



PLANNING & DESIGN REPORT

75-91 SOUTHDALE ROAD EAST, LONDON

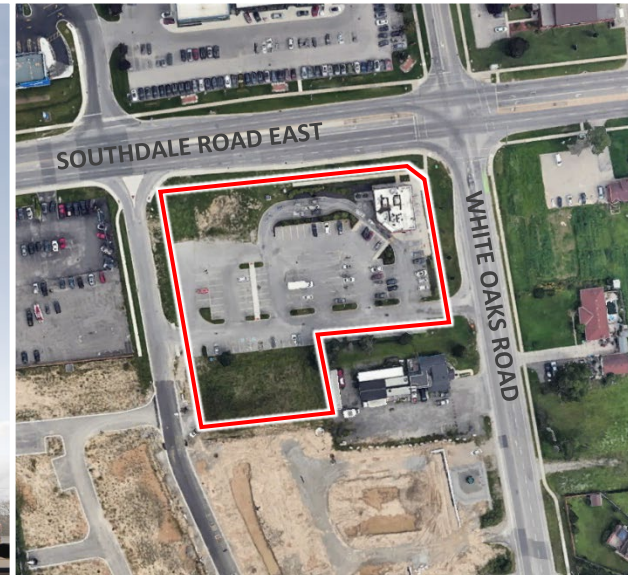
ZONING BYLAW AMENDMENT TO PERMIT THE DEVELOPMENT OF 55 APARTMENT DWELLINGS

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1 INTRODUCTION

The purpose of the following land use Planning & Design Report is to evaluate a proposed Zoning Bylaw Amendment (ZBA) application for the lands at 75-91 Southdale Road East (the “Subject Lands”) within the context of existing land use policies and regulations, including the 2024 Provincial Planning Statement, The London Plan, Southwest Area Secondary Plan, and the City of London Zoning Bylaw.

A Pre-Application Consultation meeting was held on January 21, 2022, with staff from the City of London to discuss the initial development proposal and the next two phases of development on this site. Subsequent Site Plan Consultation was provided to extract comments and to further refine the proposed development.

The applicant is requesting an amendment to the Zoning Bylaw to revise the Site Specific Neighbourhood Shopping Area (NSA4 (6)) Zone and add a new Site Specific Residential (R9-7) Zone variation, to permit a 6-storey residential apartment building with 55 dwelling units, located at the southwest portion of the subject lands (hereto referred to as the “Development Area”) – Refer to **Figure 1**.



Figure 1. Subject Lands – Aerial View
Source: City of London, Online CityMap



Figure 2. Street view of 91 Southdale Road East looking southwest from the intersection of White Oak Road.

Source: Google Earth



Figure 3. Street view of 75 Southdale Road East looking southeast at intersection of Petty Road.

Source: Google Earth



Figure 4. View of Southdale Road looking east. Subject Lands to right of photo.

Source: Google Earth



Figure 5. View of White Oak Road looking north. Subject Lands to left of photo.

Source: Google Earth

2 SITE DESCRIPTION

The Subject Lands are generally located in the southwest quadrant of the City of London, within the North Longwoods neighbourhood, at the southwest corner of Southdale Road East and White Oak Road. The site is comprised of five (5) lots that have a combined area of approximately 1 hectare (2.48 acres). The Subject Lands have frontage onto three roadways: ±98 metres of frontage along Petty Road (west), ±102 metres along Southdale Road East (north), and ±60 metres of frontage along White Oak Road (east).

There is presently one commercial building (Tim Horton's restaurant and drive-through) at the intersection of White Oak Road and Southdale Road East with a second commercial building (Phase A) planned to be constructed in the northwest corner of the Subject Lands. The remainder of the site is presently vacant and generally flat. **Figure 2** and **Figure 3** reflect the existing conditions of the Subject Lands.

Southdale Road East (**Figure 4**) is a four-lane Civic Boulevard with transit services and sidewalks on both sides of the street. White Oak Road (**Figure 5**) is presently a two-lane Civic Boulevard with a sidewalk along the east side and on-street northbound bicycle lane. Petty Road is a local roadway to the west of the Subject Lands with right-in/right-out turning movements at Southdale and sidewalks on both sides of the street.

3 SURROUNDING LAND USES

The surrounding land uses consist of a mix of low and medium density residential, commercial, institutional, and open spaces (**Figure 6**). More specifically:

- **North:** Directly north across Southdale Road East is a commercial auto dealership (Finch Hyundai), zoned Restricted Service Commercial. Further north is a low-density single detached dwelling residential neighbourhood and Earl Nichols Park and Arena
- **East:** Across White Oak Road are large single detached dwelling residential lots that are designated for high-density residential. Further east are medium density cluster townhouses.
- **South:** Directly south is vacant lot that is planned for a medium density residential development with a maximum of 4-storeys in height. Further south consists of a subdivision of low-density single detached residential dwellings.
- **West:** Across Petty Road are two automobile dealerships (South West Auto Group & Mercedes-Benz London) and a medium density townhouse development.

4 SPATIAL ANALYSIS

4.1 Regional Spatial Analysis (800 metres)

The Subject Lands are located within the North Longwoods Neighbourhood that is actively being developed as a primarily low-density residential neighbourhood with auto-centric highway commercial development along the Wharncliffe Road corridor. **Figure 6** illustrates the community context within 400 metre and 800 metre radii, representing straight line walking distances of 5 and 10 minutes, respectively.

Surrounding features include highway commercial and service commercial uses, open space features and schools, a mix of low to medium density residential, and vacant lots planned for new residential and commercial land uses.

Southdale Road East is categorized as a high-volume Civic Boulevard serving the surrounding communities with transit. Presently, bus stop facilities are located within 100 metres of the Subject Lands, providing linkage to Route #10 – Masonville – White Oak Mall, and approximately 425 metres from Wharncliffe Road, which is a north-south arterial roadway, with access to highway commercial land uses/amenities/services and the downtown further north. Additional employment land uses (Industrial) are located to the southeast via White Oak Road.

There are two schools located within one kilometre of the Subject Lands - a Catholic Elementary (K-8) school to the east and Public Elementary (K-8) school to the west. The Earl Nichols Arena is within 400 metres, as well as several other smaller parks and open spaces.

4.2 Site Specific Spatial Analysis

A Site-Specific Spatial Analysis was conducted on the Subject Lands, as follows:

Composition and Built Form: The Subject Lands are presently developed with a commercial restaurant (Tim Horton's) building with drive through facilities at the northeast corner of the site. A subsequent phase (Phase A) of development intends to construct a commercial building to the northwest corner of the site via Site Plan Approval. The intended Development Area for the proposed residential building is currently vacant and located along the south property limit. The remaining area of the site is presently utilized as an asphalt parking area.

Edge Conditions: The Subject Lands are afforded with frontage along three roadways. Both Southdale Road East and White Oaks Road are classified as Civic Boulevards. The northern property boundary will benefit from the proposed commercial uses with high visibility and larger volumes of both vehicle/foot traffic. The Development Area is situated along the westerly property limit and is located adjacent to a Petty Road, classified as a local roadway with lower traffic volumes which is more suitable for a residential interface, with immediate access to the arterial intersection (Southdale Road East).

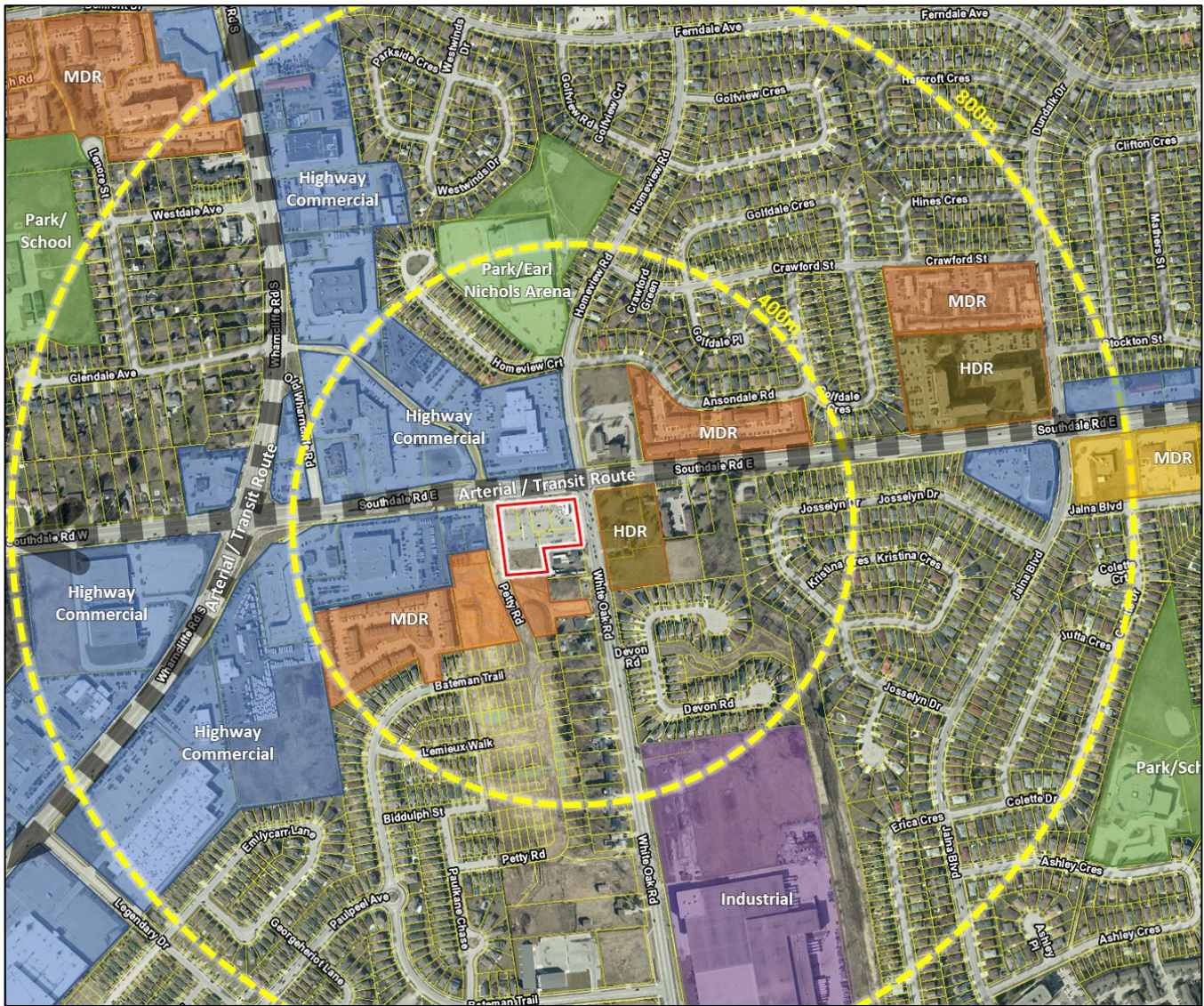


Figure 6. Regional Spatial Analysis (800m Radius)

All public street frontages would be treated to emphasize the public realm, buildings brought to street and public sidewalk encouraging pedestrian activity, and landscaped and architecturally treated to provide natural visual interest.

The south property limit has been identified as a “Residential Interface”, where consideration is needed for the vacant lands that would accommodate future medium density residential uses. The existing property limit to the east of the proposed residential building is presently used for commercial purposes (contractor). If required, visual screening may be considered to buffer the proposed residential uses from outdoor storage areas.

Mobility: There are presently two all-directional access points to the site: one from Petty Road to the west and one from White Oak Road to the east. No new accesses would be required for the proposed development.

A public roadway sidewalk is currently located on the west (recently constructed) and north property limits, as well as a sidewalk on the east side of White Oak Road. The nearest bus stop is located at the northwest corner of the Southdale Road/White Oak Road intersection, less than 100 metres away. An existing on-site walkway provides pedestrian connection to the intersection in the northeast corner of the site.



Figure 7. Site Specific Spatial Analysis

5 DEVELOPMENT PROPOSAL

5.1 Design Purpose & Objectives

The proposed development at 75-91 Southdale Road East intends to intensify and compliment the developing commercial plaza with a 6-storey residential apartment building creating a mixed use node. The following overarching goals for the proposed development are:

- To set a positive precedent for new development along Petty Road.
- To efficiently use the Subject Lands for a mix of uses that reflect market/housing demand and is complementary to the surrounding existing and planned development;
- To design and build an attractive residential building that is consistent with the aesthetic and intensity of the existing streetscape and context.
- To provide design features and amenities that will provide for a livable residential environment for the inhabitants and functional place of commerce for merchants and customers.

To achieve these goals, the following design objectives have been used to guide the conceptual design:

- Design a modern building that establishes a welcoming entrance to residents and visitors on Petty Road.
- Create a street façade that includes variations in colour/lighting/materials, building articulation, weather protection, and emphasis on entrances to direct pedestrian flows.
- Utilize high-quality materials, such as but not limited to brick masonry veneer and glass, with particular emphasis given to building entrances and pedestrian realm.
- Provide walkways that connect public sidewalks to building entrances, and parking area.
- Promote walkability and alternative mode of transportation by integrating sidewalks throughout development, bicycle parking/storage, and access to transit facilities.
- Provide private amenity space in the form of rooftop common areas and private balconies that allow for outdoor enjoyment.



Figure 8. Artist's rendering of north elevation of building, looking southeast from Petty Road.



Figure 9. Artist's rendering of north elevation of building, looking southwest from parking area.

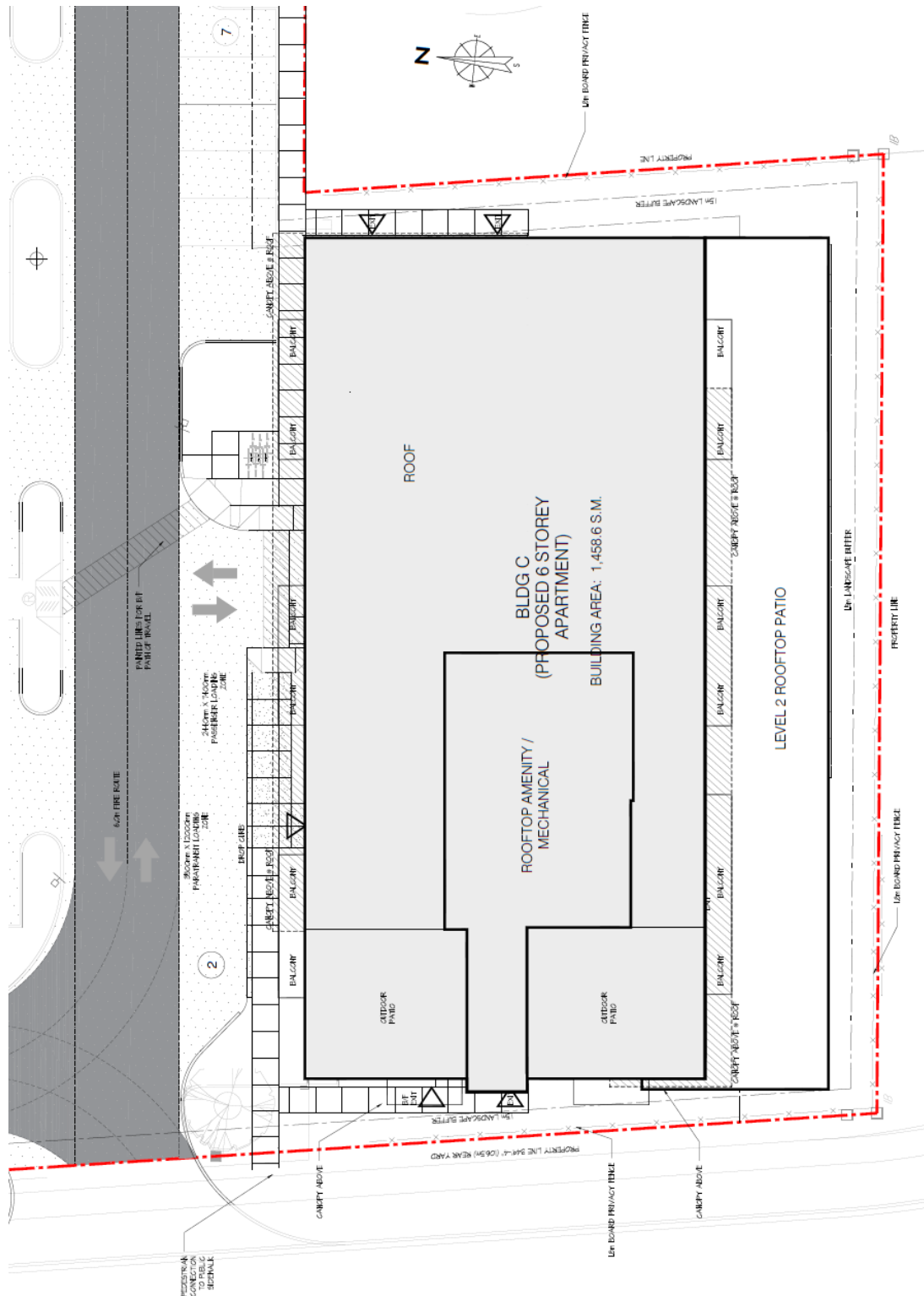


Figure 10. Conceptual Site Plan layout of proposed residential building within the Development Area
Source: Agar Architect Inc.

5.2 Development Concept

The Development Area (**Figure 1**) for the proposed residential building is located within the southwest corner of the Subject Lands. By placing the building in this corner of the site, there is an increased separation between the traffic and commercial uses located along Southdale Road East and the proposed residential development. Existing site access will be provided through the two established road connections from Petty Road and White Oak Road.

Building: The proposed development envisions a 6-storey apartment building designed by Matter Architectural Studio. The building is comprised of ground-floor parking and 55 apartment units. A building stepback above the first level has been applied to the south facing façade of approximately 8.5m from the south property line. **Figures 8-9** illustrate the conceptual building elevations and façade materials. Access to the residential apartment units would be provided via Petty Street entrance and the principal building entrance on the north building façade, both accessed via walkways connected to the adjacent public streets and parking area.

Internal Parking: Resident and visitor parking is provided internal to the building within an open air ground level. There are 33 internal parking spaces (including 12 tandem spaces) which are accessed via entrances on the west side of the building from Petty Street and the internal parking area.

Pedestrian Traffic Areas: Walkways would be constructed through the site to provide convenient and safe pedestrian movement separate from vehicular traffic. An internal north-south walkway connects Southdale Road to the proposed building entrance. Likewise, an east-west walkway would connect Petty Road to White Oak Road, as well as the principal building entrance.

Amenity: The Subject Lands would be efficiently utilized such that the proposed building would include private amenity space in the form of private balconies and a communal rooftop amenity areas for its residents.

Landscaping: Opportunities for planting reside mainly to the periphery of the Development Area, street edges and parking islands. To the front of the building, landscaping is planned to draw your eyes towards the principal entrance of the building. The southern property limit, abutting future residential lands, are provided with a 1.8 metre wood screen fence with low shrubs and grasses to delineate the property boundary and provide visual screening/privacy for residents. Design consideration has been made with the intent to reinforcing walkways and entrances features. Both hard and soft landscaping would be used along walkways and boundaries to aid in providing aesthetic features and screening.



Figure 11. Architectural rendering of principal entrance into residential building
Source: Matter Architecture Studio



Figure 12. Architectural rendering of the north façade of building
Source: Matter Architecture Studio

6 SUPPORTING STUDIES

6.1 Archaeological Assessment

Lincoln Environmental Consulting Corp has completed a Stage 1-2 Archaeological Assessment, which has been submitted to the Ministry of Tourism, Culture and Sport. The stage 1 background study identified that the Subject Property had archaeological potential and was investigated through a Stage 2 field assessment. No archaeological materials or locations of significant interest were identified and no further investigation is required.

6.2 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been prepared by SBM (August 2024). This study has forecasted the traffic volumes for a 2030 horizon and assessed intersection operations within the vicinity of the Subject Lands for existing, future background and future total traffic conditions.

It is forecast that the proposed development will generate relatively low levels of trips during peak hours: 20 new trips in the AM peak hour and 22 new trips during the PM peak hour. Generally, the forecasted site traffic does not introduce any operational concerns on the surrounding road network and no road improvements are required to accommodate the proposed development.

6.3 Sanitary Servicing Feasibility Study

A Sanitary Servicing Feasibility Study (SFS) has been completed by SBM, dated April 2022, and submitted under separate cover. The study was completed to assess the adequacy and servicing capacity of existing municipal infrastructure for the proposed residential development and in support of the Zoning Bylaw Amendment (ZBA).

The proposed residential apartment increases the site population to 242 people with a total sewage flow of 3.03 L/s. The site is ultimately tributary to the 200mm sanitary sewer on Southdale Road East and would be accommodated with sufficient capacity in the receiving sewers downstream of the proposed development.

Generally, the proposed development would be adequately serviced with existing municipal infrastructure available within the abutting rights-of-way. A more detailed design and servicing evaluation would be conducted through Site Plan Approval.

7 PLANNING POLICY FRAMEWORK

7.1 Provincial Planning Statement (PPS), 2024

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act “*provides policy direction on matters of provincial interest related to land use planning*” to ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies by:

- Accommodating an appropriate mix of land uses and housing options in a compact form, utilizing a vacant commercial site for residential use, resulting in a net increase in residential units (Sections 2.1.6 and 2.2.1.b-c)
- Accommodating intensification and population growth within the settlement area that is municipally serviced and on transit supported arterial corridors (Section 2.3.1.2-3);
- Contributing and achieving the minimum density targets for designated growth areas of 50 residents and jobs per gross hectare (Sections 2.3.5 and 2.4.2.a)
- Promoting cost-effective development to minimize land consumption and servicing by utilizing existing facilities and services (Sections 3.1.2.a)
- The use of existing and planned municipal infrastructure (i.e., sewage, water, and stormwater) are being optimized through the proposed development along Southdale Road East (Sections 3.6.1-2 and 3.6.1.8).

Based on the above, it is the opinion of the writer that the proposed Zoning Bylaw Amendment is consistent with the policies of the 2024 Provincial Planning Statement.

7.2 The London Plan

The London Plan (2016) identifies the Subject Lands under the “Shopping Area” Place Type and at the intersection of two “Civic Boulevards” and backing onto a Neighbourhood Street (**Figure 13**).

The “Shopping Area” Place Type permits a wide range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses within easy walking distance for neighbourhoods. The intent and approach of this place type is “*to service their immediate neighbourhoods, and provide a walkable focal point that creates a neighbourhood identity*” (Policy 874). The London Plan also recognizes the opportunity that Shopping Areas provide for repurposing, reformatting, intensifying and better utilizing these large sites to provide a mix of uses and introduce mid-rise residential development (Policies 876 and 877).

The proposed development conforms to envisioned intensity and built form policies for the Shopping Area place type that permits buildings to an upper maximum height of up to six storeys (Table 8), with appropriate setbacks, stepbacks and transitioning (Policy 878). The proposed development maintains a commercial street frontage along the two external Civic Boulevards (Policy 879).

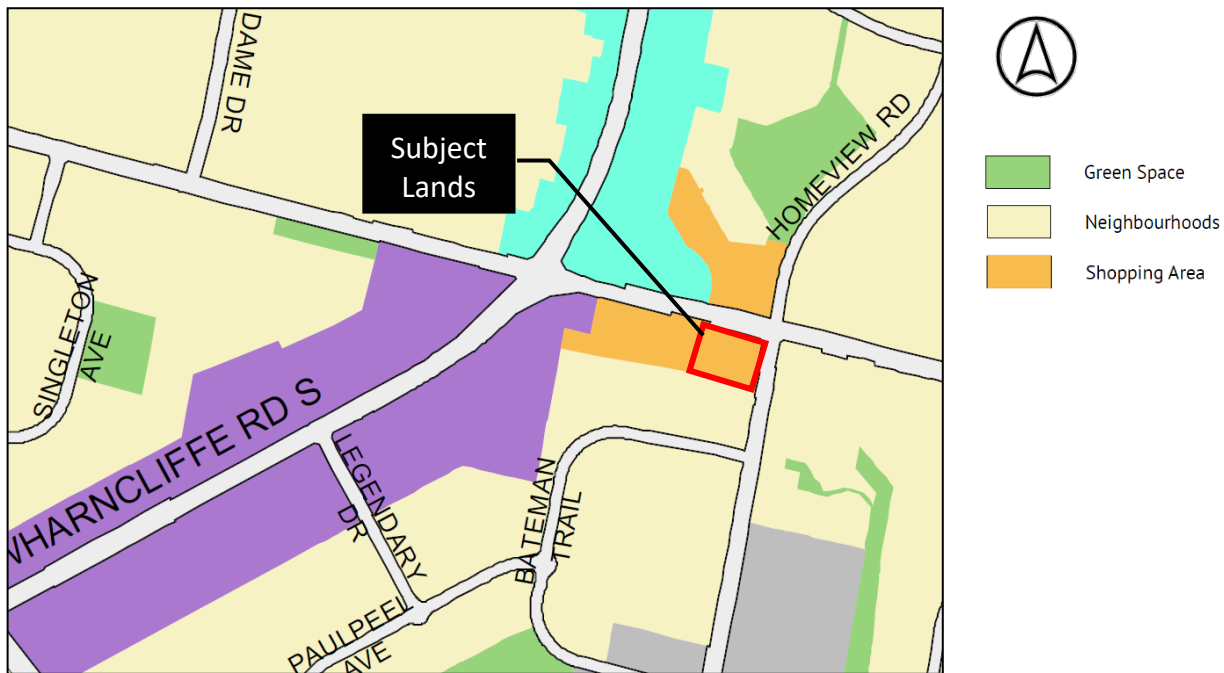


Figure 13. The London Plan, Map 1 – Place Types

Urban design considerations associated with all place types are outlined in Policies 189-306 of the City Design chapter of The London Plan. The overarching design objectives are listed in Policy 193:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.

Response: In the opinion of the writer, the components of this proposal have been designed to achieve the applicable listed objectives in the following manner:

1. The proposed residential apartment building has been designed to be architecturally interesting.
2. The proposed site layout and housing form have been designed with high quality architecture and building materials and is consistent with the allowable height and permitted uses of abutting vacant lands.
3. The development supports a compatible residential development, that does not impose on or impede the ongoing use of surrounding lands.
4. The proposed development creates a distinctive street edge along Petty Road.
5. The site supports walkability via walkways through the site, as well as being in proximity to bus transit facilities, that statistically improves use/viability of these alternative modes of transport.

6. The proposed development has been designed in accordance with Ontario Building Code and Zoning Bylaw regulations that considers the capability for universal accessibility.
7. The development provides apartment dwellings, offering additional choice and attainable housing.
8. The site has been efficiently designed to maximize housing affordability and the opportunity for a mix of commercial uses that would support the day-to-day services for residents within walking distance.
9. The proposed apartment building would create a high quality building at the Petty Road entrance of the community and would benefit existing and future residents in the community with a unique landmark.

The City Design policies of the London Plan are further addressed through the Site Plan Approval process, including design considerations for a positive pedestrian environment and aesthetic design.

It is the opinion of the writer that the proposed development generally supports the broad vision, objectives, form, and intensity established for the “Shopping Area” Place Type and conforms with the general urban design and land use policies of the London Plan.

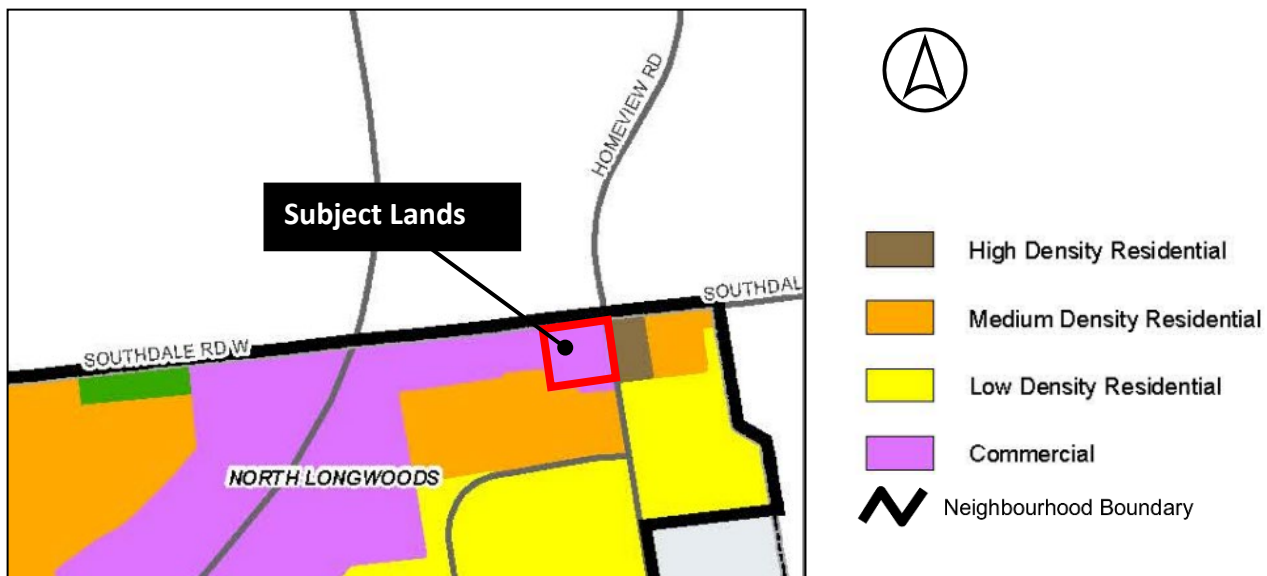


Figure 14. Southwest Area Secondary Plan, Schedule 13, Land Use Designations

7.3 Southwest Area Secondary Plan (SWASP), 2024

Policy 1556 of The London Plan prescribes that Area Plans, such as the Southwest Area Secondary Plan (SWASP), may be used to assist in the implementation and refinement of Official Plan Policies.

The Subject Lands are designated “Commercial” within Schedule 13 of the North Longwoods Neighbourhood. Under 20.11.i), there are no general or neighbourhood-specific policies in SWASP that would apply to the Commercial designation within the North Longwoods neighbourhood; therefore, the land use specific policies defer to The London Plan.

The following portion of the SWASP vision statement effectively defines the fundamental objective of this application:

This Plan is innovative and progressive, and places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods,....
The Southwest Area Secondary Plan proposes the creation of new distinct neighbourhoods that promote:

- a mix of uses, and diverse mix of residential housing;*
- emphasis on design parameters with placemaking features;*
- walkability within and between neighbourhoods;”*

The applicable urban design policies of 20.5.3.9 have been considered in the preparation of the development proposal, including:

- Locating higher densities in proximity to transit facilities – the proposed development would create 55 new dwelling units within a short walking distance (< 100 metre) of bus transit stops on Southdale Road East and provide increased population density to aid in the viability and sustainability of existing transit services.
- Orienting buildings to public street frontages, particularly sited and massed toward intersections of arterial roads – the proposed building is located as close to Petty Road as possible and massed to reduce the visual perception of the façade using horizontal and vertical building articulation and landscaping.
- Provide hard and soft landscaping to enhance pedestrian comfort –Hard and soft landscaping components are to be detailed further through the site plan approval process. The intent of the landscape design would be to use surface materials and plant species to enhance the pedestrian experience, support wayfinding by demarcating walkways and highlighting building entrances, screen surface parking and aid in protecting privacy.
- Promoting Safe Community Design principles – Lighting and large windows facing accessible areas aid in providing natural surveillance from windows of residential units overlooking public, private and semi-private areas, including the parking area and sidewalks.
- Providing pedestrian linkages to and through the site – A connected walkway would be provided on-site to link the parking area to the principal building, commercial entrances, and to the public sidewalk.
- Locate off-street parking to the rear or side of buildings and/or screened from view – All parking is situated to the rear and internal side yards of the building.

RESPONSE: The abovementioned urban design policies are reflected in Figure 9 and Figure 10. Consideration for pedestrian movement has been provided walkways that transect the site and through the parking areas to connect to the abutting streets and building entrances.

In the opinion of the writer, the proposed development would conform to the policies and urban design objectives of the SWAP.

8 PROPOSED APPLICATION

8.1 Proposed Zoning Bylaw Map Change

The proposed map change to the Zoning Bylaw would divide the site into two separate residential and commercial zones, although the site would be comprehensively designed and serviced as one site.

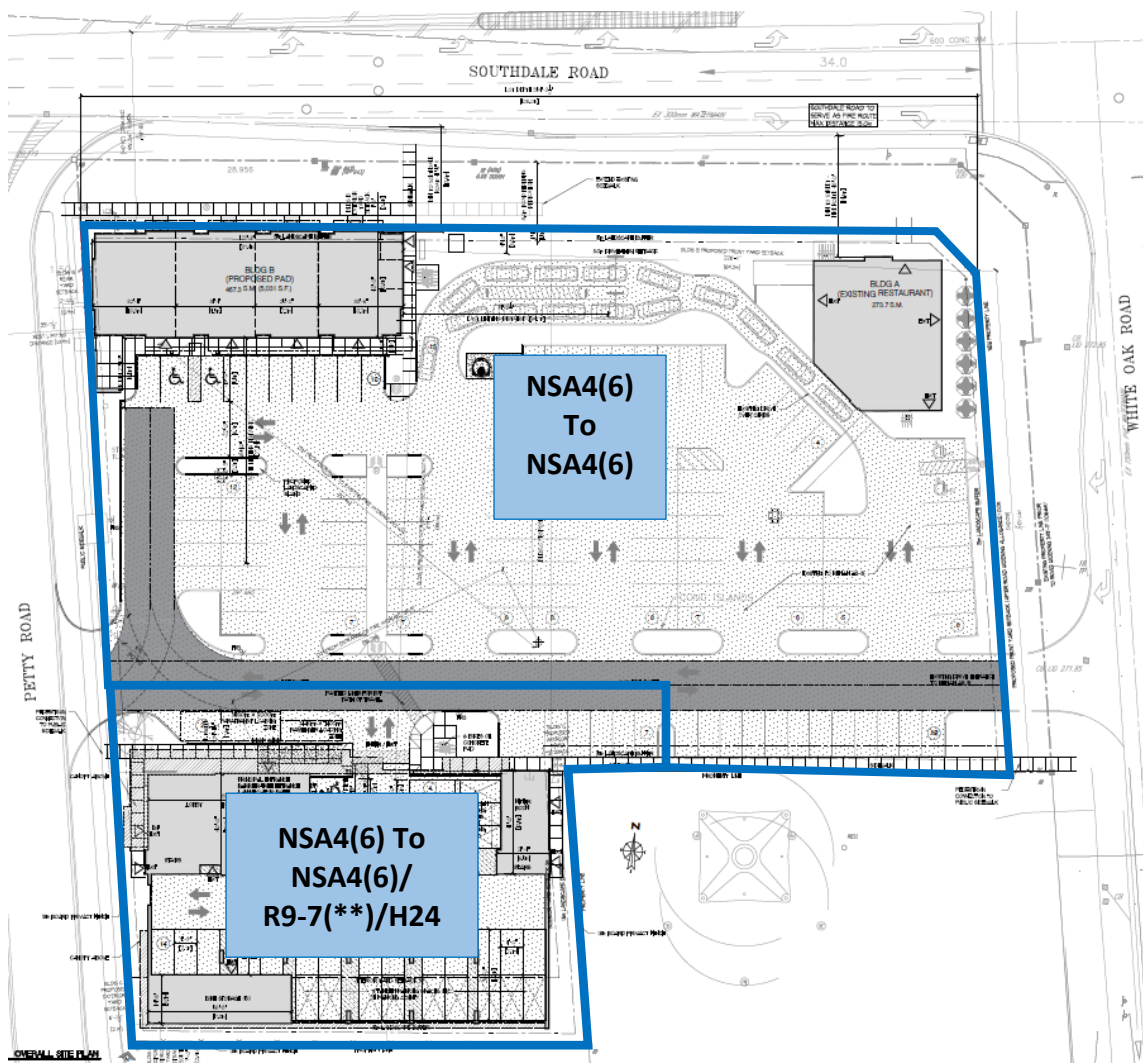


Figure 15. Proposed Zoning Bylaw Map Change

8.2 Zoning Bylaw Analysis

Presently, the Subject Lands are zoned under a Site Specific Neighbourhood Shopping Area (NSA4(6)) Zone within the City of London Zoning Bylaw. The NSA Zone variations are generally intended to provide for convenient day-to-day shopping and services needs of the surrounding communities. Medium and high density residential uses are also permitted by applying the appropriate zone.

Presently, the site specific NSA4(6) Zone also permits “Automobile Sales and Service” as an additional permitted use, located within a maximum depth of 50 metres from Southdale Road East.

The proposed residential Apartment Building land use is not permitted under the NSA(6) Zone and therefore requires an amendment to the Zoning Bylaw. To support the residential land use, the Residential (R9-7) Zone variation would be applied in addition to the Development Area.

Table 1 and **Table 2** provide a comparative analysis of the regulations of the existing NSA(6) Zone and proposed R9-7 Zone variation as it relates to the proposed development.

Table 1. Zoning Data Table – Neighbourhood Shopping Area (NSA4(6)) Zone

Zoning Regulations	NSA4(6) Zone	Provided	Conforms?
Lot Area (m ²) Minimum	n/a	7550	✓
Lot Frontage (m) Minimum	40	60.3	✓
Lot Depth (m) Minimum	40	107	✓
Front & Exterior Yard Depth (m) Minimum	0.0	0.4	✓
Interior Side & Rear Yard Depth (m) Minimum			
- Abutting a Residential Zone	8	38	✓
- Abutting a Commercial Zone	3	43	✓
Landscaped Open Space (%) Minimum	15	23%	✓
Lot Coverage (%) Maximum	30	10	✓
Height (m) Minimum	12	8	✓
GFA (Commercial) (m ²) Maximum	6000	741	✓
- Food Stores	3200	-	✓
- Restaurants	500	274	✓

Zoning Regulations	NSA4(6) Zone	Provided	Conforms?
- All Others	500	467	
Parking - Vehicles	38	112	✓
Parking – Bicycles	6	4	✓

Table 2. Zoning Data Table – Residential (R9-7) Zone

Zoning Regulations	R9-7 Zone	Provided	Conforms?
Lot Area (m ²) Minimum	1000	2504	✓
Lot Frontage (m) Minimum	30	43	✓
Front Yard Depth (m) Minimum (Petty Street)	8	2	✗
Interior Side Yard Depth (m) Minimum	7.2	2.4	✗
Rear Yard Depth (m) Minimum	7.2	2.4	✗
Landscaped Open Space (%) Minimum	30	24	✗
Lot Coverage (%) Maximum	30	58	✗
Height (m) Minimum	13	24	✗
Density (UPH) Maximum	150	220	✗
Parking - Vehicles	0.5 / du (28)	28 + 12 tandem	✓
Parking – Bicycles			
- Short Term	6	6	✓
- Long Term	49	51	✓

8.3 Proposed Zoning Bylaw Text Amendments

Based on the above zoning data comparison of **Table 2**, the following site specific regulations are R9-7 Zone are being requested to be amended as follows:

R9-7(XX) 75-91 Southdale Road East

a) Regulations:

i. Front Yard Depth from West Property Line (Minimum)	2 metres
ii. Rear & Interior Side Yard Depth (Minimum)	2.4 metres
iii. Interior Side Yard Building Stepback from South Property Line Above the 1 st Storey (Minimum)	8 metres
iv. Landscaped Open Space (Minimum)	24 %
v. Lot Coverage (Maximum)	58 %
vi. Height (Maximum)	24 metres
vii. Density (Maximum)	220
viii. Encroachments from Property Line	1.5
- Balconies, Canopies, and Architectural Features (Maximum)	

8.4 Rationale for Site Specific Provisions

8.4.1 Encroachments and Front, Internal, and Rear Yard Depths

The building has been intentionally located close to the street and public sidewalk to provide a sense of enclosure of the public realm and emphasize pedestrian connectivity by limiting the distance between the street and the front entrance of the building. The lobby and principal entrance to the residential building has been located in close proximity to the public sidewalk, facing the parking areas to maximize function and convenience.

The 2 metre setback (Internal Side Yard - south) would only apply to the ground floor of the building, comprised of the internal parking area. A building setback above the ground floor would be created to provide minimum 8m of separation between the residential building and the property limit, which would comply with the R9-7 Zone variation.

The proposed application seeks a relief from the minimum rear yard setback for a portion of the southeast property limit that is abutting a commercial lot, which is currently a contractor business (3033 White Oak Road). The requested reduction would allow for a 2.5 buffer along the periphery of the site boundary. The proposed setback is sufficient for a walkway connecting the parking area with the building's side entrance and stairway that would be screened from view by a 1.8 metre wood privacy fence.

Balconies and canopies would be designed as architectural features to be both functional and aesthetic, providing protection from climate and contributing to wayfinding and amenity space. Private balcony would protrude from the building, encroaching into the required Yard, but generally would not be closer than 1m from the property limits. It is expected that canopies would be located over walkways and building entrances, approximately 1m from the property limits. Landscaped Open Space (Commercial and Residential)

8.4.2 Building Coverage & Landscape Area

The configuration of the dual zoning on the site ensues a shared zoning boundary through the surface parking area; whereas a typical site would have additional landscaped buffering along its periphery. When the site is designed and reviewed as a whole, the amount of landscape open space is 24% of the Gross Area (1.0 ha). Given the mixed use design of the site and adequate private amenity area provided via balconies and rooftop amenity space, the reduced landscape open space of 24% is sufficient.

Similar to landscape open space, the increased maximum lot coverage to 58% is required due to artificial Zoning Boundary that splits the site and mutual drive aisle/access. When considering the design and site as a whole, the total lot coverage is 25%, which would comply with both the NSA and R9-7 Zones.

8.4.3 Building Height

The proposed application requests a maximum building height of 24 metres to permit the 6-storey mid-rise apartment building. The proposed residential building would be complimentary to the adjacent building being constructed to the south (3087 White Oak Road), presently under Bonus Zone B-60, that is anticipated for a 4-storey building (or 16 metres).

9 CLOSING

Given the above, the proposed Zoning Bylaw Amendment to develop a 6-storey building at the intersection of two arterial roads with 55 apartment units represents sound land use planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Planning Statement, 2024, which promotes appropriate intensification of uses and shopping plazas within the urban growth boundary on full municipal services;
- The proposal generally conforms to The London Plan and the Southwest Area Secondary Plan, which recognize the need for a variety of housing and more intensive forms of development within neighbourhood commercial nodes;
- The proposed Zoning Bylaw Amendment application would permit a mid-rise apartment building that would contribute to the diverse housing needs of the North Longwoods neighbourhood.
- The proposed development is of a height, scale and intensity that will result in a use and built form that is compatible with the surrounding uses and well suited given the proximity to arterial roads and access to bus transit;
- The proposed development has been well-designed and is sensitive to the adjacent commercial and medium density residential uses using appropriate building setbacks, fencing and landscaping; and
- The proposal promotes cost-effective development patterns by providing a compact, efficient form of development that will utilize existing and planned services along Southdale Road East and White Oak Road.

For the reasons noted above and throughout this report, the proposed Zoning Bylaw Amendment application represents sound land use planning.

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