

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: DBNM Investment & Management Ltd. (c/o Siv-ik Planning & Design)
383 Clarke Road & 1906 Whitney Street
File Number: Z-9779, Ward 2
Public Participation Meeting

Date: November 12, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following action be taken with respect to the application of DBNM Investment & Management Ltd. (c/o Siv-ik Planning & Design) relating to the property located at 383 Clarke Road and 1906 Whitney Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 26, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R2 (R2-3) Zone, **TO** a Holding Residential R2/Residential R8 (h-89*R2-3/R8-4(_)) Zone;

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the Provincial Planning Statement, 2024 (PPS);
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Key Directions, City Design and Building policies, and the Neighbourhoods Place Type policies;
- iii) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the context of the site and surrounding neighbourhood; and
- iv) The recommended amendment supports Council's commitment to increase housing supply and affordability, and initiatives related to the Housing Accelerator Fund.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R2 (R2-3) Zone to a Holding Residential R2/Residential R8 (h-89*R2-3/R8-4(_)) Zone. Requested special provisions include a minimum lot frontage of 17.4 metres (as existing), a minimum front yard setback of 2.0 metres, a minimum interior side yard depth of 2.4 metres, a maximum height of 10.5 metres, a maximum density of 100 units per hectare, and a minimum parking aisle width of 6.0 metres.

Staff are recommending approval with additional special provisions, as well as a holding provision, to ensure the development will not occur until such time as matters related to stormwater management have been addressed.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law Amendment with special provisions to permit a 2.5-storey, **10-unit** residential development and seven (7) parking spaces.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Strategic Plan Area of Focus: Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Strategic Plan Area of Focus: Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Strategic Plan Area of Focus: Housing and Homelessness**, by supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description and Location

The subject properties, municipally known as 383 Clarke Road and 1906 Whitney Street, are located on the west side of Clarke Road and the north side of Whitney Street, within the Argyle Planning District. The subject lands have a frontage of 17.4 metres along Clarke Road, and 6.0 metres along Whitney Street, with a consolidated lot area of approximately 1,032.63m². The property at 383 Clarke Road currently contains an existing four-unit converted dwelling, and the property at 1906 Whitney Street is currently vacant.

Site Statistics:

- Current Land Use: Residential
- Frontage: 17.4 metres (57 feet)
- Depth: 53.3 metres (174.8 feet)
- Area: 0.1 hectares (0.25 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Low-Density Residential & Commercial
- East: Low-Density Residential
- South: Low-to-Medium-Density Residential
- West: Commercial

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting a Civic Boulevard (Clarke Road)
- Existing Zoning: Residential R2 (R2-3) Zone



Figure 1- Aerial Photo of 383 Clarke Road & 1906 Whitney Street and surrounding lands.



Figure 2 - Streetview of 383 Clarke Road (view looking west)



Figure 3 - Streetview of 1906 Whitney Street (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

The subject lands are proposed to be redeveloped with a low-rise apartment building with a height of 9.0 metres. The proposed development consists of 10 residential dwelling units, equating to a residential density of 97 units per hectare. The proposed building is oriented along and located close to the Clarke Road streetscape. Vehicular access is proposed to be provided via a new driveway from Whitney Street. Vehicular parking is proposed within a surface parking area behind the development, containing a total of seven (7) spaces, with at a rate of 0.7 spaces per unit. Long-term bicycle parking is proposed at a rate of 0.9 spaces per unit, and a minimum of 0.1 short term bicycle parking spaces will be provided. Recessed balconies are proposed to provide for private amenity space for residents.

The proposed development includes the following features:

- Land use: Residential
- Form: Low-rise Apartment Building
- Height: 2.5 storeys (9.0 metres)
- Residential units: 10
- Density: 97 units per hectare
- Building coverage: 28%
- Parking spaces: 7 surface parking spaces (0.7 per unit)
- Bicycle parking spaces: 0.9 long-term spaces per unit; 0.1 short-term spaces per unit
- Landscape open space: 37%

Additional information on the development proposal is provided in Appendix B.

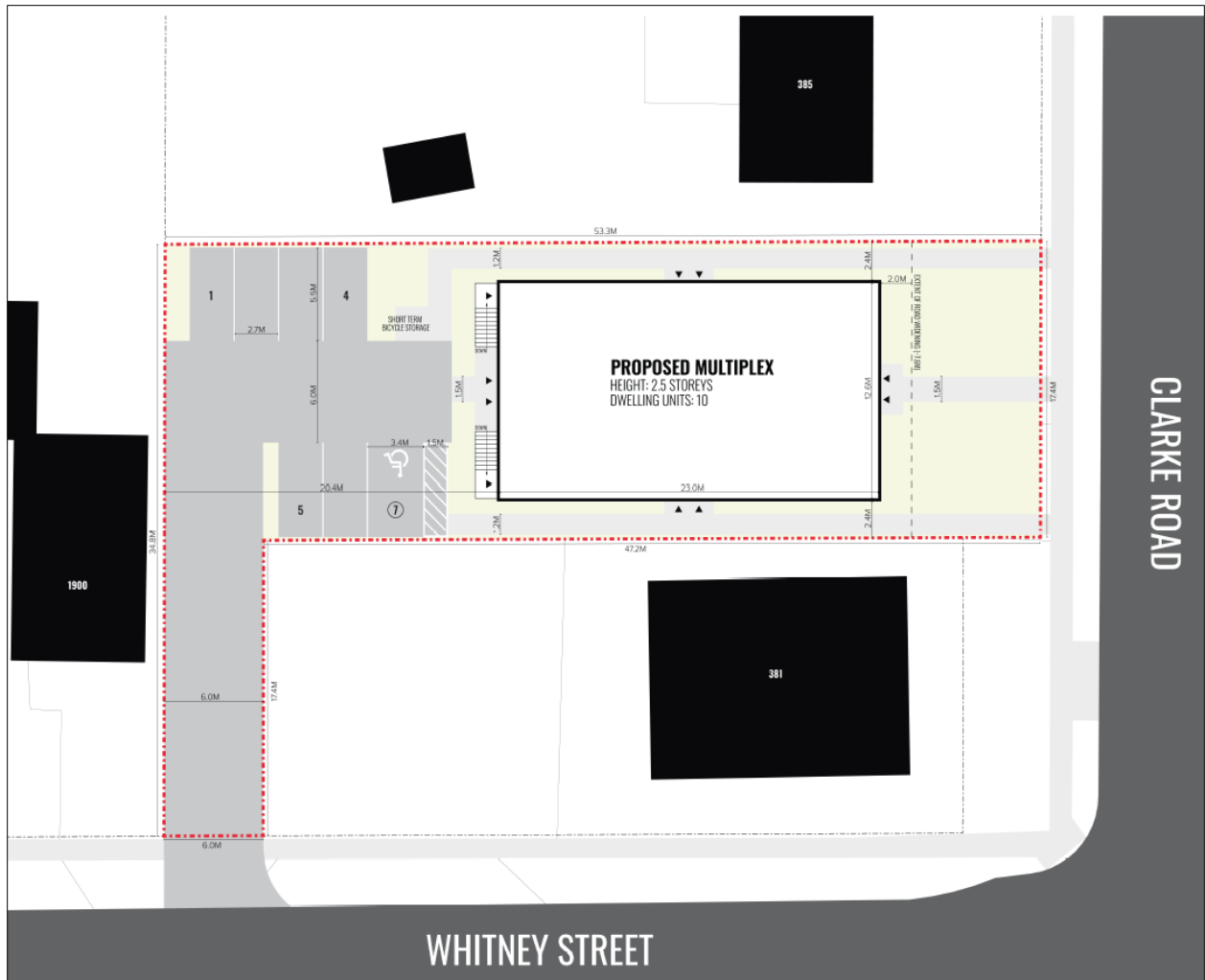


Figure 4 - Conceptual Site Plan (Received August 2024)

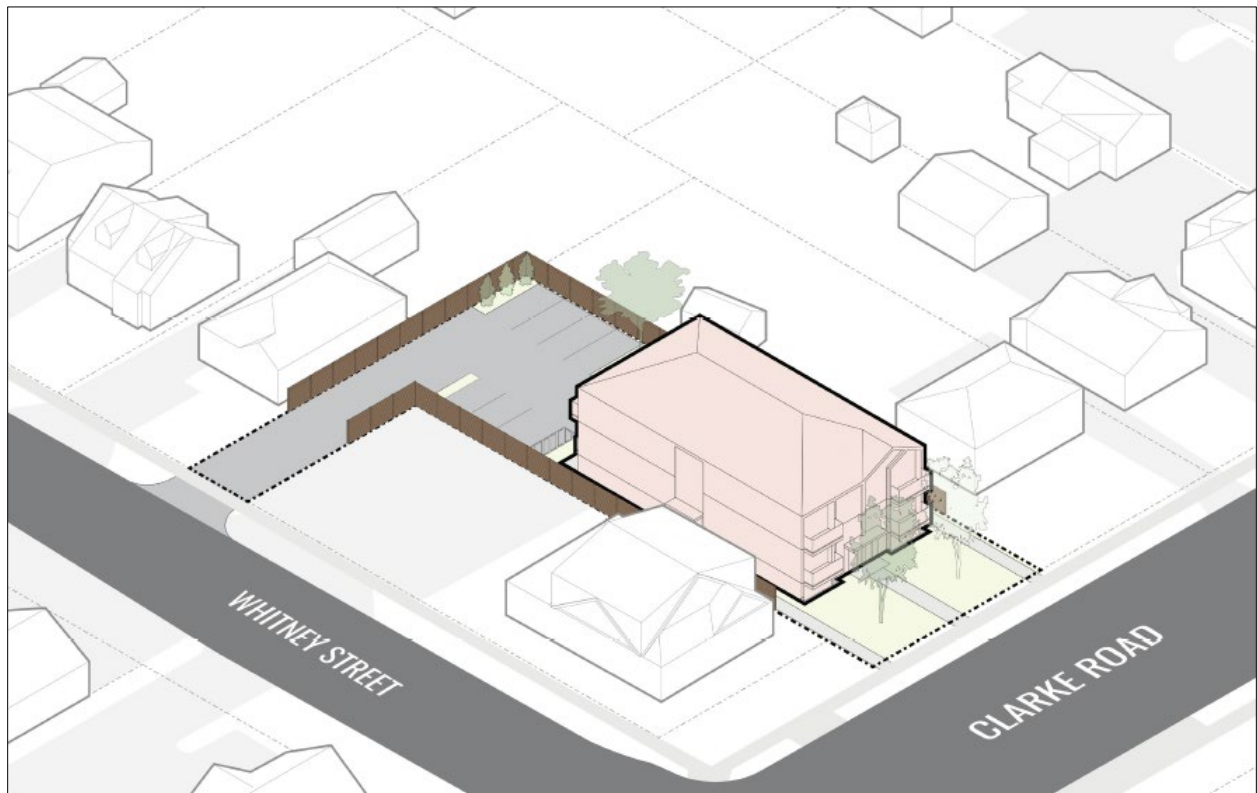


Figure 5 – Rendering of proposed apartment building (Received August 2024)

Additional plans and drawings of the development proposal are provided in Appendix C.

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R2 (R2-3) Zone to a Holding Residential R2/Residential R8 (h-89*R2-3/R8-4(_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (R8-4(_))	Required	Proposed
The Clarke Road frontage shall be deemed to be the front lot line		
Lot Frontage (minimum)	30 metres	17.4 metres (as existing)
Front and Exterior Side Yard Depth (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	2.0 metres
Interior and Rear Yard Depth (minimum)	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	2.4 metres (2.0 metres recommended)
Height (maximum)	13.0 metres	10.5 metres
Density (maximum)	75 units per hectare	100 units per hectare
Parking Aisle Width (minimum)	6.5 metres	6.0 metres

2.3 Internal and Agency Comments

The application and [associated materials](#) were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Detailed internal and agency comments are included in Appendix D of this report.

2.4 Public Engagement

On September 3, 2024, Notice of Application was sent to 41 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 12, 2024. A “Planning Application” sign was also placed on the site.

There was one response received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Site access/vehicular traffic onto Whitney Street

Detailed public comments are included in Appendix E of this report.

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for a Zoning By-law amendment complies with The London Plan, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The subject lands are in the Neighbourhoods Place Type of The London Plan, with frontage on a Civic Boulevard, in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

Table 10 – Range of Permitted Uses provides the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type by street classification (TLP 921_). At this location, Table 10 permits a range of low-to-medium density residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, stacked townhouses, fourplexes, and low-rise apartment buildings. Staff are satisfied the proposed use is in conformity with the policies of the Neighbourhoods Place Type of The London Plan.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS 2024 that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (2.2.1.2), compact form (2.4.1.3.c), and an appropriate mix of housing options and densities (2.3.1.3). The proposed intensity conforms with Table 11 – Range of Permitted Heights in Neighbourhoods Place Type, which contemplates a minimum height of 2-storeys (8 metres), and a standard maximum height of 4-storeys and upper maximum height of 6-storeys for properties with frontage along a Civic Boulevard within the Neighbourhoods Place Types. As a maximum height of 2.5-storeys (9.0 metres) is proposed, the proposed development is in conformity with The London Plan policies.

4.3 Form

Within the Neighbourhoods Place Type, and in accordance with the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (TLP 953_2, a. to f.).

All planning and development applications will conform with the City Design policies of The London Plan (TLP 194_). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (TLP 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and promote connectivity and safe movements for pedestrians, cyclists, and motorists between and within sites (TLP 252_ and 255_). In terms of built form, buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings and minimize the visual exposure of parking areas to the street (TLP 256_ & 269_).

The built form consists of a 2.5-storey (9.0 metre) residential apartment building oriented towards Clarke Road. As proposed, the built form directs the height and intensity toward a higher order street (Clarke Road) (TLP 918_13) with appropriate buffering and setbacks towards the existing residential uses to the north and south (TLP 953_2). The proposed built form and massing have consideration for the adjacent low density residential uses and is appropriate within the context of the surrounding neighbourhood (TLP 953_2).

Access to the subject lands is proposed via a driveway onto Whitney Street, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). As proposed, the parking is to be visually screened from the street, thereby encouraging a pedestrian oriented streetscape (TLP 936_4).

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating a compatible form of development that will help support the growing demands of London residents (TLP 937_). Specifically, facilitating a development that supports aging in place, affordability, and the effective use of land in neighbourhoods (TLP 193_7).

4.4 Zoning Provisions

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R2 (R2-3) Zone, to a Holding Residential R2/Residential R8 (h-89*R2-3/R8-4(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

Lot Frontage (Minimum) – 17.4 metres (as existing)

The intent of regulating minimum lot frontages is to ensure lots are adequately sized and shaped to support the intended use of the lands. In this case, a 17.0 metre wide frontage along Clarke Road is requested to recognize the existing lot configuration. Staff are of the opinion that the existing lot configuration provides for sufficient space to accommodate appropriately sized new buildings in addition to contextually sensitive side yard setbacks. As the shortest lot line abutting the street is currently Whitney Street, a special provision to deem the lot line abutting Clarke Road the front lot line is also recommended.

Front Yard Setback (Minimum) – 2.0 metres

The applicant is requesting a special provision to permit a front yard depth of 2.0 metres, whereas a minimum of 6.0 metres is required. The reduced front yard setback is supported by the policies of The London Plan, which states that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (The London Plan, 259_). Staff are supportive of the reduced front yard setback as the proposed building will create a human-scale relationship with the public realm that is comfortable for pedestrians.

Interior Side Yard Setback (Minimum) – 2.0 metres

The applicant is requesting a special provision to permit an interior side yard setback of 2.4 metres, whereas a minimum of 3.6 metres is required. Staff are supportive of the reduced setback, as the development maintains appropriate spacing between buildings to allow for sunlight, landscape buffering, and fencing. To provide additional flexibility in building design, staff recommend a setback of 2.0 metres.

Height (Maximum) – 10.5 metres

The applicant is requesting a special provision to permit a maximum building height of 2.5-storeys, or 10.0 metres, whereas 13.0 metres is the maximum permitted.

To align the proposed zoning with a low-rise built form along a Civic Boulevard, the maximum height permitted is proposed to be lowered from the typical R8-4 requirement of 13.0 metres to 10.5 metres. The 10.5 metre maximum height aligns with the permissions of the existing R2 Zone categories that currently apply to the site.

Density (Maximum) – 100 units per hectare

The applicant is requesting a special provision to permit a maximum density of 100 units per hectare, whereas 75 units per hectare is the maximum permitted. The increased density will allow for the implementation of the proposed redevelopment, facilitating an appropriate scale of development that is compatible within the existing neighbourhood character (TLP 918_13). Further, the proposed development is located in proximity of existing transit routes, which will support the use of transit by future residents. On this basis, staff are supportive of the proposed density of 100 units per hectare.

Parking Aisle Width (Minimum) – 6.0 metres

The applicant is requesting a special provision to permit a parking aisle width of 6.0 metres, whereas 6.5 metres is the minimum required. Section 4.19 6) of the Zoning By-law regulates driveway widths and access to parking areas. Section 4.19 6 b) of the Zoning By-law notes that for uses not subject to site plan control, driveways and parking aisles shall have a minimum unobstructed width of 6.5 metres, where two-way traffic is permitted. The intent of the regulation is to ensure that uses that do not require site plan control provide a standard two-way driveway (and parking aisle access, when applicable) for access purposes. Due to the existing lot configuration and to optimize the overall design and functionality of the project, staff are satisfied that a 6.0 metre drive aisle is appropriate to accommodate adequate room for site access and maneuvering within the site.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R2 (R2-3) Zone, to a Holding Residential R2/Residential R8 Special Provision (h-89*R2-3/R8-4(_)) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions and a holding provision.

The recommended action is consistent with the PPS 2024, conforms to The London Plan and will permit a 2.5-storey, 10 unit residential development and 7 parking spaces.

Prepared by: **Chloe Cernanec**
Planner, Planning Implementation

Reviewed by: **Catherine Maton, MCIP, RPP**
Manager, Planning Implementation

Recommended by: **Heather McNeely, MCIP, RPP**
Director, Planning and Development

Submitted by: **Scott Mathers, MPA, P.Eng.**
Deputy City Manager, Planning and Economic Development

Copy:
Britt O'Hagan, Manager, Current Development
Mike Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 383
Clarke Road & 1906 Whitney Street

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 383 Clarke Road & 1906 Whitney Street, as shown on the attached map **FROM** a Residential R2 (R2-3) Zone **TO** a Holding Residential R2/Residential R8 Special Provision (h-89*R2-3/R8-4()) Zone.
2. Section Number 12.4 of the R8-4 Zone is amended by adding the following Special Provisions:

R8-4() 383 Clarke Road & 1906 Whitney Street
 - a. Regulations
 1. Clarke Road shall be deemed to be the front lot line
 2. Lot Frontage (minimum) – 17.4 metres
 3. Front and Exterior Side Yard Depth (minimum) – 2.0 metres
 4. Interior and Rear Yard Depth (minimum) – 2.0 metres
 5. Height (maximum) – 10.5 metres
 6. Density (maximum) – 100 units per hectare
 7. Parking Aisle Width (minimum) – 6.0 metres
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

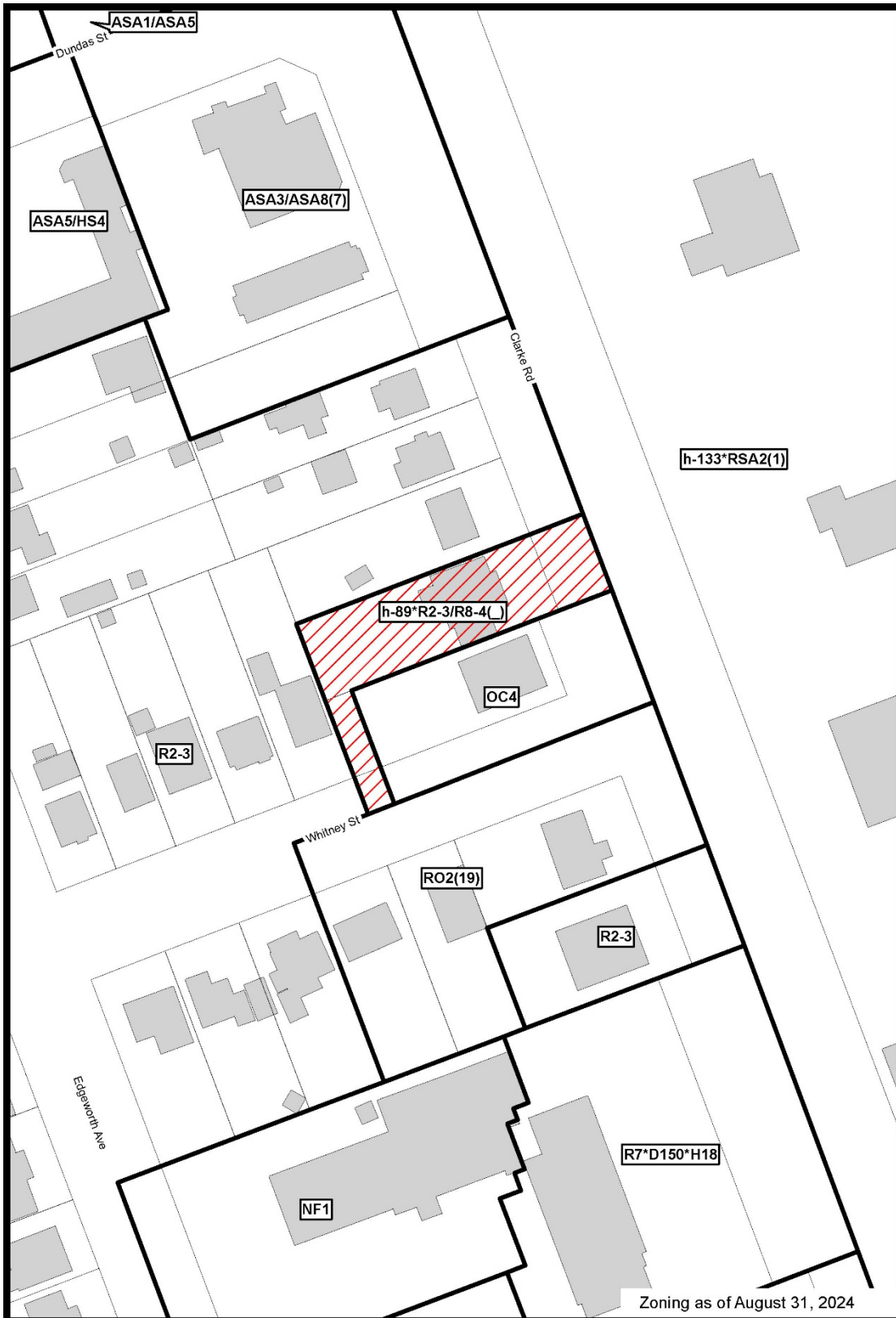
PASSED in Open Council on November 26, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.


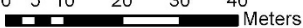

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – November 26, 2024
Second Reading – November 26, 2024
Third Reading – November 26, 2024

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



<p>File Number: Z-9779 Planner: CC Date Prepared: 2024/10/01 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	17.4 metres (57 feet)
Depth	53.3 metres (174.8 feet)
Area	0.1 hectares (0.25 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Low-Density Residential & Commercial
East	Low-Density Residential
South	Low-to-Medium Density Residential
West	Commercial

Proximity to Nearest Amenities

Major Intersection	Clarke Road & Dundas Street, 140 metres
Dedicated cycling infrastructure	Wavell Street, 590 metres
London Transit stop	Clarke Road, 150 metres
Public open space	Mildred Barons Park, 970 metres
Commercial area/use	Argyle Mall, 225 metres
Food store	Walmart, 450 metres
Community/recreation amenity	Argyle Arena, 845 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type fronting a Civic Boulevard (Clarke Road)
Current Special Policies	N/A
Current Zoning	Residential R2 (R2-3) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Holding Residential R2/Residential R8 (h-89*R2-3/R8-4()) Zone

Requested Special Provisions

Regulation (R8-4())	Required	Proposed
The Clarke Road frontage shall be deemed to be the front lot line.		
Lot Frontage (minimum)	30 metres	17.4 metres (as existing)
Front and Exterior Side Yard Depth (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	2.0 metres
Interior and Rear Yard	1.2 metres (3.9 feet) per 3 metres (9.8	2.4 metres

Regulation (R8-4())	Required	Proposed
Depth (minimum)	feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	
Height (maximum)	13.0 metres	10.5 metres
Density (maximum)	75 units per hectare	100 units per hectare
Parking Aisle Width (minimum)	6.5 metres	6.0 metres

C. Development Proposal Summary

Development Overview

The subject lands are proposed to be redeveloped with a low-rise apartment building with a height of 9.0 metres. The proposed development consists of 10 residential dwelling units, equating to a residential density of 97 units per hectare. The proposed building is oriented along and located close to the Clarke Road streetscape. Vehicular access is proposed to be provided via a new access driveway from Whitney Street. Vehicular parking spaces are proposed to be situated behind the development, for a total of 7 surface parking spaces, with a parking ratio of 0.7 spaces per unit. 9 bicycle parking spaces are proposed, for a bicycle parking ratio of 0.9 spaces per unit. Recessed balconies are envisioned for the proposed building accessed through individual units, providing for private amenity spaces for residents.

Proposal Statistics

Land use	Residential
Form	Low-rise apartment building
Height	2.5-storeys (9.0 metres)
Residential units	10
Density	100 units per hectare
Building coverage	28.1%
Landscape open space	37.1%
New use being added to the local community	No

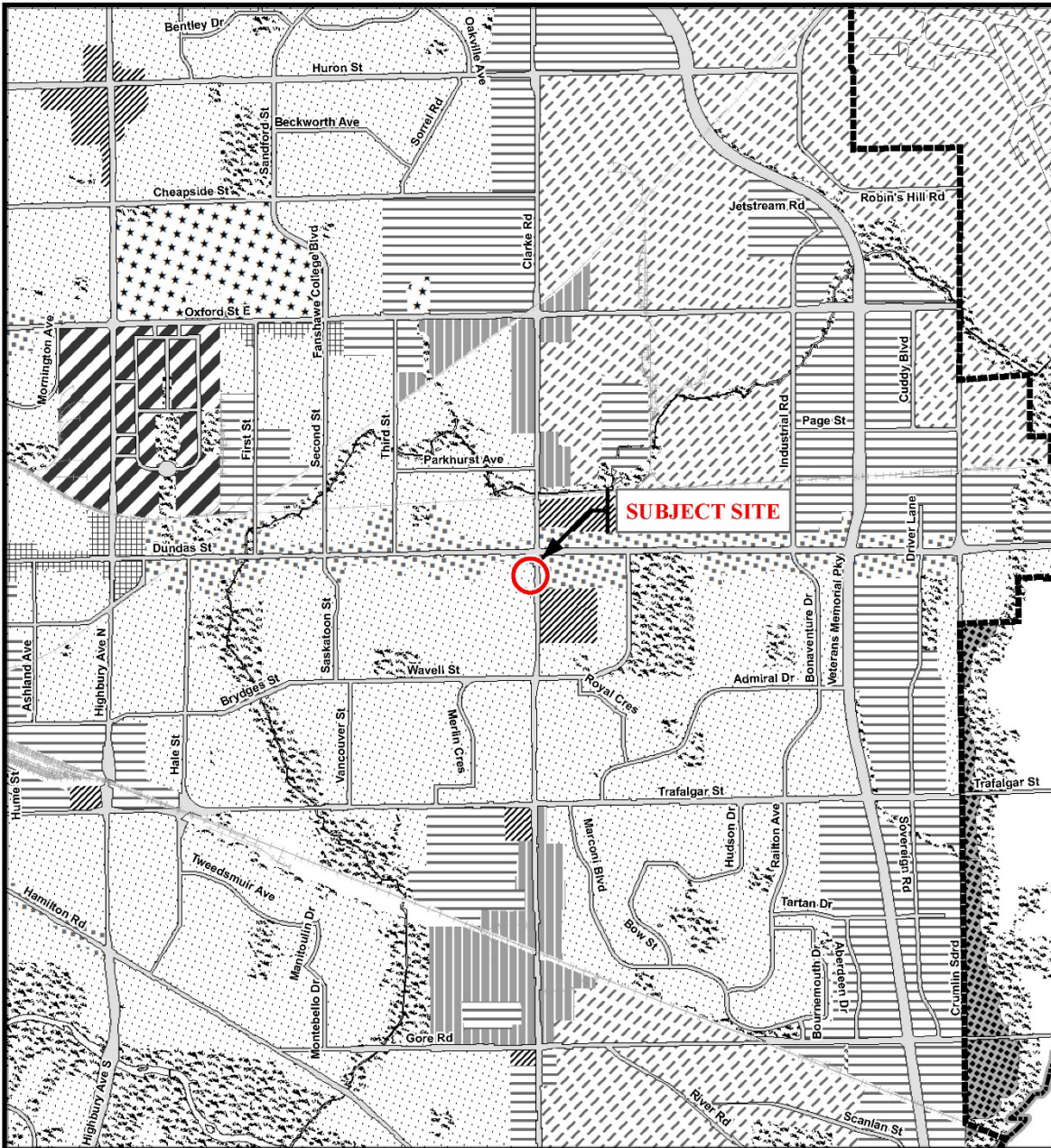
Mobility

Parking spaces	7 surface parking spaces
Vehicle parking ratio	0.7 spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	9 bicycle parking spaces
Secured bike parking ratio	0.9 spaces per unit
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Additional Plans and Drawings



Legend

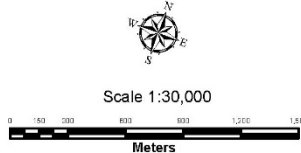
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON Official Plan

LONDON PLAN MAP 1 - PLACE TYPES -

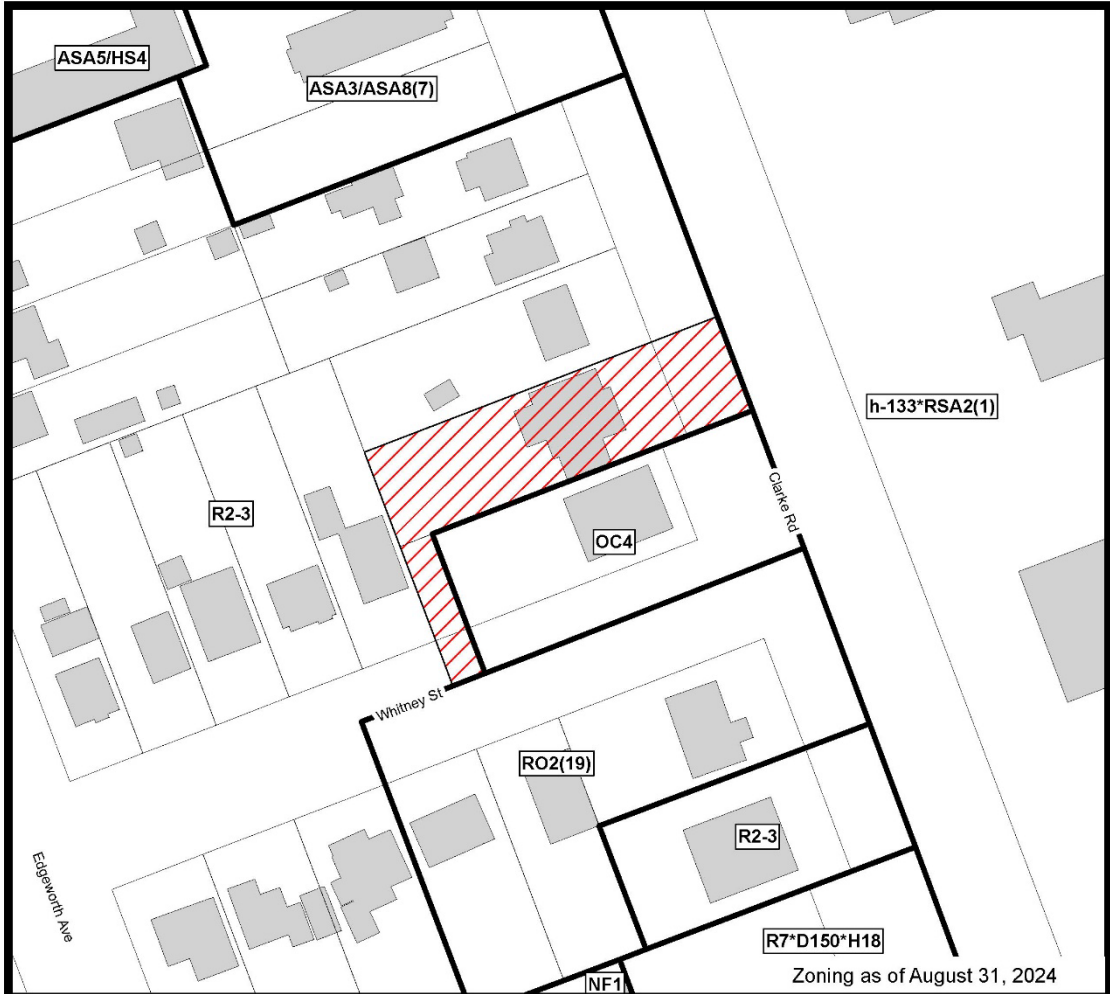
PREPARED BY: Planning & Development



File Number: Z-9779
Planner: CC
Technician: RC
Date: 2024/10/01

Project Location: E:\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9779-Map1-PlaceTypes.mxd

The London Plan Map 1- Place Types



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R2-3

1) *LEGEND FOR ZONING BY-LAW Z-1*

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | OB - OFFICE BUSINESS PARK |
| R10 - HIGH DENSITY APARTMENTS | LI - LIGHT INDUSTRIAL |
| R11 - LODGING HOUSE | GI - GENERAL INDUSTRIAL |
| DA - DOWNTOWN AREA | HI - HEAVY INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| CSA - COMMUNITY SHOPPING AREA | UR - URBAN RESERVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | AG - AGRICULTURAL |
| BDC - BUSINESS DISTRICT COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| AC - ARTERIAL COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| RSC - RESTRICTED SERVICE COMMERCIAL | RT - RAIL TRANSPORTATION |
| CC - CONVENIENCE COMMERCIAL | "h" - HOLDING SYMBOL |
| SS - AUTOMOBILE SERVICE STATION | "D" - DENSITY SYMBOL |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "H" - HEIGHT SYMBOL |
| OR - OFFICE/RESIDENTIAL | "B" - BONUS SYMBOL |
| OC - OFFICE CONVERSION | "T" - TEMPORARY USE SYMBOL |
| RO - RESTRICTED OFFICE | |
| OF - OFFICE | |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z.-1
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

Z-9779

CC

MAP PREPARED:

2024/10/01

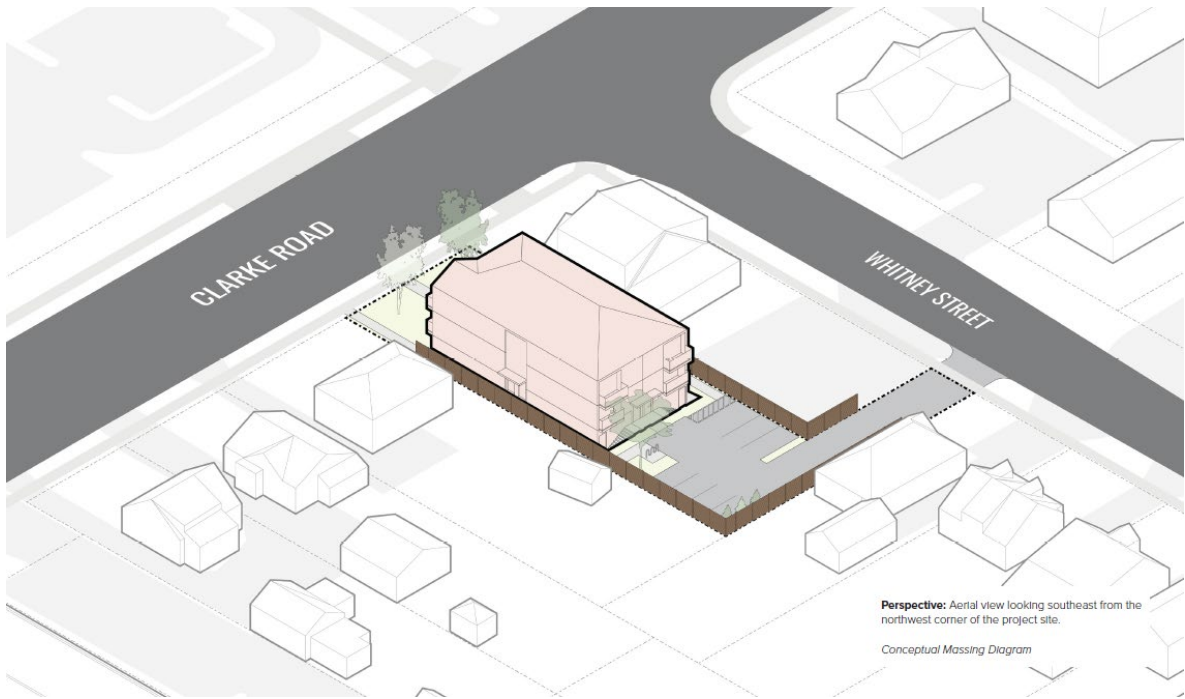
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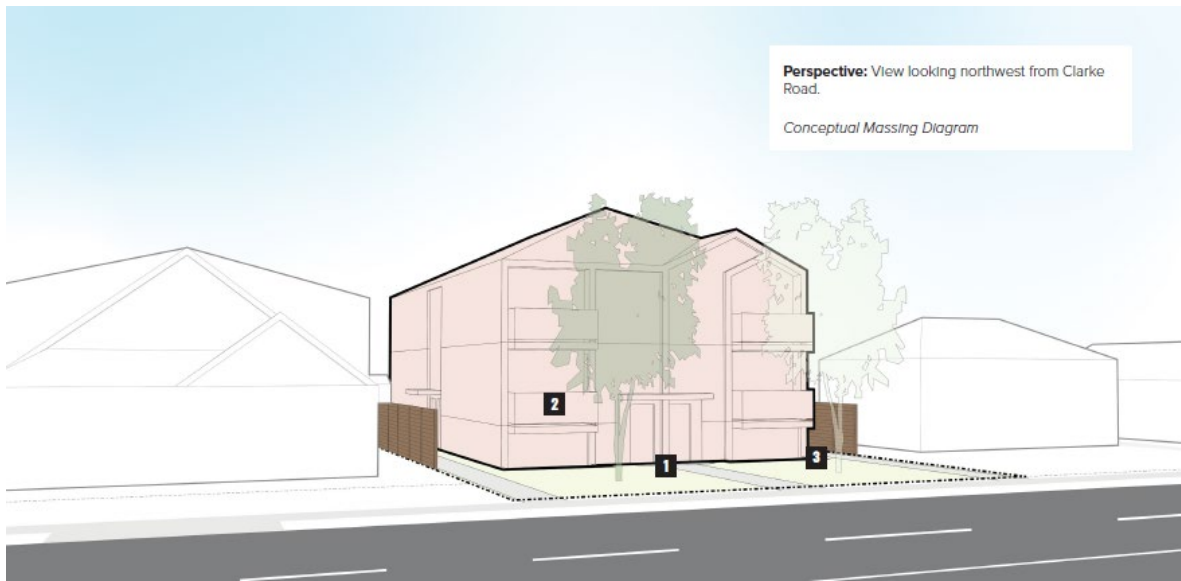
0 5 10 20 30 40

Meters

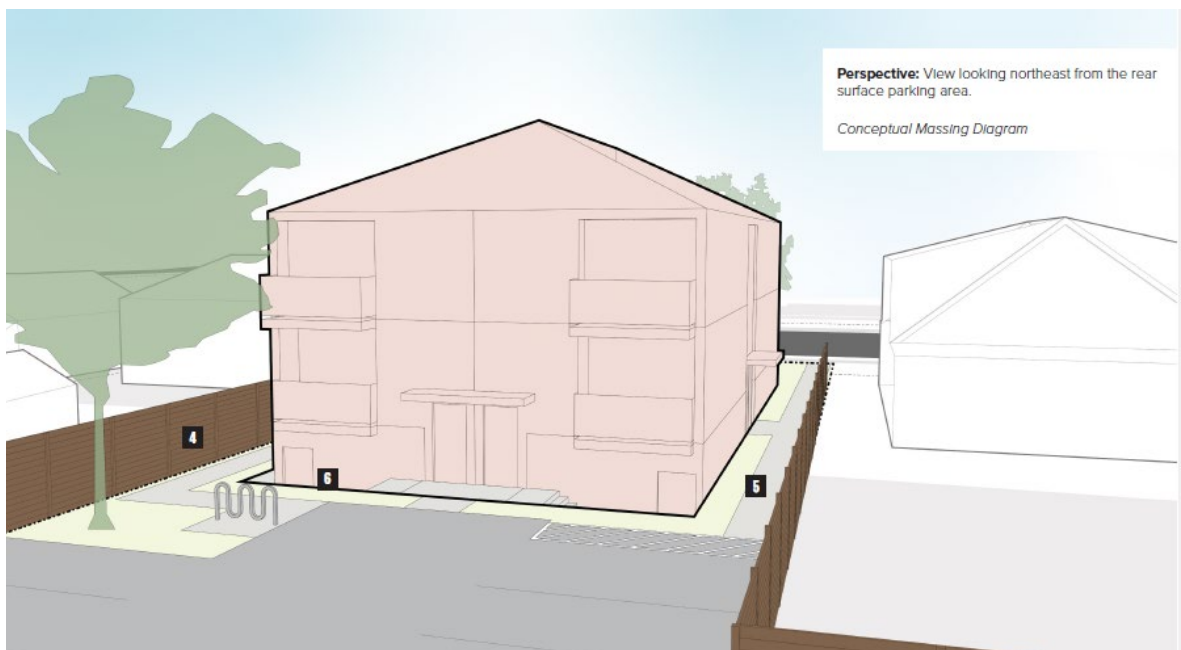
Current Zoning By-law Z.-1 Excerpt



Conceptual Rendering looking southeast



Conceptual Rendering looking northwest from Clarke Road



Conceptual Rendering looking northeast from the rear surface parking area

Appendix D – Internal and Agency Comments

Site Plan – Received September 4, 2024

No Site Plan required, so no comments.

London Hydro – Received September 6, 2024

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Ecology – Received September 10, 2024

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major Issues Identified

None

Matters for OPA/ZBA

- None

Matters for Site Plan

- None

Ecology – Complete Application Requirements

- None

Notes

- Avoid tree removal within the active bat roosting period (April 30 – September 1) to reduce potential interactions with Endangered bat species, to avoid contravention of the Endangered Species Act.
- Avoid vegetation removal within the active breeding bird period (April 1 – August 30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

UTRCA– Received September 11, 2024

The UTRCA has ***no objections*** to the application and we have no Section 28 approval requirements.

Heritage – Received September 11, 2024

Heritage staff have received and reviewed the following archaeological assessment submitted as a part of Z-9779:

- Haruta Archaeology, *Stage 1-2 Archaeological Assessment, 383 Clarke Road and 1906 Whitney Street (P1131-0094-2022) August 2, 2024*

The archaeological assessment report identifies that no further archaeological assessment is required for these properties. In addition, a Ministry review letter has been received. Therefore, the archaeological requirements for Z-9779 can have been satisfied.

Parks Planning – Received September 19, 2024

Major Issues

- None.

Matters for OPA/ZBA

- None.

Matters for Site Plan

- Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

Urban Design – Received September 19, 2024

Major Issues:

- This site is located within the Neighbourhoods Place Type, along a Civic Boulevard in The London Plan [TLP] which generally contemplates the proposed use and height. Urban Design recognizes the applicant for changes made to the site layout and building design which has resulted in a more street-oriented and context-sensitive proposal.

Matters for ZBA:

- Urban Design recommends the following Special Provisions be incorporated into the proposed R8-4() Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
 - Maximum height
 - Minimum front yard setback of 2.0m (as proposed)
 - The front face and principal building entrance shall be oriented toward Clarke Road.

Considerations for Site Layout and Building Design:

- This application would not proceed through the Site Plan Approval process given the current unit count; however, Urban Design recommends the following site design matters be considered:
 - Urban Design recognizes the applicant for proposing the following site layout and building design features. The applicant is encouraged to carry these features forward through the development process:
 - A building entrance is located on the Clarke Road-facing facade with direct walkway access from this entrance to the public sidewalk.
 - Balconies have been included which provide private amenity space and break-down the massing of the building.
 - The building form is generally in-keeping with the character of the streetscape along this stretch of Clarke Road and the adjacent neighbourhood.
 - Weather protection (canopies) is proposed above the building entrances.
 - Design the street-facing façade of the proposed building to include human-scale design elements such as a high degree of transparent glazing, landscaping, lighting, and other architectural details to assist with wayfinding and provide passive surveillance and activation [TLP Policy 285, 286, 291].
 - Ensure Crime Prevention Through Environmental Design (CPTED) principals are considered in the design of the space between the proposed building and the interior side property lines (lighting, windows, sightlines, etc.) to promote pedestrian safety and comfort.
 - Incorporate enhanced all-season landscaping to buffer and screen below-grade units from Clarke Road and the rear parking area. Ensure the landscaping effectively shields the below-grade units/floors from headlight glare coming from the rear parking lot and the existing commercial development on the east side of Clarke Road.
 - Ensure any garbage and recycling storage / pick-up areas are located away from view of the public street frontage [TLP Policy 266].

Engineering – Received October 8, 2024

- SWED would request a **holding provision h-89** be applied to the parcel if ZBA approved, to be placed until a storm/drainage and stormwater management (SWM) servicing design report has been prepared and accepted for the subject lands to ensure that the future development has the sufficient storm outlet and SWM servicing to the specifications and satisfaction of the City Engineer.

The following are to be addressed at the permit stage:

- The owner is required to provide a servicing plan **to demonstrate how the site is to be serviced for Sanitary, water and Storm. Lot** grading plans to demonstrate that stormwater flows are self-contained, and that grading can safely convey up to the 250-year storm event, all to be designed by a Professional Engineer for review.
- A servicing brief for sanitary, water and Storm. Brief should also demonstrate water domestic demand and fire flow calculations.
- Confirm a road dedication of 7.942m is shown on all Plans. Draft Reference Plan is to be submitted to geomatics for review. Ensure draft reference plan has been submitted to Geomatics (Geomatics@london.ca) for review.

Wastewater

- The applicant's engineer must determine whether or not the existing PDC can adequately service the increased population.
- SED would ask for mechanical plans in order to better understand how this development would be serviced internally as well as how it would connect to the municipal sewer

Stormwater

- The proposed land use of high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- The site is tributary to the fronting existing 300mm storm sewer on Clarke Road. **However, the original design of the sewers on Clarke Road did not account for the intensity of this proposed development. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.** On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, alternative infiltration devices, etc.
- Although there is record of one, the City cannot confirm a storm PDC exists to service the property. As per the Drainage By-law, the consultant would be required to provide for a storm PDC. The applicant may not connect to the municipal storm system, via the existing catchbasin on Clarke Road.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained, and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands. Grading should direct flow towards Clarke Road and away from adjacent private properties to the best extent practical.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used

during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water

- Water is available from the existing 200mm CI municipal watermain on Clarke Road and or the 150mm CI municipal watermain on Whitney St.
- Existing water service shall be cut and capped at the watermain during decommissioning.
- All Water servicing to the site shall be to City Standards
- Further comments provided at site plan/Permit stage.

Transportation

- Confirm a road dedication of 7.942m is shown on the concept plan. Ensure draft reference plan has been submitted to Geomatics (Geomatics@london.ca) for review

Appendix E – Public Engagement

B. Glatt – Received September 12, 2024

Dear Chloe:

I write regarding the Notice of Planning Application for a Zoning By-law Amendment for 383 Clarke Road and 1906 Whitney Street.

While I have no objection to the proposed building, I have concerns as to ingress and egress from the property; that being it will only be accessible via Whitney Street.

Whitney Street is already a mess, due to changes made several years ago to allow for a left- turn lane from Whitney onto Clarke Road. This resulted in a strange decision to change a boulevard into a traffic lane, where no lane existed before. Making a west turn off Clarke Road onto Whitney is difficult and next to impossible for anything larger than a passenger vehicle. This “lane” ends just at the ingress/egress point for the proposed building.

Maybe someone could actually take a drive and see how this might present a problem to those of us who already use Whitney Street to access our existing homes, instead of simply looking at a photo. Just a suggestion.

Yours,

Beverley Glatt