



## PLANNING & DESIGN **REPORT**

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# 801 SARNIA ROAD

LONDON / ON



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### **Client**

2425290 Ontario Inc. (c/o Royal Premier Homes).

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# CONTENTS

<b>S1: Introduction</b>	<b>01</b>
<b>S2: Planning Framework</b>	<b>07</b>
<b>S3: Site Analysis</b>	<b>13</b>
<b>S4: Planning Applications</b>	<b>15</b>
<b>S5: The Proposal</b>	<b>21</b>
<b>S6: Planning Analysis</b>	<b>31</b>
<b>S7: Public Consultation</b>	<b>37</b>
<b>S8: Conclusions</b>	<b>39</b>

## PREPARED BY

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## PREPARED FOR

2425290 Ontario Inc. (c/o Royal Premier Homes)

## VERSION 1.0

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## ISSUED

01.09.2025

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## ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 2425290 Ontario Inc. (c/o Royal Premier Homes) as part of our CREATE process. The report provides an overview of the physical context, planning framework and technical requirements applicable to the proposed redevelopment at 801 Sarnia Road. The graphics and supporting text are intended to highlight links between those factors the specific planning/design response proposed for the site. The report describes the relevant details of the proposed Official Plan and Zoning By-law Amendments and an independent professional planning opinion on its merits.

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# 1. INTRODUCTION



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.

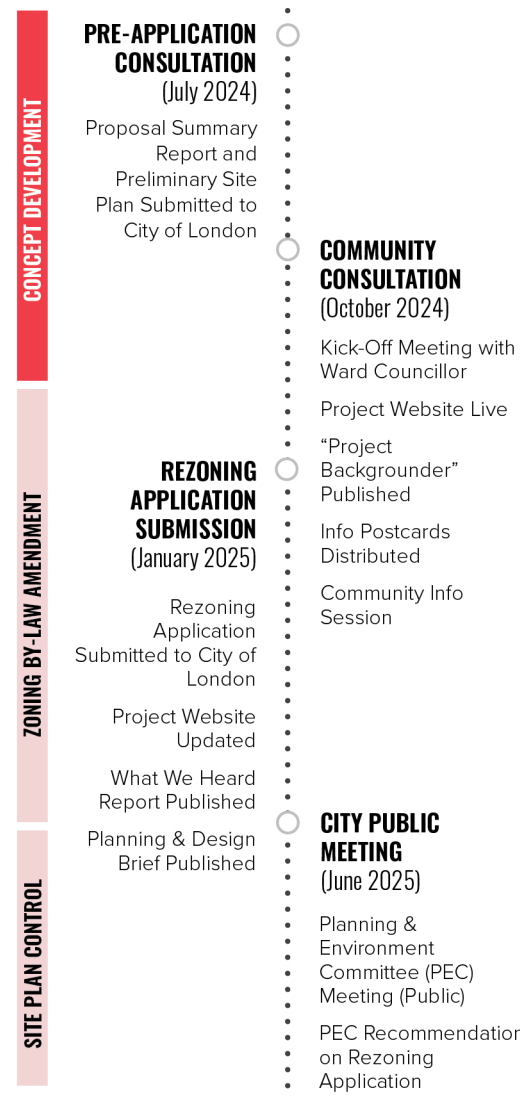


The core to Zedd is making architecture accessible in every community we touch and bringing the benefits of excellent design to those who live, work and play there. Forward-thinking, smart towns and cities with dynamic urban spaces are where people want to live and invest. We aim to do our part to make this happen in our backyard and yours.



Eng Plus Ltd. is an engineering firm based in London, Ontario, specializing in land development, municipal, and drainage engineering services. With a team of experienced professionals, they offer comprehensive solutions tailored to meet the unique needs of each project, ensuring quality and efficiency throughout the process.

# PROJECT TIMELINE



## 1.1 About the Project

Phase 2 of the *Western Prestige Village* development in northwest London represents the next step in creating a vibrant, modern residential community. Building on the success of Phase 1, which saw the development of 57 family-oriented cluster townhomes on the western portion of the site, Phase 2 will feature a 10-storey apartment building designed to meet the growing demand for compact, high-quality, urban living options in northwest London. The proposed development will offer a mix of unit types and modern amenities, catering to a diverse range of residents, including young professionals, families, and seniors. The project aims to enhance the existing neighbourhood fabric while contributing to the City's intensification and housing goals.

With a focus on sustainable design and efficient land use, Phase 2 will integrate seamlessly with the surrounding community, offering pedestrian-friendly connections to the adjacent sidewalk and pathway network, amenity spaces, and proximity to services and amenities. The development aligns with the City of London's planning objectives, supporting a compact urban form and adding to the diversity of housing options within a well-established area.

## 1.2 Site History

The subject lands are located within the Hyde Park Community Planning Area, which was adopted alongside the associated Official Plan Amendments by Council in January of 2000. This Planning Area is bounded by the Fanshawe Park Road West to the north, Aldersbrook Road to the East, the Urban Growth Boundary to the west, and the CN railroad right of way to the south.

The site has been the subject of multiple planning applications over the past 10 years. In 2015 and 2016, applications were submitted to permit the development of the Phase 1 (811 Sarnia Road) townhouses and a five (5) storey apartment building on the Phase 2 lands located at 801 Sarnia Road. In February 2022, a new ZBA application was submitted for this "apartment block" which included the consolidation of additional lands to be acquired from Canadian Pacific Rail. The most recent ZBA application proposed a six (6) storey, mid-rise residential apartment building with 100 dwelling units. A strategic realignment of the adjacent public pathway corridor was also proposed as a part of that application, and the modified alignment/pathway lands to be dedicated to the City of London were zoned Open Space (OS1).

### 1.3 Background

This report has been prepared by Siv-ik Planning & Design Inc. for 2425290 Ontario Inc. (c/o Royal Premier Homes) (the registered owner of the property) in support of an Official Plan and Zoning By-law Amendment application for the lands municipally described as 801 Sarnia Road, in London, ON. This report provides an independent professional analysis and opinion regarding the merits of the proposed Official Plan and Zoning By-law Amendment and has been prepared to satisfy the City of London's complete application requirements. The report explains how the proposed Zoning By-law Amendment aligns with the objectives of the Provincial Planning Statement (2024), the London Plan, represents sound planning and is in the public interest. This report is meant to be read in conjunction with the attached Architectural Design Package (09-09-2024) prepared by Zedd Architecture.

### 1.4 Project Site

The subject lands are located in the northwest quadrant of the City and are a part of the Hyde Park Community Planning Area. Located on the north side of Sarnia Road, the lands are approximately 0.68 hectares in size with 227 meters of frontage along Sarnia Road. The site is legally described as Part Lots 4 and 13 on Registered Plan 48. The lands are bounded by the Canadian Pacific Railway Line to the north and east and an existing cluster townhouse development to the west. The site includes portions of a City of London pathway block and lands subject to a purchase and sale agreement with CP Rail.

### 1.5 Area Context

Figure 1 shows the physical and spatial characteristics of the lands surrounding the project site. The lands are bounded by the Canadian Pacific Railway Line to the north and east. Prior to the development of the adjacent townhouse block in 2016, the lands were used for agricultural purposes and a single detached dwelling. There are single-detached dwellings to the north and east of the abutting rail line; a four (4) storey retirement home and three (3) storey long-term care facility to the south; and, a recently completed townhouse development (i.e. Phase 1) to the west. The townhouse development includes 57 condominium units. A City of London pathway block is located north of the site along the CP Rail line and extends through a portion of the property to connect with the sidewalk network along Sarnia Road.

## AT-A-GLANCE

<b>Site Area</b>	0.68 Hectares
<b>Frontage</b>	227.2 Metres
<b>Depth</b>	Irregular
<b>Existing Use</b>	Vacant/Undeveloped
<b>Servicing</b>	Full Municipal





-  CP Rail Line
-  4-Storey Multi-Residential (Retirement Residence)
-  Phase 1 - Cluster Townhouse Development (57 Units)
-  CP Rail Line & Sarnia Road



Figure 1. Site & Surrounding Context



Figure 2. Aerial View of 801 Sarnia Road - NW Perspective

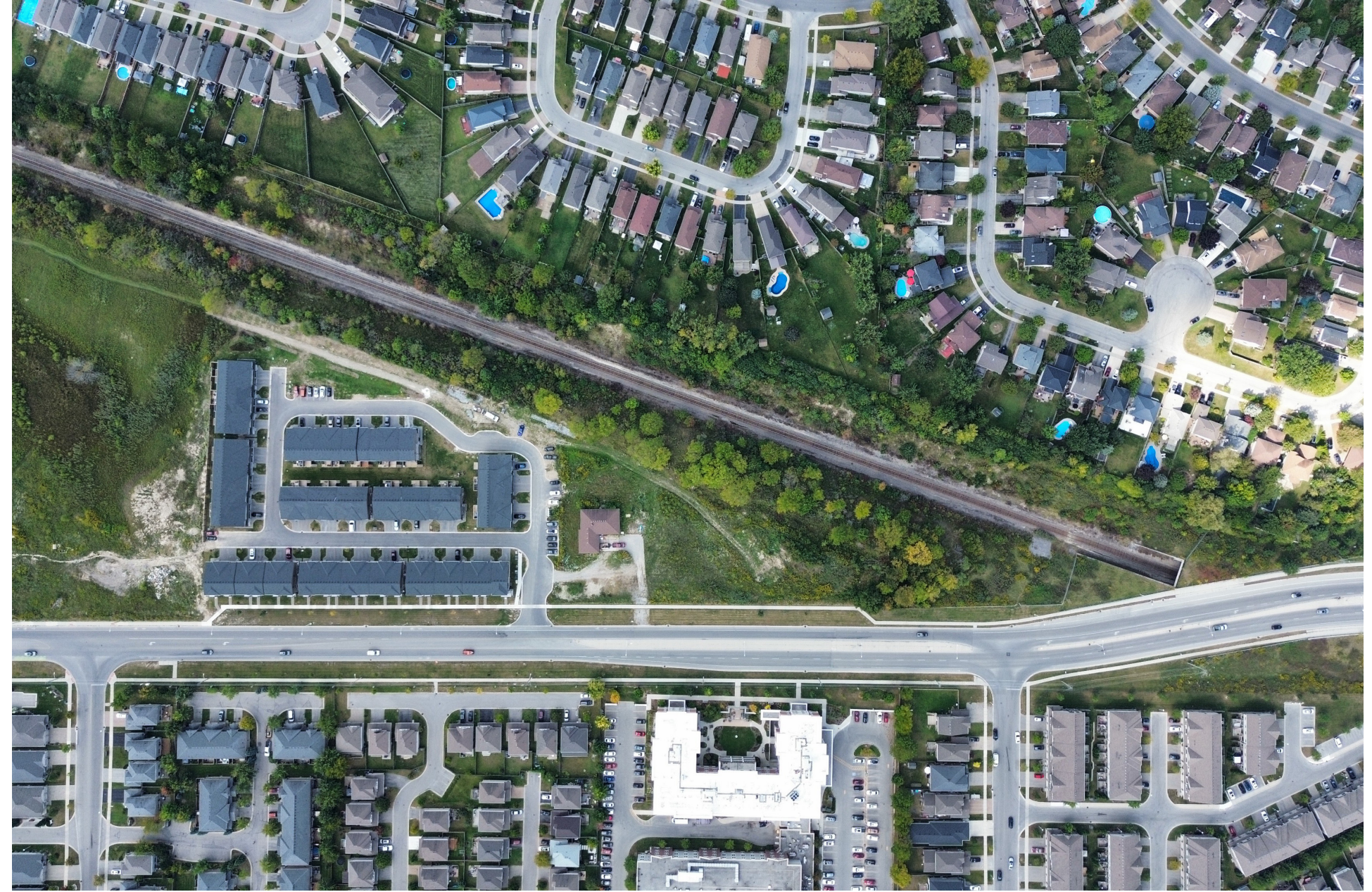


Figure 3. Aerial View of 801 Sarnia Road - Top-Down Perspective

# 2. PLANNING FRAMEWORK

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

The main tool for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report.

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

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

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

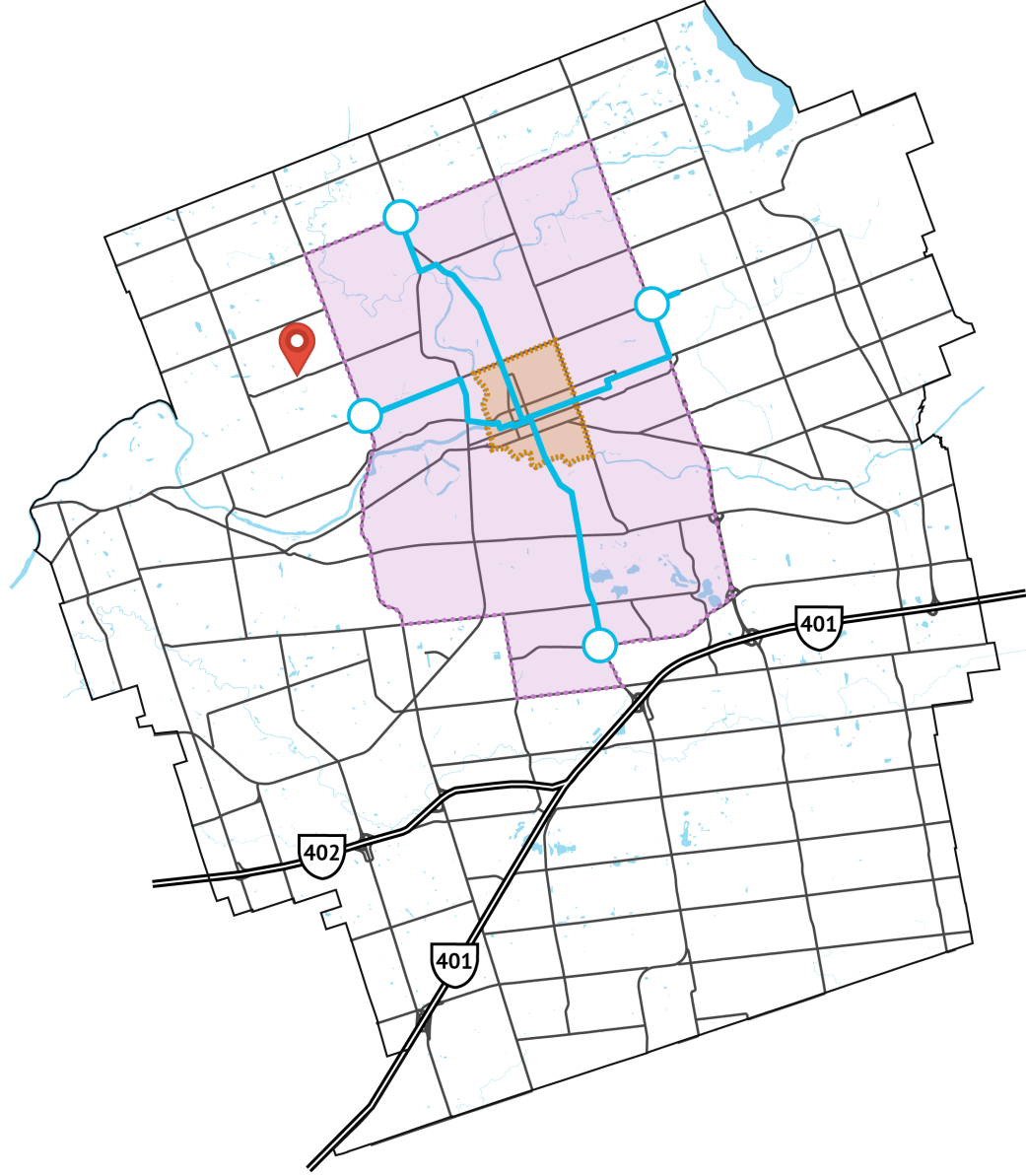


Figure 4. City Structure

## 2.1 City of London Official Plan

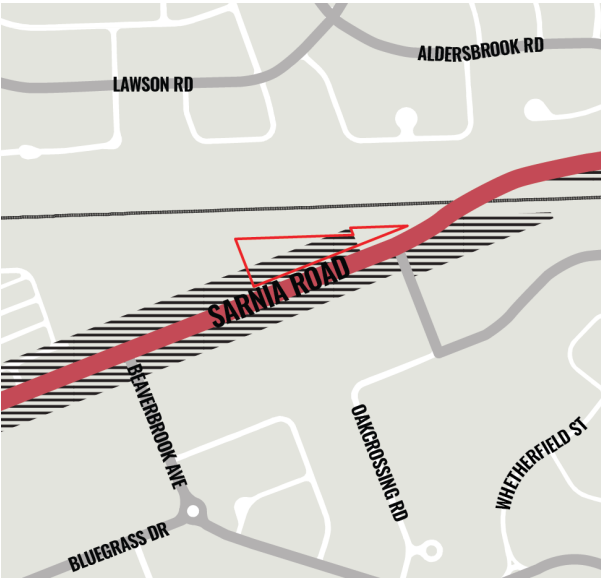
The mapping below represent specific excerpts from Maps 1, 3 & 7 (Place Types, Street Types, and Special Policy Areas) of the London Plan. In accordance with Map 1 – Place Types of the London Plan, the project site is within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The range of uses, residential intensity and built form varies based on the type of street that a property fronts onto. As noted below, the site has direct frontage on Sarnia Road which is identified as a Civic Boulevard on Map 3. In light of this context, the applicable Neighbourhoods Place Type policies of the London Plan would contemplate the development of apartment buildings of up to 6-Storeys in height. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The vision for the Neighbourhood Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. The subject lands are located within the Hyde Park Community Planning Area. The Community Plan was adopted by City Council in January 2000. The Hyde Park Community Plan made recommendations for land use designations to be incorporated into the Official Plan and also included Design Guidelines to assist in the review of development applications. Broadly speaking, the community plan seeks to foster identifiable centres and edges that are pedestrian-friendly, a mix of dwelling types close to one another and close attention to neighbourhood and building design.

Map 1 - Place Types



● Neighbourhoods ● Green Space

Map 3 - Street Types



■ Civic Boulevard ■ Special Permissions ■ Neighbourhood Connector

Map 7 - Special Policy Areas



● Hyde Park Community Plan Area

**/ Existing Neighbourhoods Place Type Permissions**

**Project Site Conditions:** 801 Sarnia Road

STREET TYPE	INTERSECTS WITH	OTHER
Civic Boulevard	N/A	N/A

**/ Use**

Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, outlined on page 246 of the London Plan shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/classification of the street on which it fronts.

**Permitted Residential Uses:**

<input checked="" type="radio"/>	Single/Semis
<input checked="" type="radio"/>	Duplex
<input checked="" type="radio"/>	Converted Dwellings
<input checked="" type="radio"/>	Street Townhouses
<input checked="" type="radio"/>	Cluster Townhouses
<input checked="" type="radio"/>	Triplexes
<input checked="" type="radio"/>	Fourplexes
<input checked="" type="radio"/>	Stacked Townhouses
<input checked="" type="radio"/>	Apartment Buildings
<input type="radio"/>	Mixed-Use Buildings

Permitted  Not Permitted

**/ Intensity**

Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, outlined on page 248 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/classification of the street on which it fronts.

**Allowable Height (Storeys):**

<b>Min.</b>	<b>2</b>
<b>Max.</b>	<b>4</b>
<b>Upper Max.</b>	<b>6</b>

**/ Form**

In accordance with policy 938 of the London Plan, Residential Intensification means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

**Design Criteria for Residential Intensification**

- Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- Building and main entrance orientation.
- Building line and setback from the street.
- Character and features of the neighbourhood.
- Height transitions with adjacent development.
- Massing appropriate to the scale of the surrounding neighbourhood.

**/ Homelessness Prevention and Housing (492-524)**

The London Plan recognizes that providing accessible and affordable housing options for all Londoners is a critical element of building a prosperous city. The Homelessness Prevention and Housing policies of the plan contain guidance for policies and programs to address housing needs but also direction for the built environment that is important for the consideration of development applications. Most relevant to the proposed development at 801 Sarnia Road, the policies seek to encourage the development of an appropriate range and mix of housing options in the City to meet the needs of all Londoners considering the location, type, size, tenure and accessibility.

**/ City Design Policies (189-306)**

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Section 1, 1 and 3 of this report clearly articulates the character of the site and surrounding area. The project design approach described and illustrated in Sections 4 & 5 document how the proposed Site-Specific Policy, Zoning By-law and the conceptual site layout and building form have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

**/ Residential Intensification in Neighbourhoods (937-958)**

The London Plan encourages intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensifications projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification (see page 9 for list of key considerations) and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies. London's neighbourhoods are very diverse in terms of their function, form and character. The specific form of development contemplated for 801 Sarnia Road recognizes the site's unique positioning relative to the CP Rail Corridor, City Pathway Network and Phase 1 of Western Prestige Village.

**/ Specific Area Policies (1729-1734)**

Notwithstanding the other land use policies contained in this Plan, policies for Specific Areas may be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area. The adoption of policies for Specific Areas may be considered in limited circumstances where various planning/contextual conditions apply. Further discussion and evaluation of the criteria for establishing specific area policies is provided in Section 4 and 6 of this report.

## 2.2 City of London Zoning By-law Z.-1

Stemming from the most recent Zoning By-law Amendment application in 2022, the subject lands are currently Holding Residential R8 Special Provision Bonus (h\*R8-4(74)\*B(40)) Zone and Open Space (OS1) Zone, to facilitate the development of a six (6) storey apartment building and the realignment of the public pathway corridor. The existing Zone was crafted to implement the specific development concept being sought by the landowner at the time of that application and contains a range of site-specific special regulations that fundamentally “lock-in” the form and shape of development that’s permissible on the site. The key applicable regulations of the existing R8-4(74) are highlighted in the figures below for reference.

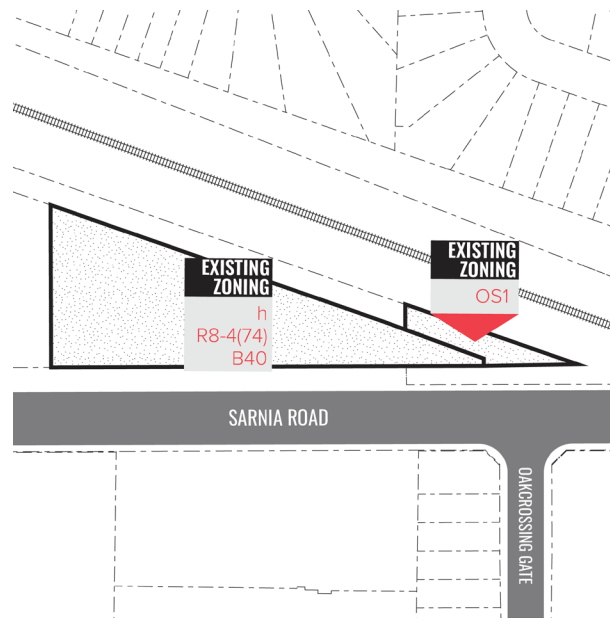


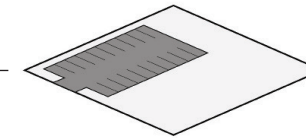
Figure 5. Existing Zoning Map

Zone Requirements	R8-4(74)	B-40
<b>Permitted Uses</b>	See detailed list in Section 10.3.10 (b)	-
<b>Lot Area (min.)</b>	1,000m <sup>2</sup>	-
<b>Lot Frontage (min.)</b>	30.0m	-
<b>Minimum Front and Exterior Yard Setback</b>	4.0m (13.1ft)	-
<b>Minimum Interior Side Yard Setback</b>	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)	-
<b>Minimum Rear Yard Setback</b>	13.0m (42.6ft)	-
<b>Maximum Height</b>	16.0m (52.4 ft.)	20.0m (65.6 feet)
<b>Maximum Density</b>	96 uph	124 uph
<b>Parking</b>	1 per dwelling unit	-
<b>Maximum Lot Coverage</b>	40%	-
<b>Minimum Landscape Open Space Coverage</b>	30%	-

## / Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site. Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference. Section 4.34 implements the Official Plan policy regarding noise and vibration impacts near rail lines and outlines minimum setbacks required for new development adjacent to railway lines. In light of the nature of this segment of the line, the regulations of Section 4.34 do not apply in a strict sense. The proposed development block is separated from the RT Zone corridor by a publicly owned pathway corridor. However, the noise and vibration impacts of the rail proximity have been reviewed and are discussed further in Section 5 & 6 of this report.

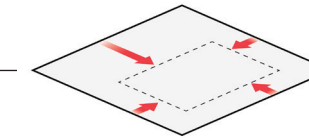
### PARKING REGS.



**Apartments**  
0.5 per unit

**Townhouses**  
1 per unit

### RAIL SETBACKS



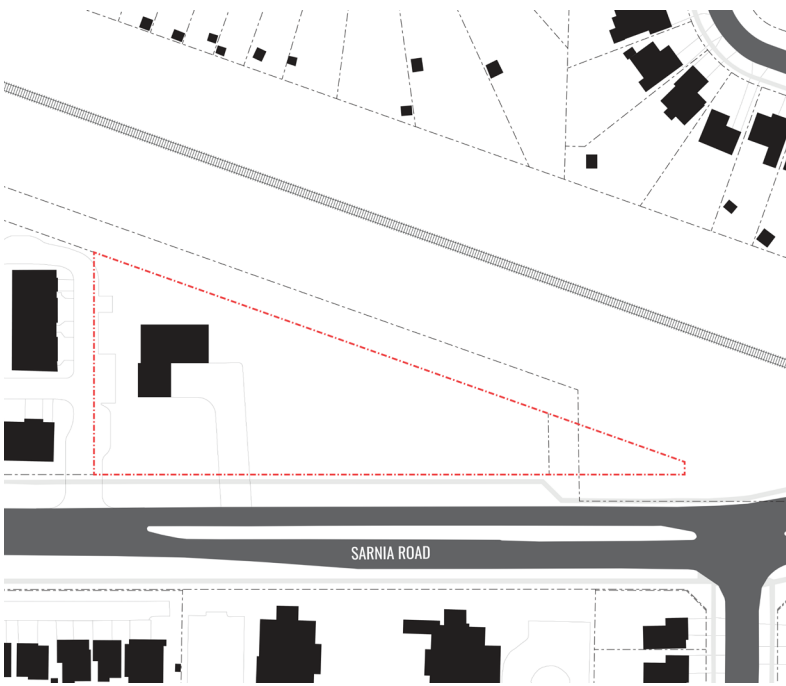
**Principal Main Line**  
120m

**With Berm**  
30m

Figure 6. Key General Provisions

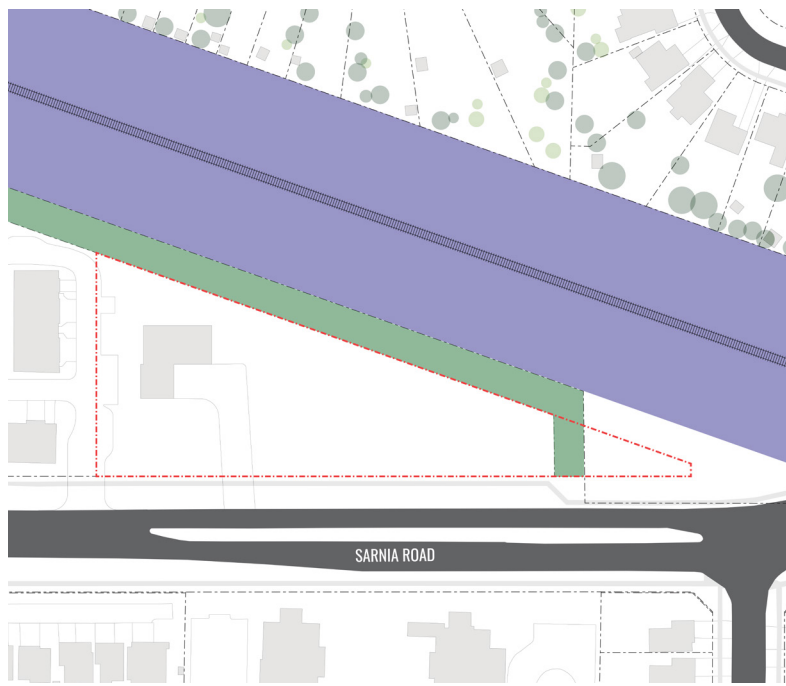


### 3. SITE ANALYSIS



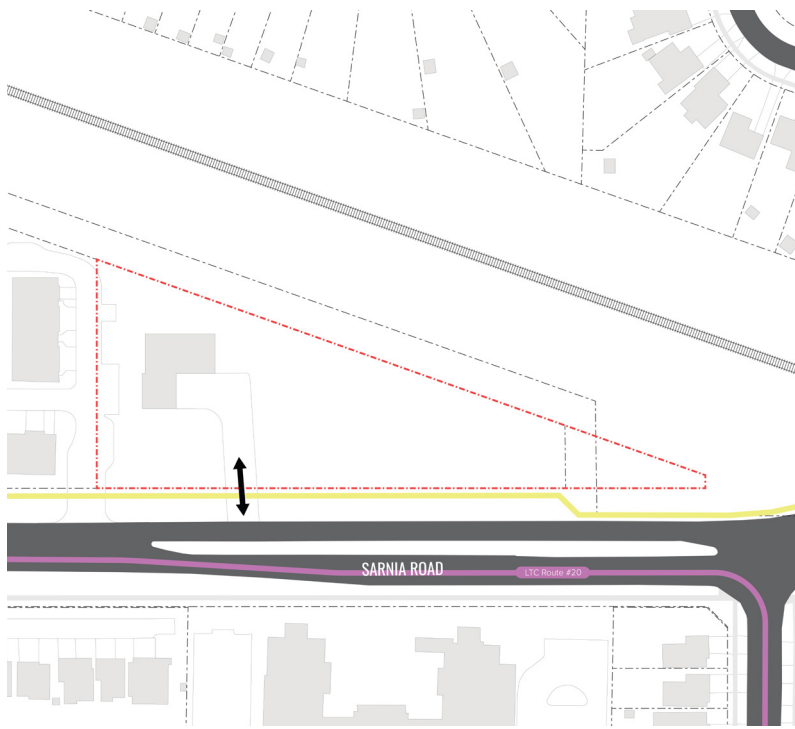
■ ■ ■ Site Boundary

**Figure Ground:** The existing size, shape, and location of built form in the immediate area surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The site represents a remnant/undeveloped parcel within an established neighbourhood settling. The site is of suitable size and configuration to support high-rise residential infill development. The site is generally disconnected from the surrounding neighbourhood street network and is not directly integrated within the area subdivision pattern. The surrounding built form south of the site is oriented towards Sarnia Road.



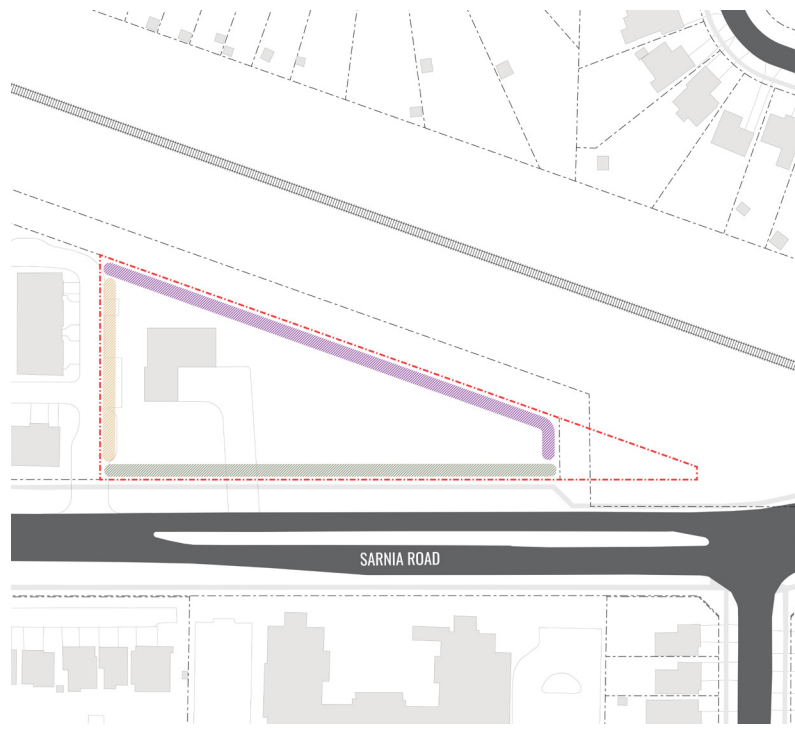
● Trees   ■ Rail Corridor   ■ Trail Corridor

**Site Conditions:** A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. While the project site is predominantly vacant, there is an active rail corridor to the north which establishes a requirement for noise and vibration setbacks/analysis. Additionally, a City of London Pathway Corridor exists to the north which will influence the detailed design and layout of the site.



■ LTC Bus Route   ■ Existing Sidewalk   ⇄ Access

**Mobility:** The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizes operational impacts to the extent possible. The site access will occur via the existing shared driveway onto Sarnia Road that currently provides access to the Phase 1 lands. Sidewalks exist on the north side of Sarnia Road which will provide opportunities for pedestrian connectivity. London Transit operates multiple bus routes on Sarnia Road with a bus stop located immediately west of Phase 1, at Sarnia Road/Beaverbrook Ave.



▨ Rail Corridor Interface   ▨ Active Frontage   ▨ Moderate Interface

**Edge Conditions:** The placement, orientation and design of new development has been designed to respond to the existing/ planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent rear yard amenity areas. The site abuts an Arterial City Road to the south, a Rail corridor and city pathway to the north. This provides a "low-impact" setting for new multi-residential development. New development will be required to foster activity on Sarnia Road to the extent possible.

# 4. PLANNING APPLICATIONS

Policy 25 of the London Plan emphasizes that, as a long-term overarching plan, the plan itself cannot possibly contemplate how each property within all parts of the city should develop. As per policy 25, privately or municipally initiated Official Plan Amendments that relate to an individual site or series of properties is one of the ways in which the plan can be modified to remain responsive to opportunities that arise. While changes can be made, it is important that such modifications remain consistent with the policy framework that has been established to evaluate such change and that the change should not undermine the purpose and intent of the plan overall. Through our planning analysis, we have conducted a critical review of the relevant local and provincial planning objectives in conjunction with a detailed analysis of the context of this unique segment of Sarnia Road and the site itself.

With respect to the above acknowledgments and guidance, the overarching objective for the Neighbourhoods Place Type is to enable opportunities for a diversity of housing choices allowing for affordability, fostering a compact and efficient built form pattern. Furthermore, policy 918\_2 states that neighbourhoods will be planned for a diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. Residential intensification in the form of low-mid rise apartment buildings is expressly permitted by Table 10 and 11 which provide guidance for use and intensity along various conditions in Neighbourhoods. In this context, the policies would normally allow for a maximum height of 6-storeys.

London’s neighbourhoods vary widely in terms of their function and character. As a means to further implement the City’s objectives of creating vibrant streetscapes and complete communities that encompass a broad range of housing opportunities, a site-specific special policy is being proposed which would establish increased height permissions for the property, in recognition of it’s unique positioning immediately adjacent to a Civic Boulevard and Rail Corridor, allowing for a “low-impact” setting for the proposed 10-Storey height. The proposed Official Plan Amendment also recognizes that the site is part of a multi-phased residential development, wherein Phase 1 was developed at a lower density than allowable by the plan, providing a balance and mix across “Western Prestige Village”. The following mapping and language represents the proposed Official Plan Amendment.



### Specific Policies for the Neighbourhoods Place Type

#### 801 Sarnia Road

XX\_ Notwithstanding Table 11 of the Neighbourhoods Place Type, for the lands located at 801 Sarnia Road, referred to herein as Western Prestige Village - Phase 2, the maximum permitted height shall be 10-storeys.

Figure 7. Proposed Amendment to Map 7 - Specific Policy Areas

### / Rationale

As outlined in Section 2 - Planning Framework - of this report (pg. 10), the “Our Tools” policies of the London Plan provide a framework for the consideration of special exceptions and policies where the existing policies do not accurately reflect the intent of City Council with respect to a specific site or area. As per policy 26, It is recognized that the London Plan neither could nor should review each site on an individual basis. In this regard, the Official Plan provides a general one-size-fits all approach to intensification and redevelopment in the Neighbourhoods Place Type. Specific features have been identified that warrant additional built form/land use guidance on this site that does not fit neatly within the established place type policies. The applicable policies of 1730 are stated below alongside our professional planning opinion as to how, specifically, these policies have been considered and are addressed by way of the proposed site-specific policy area.

1730\_The adoption of policies for Specific Areas may be considered in limited circumstances where the following conditions apply:

Condition	Rationale	Meets	
		Y	N
1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.	The proposed Site Specific Policy only alters maximum height for a portion of the overall development (i.e., Phase 2 lands). Adherence to this site-specific policy will not exempt the Zoning By-law Amendment and future Site Plan application from meeting all other relevant policies of the London Plan.	●	○
2. The proposed use cannot be reasonably altered to conform to the policies of the place type.	Given the nature of site adjacencies and the opportunity this site presents for residential intensification, it would be unreasonable to apply the existing maximum height through a strict lens. With Phase 1 being complete, there is no longer an opportunity to accommodate the additional dwelling units on those lands. With the site being immediately adjacent to a Rail Corridor and Major Street, the proposed use/intensity is justified and will not result in negative impacts to surrounding uses.	●	○
3. The proposed policy is in the public interest, and represents good planning.	The proposed special policy better leverages the opportunity that this site provides for accommodating a mix of housing types in the neighbourhood. The proposal still maintains a “mid-rise” form of development and is fully supported by the overall intention of the London Plan and by provincial planning objectives for housing and intensification within urban areas.	●	○
4. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.	The specific characteristics of this site, including its location within a coordinated phased development, its adjacency to the rail corridor/pathway and it’s lack of eastern neighbours, make this proposal a contextually appropriate exception to the maximum height policies that would not necessarily apply to other properties in the area. There are limited opportunities in the Neighbourhoods Place Type which would exhibit all of these characteristics. This represents a sufficiently unique situation.	●	○
5. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.	Given the unique context of this site, it is sufficiently unique to ensure that the site-specific amendment will not have an adverse impact on the integrity of the Neighbourhoods Place Type policies. Elements of the special policy actually further support the achievement of the general objectives of the Plan itself (i.e., diversity of housing options in neighbourhood, proximity to transit and no negative impacts on surrounding uses). The proposed development still maintains a “mid-rise” form of development which aligns with the general structure of intended built forms on Major Streets in the Neighbourhoods Place Type.	●	○



Figure 8. Proposed OPA - Explanation & Rationale

**/ Additional Explanation & Rationale**

Policy 917 of the London Plan provides that the Neighbourhoods Place Type makes up the vast majority of our City's land area. Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.

As Illustrated throughout this brief and on figure 7, this particular site in the Neighbourhoods Place Types contains very specific site adjacencies that allow for the accommodation of additional height with no adverse impact on adjacent properties. The site is immediately adjacent to the CP Rail Corridor to the north and Sarnia Road to the south. The width of both the Rail and Road ROW's is such that the building will not cast shadows on adjacent residential properties to the north and south during key daylight hours through most seasons.

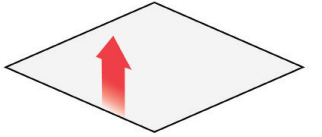
Additionally, the site is part of a broader comprehensively planned residential development. Phase 1 was developed as a cluster townhouse development. The townhouse development includes 57 townhouse condominium units and, as such, the overall intensity of development on the comprehensive development will be consistent with planned intent for the Neighbourhoods Place Type (notwithstanding the additional height on Phase 2). Accommodating for additional height can be done in a manner that fits well within the existing context of the site and does not pose adverse impacts on adjacent properties or the overall planned context of the surrounding area.

**4.1 Zoning By-law Amendment**

The proposed Zoning By-law will provide a framework for higher density multi-residential development in the form of a mid-rise apartment building up to a maximum of 36.0 metres in height (i.e. 10-storeys). The proposed zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan and proposed Site Specific Special Policy Area. The proposed zone and special regulations are structured to facilitate a limited range of desirable site outcomes to reflect the vision established by way of the Site Specific Special Policy Area. The zone is not tied to a specific development design but will "lock-in" the key development and built form standards while also allowing for limited flexibility to address site design details through the future Site Plan Control application process. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design outcomes, but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

**PROPOSED HEIGHT**

**STOREYS**  
10



**PROPOSED DENSITY**

**UPH**  
245

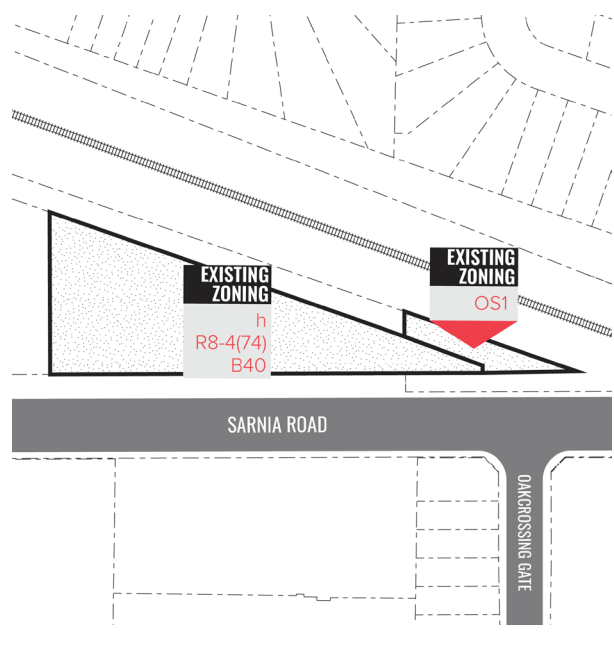
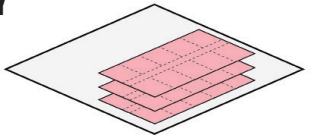


Figure 9. Existing Zoning

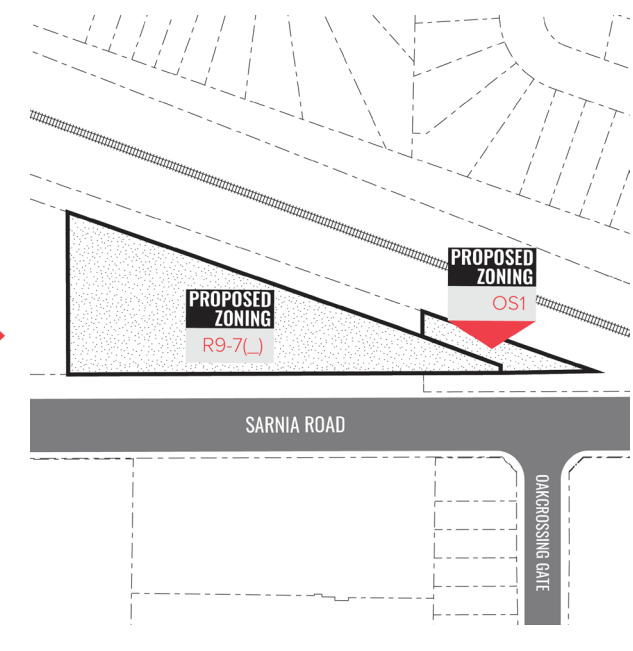


Figure 10. Proposed Zoning

## 4.2 Proposed Special Regulations Overview

R9-7 Zone Requirements	Existing R9-7 Zone Regs.	Proposed R9-7( ) Zone Regs. ('-' means no change)	
<b>Permitted Uses</b>	See detailed list in Section 13.2	-	
<b>Lot Area (min.)</b>	1,000.0m <sup>2</sup>	-	
<b>Frontage (min.)</b>	30.0m	-	
<b>Front and Exterior Yard Depth (min.)</b>	8.0m plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet).	1.4m	<b>1</b>
<b>Rear Yard Depth (min.)</b>	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	13.0m	<b>2</b>
<b>Interior Side Yard Depth (min.)</b>	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	11.95m	<b>3</b>
<b>Lot Coverage (max.)</b>	30%	31%	
<b>Landscaped Open Space (min.)</b>	30%	17%	<b>4</b>
<b>Height (max.)</b>	N/A	36.0m	<b>5</b>
<b>Density (UPH) (max.)</b>	150	245	<b>6</b>
<b>Parking (min.)</b>	0.5 per unit	-	

**Table 1.** Special Regulations Overview

**Note:** Proposed special zone regulations are further discussed and rationalized in Section 6.0, Planning Analysis.

### 1 Urban Front Yard

The existing 8.0m+ front and exterior side yard setback requirement in the R9-7 zone would produce a more suburban character than what is envisioned for redevelopment sites located along Civic Boulevards by the London Plan. The proposed special regulation will ensure that new buildings will be sited close to Sarnia Road, creating a more urban condition that provides for enclosure and activation of the adjacent public realm.

#### Official Plan References

City Design Policies - Policy 252 - 253 | Neighbourhoods Place Type - Policy 920 | Urban Design Considerations for Residential Intensification - Policy 953

### 4 Landscaped Open Space

The combined land area of the original site including the dedications for road widening and parkland plus the CP rail triangular parcel totals 1.09 hectares. The proposed 17% Landscaped Open Space ratio is based on the “post-development” site boundary and thus, in actuality, when previous and future lands for public acquisition are considered, results in a landscaped open space value that far exceeds the standard 30% requirement of the R9-7 Zone.

City Design Policies - Policy 252 - 253 | Urban Design Considerations for Residential Intensification - Policy 953

### 2 Rear Yard Depth

The proposed rear yard setback of 13.0 metres, compared to the required 14.4 metres, is minor and maintains the intent of the zoning by-law while ensuring compatibility with the surrounding context. The subject site backs onto a public pathway and a rail corridor, which provide a significant buffer between the development and any sensitive land uses. As a result, the reduced setback does not introduce any adverse impacts related to privacy, shadowing, or land use compatibility.

Neighbourhoods Place Type - Policy 920 | Urban Design Considerations for Residential Intensification - Policy 953

### 5 Height

The proposed increase in building height from the permitted 6-storeys to 10-storeys is appropriate and represents a logical intensification of the site that aligns with broader planning objectives while maintaining compatibility with the surrounding context. The site is uniquely positioned to accommodate additional height due to its adjacency to a public pathway and rail corridor at the rear, which provide a significant buffer and mitigate potential impacts on neighboring properties.

Neighbourhoods Place Type Policies - Table 11 | Urban Design Considerations for Residential Intensification - Policy 953 | Specific Area Policies - Policy 1729-1734

### 3 Interior Yard

The proposed interior side yard setback of 11.85 metres, represents a minor and reasonable reduction that maintains compatibility with the adjacent Phase 1 townhouse development. The shared lot line between the two phases falls within the middle of a generously sized shared driveway, which provides a substantial physical buffer between the proposed apartment building and the townhouses. This spatial separation ensures there are no unacceptable adverse impacts related to privacy, shadowing, or access.

Neighbourhoods Place Type - Policy 920 | Urban Design Considerations for Residential Intensification - Policy 953

### 6 Density

The proposed density of 245 units per hectare represents a appropriate level of intensity, given the reduced parking rate and the adequate provision of amenity space (i.e., over 10.5m<sup>2</sup> per unit). The combined land area of the original site including the dedications for road widening and parkland plus the CP rail triangular parcel totals 1.09 hectares which would result in a density of 167 units per hectare which is a minor deviation from the R9-7 zone standard.

City Design Policies - Policy 252 - 253 | Urban Design Considerations for Residential Intensification - Policy 953

# 5. CONCEPT PLAN

## 5.1 Western Prestige Village - Phase 2 (10-Storey Residential Apartment Building)

The following illustrations and graphics provide an overview of the updated development concept for 801 Sarnia Road (i.e., Western Prestige Village - Phase 2). This concept is representative of the developer's future intention for the site and represents a desirable implementation of the proposed Official Plan and Zoning By-law amendment outlined in Sections 4.1 and 4.2 of this report. The plan includes a single 10-storey residential apartment building with 182 residential dwelling units. The built form has been conceived with a defined base, middle and top. The concept includes a total of 91 vehicular parking stalls within the proposed surface parking area located to the north of the proposed building, largely screened from view of the public realm by the building placement. The ground floor includes a significant proportion of active programmed amenity areas to support residents of the building and animate the ground floor.

From a site design perspective, the proposed apartment building represents an urban form of development with the building footprint providing a positive built edge along Sarnia Road. This approach helps to establish an animated urban street edge along the Sarnia Road frontage while ensuring that parking and vehicular functions are screen and don't dominate the streetscape. The proposed vehicle and pedestrian circulation network has been thoughtfully designed to facilitate connections across the site and integrate seamlessly with the existing Phase 1. The development includes a robust network of indoor and outdoor amenity areas to support residents needs. Additionally, the built form is well-articulated through step-backs and architectural treatments to minimize visual bulk of the building and provide an appropriate transition to the surrounding context.

Preliminary building elevations, ground floor plan and site plan have been prepared by Zedd Architecture Inc. and are included in their 2024-09-09 "Architectural Design Package". The Architectural Design Package should be referred to where detailed dimensions and specifications are required for review. The Design Package is available for public download at [www.siv-ik.ca/801s](http://www.siv-ik.ca/801s).



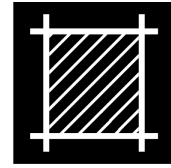
**Note:** Preliminary project renderings prepared by Zedd Architecture.



**Note:** Preliminary project renderings prepared by Zedd Architecture.

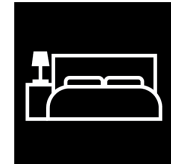
5.2 801 Sarnia Road - Development Statistics

**SITE AREA**



**6,875**  
SQUARE METRES

**DWELLING UNITS**



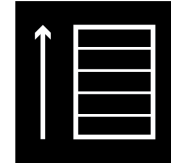
**182**  
DWELLING UNITS

**DENSITY**



**245**  
UNITS PER HECTARE

**BUILDING HEIGHT**

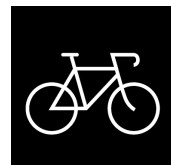


**10**  
STOREYS  
**35.8**  
METRES

**PARKING**

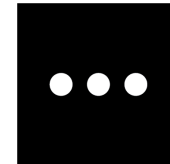


**0.5/unit**  
OVERALL VEHICLE PARKING RATE



**166 Long Term**  
**17 Short Term**  
BICYCLE PARKING

**OTHER**



**17%**  
LANDSCAPED  
OPEN SPACE

**31%**  
LOT  
COVERAGE

**10.5m<sup>2</sup>**  
AMENITY AREA  
(PER UNIT)



Note: Preliminary project renderings prepared by Zedd Architecture.

STREET-LEVEL PERSPECTIVE



SE PERSPECTIVE

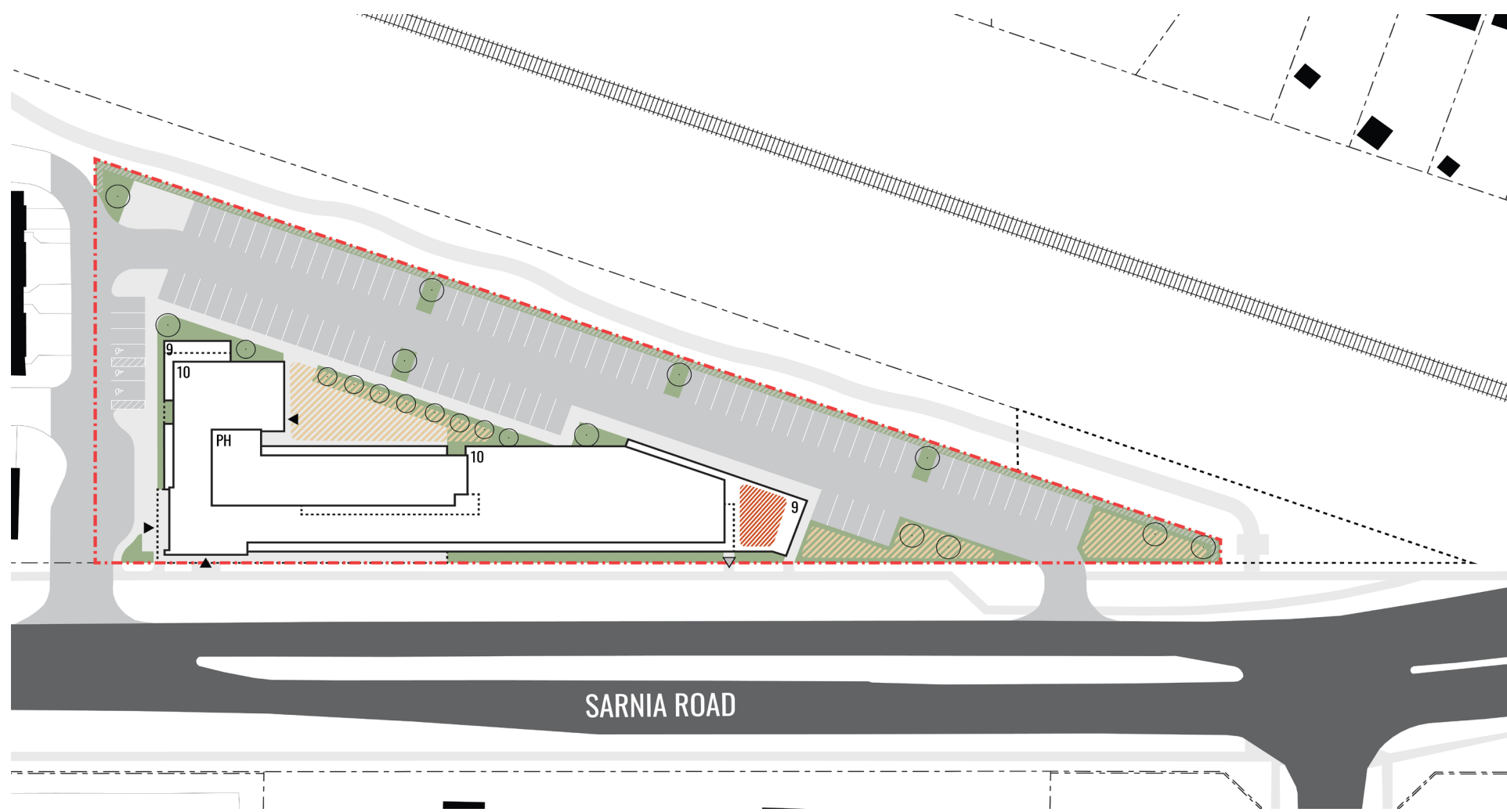


- 1 **Ground-Level Animation:** A large portion of the ground floor, facing Sarnia Road, has been designed to include active indoor amenity areas. The architectural treatment includes a high proportion of clear glazing and a main floor height of 4.3m to further enhance the built edge condition.
- 2 **Building Step-back:** A step-back above the 8th Storey is provided along the majority of the Sarnia Road frontage to provide visual relief to the massing and maintain a proportional relationship with the width of the Sarnia Road ROW.

- 3 **Facade Articulation:** the south building facade includes a variety of recesses and projections, materials changes and defined volumes to break down the overall visual bulk and prevent a monotonous feel.
- 4 **Amenity Integration:** The building design includes a substantial rooftop terrace on the east side, above the 8th floor. The terrace design provides additional high-quality outdoor amenity space for residents and serves to further break down the bulk of the building at a key reveal point, contributing to the visual interest.

- 5 **Prominent Entrance:** The building/site design reinforces the prominent entrance location at the corner of the site access and Sarnia Road. Principal entrances facing towards the vehicle lay-by and Sarnia Road with architectural treatment (curtain wall) that highlights this feature.
- 6 **West Interface:** The building includes additional step-backs and material variation along the west building facade to break down the volume of the building and enhance the relationship/interface between this site and Phase 1.

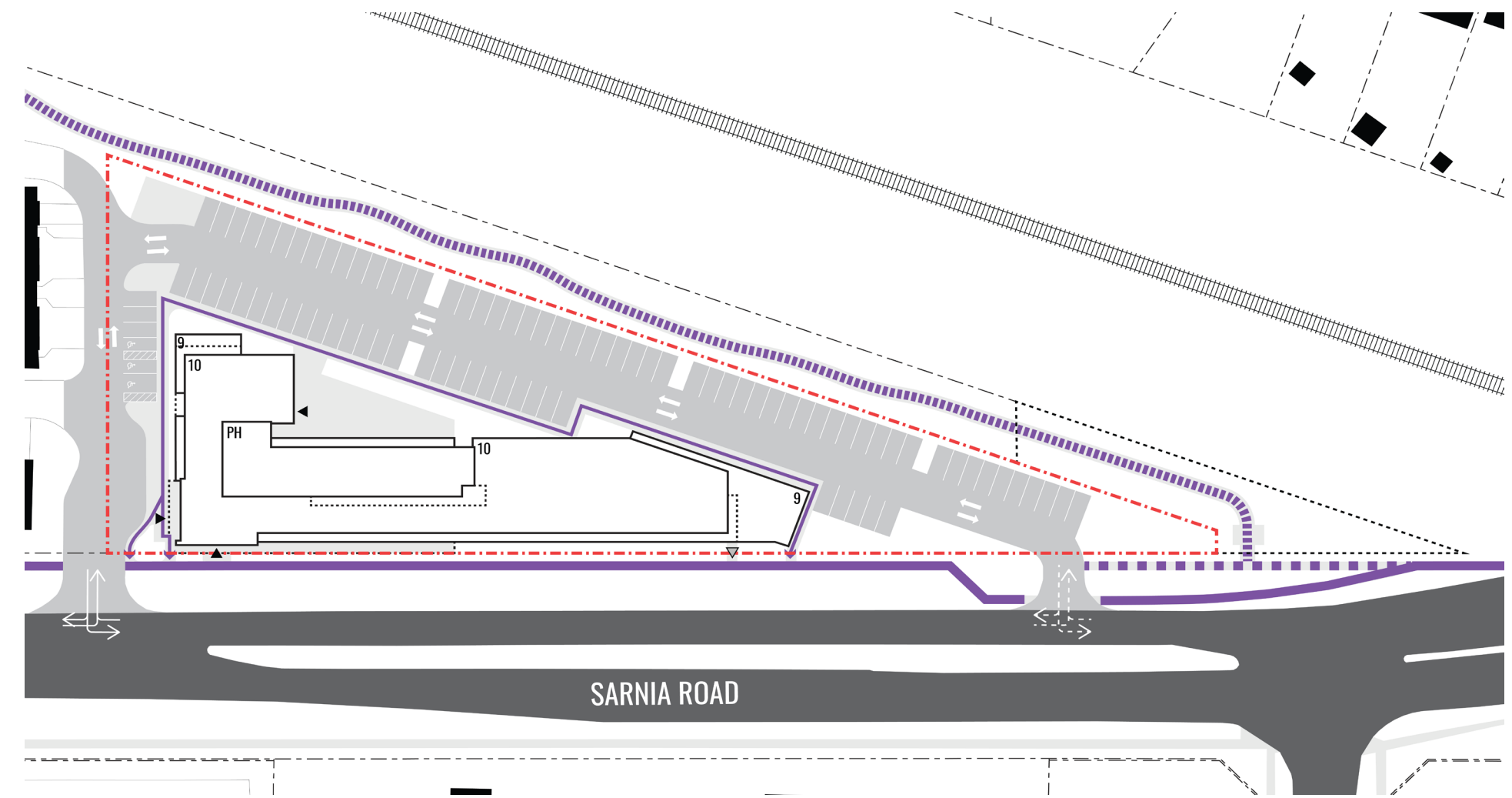
- 7 **Central Outdoor Amenity Area:** A large centralized outdoor courtyard has been designed on the south side of the building, integrated with the indoor lounge/common area on the ground floor of the building. The Central courtyard creates a unifying feature residents and is placed behind the building to minimize noise exposure from Sarnia Road.



- LEGEND**
- ▲ Principal Entrances
  - △ Garage Entrances
  - Building Footprint
  - - - Site Boundary
  - Potential Tree Location
  - Landscaped Area
  - ▨ Programmed Outdoor Amenity Area(s)
  - - - Common Outdoor Amenity Areas

**NOTE:** This simplified site plan has been prepared based on the detailed site concept plan by Zedd Architecture. It is meant to aid in illustrating the parameters for the site redevelopment which will be formalized during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 11. Simplified Site/Landscape Plan



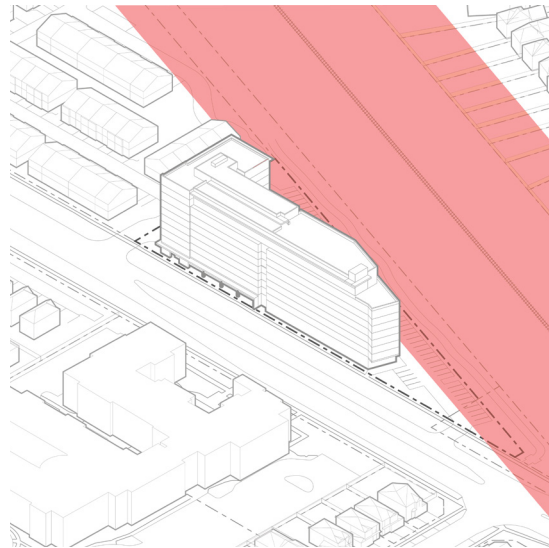
- LEGEND**
- ▲ Principal Entrances
  - △ Garage Entrances
  - Building Footprint
  - - - Site Boundary
  - Existing Sidewalk
  - Pedestrian Connection
  - Vehicular Circulation/Movements
  - ▨ Future City Pathway

**NOTE:** This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Zedd Architecture. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 09-09-2024 conceptual site plan.

Figure 12. Simplified Site Access & Circulation Plan



## 5.3 Design Considerations

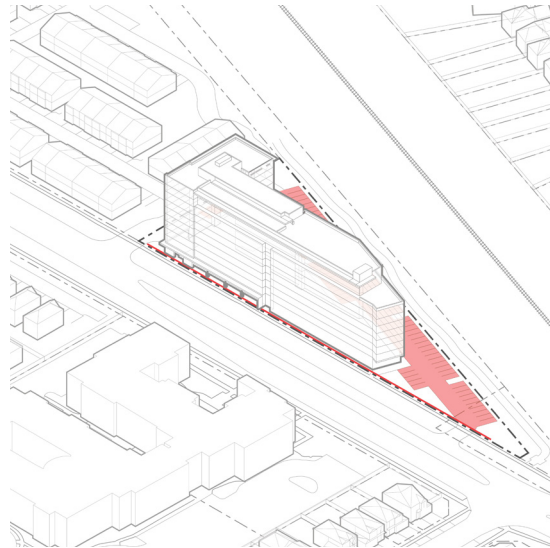


### 1 Railway Setback

The railway setback at 801 Sarnia Road is required to ensure safety, minimize noise and vibration impacts, and protect future residents from potential hazards associated with rail operations. It aligns with regulatory guidelines and best practices that prioritize public safety and livability near active rail corridors. Additionally, the setback allows for the integration of buffering elements such as landscaping and fencing to enhance the site's

#### Official Plan References

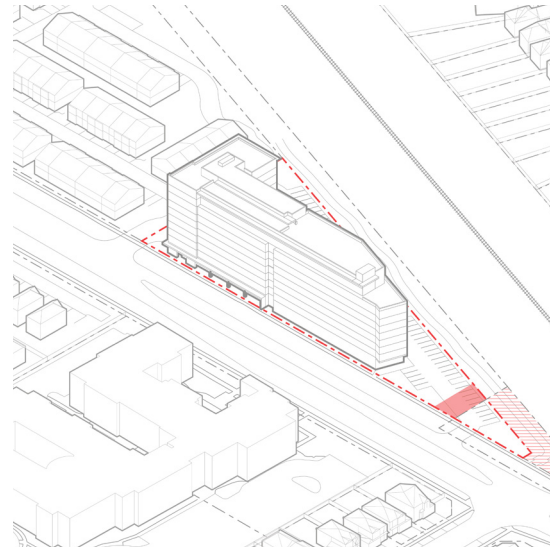
Our Tools - Policies 1770-1772  
Neighbourhoods Place Type Policies - Policy 953



### 2 Parking Orientation

The proposed built form has been oriented and positioned along the Sarnia Road frontage to create a well-defined, aesthetically pleasing, and animated streetscape. Siting the building to the southerly portion of the site further reduces visual impacts to the low-density residential uses to the north properly address and integrate with the desired streetscape and ensure that surface parking and other vehicular functions are effectively screened from view of the adjacent public realm.

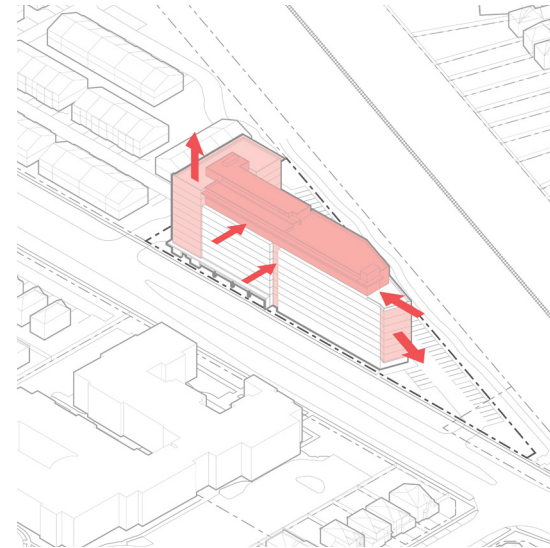
City Design Policies - Policy 199, 252, 253, 256 & 298  
Neighbourhoods Place Type Policies - Policy 953



### 3 Pathway Realignment

The plan seeks to relocate a planned City Pathway corridor/link further east at the triangle formed by the CP Lands, The OS1 zone on the CP lands was established through the last zoning by-law amendment in 2022. The pathway relocation serves to create an enhanced opportunity for Phase 2 of Western Prestige Village while having the benefit of contributing to additional space for the pathway and associated landscaping and better aligning with Oakcrossing Gate.

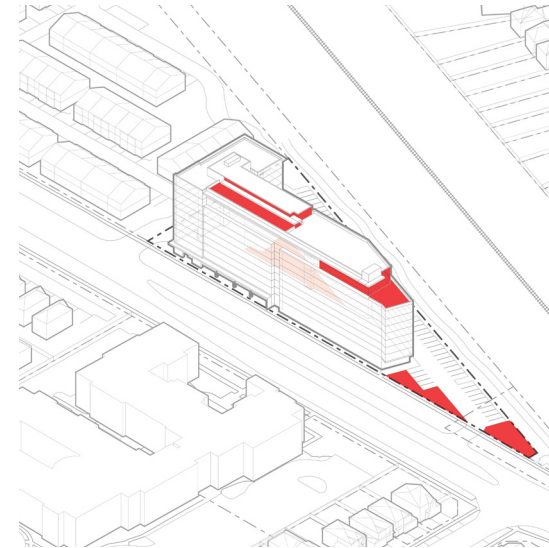
Parks and Recreation Policies - Policy 410  
Our Tools Policies - Policy 1753, 1756 and 1765



### 4 Minimize Building Mass/Bulk

To reduce the massing and visual bulk of the building at 801 Sarnia Road, the design incorporates step-backs, varied facade materials, and articulated architectural elements that break up the overall scale. These strategies create visual interest, provide a more pedestrian-friendly streetscape by introducing a sense of human scale and guard against monotonous built form.

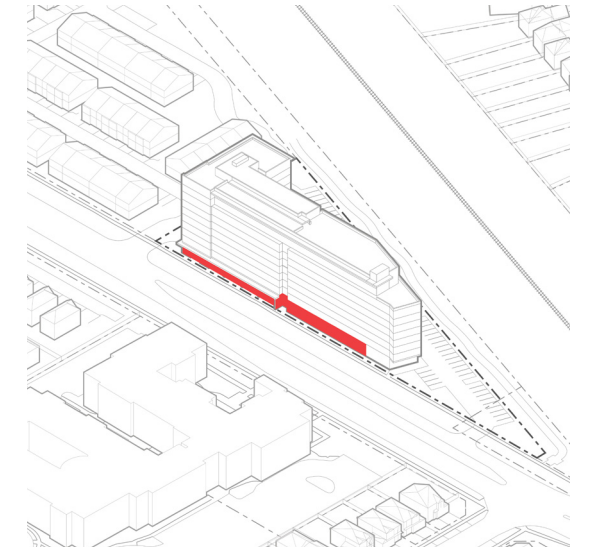
City Design Policies - Policy 199, 252, 253, 256 & 298  
Neighbourhoods Place Type Policies - Policy 953



### 5 Program for Amenity

The development at 801 Sarnia Road incorporates a variety of amenity areas, including outdoor landscaped spaces and rooftop terraces, to provide residents with opportunities for relaxation and social interaction. Indoor amenities such as a gym, lounge, and multi-purpose rooms have been strategically located to enhance convenience and foster a sense of community. These well-planned spaces ensure a balanced lifestyle by

City Design Policies - Policy 268, 285 & 291  
Neighbourhood Place Type Policies - Policy 953



### 6 Activate Sarnia Road

The building design activates the Sarnia Road frontage by positioning the main entrances and lobby areas directly along the street, fostering an inviting and pedestrian-friendly atmosphere. Large ground-floor windows and articulated facade elements create visual interest and promote transparency, encouraging interaction between residents and passersby. Additionally, landscaped setbacks and outdoor seating areas contribute to an engaging streetscape, enhancing

City Design Policies - Policy 268, 285 & 291  
Neighbourhood Place Type Policies - Policy 953

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## 6. PLANNING ANALYSIS

### 6.1 Use

As detailed in Section 2 of this report, the site is located within the Neighbourhoods Place Type, with direct frontage on a Civic Boulevard. The London Plan promotes land use patterns that contain a mix of uses (residential, commercial, and community-focused) in the Neighbourhoods Place Type, promoting compact, walkable communities. Mid-Rise Apartment Buildings are a permitted use as per Table 10 for sites that front onto Civic Boulevards. Sites that front onto Civic Boulevards are generally intended to allow for a broader range of uses and more intense forms of development than those fronting onto minor streets. The proposed apartment development will contribute to a mix of housing choices in a compact form and is street-oriented, which also contributes to an active street front along Sarnia Road, creating a safe pedestrian environment that promotes connectivity. There is also a defined transition in land uses adjacent to the subject lands. Immediately to the west, there are two (2) and three (3) storey townhouses, and immediately to the south, there is a three (3) storey long term care facility and a four (4) storey retirement home. These adjacent uses provide a transition between the proposed mid-rise apartment building and the surrounding low-density, single detached residential uses. The recommended zoning is considered appropriate and provides a range of uses that is consistent with the surrounding area.

### 6.2 Intensity

The London Plan places an emphasis on growing 'inward and upward' to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. Notwithstanding the site's current "Neighbourhoods Place Type" designation, it is important to recognize that Policy 917 of the London Plan provides that each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles. With the site being part of a comprehensively planned multi-residential development (i.e., containing a mix of residential forms) and immediately adjacent to the CP Rail Corridor, the site warrants special consideration for additional height beyond the typical standards outlined in Table 11.

The proposed increase in building height from the permitted 6-storeys to 10-storeys is appropriate and represents a logical intensification of the site that aligns with broader planning objectives while maintaining compatibility with the surrounding context. The site is uniquely positioned to accommodate additional height due to its adjacency to a public pathway and rail corridor at the rear, which provide a significant buffer and mitigate potential impacts on neighboring properties. The development has been strategically designed to address other key measures of intensity, ensuring that all of the functional needs for the development and future residents are met and that there will be no adverse impact on surrounding uses. The following analysis provides an overview of how the proposal addresses those other key measures of residential intensity.

**Parking:** Section 4.19 of the City of London Zoning By-law prescribes on-site parking supply requirements for all different categories of land use permitted by the By-law. In this regard, Section 4.19 requires 0.5 stalls per unit for converted dwellings. The site has the capacity to accommodate a total of 91 vehicular parking stalls which meets the City of London's minimum requirements for a 182-unit apartment building.

**Amenity Space:** This refers to the total area or areas within a lot provided for the use of the residents of a residential building or a commercial building containing residential units located on the lot for the purpose of personal recreation space or shared recreation space. As noted previously throughout this report, the development concept accommodates for the provision of both passive and programmed amenity spaces within a variety of indoor and outdoor areas on the site.

Figure 11 (Simplified Landscape Plan) on page 27 of this report and the renderings and illustrations outlined in the Architectural Design Package prepared by Zedd Architecture demonstrate the size and intent for these spaces. Collectively, the site provides for a total of 653m<sup>2</sup> of outdoor amenity space at-grade, another 458m<sup>2</sup> in the form of elevated common terraces and 805m<sup>2</sup> of indoor amenity areas. Combined, these spaces result in a total of 1,916m<sup>2</sup> of formal amenity areas, resulting in a ratio of 10.5m<sup>2</sup> per unit. Neither the London Plan nor the City of London Zoning By-law include specific regulations or performance standards for on-site amenity space. However, the proportion of amenity area on the site is greater than many recently approved multi-residential developments in London and is appropriate for the intended use. It is worth noting that the amount of on-site amenity area exceeds the Staff recommendations recently contemplated by Council within the City of London 2024 Heights Framework Review for multi-residential developments in a variety of Place Types across the City.

**Functional Considerations:** The site design also allows for other key functional elements including site access, a dedicated on-site lay-by for para-transit vehicles and a dedicated outdoor waste staging area designed to allow for temporary staging of waste collection bins on collection day. The building is able to accommodate the required indoor/secure bicycle parking requirements of 0.9 stalls per unit.

**Lot Coverage and Open Space Ratios:** Policy 953 and 1758 of the London Plan refer to a variety of measures that are used to evaluate the intensity of development in relation to planning and development applications in the Neighbourhoods Place Type. Lot coverage and landscaped open space ratios help regulate the balance between built form and open areas, ensuring that developments do not become overly dense and maintain a livable environment. The lot coverage ratio controls the footprint of the building relative to the total site area to prevent over-development while landscaped open space ratios contribute to the aesthetic quality, environmental sustainability, and recreational opportunities by integrating green spaces into urban settings. Both the Lot Coverage and Landscaped Open Space ratio in this case have been derived based on the "post-development" site boundary. It is important to note that the combined land area of the original site including the dedications for road widening and parkland plus the CP rail triangular parcel totals 1.09 hectares. Using this land area, which is a realistic gauge of the impact of the overall development, the lot coverage and landscaped open space ratios fall well within the allowable ratios of the R9-7 Zone.

**Shadows and Sunlight:** Providing a balance of sunlight and shade is an important consideration for sidewalks, parks and other public spaces. A shadow study has been prepared by Zedd Architecture and is contained within their Architectural Design Package. Given the nature of the site adjacencies (i.e., Rail Corridor to the north, Sarnia Road to the south and lack of direct neighbours to the east), the primary measure of evaluation is towards the existing townhouse development completed as Phase 1 of Western Prestige Village. The Shadow Study effectively demonstrates that during the Spring and Fall Equinox and Summer Solstice periods, shadows from the proposed building will only encroach on Phase 1 during a limited time period from 8am-10am. In general, the shadows only affect a small eastern portion of Phase 1 and are non-existent by 11:00am during those time periods. The shadow study did not review the impacts of the existing approved 6-storey form but when considered in that context, the impacts of this proposed OPA/ZBA are even less.

In view of the foregoing, the proposal represents an appropriate intensity of development and is able to accommodate the functional requirements for the proposed 182 dwelling units. Notwithstanding the proposed site-specific special policy which would allow for an increase in the allowable building height from 6 to 10-storeys, the proposal is appropriate based on all comparable and objective measures of residential intensity prescribed by the London Plan.

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### 6.3 Form

The London Plan contains a range of guidance related to the desired “form” of new development. Relevant guidance is found in the City Design, Neighbourhoods Place Type and Our Tools Sections of the London Plan. In general, the overarching goal of creating positive relationships between built and natural elements of the City, which influence how people navigate and experience the City. Planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. The graphics and annotated illustrations in Section 5 of this report highlight many of the key elements of the development and how it’s been designed to reflect the applicable policy requirements of the London Plan. The proposed residential development at 801 Sarnia Road aligns with the relevant “form” and urban design policies of The London Plan, ensuring a thoughtful integration within the existing and planned neighbourhood context.

#### Context-Responsive Site Layout

The site layout has been designed to respond to the surrounding area’s existing and planned character, minimizing impacts on adjacent properties in accordance with Policy 252 and Policy 253. The proposal strategically locates the building at the street-line to respect the existing and planned urban fabric along Sarnia Road and provides appropriate transitions to surrounding uses through building placement, strategic step-backs (on south and west facades), and intervening uses.

#### Connectivity and Safe Movement

The development promotes connectivity and safe movement for pedestrians, cyclists, and motorists through a well-defined network of sidewalks, and linkages to existing and planned infrastructure (Policy 255). Direct access to the municipal sidewalk network and future multi-use pathway ensures active transportation is prioritized.

#### Street-Oriented Building Configuration

The building is sited with minimal setbacks from Sarnia Road, reinforcing the prevailing street wall and creating a strong urban edge. This design establishes a sense of enclosure and a comfortable pedestrian environment, in alignment with Policies 256 and 259. A step-back and terrace above the 8th storey along the Sarnia Road frontage further enhances the human-scale experience along the street.

#### Minimizing Visual Impact of Parking

Surface parking is strategically located at the rear and interior side yards of the site, reducing visual impact on the public realm in accordance with Policy 272. The limited surface parking area that is adjacent to the street will be effectively screened through the landscape design to ensure an attractive streetscape.

#### Provision of Outdoor Amenity Spaces

The project integrates high-quality outdoor amenity spaces, including landscaped areas and common gathering spaces, which align with Policy 295. These amenities contribute to resident well-being and enhance the overall public realm.

#### Architectural Articulation and Materiality

To break up the building’s massing and reduce visual bulk, the design incorporates a variety of materials, textures, and facade articulations such as recesses, projections, balconies, and terraces (Policy 301). These elements add visual interest and create a human-scale rhythm along the street frontage.

The inclusion of diverse architectural elements ensures that the building maintains an engaging and dynamic appearance, reinforcing its compatibility with the neighbourhood context. Further, by incorporating step-backs and terracing, the development balances density with a pedestrian-friendly design.

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### 6.4 Other Issues & Requirements

#### Site Access:

As a comprehensively planned development, access to 801 Sarnia Road (Western Prestige Village - Phase 2) is via a shared/mutual access with Phase 1 (811 Sarnia Road). A joint access easement/agreement was previously registered on title to ensure access rights are maintained for both Phases. This coordinated approach to site access serves to limit impacts on the function of Sarnia Road and limit “cuts” into the sidewalk. A copy of the registered joint access agreement has been provided with the Official Plan and Zoning By-law Submission Package. There are no conflicts with existing driveways and the sight distance along Sarnia Road is over 220 m in both directions, which exceeds the minimum intersection sight distance recommended by the Transportation Association of Canada (i.e. 150 m for a 70 km/h design speed). The 811 Sarnia Road access driveway will accommodate a lay-by along the east side of the driveway for the proposed apartment building and have the connection to the main parking area at the north end of the driveway, approximately 65 m north of Sarnia Road. An emergency access will be provided at the east end of the site, but this will be strictly for emergency use and will be closed to regular traffic.

#### Noise & Vibration:

Development Engineering (London) Limited (DevEng) was retained to assess noise and vibration impacts from rail traffic on a Canadian Pacific (CP) rail line as well as road traffic from Sarnia Road for the proposed residential apartment building development. A noise assessment for the proposed development of Phase 2 (originally combined with the adjacent townhouse development now known as 811 Sarnia Road) was prepared in 2017, which was subsequently reviewed and accepted by the City of London.

The original approved noise report (2017 version) noted no exceedances of the CP/CN vibration criteria beyond 25 m of the site’s common property line with the railway. While the building has shifted slightly, it is still outside of this 25 m line and as a result the vibration recommendations identified in the approved report (none) remain valid.

Noise levels generally increase as the receiver is at an elevated position relative to the noise source. As a result, adding additional storeys to the proposed apartment building will result in higher noise levels on the upper stories compared to those identified in Table 3 of the approved noise report. All storeys have been re-modelled, with the STAMSON results embedded within DevEng’s addendum report. The modelled noise levels range between 69.53-73.42 dBA and 67.14-71.96 dBA during the day-time and night-time periods respectively. This results in no change to the indoor noise mitigation recommendations of the original report: Specialized building components (EW5), mandatory central air conditioning and noise warning clause type ‘D’ being registered on title is still required for all units within the building. These were already the worst-case indoor noise mitigation measures proposed in MECP Guideline NPC-300.

The proposed protected common OLA has been moved further away from the primary source (the CP operated rail line as the building provides shielding of the OLA from noise on Sarnia Road). The common OLA has been re-modelled based on the new location with the results indicating a noise barrier (minimum 20 kg/m<sup>2</sup>) will still be required. However, due to the increased distance from the noise source, the barrier height can be reduced to 2.1m (from 2.7m in the approved report). A noise warning clause type ‘B’ is still required to be registered on title for all units within the building.

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**Tree Preservation:**

MTE Consultants Inc. (“MTE”) was retained to complete a Tree Preservation Report for the proposed development, as an addendum to the previously approved Tree Preservation Report prepared as part of SPA17-002. Base on the proposed development plan, the report concluded that: 12 trees within the developable lands were to be removed to accommodate the development; all remaining trees on the adjacent lands were to be preserved; and, new native trees will be planted as part of the landscaping on the site. It was further recommended that: tree preservation fencing be installed according to the location and details shown on the enclosed tree preservation drawings; and, tree preservation fencing be inspected by MTE prior to and during construction to ensure it is working properly. These matters are intended to be dealt with during Site Plan Approval. A copy of the Tree Protection Report Addendum is provided as part of the complete application submission.

**Transportation Impacts:**

The Transportation Impact Assessment (TIA) for the proposed residential development at 801 Sarnia Road in London, Ontario, concludes that the project can be accommodated within the existing transportation network without significant impacts on traffic operations. The study projects that the development will generate 68 trips during the AM peak hour and 71 trips during the PM peak hour, with all intersection movements expected to function at acceptable levels of service under both existing and future 2031 traffic conditions. The assessment recommends minor modifications, including the addition of pavement markings to create a designated left-turn lane on Sarnia Road, while no major road infrastructure improvements are required to support the development. Specifically, the TIA concluded that signalization is not warranted at the site access location.

Additionally, the TIA highlights that the proposed development offers strong pedestrian and active transportation connectivity, with direct access to existing and planned cycling facilities along Sarnia Road. The site design incorporates efficient vehicular access through a shared driveway with 811 Sarnia Road, ensuring smooth traffic flow and minimizing disruptions to the surrounding area. Overall, the study concludes that with the recommended minor improvements, the development will integrate well with the transportation network, supporting the City’s goals of promoting sustainable and active transportation options.

**Servicing & Infrastructure:****Stormwater Management**

The Stormwater Management Report (Addendum) for 801 Sarnia Road addresses the proposed changes to the previously approved site plan due to the acquisition of additional land to the east of the site and minor modifications to the proposed site layout. The report supplements the original stormwater management plan and outlines measures to ensure compliance with the City of London’s stormwater management requirements. The proposed solution includes a new oil/grit separator, an underground storage system, and rooftop storage to manage both quality and quantity control for post-development conditions. Additionally, the newly acquired area will be graded to match existing conditions and maintain current drainage patterns. The report concludes that these measures effectively mitigate potential impacts and align with regulatory requirements.

In conclusion, the addendum demonstrates that the proposed stormwater management approach will accommodate the revised site layout while adhering to municipal and provincial guidelines. The design ensures that post-development runoff will not exceed pre-development levels and provides adequate control measures to improve water quality. The proposed improvements contribute to the overall sustainability of the development and align with best practices in stormwater management. The report satisfies the City of London’s requirements and provides a comprehensive strategy to manage stormwater effectively

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**Water Servicing**

EngPlus Ltd. was retained to prepare an updated Water Servicing Analysis. Water Servicing is available from the 400mm watermain on Sarnia Road. Based on the available pressure in the existing 400mm water main on Sarnia Road, the proposed water distribution network can adequately satisfy the flow and pressure requirements of the subject development under average day and maximum hour demands. There is also adequate water flow and pressure available for firefighting in accordance with the Ontario Building Code. Also, as per results from the EPANET model, the water quality turnover rate is within the three (3) day limit under the average day demand. More details on the scope of the evaluation conducted by Eng Plus are available in their updated Water Distribution System Analysis.

# 7. PUBLIC CONSULTATION

We understand that change in neighbourhoods warrants conversation. Our public consultation program was designed to provide an opportunity for those who are interested to learn more about the updated vision for Phase 2 of Western Prestige Village early on in the planning process and share their thoughts.

The timeline below shows a general overview of the steps in the planning process for 801 Sarnia Road and how those steps interact with our applicant-led public consultation strategy.



Figure 13. Engagement Program Overview

Feedback received through our outreach program was used to deepen our understanding of the local context and shape some elements of the design of the project. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

## STAGE 1 TACTICS

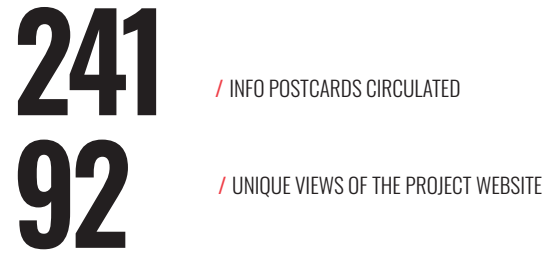
**Info Postcard**  
 241 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

**Project Website**  
 A project website (www.siv-ik.ca/801s) was launched on September 30, 2024 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

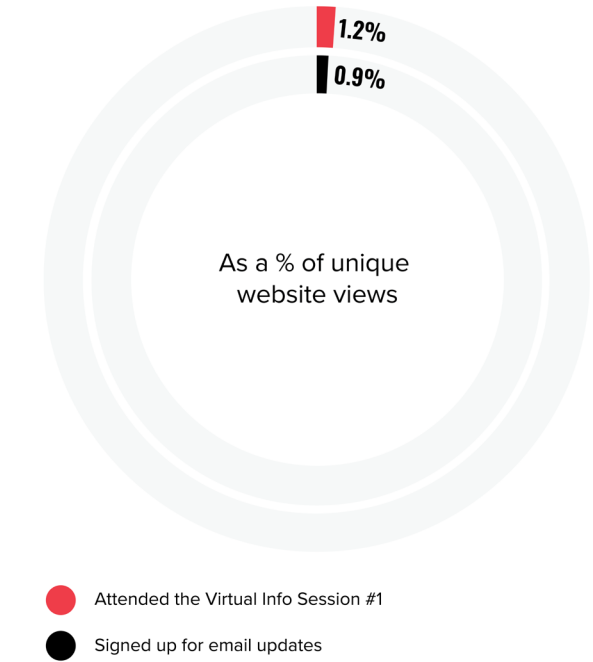
**Downloadable “Project Backgrounder” Publication**  
 Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

**Virtual Community Information Session**  
 The project team hosted a Zoom webinar on October 14, 2024 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

## REACH



## ENGAGEMENT

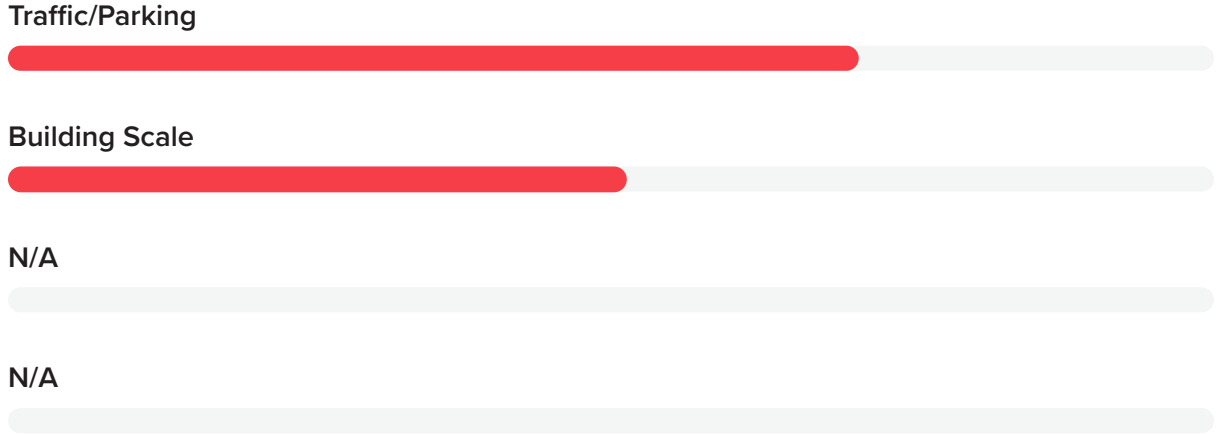


## FEEDBACK



## TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this project.



**NOTE:** The graphics and text above represent highlights of Stage 1 of our public consultation program.

## 8. CONCLUSIONS

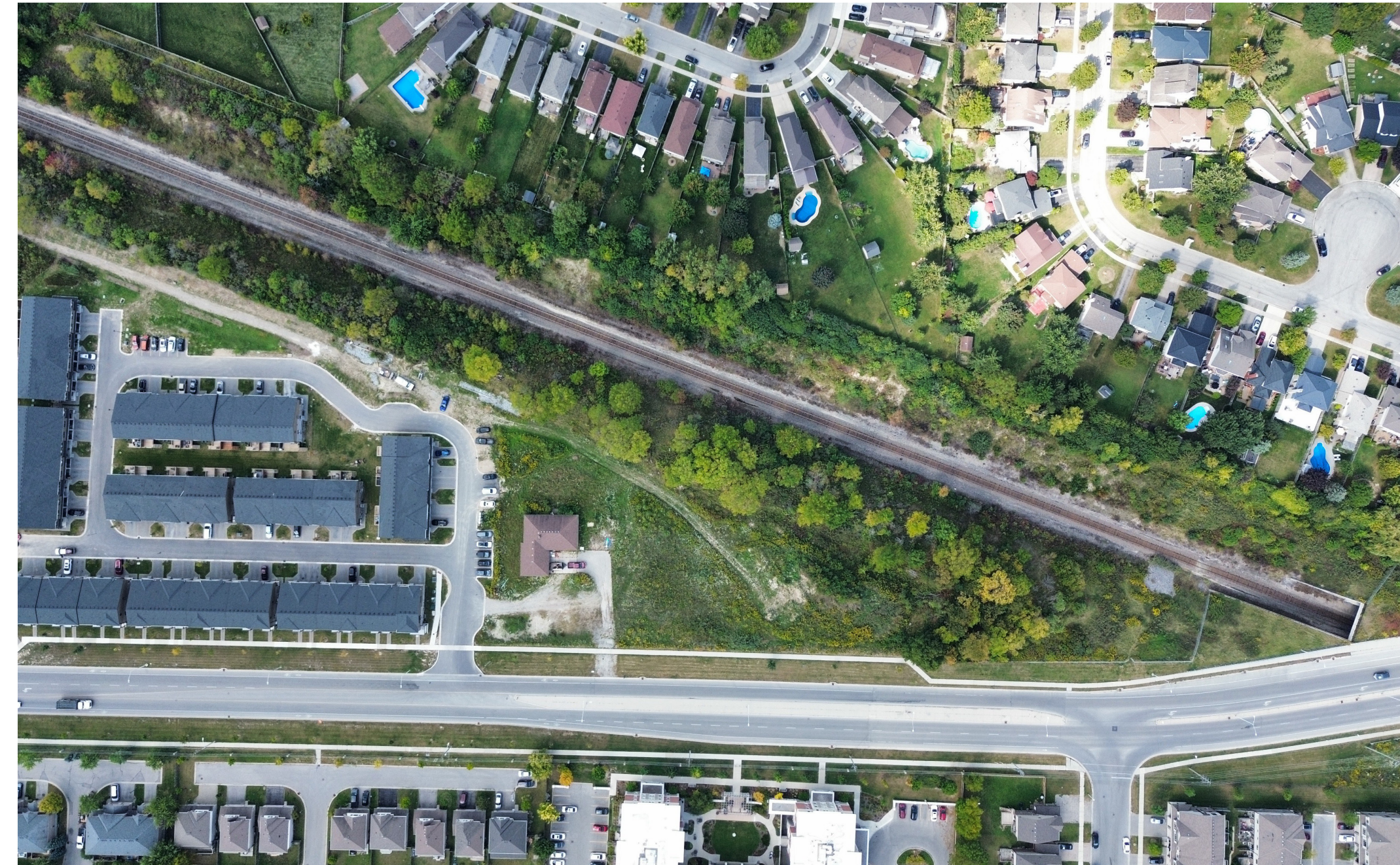
The proposed Official Plan Amendment (OPA) for Phase 2 of Western Prestige Village seeks to extend the permitted building height from 6 storeys to 10 storeys while maintaining alignment with the overall design intent of the previously approved Site Plan. The updated project design remains consistent with the objectives of the Provincial Planning Statement (PPS) 2024 by promoting efficient land use, supporting intensification in a designated growth area, and contributing to a mix of housing options. Additionally, notwithstanding the proposed increase in height, the development continues to align with the overarching policies of the London Plan by fostering a compact, transit-supportive design that enhances the surrounding neighbourhood's character and function.

A key focus of the revised proposal is its thoughtful urban design approach, which integrates several features to ensure a high-quality public realm and compatibility with the surrounding context. The building incorporates step-backs, recesses, and projections to effectively break down the massing and create a visually appealing streetscape. Terraces have been strategically included to provide outdoor spaces that enhance the building's architectural articulation while reducing the perceived scale. These design elements contribute to a pedestrian-friendly environment, ensuring that the proposed development will positively integrate with the existing urban fabric.

Furthermore, the development provides a comprehensive range of indoor and outdoor amenity spaces that contribute to a vibrant and livable urban development. These amenities, combined with the site's proximity to transit and services, reinforce the proposal's alignment with the City's objectives for complete communities. Overall, the proposed amendments represent a well-considered and contextually appropriate evolution of the Western Prestige Village development, offering a balanced response to housing demand while maintaining the integrity of the neighbourhood's planned vision.

## REFERENCES

1. Provincial Planning Statement, 2024.
2. City of London Official Plan.
3. City of London Zoning By-law Z.-1.
4. City of London, London City Map (Last updated October 1, 2020).
5. City of London Staff Report OZ-9476, dated June 20, 2022.
6. City of London, Record of Pre-Application Consultation, dated July 31, 2024.
7. City of London, Record of Site Plan Consultation (SPC24-077), dated October 17, 2024.
8. Architectural Design Package, prepared by Zedd Architecture, dated September 09, 2024.
9. Water Servicing Report, prepared by Eng Plus Ltd., dated October 30, 2024.
10. Stormwater Servicing Report, prepared by Eng Plus Ltd., dated October, 2024.
11. Tree Preservation Report (Addendum), prepared by MTE, dated November 25, 2024.
12. Noise and Vibration Report (Addendum), prepared by Development Engineering, dated November 22, 2024.



**Note:** Aerial view of existing conditions at 801 Sarnia Road.



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