed prior detail design).
 - The GW is at least 4.1 m bgs or deeper (to be confirmed prior detail design).

- It is anticipated that infiltration storage would be provided via stone galleries or subsurface storage chambers. The type of the infiltration features and their layout will be provided during the detailed design.
- Option 2
 - Option 2a considered that the site storm servicing will be provided by conveying storm flows to the existing 300mm storm sewer on Southdale Road East; and,
 - Option 2b considered that the site storm servicing will be provided by conveying storm flows to the existing 2,250mm storm sewer located in the easement just north of the Southdale Road East R.O.W. Options 3a and 3b are presented on Sketch 3, attached to this brief.

Further details are provided in the attached brief.

8.0 ADDITIONAL CONSIDERATIONS

Development of the subject lands for the proposed 3.5-storey stacked townhouse block will be noticeable to residents in the neighbourhood. Impacts to the property will consist of:

Visual and Privacy: Abutting residents will see the upper floors of the stacked townhouse block from their property. Some of the residential properties abutting the subject lands to the east and west will be visible from the proposed building. Proper landscaping buffers and privacy fencing will be utilized to minimize the visibility of the development from abutting properties.

Auditory: Sounds, from such sources as vehicles, conversations, children, and normal residential activities will be audible to abutting residents.

Light: Light from night-time lighting of the building and parking/amenity area may be noticeable to abutting properties; however, this is limited by site design, and can be further mitigated by landscaping and fencing. Care will be taken to limit adverse lighting impacts on adjacent properties where possible.

Traffic: In conjunction with the proposed building, there will be a minor increase in vehicular movement along Southdale Road East with residents requiring parking. However, the increase in traffic will be minor and will have no noticeable impact on Southdale Road East.

Impacts to the broader community, even to properties close by, but which do not abut the subject lands will be much less evident. Such impacts will generally be limited to minimal viewing of the development from properties in the surrounding area, and a minor increase in vehicular movement along Southdale Road East.

9.0 PROPOSED ZONING BY-LAW AMENDMENT

As the current R3-3 zone does not permit the proposed stacked townhouse development, the subject lands are proposed to be rezoned through a Zoning By-Law Amendment to a site specific “Residential 5 (R5-6(_)) Zone” with special regulations as follows:

- Front Yard Setback (min) 1.6 m (Post-Road Widening)
- Interior Side Yard Setback West (min) 5.0 m
- Lot Frontage (min) 22.4 m

10.0 PLANNING POLICY ANALYSIS

This section of the Planning Justification Report provides analysis evaluating the proposed Zoning By-Law Amendment through applicable land use policies and regulations, including the following:

- 2020 Provincial Policy Statement (PPS);
- The London Plan; and,
- The City of London Z.-1 Zoning By-Law.

10.1 2020 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications, including Zoning By-law Amendment applications, are required to be consistent with these policies. An analysis of applicable 2020 PPS policies is provided below:

2020 Provincial Policy Statement Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p><u>Section 1.1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</u></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>b) Accommodating an appropriate affordable and market-based range and mix of residential types (including multi-unit housing and affordable housing), employment (including industrial and commercial) [...] to meet long-term needs.</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</p>	<p>The proposed development will benefit the financial well-being of the Province and the City of London by providing a compact, mid-density form of development that minimizes land consumption and represents an efficient and economical use of the subject lands.</p> <p>The proposed development intensifies an underutilized lot for an efficient and appropriate form of housing to meet the housing needs in this area of London. The subject lands are well suited for increased density given their location along an arterial road and their planned function for medium-density residential uses. The proposed development promotes cost-effective development patterns by providing compact, efficient form of development that will make use of existing services along Southdale Road East.</p>

<p>transit investments, and standards to minimize land consumption and servicing costs.</p>	<p>The proposed development is within walking distance of existing transit to the east and west of the site along Southdale Road East, allowing the future residents to optimize nearby transit infrastructure all while minimizing land and servicing costs.</p>
<p>Section 1.1.3.1 Settlement Areas Settlement areas shall be the focus of growth and development.</p>	<p>The subject lands are within the City of London Urban Growth Boundary, an urban settlement area, and are proposed to be redeveloped, thereby promoting the regeneration of underutilized land for an intensified residential use.</p>
<p>Section 1.1.3.2 Settlement Areas Land use patterns within a settlement area shall be based on densities and a mix of land uses which: a) Efficiently use land and resources; e) Support active transportation; f) Are transit-supportive, where transit is planned, exists or may be developed.</p>	<p>The proposed Zoning By-Law Amendment broadens the range of residential uses on the subject lands, efficiently utilizing existing land, infrastructure, and resources. The location of the subject lands, being close to Wharncliffe Road, a major transportation corridor in London, will promote the use of existing public and active transit routes. Therefore, this proposal will be a transit-supportive development.</p> <p>The proposed development contributes to the range of residential housing types and densities in the area that can efficiently use land, resources, infrastructure, and existing transportation networks (including the LTC bus network). The subject lands have easy access to open space and recreational resources (Devon Park, Ashley Oaks Park and Earl Nichols Park, Earl Nichols Arena) and a major commercial node (White Oaks Mall).</p> <p>The proposed development will introduce a level of residential density that is appropriate for a fully serviced site located adjacent to a Civic Boulevard.</p>
<p>Section 1.1.3.3 Settlement Areas Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs</p>	<p>The location and available service levels make the subject lands an appropriate site for the proposed development that will introduce a broader supply and range of new housing options to the community.</p>
<p>Section 1.1.3.4 Settlement Areas Appropriate development standards shall be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed development is in keeping with the vision and intent expressed in the London Plan. There are no risks to public safety arising from the proposed development. Vehicular and pedestrian circulation and access is clearly identified and delineated.</p>
<p>Section 1.1.3.6 Settlement Areas New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	<p>The proposed development is located within an existing built-up area. The proposed stacked townhouse block is an inherently compact form of development that uses land efficiently.</p>
<p>Section 1.4.3 Housing</p>	<p>The proposed development provides a form of housing that is in immediate demand. The stacked townhouse</p>

<p>Planning authorities shall 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:</p> <p>b) Permitting and facilitating:</p> <ol style="list-style-type: none"> 1. All housing options required to meet the social, health, economic, and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3. 	<p>units will help to address issues of affordability and provide an efficient built form at an appropriate location adjacent to a Civic Boulevard that is served by transit. The proposed dwelling units will provide an alternative to the single-detached dwellings that currently dominate the area, thereby supporting ageing-in-place and downsizing.</p> <p>The proposed density of 50 UPH contributes to the efficient use of infrastructure and public service facilities, and also supports the use of active transportation and public transit along the Southdale Road East corridor. The proposed development minimizes the cost of housing and facilitates a compact form of development.</p>
<p>Section 1.6.6.2 Infrastructure and Public Service Facilities</p> <p>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 [...].</p>	<p>The proposed development will make use of the available municipal services including sanitary sewers, water, and storm sewers.</p>

10.2 Provincial Policy Statement, 2024

Ontario’s revised Provincial Planning Statement, 2024 (the “PPS, 2024”) has been finalized and will take effect on October 20, 2024. The PPS 2024 replaces both A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020, integrating them into a single province-wide planning document. To ensure the proposed Zoning By-law Amendment is consistent with the updated policies of the PPS 2024, relevant policies will be responded to with discussion on how the proposed application is consistent with stated policies below.

Provincial Policy Statement (2024) Policy Analysis Table	
Policy	Response
<p>Section 2.1 Planning for People and Homes</p> <p>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <ul style="list-style-type: none"> • maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and • maintain at all times where new development is to occur, land with servicing capacity sufficient 	<p>The proposed development is an efficient and appropriate form of residential development for the subject lands and will add to the range and mix of residential uses to help satisfy the long-term housing needs identified in the City of London.</p> <p>The proposed redevelopment is a compact and cost-effective form of housing that will utilize existing municipal services within a built-up area of the City. Thus, the consumption of land and servicing costs are minimized.</p> <p>The subject lands are a suitable location for the proposed redevelopment, being located within a built-up area of</p>

<p>to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</p> <p>Planning authorities should support the achievement of complete communities by:</p> <ul style="list-style-type: none"> • accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; 	<p>the City with walkable access to existing goods, services, and transit routes.</p>
<p style="text-align: center;">Section 2.2 Housing</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> • establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs; • permitting and facilitating: <ul style="list-style-type: none"> ○ all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and ○ all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; • promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and • requiring transit-supportive development and prioritizing intensification, including potential air 	<p>The proposed redevelopment will contribute to the range and mix of housing types to accommodate future growth in the City of London and is consistent with the policy intent to encourage appropriate residential development/intensification.</p> <p>This proposed redevelopment is considered appropriate as it makes efficient use of existing infrastructure and public services; makes good use of underutilized land; supports the use of existing active transportation and public transit routes; contributes to housing supply; and, is a compact and cost-effective built-form.</p> <p>The development's units are proposed to be small and modestly appointed in order to reduce costs and rental rates, which will contribute to the range of options for housing affordability in this part of the City of London.</p>

<p>rights development, in proximity to transit, including corridors and stations.</p>	
<p><u>Section 2.3 Settlement Areas and Settlement Area Boundary Expansions</u> 2.3.1 General Policies for Settlement Areas</p> <ul style="list-style-type: none"> • Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas. • Land use patterns within settlement areas should be based on densities and a mix of land uses which: <ul style="list-style-type: none"> ○ efficiently use land and resources; ○ optimize existing and planned infrastructure and public service facilities; ○ support active transportation; ○ are transit-supportive, as appropriate; and ○ are freight-supportive. • Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. • Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. 	<p>The subject lands are located within a settlement area, being within the City of London’s Urban Growth Boundary.</p> <p>The proposed redevelopment will broaden the range of residential forms and intensities in the immediate area, and complement the range and intensities of mixed forms in the greater surrounding area. The proposed development makes efficient use of underutilized land, resources, infrastructure, and existing transportation networks by providing a greater density of residential uses on the subject lands. The subject lands are serviced by pedestrian sidewalks via the Southdale Road East right-of-way, supporting the use of active transportation; and, are located near existing transit routes, supporting the use of existing transit infrastructure. Additionally, the subject lands are within walking distance to public services, amenities, and green spaces.</p> <p>The proposed density will help to achieve a more intense form of compact development and is supported by the applicable technical studies provided. The proposed density of 50 UPH is reflective of a compact and efficient form of housing which adds to the mix of uses and densities in this area planned for significant growth.</p>
<p><u>3.6 Sewage, Water and Stormwater</u></p> <p>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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</p>	<p>The proposed development will make full use of municipal services.</p>
<p><u>Section 5.1 General Policies for Natural and Human-Made Hazards</u></p> <p>Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards</p>	<p>There are no risks to public health and safety from the proposed development.</p>

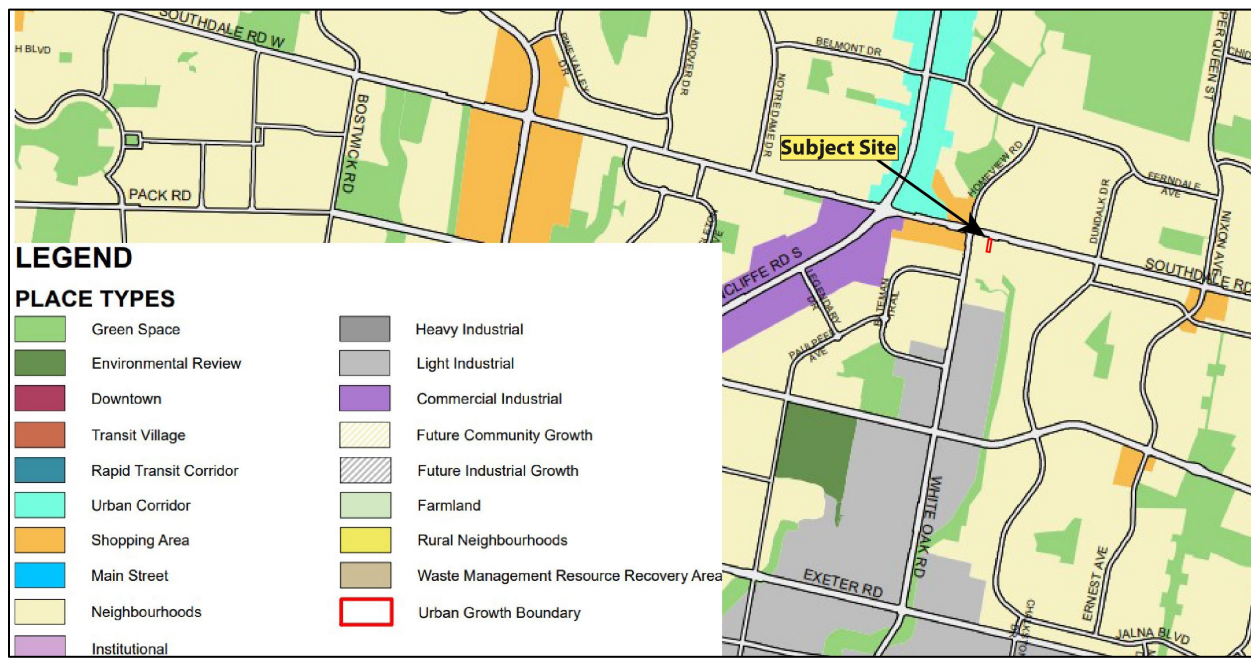
Based on the above analysis, the proposed Zoning By-Law Amendment to permit the proposed stacked townhouse building is consistent with the applicable policies of the 2020 and 2024 PPS

10.3 The London Plan

The London Plan is the Official Plan for the City of London. The subject lands are identified as being within the “Neighborhoods” Place Type, on “Map 1 – Place Types (Figure 24), along a “Civic Boulevard” Street Classification in The London Plan. The subject lands are also located within the Primary Transit Area.

The London Plan permits a wide range of housing types, including single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses, secondary suites, triplexes, and apartments. A standard maximum height of 4 storeys and an upper maximum of 6 storeys is permitted in the “Neighbourhoods” Place Type along a “Civic Boulevard”.

Figure 24 - The London Plan: Place Type- Map (Excerpt - Subject lands outlined in red)



Neighbourhood Place Type

The London Plan Policy Analysis Table	
Policy	Response
<p>Policy 916 Our Vision for the Neighbourhoods Place Type</p> <p>916_ In 2035 the Neighbourhoods Place Type will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for the Neighbourhoods Place Type include:</p>	<p>The proposed Zoning By-law amendment would permit a stacked townhouse block of a greater intensity in an area with existing residential uses and a variety of commercial/service uses available nearby. In addition to commercial/residential uses, open/recreational space uses including Devon Park, Ashley Oaks Park and Earl Nichols Park/Arena are located within walking distance,</p>

<ol style="list-style-type: none"> 1. A strong neighbourhood character, sense of place and identity. 2. Attractive streetscapes, buildings, and public spaces. 3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. 4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown. 5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility. 6. Easy access to daily goods and services within walking distance. 7. Employment opportunities close to where we live. 8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places. 	<p>which is in keeping with the general intent of the vision for the “<i>Neighbourhood</i>” Place Type.</p> <p>The proposed development will improve the Southdale Road East streetscape by replacing an existing single detached dwelling lot with a well-designed stacked townhouse block with landscaped areas and private amenity space.</p> <p>The proposed development will provide a greater diversity of housing choices in a well-connected neighbourhood with convenient access to employment opportunities, recreational areas and goods and services within walking distance as outlined in the Spatial Analysis section of this report.</p> <p>The proposed development will not only provide a valuable resource for housing opportunities in the area, but will revitalize and activate the lands, while making a meaningful contribution to the streetscape.</p>
<p>Policy 918 How Will We Realize Our Vision? 918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:</p> <ol style="list-style-type: none"> 1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity. 2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. 3. Affordable housing will be planned for, and integrated into, all neighbourhoods. 4. Housing forms will be encouraged that support the development of residential facilities that meet the housing needs of persons requiring special care. 5. Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents. 6. Live-work opportunities will be planned for at appropriate locations within neighbourhoods. 7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving priority to these forms of mobility. 8. Schools, places of worship and other small-scale community facilities to support all ages will be permitted in appropriate locations within neighbourhoods. 	<p>The proposed development is set to provide 10 residential units within the proposed building, thereby providing a greater mix and diversity of housing options to the area primarily comprised of single detached dwellings and townhouses.</p> <p>The proposed Zoning By-law Amendment will facilitate a form of residential intensification on the subject lands by proposing to develop a low-density residential lot with higher-intensity residential uses. This type of development is encouraged by The London Plan and categorized as infill development.</p> <p>The proposed development respects the character of the neighbourhood while providing a needed form of housing on an existing lot in an area with good access to commercial uses, thereby supporting local businesses; and, and open space uses to support the physical and social health of the buildings future residents.</p> <p>There are no proposed changes to the location or distribution of the “<i>Neighbourhoods</i>” Place Type across the City, nor is the addition of a new “<i>Neighbourhoods</i>” Place Type proposed.</p> <p>The proposed Zoning By-Law Amendment application attempts to rezone the subject lands to permit a stacked townhouse block which will provide additional flexibility for residential intensification on the subject lands.</p>

<p>9. Facilities to support neighbourhood urban agricultural systems may be integrated into neighbourhoods.</p> <p>10. Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.</p> <p>11. Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.</p> <p>12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.</p> <p>13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live</p>	
<p><u>Policy 921-933 Permitted Uses</u></p> <p>921_ Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification.</p> <p>Range of Primary Permitted Uses on a Civic Boulevard:</p> <ul style="list-style-type: none"> • Single detached; • Semi-detached; • Duplex; • Converted dwellings; • Townhouses; • Secondary suites; • Home occupations; • Group homes; • Triplexes; • Small-scale community facilities; • Stacked townhouses; • Fourplexes; • Low-rise apartments; • Emergency care establishments; • Rooming houses; and, • Supervised correctional residences. 	<p>The proposed Zoning By-law Amendment would permit a stacked townhouse block on the subject lands. The proposed development facilitates a higher-density building in an area well-suited to support the addition of residential dwellings, in keeping with the general intent and vision of the “Neighbourhoods” Place Type.</p> <p>Table 10 notes a broad range of residential uses, including stacked townhouses, as permitted within the “Neighbourhoods” Place Type along a “Civic Boulevard” Street Classification in The London Plan. Therefore, the proposed 3.5-storey building, comprised of ten (10) units with a total at density of 50 units per hectare are well within the permissions of the “Neighbourhoods” Place Type along a “Civic Boulevard” in The London Plan.</p>
<p><u>Policy 935 Intensity</u></p> <p>935_ The following intensity policies will apply within the Neighbourhoods Place Type:</p> <p>1. Unless Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type, based on street classification.</p>	<p>The subject lands continue to be an appropriate shape and size to accommodate the proposed uses with no anticipated adverse impacts on abutting lands.</p>

<ol style="list-style-type: none"> 2. Floor area limits for retail, services and offices uses are shown on Table 12 - Retail, Service and Office Floor Area Permitted in Neighbourhoods Place Type. 3. Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space. 4. The full extent of intensity described above and shown on Table 11 will not necessarily be permitted on all sites within the Neighbourhoods Place Type. 5. Specific Policies for the Neighbourhoods Place Type, at the end of this chapter, may not permit the full range of intensity. 	
<p style="text-align: center;"><u>Form</u></p> <p>Policy 936 936_ The following form policies will apply within the Neighbourhoods Place Type:</p> <ol style="list-style-type: none"> 1. All planning and development applications will conform with the City Design policies of this Plan. 2. New neighbourhoods, or parts thereof, should be designed to avoid rear lotting and to avoid noise walls that are required to protect amenity areas as defined by provincial guidelines. The Our Tools part of this Plan includes noise wall policies that provide greater detail. 	<p>The proposed residential units, and the form of the proposed building is contemplated within the “Neighbourhoods” Place Type policies.</p> <p>The proposed development is regarded as a positive contribution to the Southdale Road East streetscape.</p>
<p style="text-align: center;"><u>Policy 937 Residential Intensification In Neighbourhoods</u></p> <p>937_ Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate within their neighbourhoods.</p> <p>Forms of Residential Intensification</p> <ol style="list-style-type: none"> 1. Additional Residential Units – self-contained residential units with kitchen and bathroom facilities within dwellings or within accessory structures as defined in the Additional Residential Unit section of this chapter. 2. Converted dwellings – the conversion of an existing residential dwelling to accommodate two or more dwelling 	<p>The proposed development is considered residential intensification as it proposes a greater number of dwelling units than the existing single-detached dwelling. The London Plan states that intensification projects should be appropriately located to fit well within the surrounding context. The subject lands abut medium-density residential uses to the east, is near a townhouse development under construction to the east (349 Southdale Road East), and is adjacent to cluster townhouses across the street. Higher-density forms of residential development are common and expected in the immediate context of the subject lands.</p> <p>The proposed redevelopment presents an opportunity to increase the residential intensity of a neighbourhood with convenient access to many local businesses, parks/recreational facilities, and areas to support the social and physical health of the people who will live there. Additionally, the proposed development maintains the vision and intent of The London Plan as it supports intensification within the defined Urban Growth Boundary, on a major transportation corridor.</p>

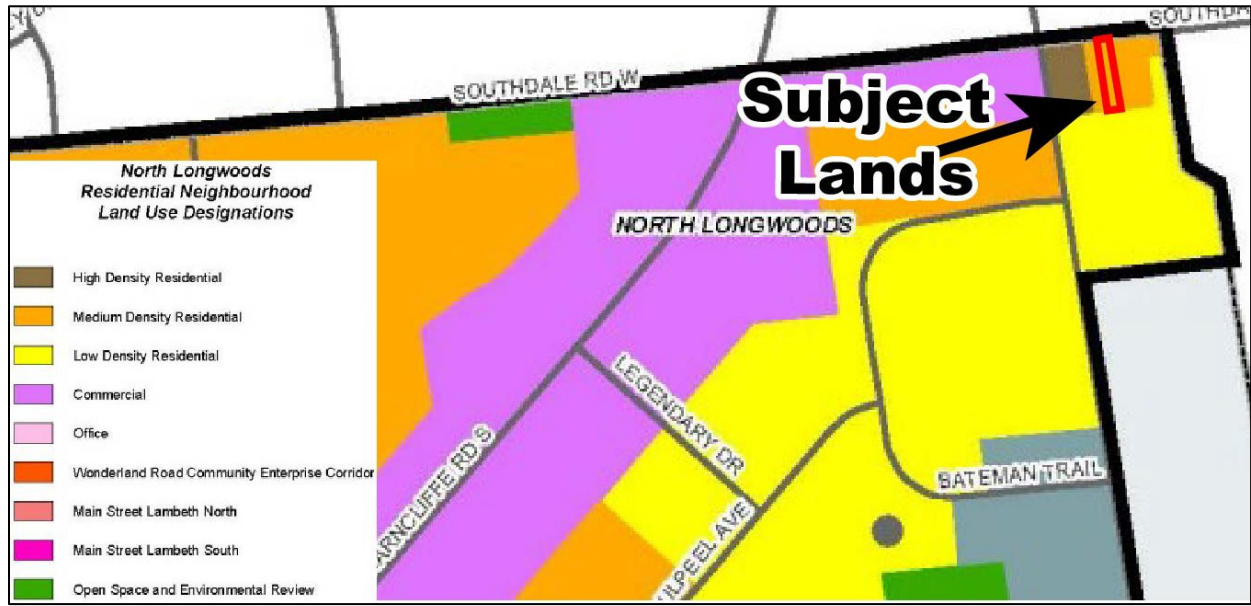
<p>units, without making substantive changes to the exterior of the building.</p> <ol style="list-style-type: none">3. Adaptive re-use of non-residential buildings, to accommodate new residential dwelling units.4. Lot creation – severing one lot into two or more lots.5. Infill development – developing one or more new residential units on vacant or underutilized lots, or adding residential units through additions to existing buildings.6. Redevelopment – the removal of existing buildings in favour of one or more new buildings that house a greater number of dwelling units than what currently exists. (LPA 31) <p>940_ It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.</p>	
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The Southwest Area Secondary Plan (SWAP)

The Southwest Area Secondary Plan applies to lands in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary identified on Schedule “A” of the Official Plan. The purpose of the Secondary Plan is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an increased range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high quality urban design.

The subject lands are within a “*Medium Density Residential*” area on “*Schedule 13 - North Longwoods Residential Neighbourhoods*” in the Southwest Area Secondary Plan (Figure 25, following page).

Figure 25 - The London Plan: Place Type- Map (Excerpt - Subject lands outlined in red)



Relevant policies from the SWAP are listed and responded to below:

The Southwest Area Secondary Plan Response To City Documents	
Policy	Response
<p>Section 20.5.4.1 Residential</p> <p>i) Function and Purpose It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to “age-in-place”. The maintenance and enhancement of existing residential areas, and the development of new residential areas at higher than current densities, will provide a population base to help to support neighbourhood community facilities, the stores and services offered in the Village Core and Wonderland Road South Commercial Area, and the provision of transit routes along the higher order roads serving the area. Planning applications to reduce the specified minimum residential density of these areas may be considered in accordance with policy 20.5.16.4 (v). General policies which follow apply to the Low, Medium and High Density Residential designations within the following Neighbourhood Areas of this Secondary Plan. Individual policies that apply to the residential designations within specific Neighbourhood</p>	<p>i) Function and Purpose The proposed stacked townhouse development helps to diversify the range of housing offered in the immediate area with of the subject lands. The proposed development is considered residential intensification, as the subject lands will shift from a single detached dwelling to a medium-density, multi-unit development. The provision of additional housing on the subject lands will increase the population base of the area, helping to support nearby commercial areas and neighbourhood community facilities of North Longwoods.</p> <p>ii) Character The proposed stacked townhouses offer a form of compact and efficient housing, thereby increasing the variety of built-forms and densities in the area. As the subject lands abut an arterial road (Southdale Road East), a greater residential density is proposed than typically found in an established suburban neighbourhood. The subject lands are within an area well-suited to support additional residential density as this site has good access to public transit and is within walking distance from a variety of recreational opportunities, commercial areas and services.</p>

<p>Areas are detailed within the relevant Neighbourhood Area policies of this Plan:</p> <ul style="list-style-type: none"> a) Wonderland Boulevard b) Lambeth c) Lambeth Village Core d) Bostwick Residential e) North Lambeth Residential f) Central Longwoods Residential g) South Longwoods Residential h) North Talbot Residential i) North Longwoods Residential <p>ii) Character Primarily, the residential areas will develop as traditional suburban neighbourhoods with characteristics similar to those found in the older areas of the City of London, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity. Medium Density Residential designations and Transitional Industrial designations along parts of the arterial road network, and the Residential designation within the Wonderland Boulevard Neighbourhood, will provide for higher than the traditional densities found in traditional suburban neighbourhoods.</p> <p>iii) All Residential Designations in all Neighbourhoods a) Access to Arterial Roads The primary transit network is expected to be provided on the arterial roads. For all Draft Plan of Subdivision, Consent and Site Plan applications that include land within 400 metres of an arterial road, the requirements for a complete application shall include the submission of a plan that demonstrates the provision of viable, safe and effective pedestrian linkages to the arterial road, to provide pedestrian access to potential future transit services. Public streets are preferred, however, pathway connections may be considered on a case-specific basis</p>	<p>iii) All Residential Designations in all Neighbourhoods The subject lands abut an arterial road (Southdale Road East); however, are not subject to the Site Plan Approval process as the number of proposed units does not exceed 10. Despite this, the proposed conceptual site plan provides direct connections to Southdale Road East via a sidewalk connection from the first unit of the development, as well as an additional sidewalk connection to the remainder of the units, amenity area and surface parking areas at the rear of the subject lands.</p>
<p><u>Section 20.5.11 North Talbot and North Longwoods Neighbourhoods</u> North Talbot and North Longwoods Neighbourhoods The Land Use Designations for these neighbourhoods are shown on Schedules 12 and 13, respectively.</p> <p>i) Function and Purpose The North Talbot and North Longwoods Neighbourhoods are areas which have already experienced a significant number of planning approvals and are currently under development. No Neighbourhood specific policies apply to the Commercial designations within these</p>	<p>i) Function and Purpose The proposed medium-density development requires special provisions outlined in Section 11.0 of this report.</p> <p>ii) Character The proposed development will contribute to the planned vision of the North Longwoods Neighbourhood by providing a compatible development that fits well within the existing context, enhances the character of the area, maintains predictability and stability within the area, and forms a unique sense of place for residents, the surrounding neighbourhood, and the public.</p>

<p>Neighbourhoods. The Low, Medium and High Density Residential designations are subject to special provisions regarding land use.</p> <p>ii) Character</p> <p>It is expected that redevelopment and new development in these neighbourhoods will reflect the existing character of the neighbourhood and will provide a walkable environment with a pedestrian scale. The built form will be primarily street oriented on all public rights-of-way. While most of the built form within established neighbourhoods is already in place, there is an ongoing opportunity to enhance the neighbourhood's valuable characteristics. In the future, opportunities should be provided for and sought to strengthen public transit and the use of alternative transportation methods and increase housing choices, while maintaining existing neighbourhood character and enhancing the design of the public realm.</p>	<p>The location of the subject lands abutting a major transportation corridor (Southdale Road East) presents an opportunity to enhance the streetscape with a building that is located close to the street, creating a stronger pedestrian environment. For these reasons, and for reasons noted throughout this report, the proposed development is considered an appropriate form of intensification and is designed to fit well within the existing context of the site.</p>
<p>20.5.11.1 Low Density and Medium Density Residential</p> <p>i) Intent The Low and Medium Density Residential designations apply to most of the existing and planned neighbourhoods of North Talbot and North Longwoods, reflecting land uses established through previous Area Plans and site specific applications. Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply. Higher intensity mid-rise, transit-oriented development is encouraged along portions of the arterial road network within these neighbourhoods to support the provision of transit services as detailed in Section 20.5.4.1 iv) of the General Residential policies</p> <p>ii) Permitted Uses The primary permitted uses in the Low Density and Multi-family, Medium Density Residential designations of the Official Plan, respectively, shall be permitted. New convenience commercial uses and secondary permitted uses allowed in these designations shall not be permitted within these areas.</p> <p>iii) Built Form and Intensity</p> <ul style="list-style-type: none"> - New development shall be consistent with the density requirements of the Low Density and Multi-family, Medium Density Residential designations, respectively, of the Official Plan, as set out in Sections 3.2.2, 3.2.3 and 3.3.3. - As part of a complete application, the applicant shall submit an adequately detailed statement of streetscape compatibility, that has been reviewed and accepted by the City, where it is clearly demonstrated that the proposed project 	<p>i) Intent The intent of the proposed Zoning By-law Amendment is to establish a medium-density residential development on lands abutting an arterial road network with good access to transit services/infrastructure.</p> <p>ii) Permitted Uses Medium-density residential development in the form of stacked townhouses is a permitted use in the North Longwoods residential area.</p> <p>iii) Built Form and Intensity The proposed development intensifies an underutilized lot for an appropriate form of housing to help meet the housing needs in this area of London. The subject lands are well suited for increased density given their location along an arterial road and their planned function for medium density residential uses. The proposed development is within walking distance to existing transit routes and stops to the east and west along Southdale Road East, allowing this development to utilize nearby transit infrastructure.</p> <p>The proposed built-form and intensity is appropriate and compatible with existing townhouses abutting and near the subject lands. The proposed cladding materials/architectural treatment is modest, consisting of masonry and vinyl siding. As noted throughout this report, masonry and vinyl siding are used frequently throughout the White Oak neighbourhood, as well as across the street from the subject lands. Therefore, the cladding materials used are similar to that of the surrounding area, and will create a positive visual impact by remaining cohesive with the surrounding neighbourhood.</p>

<p>is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.</p> <ul style="list-style-type: none"> - The policies of Section 20.5.4.1 iv) of the plan shall apply to development adjacent to portions of the arterial road network in these neighbourhoods. - To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two arterial roads. High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required. - The Urban Design Policies of Section 20.5.3.9 of this Plan shall apply. 	
<p style="text-align: center;">Section 20.5.3.9 Urban Design</p> <p>Throughout the Southwest Area Plan the public realm, which includes public rights-of-way and public space, will play a pivotal role in determining the urban design outcomes within the planning area and the Neighbourhood Areas. The buildings and public spaces constructed within the study area will directly respond to the design of the public right-of-way. This is why there is a strong reliance on a high quality public realm. By ensuring there is integration between the private and public realm, neighbourhoods can be created that are vibrant and dynamic with a character that encourages social interaction. This area is also the first contact that visitors from the 402 and 401 will have with the City of London. Therefore, it is important that this gateway showcases the city and creates a sense of civic pride. The following are general policies that apply to the entire study area:</p> <p>i) Development Design Policies</p> <ul style="list-style-type: none"> a) All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian oriented and transit friendly. Mixed-use development will be encouraged in the areas of Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes. b) Building densities and land uses located along identified transit routes are to be designed to support transit and the users of those services. 	<p>i) Development Design Policies</p> <ul style="list-style-type: none"> a) The proposal to establish a stacked townhouse building containing 10 residential units on the subject lands is a compact form of development given the proposed residential density of 50 UPH. The proposed development is also pedestrian oriented and transit friendly given the sites location approximately 30m from a transit stop, as well as a wide range of commercial and recreational amenities within walking distance. b) As the subject lands are located along an existing transit route with a transit stop within 30m the site, an appropriate residential density of 50 UPH is proposed. c) The proposed development will replace an existing, vacant single detached dwelling in favour of a stacked townhouse building, thereby supporting the continuous occupancy of the subject lands. The proposed site plan ensures views to and from the site are maintained with direct access to the buildings unit entrances, surface parking area, and amenity space from the public sidewalk. Additionally, the height of the building at 11.3m will provide opportunities for passive surveillance on and off of the subject lands. d) Transit, pedestrian and bicycle linkages are available directly from and nearby the subject lands via the Southdale Road East corridor, White Oak Road, Devon Park, Earl Nichols Park, Highview Park and Highland Woods.

<p>c) Safe Community Design is to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:</p> <ul style="list-style-type: none">• Encourages continuous occupancy of public spaces;• Provides for opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;• Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;• Ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;• Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;• Encourages the provision of views into, out of and through publicly accessible interior spaces;• Precludes entrapment or the perception of entrapment through properly identified exits and signage; and,• Results in accessibility for the disabled and elderly. <p>d) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner.</p> <p>ii) Public Realm The public realm consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the public right-of-way. The design of the public realm is defined by the type of sidewalk, curbing, planters, street furniture and street trees. Section 20.5.3.8 of this Plan provides detailed direction with respect to the design of typical streets, while Urban Design Guidelines may be prepared to give direction for public frontages and other design treatments.</p> <p>a) Rear lotting is not permitted along the arterial roads in the Southwest Area Plan. In instances where the City is satisfied that there is no other alternative due to topographic or other site constraints, a range of alternatives such as lanes, service roads, and “window” streets will be used to ensure a high quality of streetscape design. If there is no alternative to rear lotting, landscaping, as well as site and building design, will be used to mitigate the impact on the streetscape.</p>	<p>ii) Public Realm</p> <p>a) The proposed townhouse building is sited with a minimal setback from the public right-of-way along Southdale Road east, therefore, no rear lotting is proposed.</p> <p>b) A noise study was not identified as a requirement of the proposed Zoning By-law Amendment application.</p> <p>iii) Buildings and Site Design</p> <p>a) The proposed building will establish a height of 11.3m which is considered to be a human-scaled height that is comfortable for pedestrians. Given that Southdale Road East has an ultimate public right-of-way of approximately 33.5m, and the proposed building has a modest height of 11.3m, the proposed development has been scaled appropriately in response to the existing built-forms in the area and streetscape/public right-of-way width, creating a sense of enclosure on the street.</p> <p>b) The surface parking area of the subject lands is proposed to be located to the rear of stacked townhouse building and outdoor amenity area, thereby screening it from public view. Direct access to the parking area is available from the public right-of-way via a sidewalk connection and private driveway for easy navigation of the site. Joint access via an abutting lot is not possible due to the developed nature of the abutting properties and a lack of coordination between land owners.</p>
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<p>b) Properties subject to noise impacts shall be buffered through mechanisms such as restrictions on the type of use, building design and location, siting of outdoor living areas and through the provision of landscaping including street trees. Buffering such as noise walls or fences, berms and rear lotting, which restrict visual and physical access to the street, shall be prohibited.</p> <p>iii) Buildings and Site Design</p> <p>a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.</p> <p>b) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:</p> <ul style="list-style-type: none">• screening of the parking lot at the public right-of-way through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section;• the use of landscaping or decorative paving to reduce the visual expanse of large parking areas;• joint access to parking lots on adjoining properties where feasible;• provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments. These walkways may need to cross parking lots to provide the required access;• the interior of the site be designed to give pedestrian connections from the public right-of-way priority through the site/parking field, while enhancing the pedestrian environment and ensuring the site is easily navigable.	
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City Design – Response To City Documents

The City Design policies of The London Plan set out general urban design policies that apply to the entire city. It is recommended that this report be read in its entirety, rather than the urban design sections alone, to gather a comprehensive understanding of the merits of the proposed redevelopment. The proposed redevelopment is consistent with these urban design policies as follows:

Urban Design Response To City Documents	
Policy	Response
Character	
<p>Section 197 The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.</p> <p>Section 199 All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context.</p>	<p>The proposed design contributes to the planned vision of the “<i>Neighbourhoods</i>” Place Type, by providing a compatible development that fits well within the existing context, enhances the character of the area, maintains predictability and stability within the area, and forms a unique sense of place for residents, the surrounding neighbourhood, and the public.</p> <p>The location of the subject lands abutting a major transportation corridor (Southdale Road East) presents an opportunity to create an attractive corridor with a building that is located close to the street, creating a stronger pedestrian environment. For these reasons, and for reasons noted throughout this report, the proposed development is considered an appropriate form of intensification and is designed to fit well within the existing context of the site.</p>
<p>Section 208 Signs will be designed as an integral part of development and will be compatible with the architectural style of the building and the existing and planned character of the surrounding area.</p>	<p>Signage will be appropriately integrated into the site design to create an attractive and safe pedestrian environment, consistent with the objectives of The London Plan.</p>
Street Network	
<p>Section 211 The City’s Street network will be designed to ensure high-quality pedestrian environments, maximize convenience for mobility, access to focal points, and to support the planned vision for the place type.</p>	<p>The proposed redevelopment will be an important defining element of the pedestrian experience along this portion of Southdale Road East. Sidewalks are provided on both sides of the street, and in front of the subject lands to accommodate safe pedestrian movement to and from the property. The building’s design connects functionally to the sidewalk system, ensuring safe and navigable pedestrian features.</p>
<p>Section 213 Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.</p>	<p>Southdale Road East connects the existing residential area to two other primary arterial roads that serve the area, Wharnccliffe Road and Wellington Road, which connects the subject lands to a broad mix of uses throughout London via public and active transit networks.</p>
Streetscapes	

<p>Section 235 Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.</p>	<p>The area located nearest Southdale Road East is proposed to be redeveloped to include landscaping features and a pedestrian connection to the building to help delineate public and private spaces.</p> <p>The rear of the subject lands is proposed to be redeveloped into private landscaping/outdoor amenity area for residents. Outdoor amenity areas will add visual interest, comfort, and improve the health and the aesthetic quality of the subject lands and the neighbourhood overall.</p>
<p>Site Layout</p>	
<p>Section 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.</p>	<p>The site layout responds appropriately to the surrounding context of the subject lands with a suitable height, adequate setbacks, circulation, and lot coverage.</p> <p>As previously noted, the proposed building is separated from the built form of the existing single detached dwelling west of the subject lands by a 7.4 m setback (including side yard on the abutting property).</p> <p>The proposed development incorporates building materials and treatments that are respectful of the local context and character of the surrounding area.</p>
<p>Section 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.</p>	<p>The conceptual site layout proposes appropriate side and rear yard setbacks from abutting properties, given the context of the site along a “<i>Civic Boulevard</i>”. The subject lands will include functional and aesthetically pleasing areas for the future residents of the building, which will generally enhance views of the subject lands from surrounding properties overall.</p> <p>Landscaping and fencing will be implemented to provide privacy and screening measures. However, it is noted that due to the height of the building, not all visual impacts can be mitigated.</p>
<p>Section 255 Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.</p>	<p>The site layout has been designed to facilitate a two-way vehicular access lane the parking lot and amenity area at the rear.</p> <p>Internal pedestrian pathways will be kept separate from vehicular access to ensure predictable and visible vehicular traffic patterns and to ensure safe movement within the subject lands.</p> <p>Pedestrian pathways will be provided to connect the building entrance(s) to the remainder of the site.</p>
<p>Section 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.</p>	<p>The proposed building is situated along the northerly property line along Southdale Road East to maintain the existing street wall and provide continuity along the streetscape.</p>

<p>Section 258 The layout and grading of a site should retain and incorporate desirable trees.</p>	<p>The subject lands currently contain some existing trees and overgrown vegetation. The proposed development will incorporate landscaping elements and trees where feasible.</p>
<p>Section 259 Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.</p>	<p>The proposed building is located close to the public realm with a minimal 1.6 m setback to facilitate an active, inviting and comfortable pedestrian environment.</p>
<p>Section 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections</p>	<p>The building's garbage collection is proposed to be from the street.</p>
<p>Section 268 Sites shall be designed to provide a direct, comfortable, and safe connection from the principle building entrance to the public sidewalk.</p>	<p>The proposed development will be accessible directly from Southdale Road East with the principle entrance of the building abutting the public realm, providing a safe, comfortable, and direct pedestrian connection.</p>
<p>Section 269 Buildings should be sited to minimize the visual exposure of parking areas to the street</p>	<p>The provided parking spaces are planned to be located to the rear of building, effectively minimizing visual exposure to the street.</p>
<p>Buildings</p>	
<p>Section 285 To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge</p>	<p>The proposed building features a variety of cladding materials on all facades of the building. No blank walls are proposed.</p>
<p>Section 286 Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.</p>	<p>The proposed building will establish a height of 11.3m which is considered to be a human-scaled height that is comfortable for pedestrians.</p>
<p>Section 287 Within the context of the relevant place type policies, the height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.</p>	<p>Given that Southdale Road East has an ultimate public right-of-way of approximately 33.5m, and the proposed building proposes a modest height of 11.3m on a "Civic Boulevard", the proposed development responds appropriately to the existing streetscape/public right-of-way width, still creating a sense of enclosure, while mitigating visual impacts to the abutting low-density residential to the north, east and west.</p>
<p>Section 288 Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.</p>	<p>The proposed building aids in establishing an edge to provide the public realm with a sense of enclosure and definition along this portion of the Southdale Road East corridor.</p>
<p>Section 291 Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.</p>	<p>The majority of the residential entrances are oriented east; however, the unit entrance closest to Southdale Road East is oriented towards the road which will help to define and activate the street frontage while providing convenient pedestrian access to the proposed building.</p>
<p>Section 295 Residential and mixed-use buildings should include outdoor amenity spaces</p>	<p>Common amenity space will be provided in the rear yard of the proposed development.</p>
<p>Materials</p>	
<p>Section 301 A diversity of materials should be used in the design of buildings to visually break up massing,</p>	<p>A range of materials varying in colour and texture are proposed to vertically and horizontally articulate the building and break up the massing.</p>

reduce visual bulk and add interest to the building design.	
Section 302 Materials should be selected for their scale, texture, quality, durability, and consistency within their context.	A range of contemporary and traditional materials have been selected for the building.

Given the above analysis, the proposed stacked townhouse block conforms to the applicable intent and policies of The London Plan. As such, the proposed Zoning By-law Amendment to permit stacked townhouses within the “*Neighbourhoods*” Place Type on the subject lands is considered appropriate.

Evaluation Criteria For Planning Applications

All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed (Policy 882). The following criteria will be used to evaluate all planning and development applications:

Evaluation Criteria for Planning and Development Applications	
Policy	Response
1. Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	As demonstrated in this report, the proposed Zoning By-Law Amendment is consistent with the intent and policies of the Provincial Policy Statement.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan	The proposed Zoning By-Law Amendment conforms with a variety of key directions within the “ <i>Our Strategy</i> ” chapter of The London Plan and is generally consistent with the growth framework outlined in the “ <i>Our City</i> ” chapter in The London Plan. As no environmental features are identified on the subject lands, the “ <i>Environment</i> ” chapters of The London Plan are not reviewed as part of this report.
3. Conformity with the policies of the place type in which they are located.	As demonstrated in this report, the proposed Zoning By-Law Amendment conforms to the policies of the “ <i>Neighbourhoods</i> ” Place Type.
4. Consideration of applicable guideline documents that apply to the subject lands.	Consideration of the applicable guideline documents has been noted above.
5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.	The subject lands are located near existing municipal services. A servicing report was requested by Staff as part of a complete application.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering the type of application under review, and its context, an analysis of potential impacts on nearby properties may	<p>a. Traffic and access management</p> <p>Response: In terms of traffic and access management, a 6.0 m driveway and sidewalks from Southdale Road East will provide vehicular and pedestrian access to the proposed townhouse block on the subject lands. No significant impacts to other nearby properties are anticipated. Southdale Road East is an arterial road</p>

<p>include such things as:</p> <ul style="list-style-type: none">a. Traffic and access management.b. Noise.c. Parking on streets or adjacent properties.d. Emissions generated by the use such as odour, dust, or other airborne emissions.e. Lighting.f. Garbage generated by the use.g. Privacy.h. Shadowing.i. Visual impact.j. Policy Deleted.k. Trees and canopy cover.l. Cultural heritage resources.m. Natural heritage features and areas.n. Natural resources.o. Other relevant matters related to use and built form	<p>which facilitates high-traffic volumes, therefore, the addition of the proposed residential units to this area of London will have a negligible impact on traffic volumes and accesses to adjacent properties. Overall, the proposed redevelopment will maintain and enhance the character of the streetscape by addressing the road through building design and pedestrian access.</p> <p>b. Noise Response: No significant noise impacts on abutting lands are anticipated due to the residential nature of the proposed development. Generally, stacked townhouses do not emit significant volumes of noise. Lands to the south are currently vacant, and residential buildings to the east and west similarly to the proposed development. Given the significant noise generated from vehicles on Southdale Road East, it is unlikely that the proposed development would add any significant noise to the area.</p> <p>c. Parking on streets or adjacent properties Response: No parking impacts are anticipated on adjacent properties as the proposed development will provide one space per unit plus one visitor space. No street parking is available along Southdale Road East and other streets are too remote to attract off-site parking.</p> <p>d. Emissions generated by the use such as odour, dust, or other airborne emissions Response: No odour, dust, or other airborne emissions will be generated by the subject lands.</p> <p>e. Lighting Response: A Photometric Plan was not requested by Staff as part of a complete application. As such, the City of London does not anticipate any lighting concerns as it relates to the proposed Zoning By-Law Amendment.</p> <p>f. Garbage generated by the use Response: Garbage will be collected from the street on pick-up day. There have been no notable garbage and refuse collection concerns from the public, nor has the City of London identified this as a concern.</p> <p>g. Privacy Response: No significant or undue impacts to the privacy of abutting and adjacent lands are anticipated. Amenity areas will likely be enclosed in privacy fencing to ensure privacy is maintained for the abutting lands.</p> <p>h. Shadowing Response: A Shadow Study was not requested by Staff as part of a complete application. As such, the City of London does not anticipate any shadowing concerns as it relates to the proposed Zoning By-Law Amendment. The height and positioning of the proposed building is generally consistent with a medium-density urban development pattern. Minimal shadowing will be present on abutting lands to the east and west, consistent with this type of development.</p> <p>i. Visual impact</p>
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	<p>Response: The addition of the proposed building will be visible to the public realm. Elevations have been provided of the proposed development. The building is appropriate and compatible with existing built forms near the subject lands, noting the design of the building is modest. The proposed cladding materials of the building consist of masonry and vinyl siding. As noted throughout this report, masonry and vinyl siding are used frequently throughout the White Oak neighbourhood, as well as across the street from the subject lands. Therefore, the cladding materials used are similar to that of the surrounding area, and will create a positive visual impact. Additionally, the rear yard will be developed into amenity area for the future residents of the building, thereby enhancing the visual appeal of the subject lands.</p> <p>j. Trees and canopy cover. Response: The subject lands currently contain some existing trees and overgrown vegetation. The proposed development will incorporate landscaping elements and trees where feasible.</p> <p>k. Cultural heritage resources. Response: A Stage 1-2 Archaeological Assessment was requested by Staff as part of a complete application. No archaeological resources were found on site.</p> <p>l. Natural heritage features and areas. m. Natural resources. Response: There are no natural heritage features or natural resource features on the subject lands.</p>
<p>7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering the type of application under review, and its context, an analysis of fit may include such things as:</p> <ul style="list-style-type: none"> a. Policy goals and objectives for the place type. b. Policy goals and objectives expressed in the City Design chapter of this Plan. c. Neighbourhood character. d. Streetscape character. e. Street wall. f. Height. g. Density. h. Massing. i. Scale. j. Placement of building. k. Setback and step-back. l. Relationship to adjacent buildings. m. Proposed architectural attributes such as windows, doors, and rooflines. 	<ul style="list-style-type: none"> a. Policy goals and objectives for the place type. b. Policy goals and objectives expressed in the City Design chapter of this Plan. Response: The Zoning By-Law Amendment application have been demonstrated to conform with the applicable policies of The London Plan. The proposed Zoning By-Law Amendment is appropriate for the subject lands and compatible with the existing range of uses in the surrounding area. The City Design policies are addressed in this report as the subject lands interfaces with the public right-of-way along Southdale Road East. c. Neighbourhood character Response: The subject lands are an appropriate location for a stacked townhouse block by virtue of the property's location within the "Neighbourhood" Place Type; proximity to transit; commercial shopping areas; and, public service facilities. As the proposed use is similar in nature to the existing surrounding land uses, the established character will be generally maintained, and the proposed use will have a positive impact on surrounding lands. d. Streetscape character. Response: Residential uses are proposed, therefore, the subject lands will maintain streetscape compatibly with surrounding residential uses, while increasing the range and mix of housing options available in the neighbourhood. Additionally, the proposed

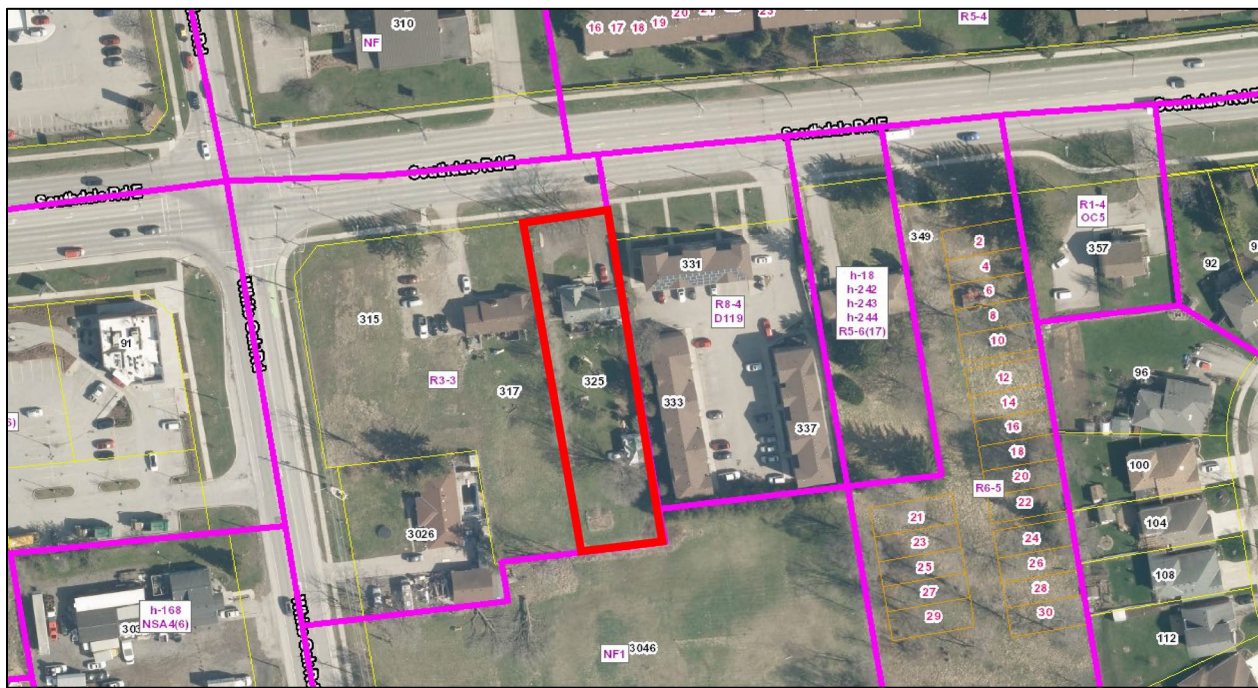
<p>n. Materials.</p> <p>o. Relationship to cultural heritage resources on the site and adjacent to it.</p> <p>p. Landscaping and trees.</p> <p>q. Coordination of access points and connections.</p>	<p>developments site design, use of cladding materials and built form will positively contribute to the overall character of the streetscape.</p> <p>e. Street wall.</p> <p>f. Height.</p> <p>g. Density.</p> <p>Response: Low, medium and high-density residential uses are common in the surrounding context of the subject lands. The subject lands are well-suited to support the proposed residential density by virtue of abutting land uses and adequate setbacks from nearby residential uses.</p> <p>h. Massing.</p> <p>i. Scale.</p> <p>j. Placement of building.</p> <p>Response: As the proposed townhouse block is oriented perpendicular to Southdale Road East, the building is consistent with the positioning of the townhouse dwellings abutting the subject lands and planned townhouse developments located to the east (349 & 341 Southdale Road East). Therefore, the proposed development will be consistent with existing and anticipated building orientation on nearby lots.</p> <p>k. Setback and step-back.</p> <p>l. Relationship to adjacent buildings.</p> <p>Response: The proposed setbacks, height, building separation and landscaped details noted on the Concept Plan ensure that the subject lands' relationship to nearby buildings will remain largely the same.</p> <p>m. Proposed architectural attributes such as windows, doors, and rooflines.</p> <p>Response: The architectural style of the proposed building is traditional, with a hip roofline and standardized use of building materials, windows, and functional architectural features. These features will be a positive addition to the streetscape.</p> <p>n. Materials.</p> <p>Response: As previously mentioned, the cladding of the building is anticipated to be masonry and vinyl siding to create an exterior appearance that is generally consistent with new and existing residential developments in the area.</p> <p>o. Relationship to cultural heritage resources on the site and adjacent to it.</p> <p>p. Landscaping and trees.</p> <p>Response: There are no cultural heritage resources on-site or adjacent that would be impacted.</p> <p>q. Coordination of access points and connections.</p> <p>Response: The subject lands are served by a Civic Boulevard (Southdale Road East) which will provide direct, full-turns access to the subject lands via a private driveway. As previously noted, direct sidewalk access will be provided from Southdale Road East to the stacked townhouse block.</p>
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As demonstrated above the proposal is consistent with the land use policies of The London Plan, and is appropriate for the subject lands.

11.0 THE CITY OF LONDON ZONING BY-LAW

The subject lands are currently zoned “Residential R3 (R3-3)” in the City of London Z.-1 Zoning By-Law (Figure 25). The R3-3 Zone permits a range of low density residential dwelling types including single-detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes; and converted dwellings. As stacked townhouses are not currently permitted on the subject lands, a Zoning By-law amendment is required to permit the proposed development.

Figure 25 - City of London Z.-1 Zoning By-Law Mapping (Excerpt)



The proposed Amendment is to rezone the subject lands to a site-specific, special regulation “Residential R5 (R5-6(_))” zone.

Table 1.1 (below) provides a breakdown of the standard regulations of the R5-6 Zone and the proposed regulations for the “Residential R5 (R5-6(_))” zone for the development of the subject lands.

The site-specific development standards are to be confirmed and refined subject to a review of the application by Staff through the approvals process.

Table 1.1: Existing and proposed zoning regulations, and proposed concept plan statistics.

	Standard Regulations By-law No. Z. - 1	Proposed Regulations By-law Amendment
	R5-6 Zone	R5-6 () Zone
Use	Townhouses & Stacked Townhouses	Townhouses & Stacked Townhouses
Lot Area (Min.)	1,000m ²	1,994 m ²
Lot Frontage (Min.)	30.0m	22.4 m*
Front Yard Setback (Min.)	8.0m	9.4 m
Front Yard Setback (Min.) Post Road-Widening	8.0m	1.6 m (Post Road Widening)*
Rear Yard Setback (Min.)	6.0m	44.9 m
Interior Side Yard Setback (Min.) (East)	5.6 m	8.9 m
Interior Side Yard Setback (Min.) (West)	5.6 m	5.0m*
Lot Coverage (Max.)	45%	15%
Building Height (Max.)	12.0m	11.3 m
Units Per Lot	N/A	N/A
Density	50 UPH	50 UPH
Parking Area Coverage (Max.)	N/A	N/A
Landscaped Open Space (Min.)	30%	49%

*An asterisk denotes a proposed site-specific zone regulation.

Generally, the zone regulations proposed for the lands are the standard R5-6 Zone regulations; save and except for frontage, front yard setback, and west interior side yard setback.

The following special regulations are proposed to permit the proposed development in the “Residential 5 (R5-6()) Zone”:

- To permit a side yard setback of 5.0 m, whereas 5.6 m is the standard requirement;
- To permit a front yard setback of 1.6 m after road widening, whereas 8.0 m is the standard requirement; and,
- To permit a lot frontage of 22.4 m, whereas 30.0 m is the standard requirement.

The requested special provision to permit a reduced side yard setback of 5.0 m to the west provides ample building separation of approximately 7.4 m to the existing single detached dwelling in the lot abutting the subject lands to the west. The requested zone would typically require a 5.6 m side yard setback for a building of the proposed height (11.3 m) with abutting residential uses; however, the proposed setback of 5.0 m leaves sufficient space to include screening mechanisms, such as landscaping and fencing, for the maintenance of privacy for abutting land owners and future residents of the proposed development. Notably, the majority of the proposed buildings windows are located on the east face, thereby reducing views to and from the building. Additionally, a total of 6 windows fully above grade are on the west face of the building, with the majority being bedrooms, which will reduce visual impacts for the future residents and nearby property owners, given that blinds in bedrooms are typically drawn. Additionally, the abutting lots to the west (315-317 Southdale Road West) contains several trees and vegetation along the lot line separating the parcel, thereby providing additional natural privacy screening for both the existing dwelling and proposed development. With the above noted considerations, a 5.0 m side yard setback is considered reasonable, appropriate, and will facilitate a development that is well-suited to the area.

The requested special provision to permit a reduced front yard setback of 1.6 m after road widening aligns with urban design standards and recommendations to position new buildings in line with existing built forms. As the proposed development is generally in line with the townhouses to the east of the subject lands, the reduced front yard setback helps to maintain visual continuity and will aid in enforcing the established street wall on this section of Southdale Road East .

The requested special provision to permit a reduced lot frontage of 22.4 m frontage functions contextually for this proposal as the layout of the subject lands provides adequate vehicular and pedestrian accesses, amenity area, parking and landscaped area; therefore, the existing frontage is suitable for the requirements of the subject lands. Additionally, the 22.4 m is an existing condition.

Given that there are other properties with townhouses and stacked townhouses to the north and west of the subject lands that are within the *R5 and R8* zones, the proposed site specific *R5-6- ()* Zone is compatible with nearby and abutting land uses, and is appropriate for the development of the subject lands.

Notably, the subject lands and conceptual plan exhibit all necessary attributes of a well-functioning and designed site, including landscaping, building size and location, parking layout, and outdoor amenity space.

Overall, the requested “*Residential R5 (R5-6())*” zone is appropriate for the subject lands.

12.0 CONCLUSION

The proposed Zoning By-Law Amendment seeks to rezone the subject lands to permit a stacked townhouse block containing 10 residential units. The proposed Zoning By-Law Amendment is considered appropriate for the subject lands as this type of medium density intensification is contemplated by The London Plan.

The subject lands are well located to support additional density. The proposed site design is responsive to abutting and adjacent land uses. The built form of the proposed development is appropriate for the subject lands and is compatible with existing and planned uses abutting the lands. The proposed buildings will enhance the pedestrian realm and visual appearance of the area and the proposed range of residential unit types will assist in increasing housing choice in the area, while helping to meet the needs of the current housing market.

Based on the above, and as detailed throughout this Planning Justification Report, the proposed Zoning By-Law Amendment is consistent with the 2020 Provincial Policy Statement; conforms with The London Plan; represents good planning practice; and, is in the public interest.