

June 16, 2026

Planning Justification & Design Report

Two-Storey Stacked, Back-to-Back Townhomes

725 Notre Dame Drive

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TABLE OF CONTENTS

1.0	Introduction	4
1.0	Introduction.....	2
1.1	Purpose	2
1.2	Site Description	2
1.3	Surrounding Land Use Context.....	5
1.4	Adjacent Lands.....	6
1.5	Site Plan Pre-Consultation.....	8
1.6	Site Topography	8
2.0	Development Proposal	9
2.0	Development Proposal.....	10
2.1	Development Proposal Design Goals and Objectives	10
2.2	Conceptual Design and Design Considerations	11
2.3	Building Elevations	15
3.0	Technical Studies	16
3.0	Technical Studies	17
3.1	Servicing Brief	17
3.2	Transportation Impact Assessment.....	17
3.3	Tree preservation Plan.....	18
3.4	Massing model	18
4.0	Planning Framework & Analysis	19
5.0	Planning Framework & Analysis	20
5.1	Provincial Planning Statement 2024	20
5.2	The London Plan	20
5.3	City of London Zoning By-Law Z.-1.....	23
5.0	Proposed Planning Approvals	24
5.0	Proposed Planning Approvals.....	25
5.1	Proposed Zoning By-Law Amendment.....	25
6.0	Conclusion	27
6.0	Conclusion.....	28

TABLE OF FIGURES

Figure 1 Aerial Overview of Subject Lands	2
Figure 2 Existing conditions, viewing southwest	3
Figure 3 Existing MN# 725 Buildings on Site	3
Figure 4 Existing MN# 725 viewing west from parking lot	4
Figure 5 Existing Seasonal Ice Cream, Scoops.....	5
Figure 6 Existing MN # 727 Canada Post sorting facility.....	5
Figure 7 Existing access point from Notre Dame Drive viewing west.....	5
Figure 8 Surrounding Land Use Radius Map	7
Figure 9 Proposed Rendering viewing intersection.....	13
Figure 10 Proposed Rendering of Internal Parking.....	13
Figure 11 Conceptual Layout of Proposed Townhouses.....	14
Figure 12 Proposed View from Viscount Road.....	15
Figure 13 Proposed View from south side.....	15
Figure 14 Proposed View from Notre Dame Drive	15
Figure 15 Proposed Enhanced Side Yard	15
Figure 16 Massing from Viscount Road & Notre Dame Drive.....	18
Figure 17 Excerpt from Map 1 – Place Types.....	20
Figure 18 Excerpt from Map 3 – Street Classifications	21
Figure 19 Excerpt from Map 4 – Active Mobility Network	22
Figure 20 Excerpt from City of London Zoning Map.....	23
Figure 21 Zoning By-Law Amendment Sketch.....	26

1.0 Introduction ➤

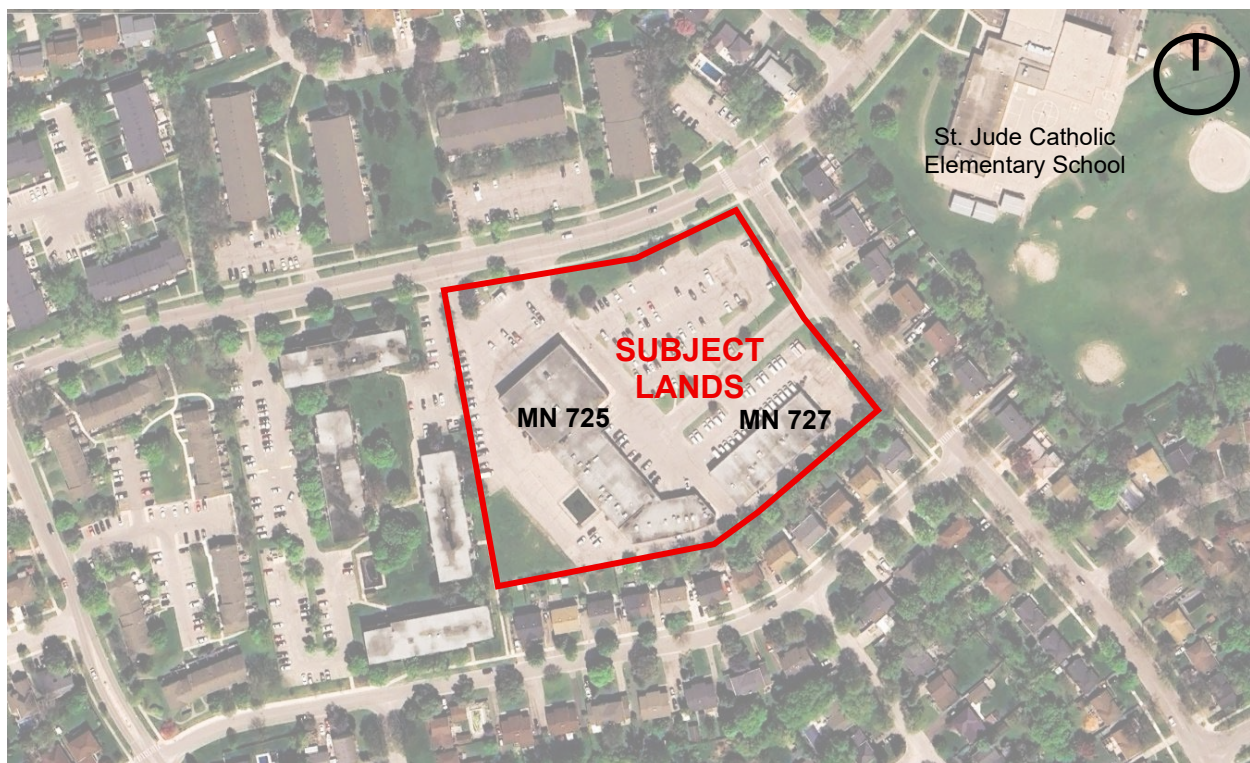
1.0 Introduction

1.1 Purpose

Monteith Brown Planning Consultants (“MB”), on behalf of our client, Wastell Homes c/o 2206868 Ontario Inc., is pleased to introduce an exciting vision for the evolution of Notre Dame Centre in south London. This development initiative proposes to reimagine a portion of the underutilized existing surface parking at the intersection of Viscount Road and Notre Dame drive into thoughtfully designed residential infill. The proposal seeks to enhance land use efficiency while establishing a purpose-built residential environment that complements and supports the surrounding community.

Municipally known as 725 & 727 Notre Dame Drive and referred to at 725 Notre Dame Drive for this application (“Subject Lands”) the proposed development is comprised of three buildings in the form of 2 storey back-to-back, stacked townhouse dwellings. This proposal represents a significant opportunity to reinvest in the neighbourhood, enhance housing choice, and contribute to a dynamic, future-ready community.

Figure 1 | Aerial Overview of Subject Lands



Source: Google Earth (2026 aerial image)

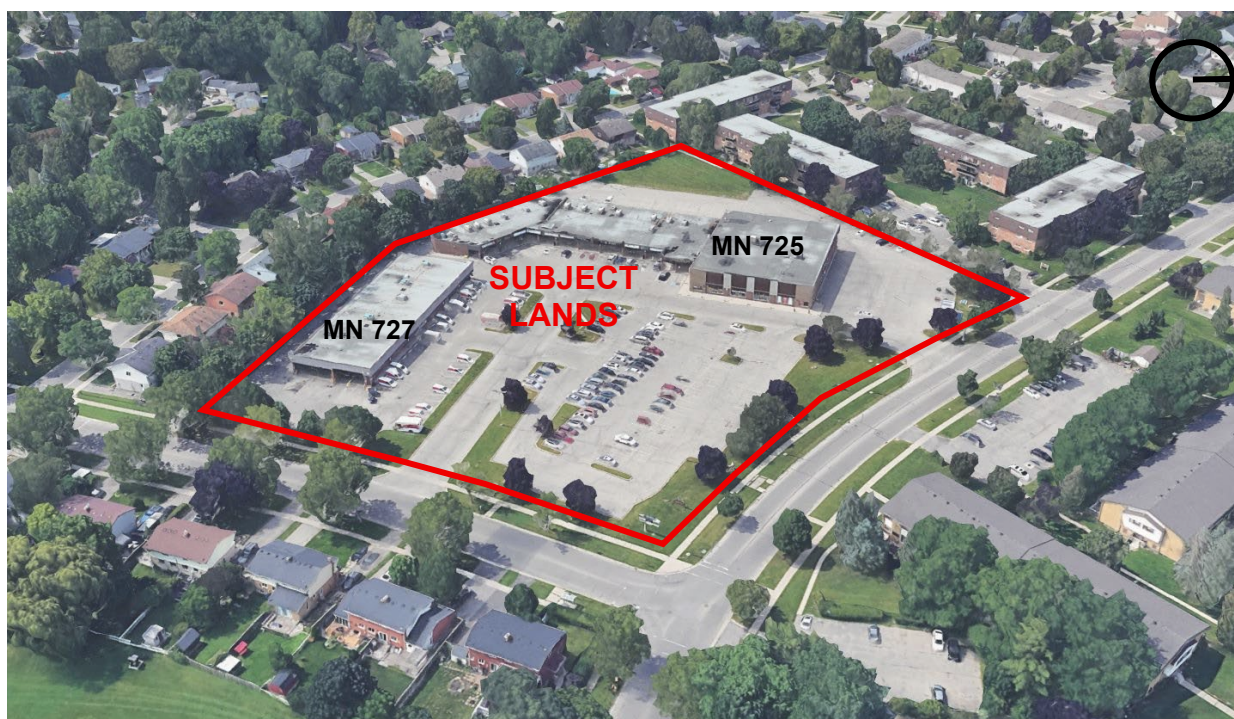
1.2 Site Description

As previously described, the subject property is located at the southwest corner of Viscount Road and Notre Dame Drive within London's Highland neighbourhood. Spanning approximately 2.21 hectares, the site features 115 metres of frontage along

Notre Dame Drive and a 140-metre exterior side yard facing Viscount Road. This existing commercial centre has long served the neighbourhood as a community convenience hub which once included a hardware store that has adapted over time in response to the shifting commercial landscape in southwest London adapting over time to meet the current needs of the area.

The land currently accommodates two commercial buildings: 725 Notre Dame Drive, a multi-tenant commercial facility, and 727 Notre Dame Drive, a building leased to Canada Post which has historically been used as a local post office and delivery sub-station. There are roughly 270 parking spaces on site of which a large portion are not used.

Figure 2 | Existing conditions, viewing southwest



Source: Google Earth (2026 aerial image)

Figure 3 | Existing MN# 725 Buildings on Site



Source: Google Earth Street view

The commercial complex at 725 Notre Dame Drive has a variety of businesses ranging from dining and retail to education and professional services. Each use and their parking requirements are outlined below in Table 1.

Table 1 Existing uses Notre Dame Plaza

Use	Approx. Unit Size	Parking Tier in ZBL	Required Parking
Pizza	118m ²	Tier 1 (1/20m ²)	5.9
Restaurant	113m ²		5.7
Hair Salon	85m ²	Tier 2 (1/30m ²)	2.8
Dance Studio	1279m ²	Tier 3 (1/50m ²)	25.6
Dance Boutique	270m ²		5.4
Karate	198m ²		3.9
Jazzercise	230m ²		4.6
Wine Making	108m ²		2.1
Insurance Office	82m ²		1.6
Variety Store & Food Market	118m ²		2.4
Vape Store	91m ²		1.8
Day Care	417m ²		8.3
Sub Total	3109m ²		
Scoops (seasonal)	18m ²	Tier 1 (1/20m ²)	1
Post Office (MN 727)	880m ²	Tier 3 (1/50m ²)	18
Total	+ - 4000m ²		90 spaces min.

To support the exiting commercial uses on the subject lands, roughly 90 parking spaces are required resulting in a surplus of approximately 180 unnecessary spaces.

Figure 4 | Existing MN# 725 viewing west from parking lot



Source: Google Earth Street view

Figure 5 | Existing Seasonal Ice Cream, Scoops



Source: Google Earth Street view

Figure 6 | Existing MN # 727 Canada Post sorting facility



Source: Google Earth Street view

Figure 7 | Existing access point from Notre Dame Drive viewing west



Source: Google Earth Street view

1.3 Surrounding Land Use Context

The surrounding building heights are between 2 and 3 storeys in a mix of single detached dwelling, semidetached dwellings, townhomes and apartments. There are 3 public schools in the area within 800m of the subject lands and 2 places of worship within walking distance.

In addition, there are a couple city parks within 400m of the proposed development with Jesse Davidson Park being the largest which has sports fields including baseball and soccer and a children's playgrounds. Arthur Ford Park is the closest with tennis courts and an open area for active play roughly 240m to the east of the subject lands.

The subject lands are surrounded by low rise residential land uses listed below.

1.4 Adjacent Lands

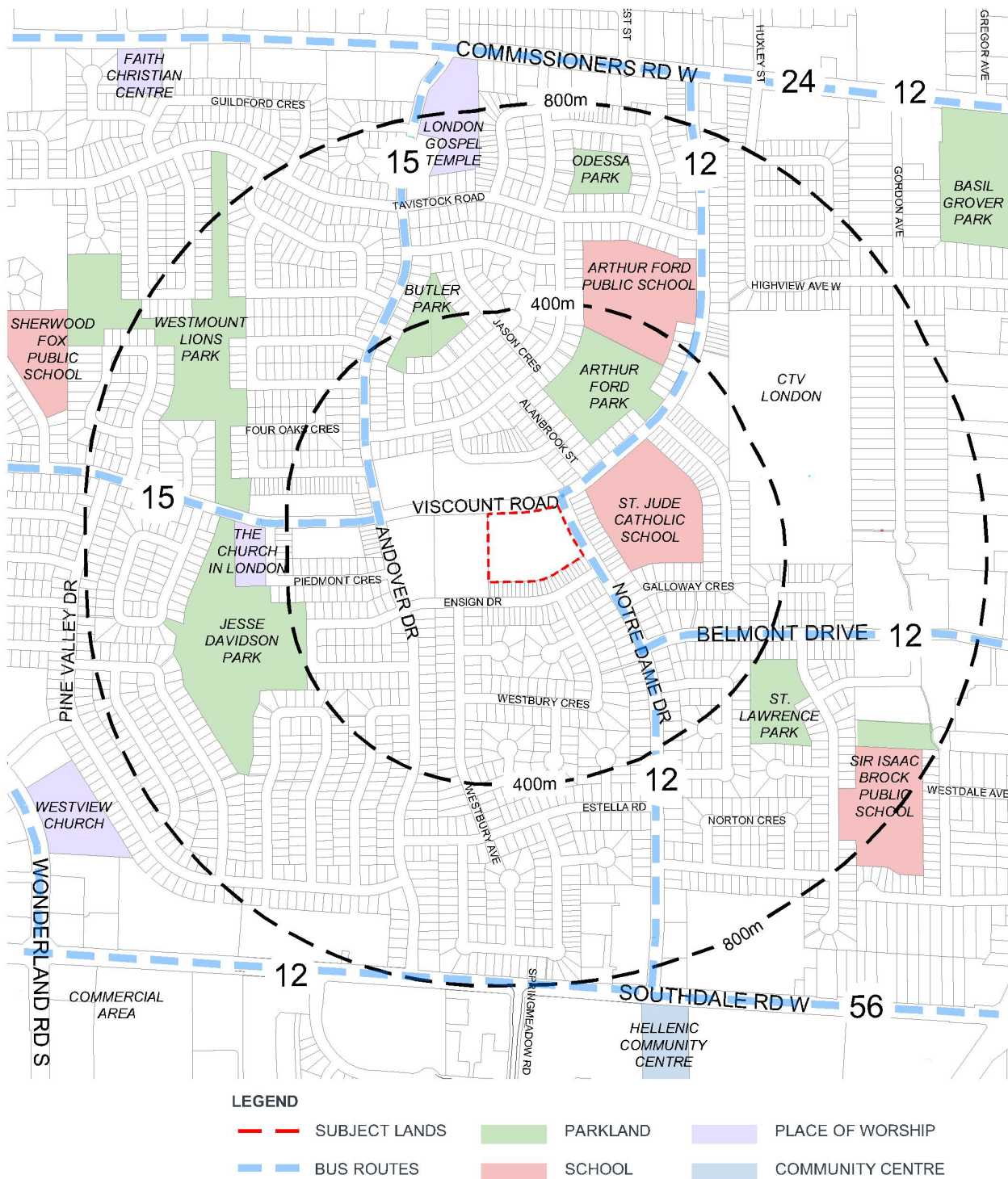
North – Medium density residential, 2 storey cluster townhomes

East – Low density residential, 2 storey single detached dwellings

South –Low density residential, 2 storey semi detached dwellings

West –Medium density residential, 3 storey cluster townhomes and apartments

Figure 8 | Surrounding Land Use Radius Map



Source: MB 2026

1.5 Site Plan Pre-Consultation

A Site Plan pre-consultation (SPC-26006) meeting was convened on February 20, 2026, involving the applicant and municipal staff. City staff issued minor technical comments regarding the site layout, while the Urban Design division noted acceptance of the proposed built form and individual entrance connections to the public sidewalks.

1.6 Site Topography

The subject site features a relatively level topography with drainage oriented toward the southwest. Approximately 4,000 m² of commercial gross floor area is currently occupied by various tenants, supported by a requirement of roughly 90 on-site parking spaces.

The site currently maintains a significant surplus of parking, with approximately 180 spaces distributed throughout the property. This inventory far exceeds the required parking to support the existing commercial floor area, indicating a substantial over-provision of on-site parking.

2.0 Development Proposal ➤

2.0 Development Proposal

2.1 Development Proposal Design Goals and Objectives

The proposed development introduces 2-storey stacked, back-to-back townhouse dwellings arranged to define the intersection of Viscount Road and Notre Dame Drive and internal circulation network. The layout supports clear movement patterns for vehicles and pedestrians while maintaining setbacks to adjacent streets and while retaining sufficient parking for the existing commercial uses.

The proposed townhomes introduce a contemporary built form that complements the existing housing in the area while reinforcing the City's intensification objectives. Building placement and setbacks are designed to respect adjacent low-rise residential properties, maintaining privacy and minimizing visual impact. The integration of parking, landscaped open spaces and pedestrian connections that enhance site permeability and connectivity to the existing development.

This proposal strengthens housing diversity within area and supports efficient land use near transit routes, parks, and community amenities.

The development will provide 54 residential rental units with 1- and 2-bedroom options and amenity areas positioned to encourage interaction and enhance livability, while building placement and internal drive aisles create a connected, pedestrian-friendly environment.

The conceptual site plan is illustrated in **Figure 11** and has been submitted in larger format alongside this report.

The property is serviced by two primary access points located on Viscount Road and Notre Dame Drive, respectively. Both entrances facilitate full ingress and egress, connecting to an internal roadway designed to accommodate emergency and service vehicle circulation. To ensure operational efficiency, multiple garbage and recycling collection zones are strategically positioned near each building, allowing for seamless waste management via the interior road network.

The proposed buildings feature varied footprints ranging from 33m², 36m² and 68m², offering a diverse residential mix of studio, one-bedroom and two-bedroom units. To enhance the site's aesthetic and integration with the surrounding neighbourhood, landscaped open space is situated around the perimeter, creating a prominent green buffer and a welcoming environment.

By introducing townhouse dwellings at a scale that maintains the immediate character of the existing neighborhood this proposal facilitates residential intensification of an underutilized portion of the subject lands.

The following design goals and objectives guide the proposal:

- Support housing diversity by introducing additional multi-unit residential options within the neighbourhood.
- Promote architectural excellence through a contemporary low-rise form articulated with high-quality materials and design elements that contribute to the area's evolving character.
- Reinforce the urban street edge by locating the principal façade and main entrance toward the public right-of-way and aligning the building with existing and planned built form patterns. Enhance the public realm through landscaping, a defined pedestrian walkway, and active ground-floor commercial use that promotes vibrancy and community interaction.
- Ensure connectivity and safety with clear pedestrian linkages between the main entrance and the sidewalk and site circulation that supports all modes of travel.

This proposal has been carefully designed to reflect and respond to the existing and planned context, contributing to a complete community with a strong sense of place.

2.2 Conceptual Design and Design Considerations

With respect to the City Design section of The London Plan, the following design policies are of relevance to the proposed development:

197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the Place Type, by using such things such as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, Site layout, buildings, materials and cultural heritage.

252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.

254_ Site layout, and the corresponding building design, should respond to the topography of a site.

255_ Site layout will promote connectivity and safe movement for pedestrians, cyclists and motorists between and within sites.

256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings.

259_ Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting an active and comfortable pedestrian environment.

260_ Buildings at corner sites should be oriented towards the higher-order street classification.

268_ Sites should be designed to provide a direct comfortable and safe connection from the principal building entrance to the public sidewalk.

269_ Buildings should be sited to minimize the visual exposure of parking areas to the street.

272_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.

291_ Principal building entrances and transparent windows should be located to face the public right of way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.

Site Design and Orientation

The proposed buildings are strategically positioned with the main façades fronting onto Notre Dame Drive and Viscount Road, establishing a strong and active street edge. The building placement enhances the surrounding urban environment by fostering a cohesive streetscape and encouraging pedestrian movement through formal walkway connections from the building to the public sidewalk. Landscaping along the frontage together with clear pedestrian pathway contributes to an accessible and welcoming public- private interface. The building orientation and entrance locations support intuitive pedestrian circulation and promote connectivity within the broader neighbourhood.

Built Form and Massing

The building's massing is expressed through a strong, cohesive rectilinear form, anchored at the intersection. Employing a 3m setback on Building B along the Viscount Road frontage balances the need for a pedestrian-friendly environment with optimal building placement while provide sufficient room for minor architectural articulation. The design relies on the application of well-integrated material finishes and varied façade treatments to introduce a sense of scale. The composition maintains a uniform profile while still conveying visual interest through changes in texture, depth, and material placement. These features work together to create a balanced, human-scaled appearance without altering the building footprints or silhouette.

Articulation and Modulation

Variation in materials, textures, and colours define the architectural expression of the building. Brick veneer and soldier course header enhance rhythm and visual depth and in clean, modern, and highly cost-effective way to draw a sharp horizontal accent line directly above a window on the main floor. The recessed window groupings, and horizontal slab lines introduce further modulation and dimension. These design elements work together to create a dynamic façade that avoids monotony and contributes positively to the streetscape character.

Character and Image

The development presents a modern and refined architectural identity. High-quality materials and clean lines reflect contemporary urban design principles, and a sense of

comfort and familiarity. The building is designed to contribute to the evolving image of the area, complementing the scale and character of surrounding developments.

Architectural Treatment

The architecture employs a clean and structured design language. At street level, large windows and a prominent main entrance establish an inviting, pedestrian-oriented interface, presenting a unified mass while still offering private outdoor amenity porch that contributes to an active and visually engaging street frontage. The windows divide the glass into equal rectangular panes paired with the brick veneer, giving the building a classic, townhouse character.

Conclusion

In summary, the proposed development demonstrates a well-considered site and building design that aligns with the intended urban character of the area. Through appropriate siting, massing, and high-quality architectural treatment, the buildings serve to enhance the streetscape, support active transportation, and contribute to a cohesive and livable urban environment.

Figure 9 | Proposed Rendering viewing intersection



Source: Orchard

Figure 10 | Proposed Rendering of Internal Parking



Source: Orchard

Figure 11 | Conceptual Layout of Proposed Townhouses



Source: MB 2026

The proposed parking ratio of 1 space per unit for the residential development is roughly double the requirement for stacked townhomes. The redevelopment of the commercial parking lot provides for roughly 186 parking spaces for the continued commercial uses on the subject lands.

2.3 Building Elevations

Figure 12 Proposed View from Viscount Road



Source: Orchard Design Studio 2026

Figure 13 Proposed View from south side



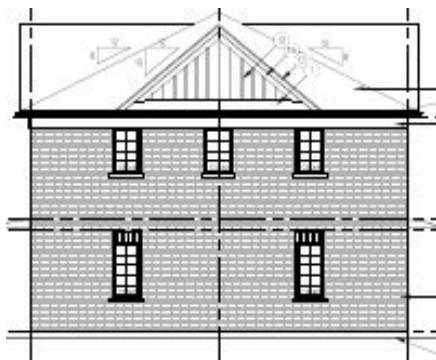
Source: Orchard Design Studio 2026

Figure 14 Proposed View from Notre Dame Drive



Source: Orchard Design Studio 2026

Figure 15 Proposed Enhanced Side Yard



Source: Orchard Design Studio 2026

3.0 Technical Studies ➤

3.0 Technical Studies

3.1 Servicing Brief

A Servicing Brief and Stormwater Management report was prepared by Development Engineering for the subject property on May 8, 2026. A summary of the key findings is outlined below, and the full report is included with this submission.

There is an existing 300mm diameter watermain and a parallel 150mm watermain on the north side of Viscount Road and a 200mm watermain on the west side of Notre Dame Drive. Existing fire hydrants are also located adjacent to the development area.

The sanitary sewer (200mm diameter) is located on the north side of Viscount Road and conveys flows to the Greenway Wastewater Treatment Centre. Notre Dame Drive has the same size sanitary sewer on the west side of the road. A sanitary flow allocation was calculated utilizing the maximum density population of 100 p/ha in accordance with the current zoning (commercial density), resulting in an allocated peak flow of 0.91 L/s (utilizing the approximate proposed development area of ±0.67 ha). It was noted in the City's Consultation Record that the sewer appears to have sufficient residual capacity to support the development.

The municipal storm sewers are on the south side of Viscount Road and ultimately outlet at the Pitcombe Drain to the west. Flows to the east from the Notre Dame Drive storm sewers outlet at Southcrest Ravine.

In addition, part of these lands drain to the south on Ensign Drive where a 600mm diameter exists on the south side of the road, outletting to the Pincombe Drain.

The existing infrastructure is sufficient to allocate capacity to support the development of roughly 130 people.

3.2 Transportation Impact Assessment

A Transportation Impact Assessment has been undertaken by SBM in May 2026 to forecast the proposed development trips and access locations. This study forecasts traffic volumes for the 2033 horizon year, evaluating local traffic operations under existing, future background, and future total conditions. It also assesses site access and active transportation infrastructure.

The proposed development is projected to generate 32 new AM peak-hour trips (8 entering, 24 exiting) and 33 new PM peak-hour trips (21 entering, 12 exiting).

Other key findings are that a traffic signal is not required at the intersection as the forecasted traffic will operate acceptably.

Overall, the forecasted site traffic does not introduce any significant operational problems on the surrounding road network, and no road improvements are required to accommodate the proposed development.

3.3 Tree preservation Plan

A Tree Management Plan was prepared for the subject property in association with Landscape Architect Dan Weagant. A total of 18 trees were inventoried in the parking lot to be redeveloped and along the street scape. The trees are mostly Norway Maples which are no longer permitted to be planted in the City of London and the evergreens are Scot's Pine.

A couple of London Plane Trees exist in the City boulevard and will be protected during construction with tree protection fencing.

Of the 18 trees surveyed, 15 of them are to be removed for development. The replacement rate depends on their calliper at breast height as a 1 / 10cm formula. In this case, there are 37 replacement trees required. The landscape design will be prepared for the site plan process.

3.4 Massing model

The massing model reinforces the development is compatible with the existing neighbourhood. A view from each corner of the site is provided in the Massing Diagram package for submission and massing diagram illustrating from the intersection is shown below.

Figure 16 Massing from Viscount Road & Notre Dame Drive



Source: MB 2026

4.0 Planning Framework & Analysis ➤

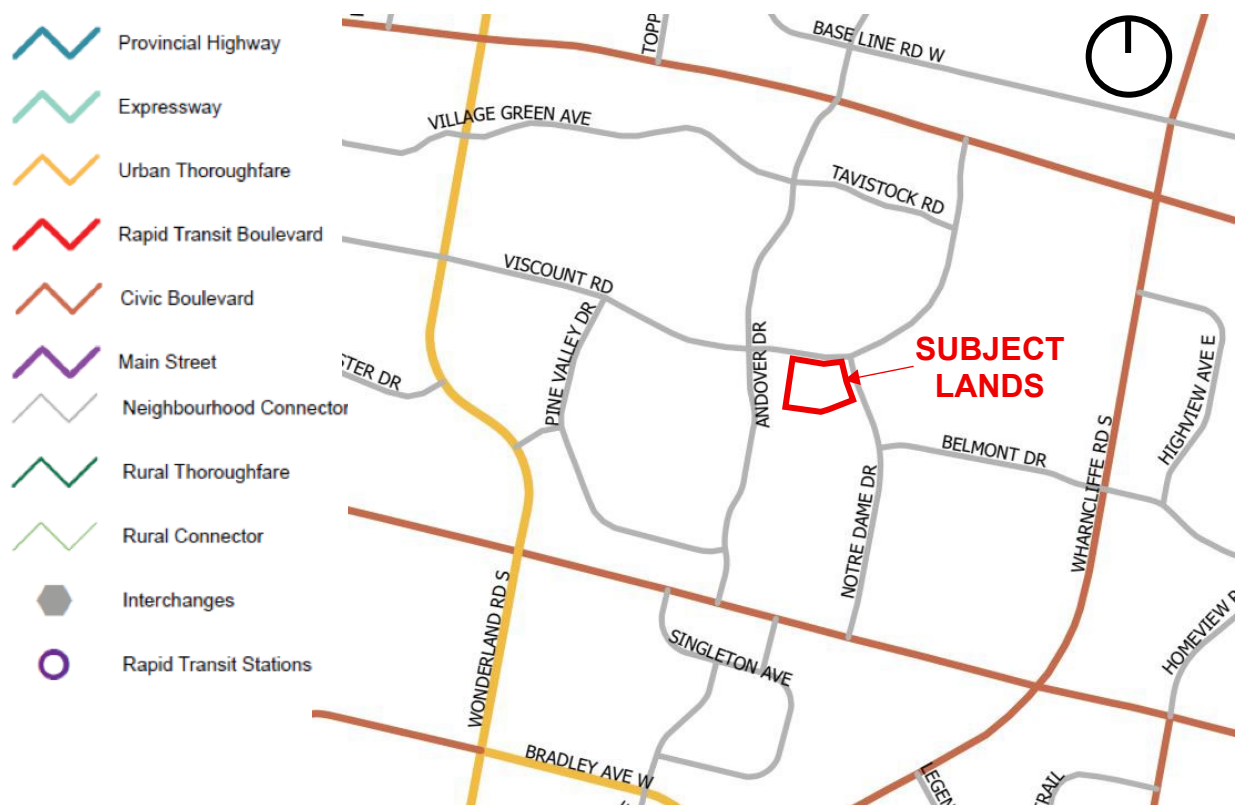
intended to provide a diversity of housing choices with attractive streetscapes, buildings, and public spaces, creating “*vibrant, exciting places to live*” (916).

A diversity and mix of residential forms are intended to be provided within this Place Type as well as small-scale community facilities (including but not limited to day care centres, branch libraries, schools, and community centres) and public parks. Intensification will respect existing neighborhood character while supporting local businesses which should create a dynamic, lively and engaging place to live. (918).

Within this designation, permitted uses are primarily determined by the classification of the fronting street. Planning in existing neighbourhoods that allow for different housing types and appropriate mix of uses, affordability and age in place (919).

Figure 18 | Excerpt from Map 3 - Street Classifications

LEGEND



Source: London Plan

As per Table 10 of The London Plan, the property's location at the intersection of two Neighbourhood Connectors allows for a variety of residential forms, including stacked townhouses and low-rise apartments. As per Table 11, the permitted uses at the intersection of two neighborhood connectors are mixed-use buildings, stacked townhouses and apartments.

Residential intensification in neighborhoods is vital to achieve the City's vision to add value to existing neighbourhoods. It promotes diversity in built form, vibrancy and effective

use of land. Policies for infill and intensification are intended to add to the existing character, quality and sustainability (937).

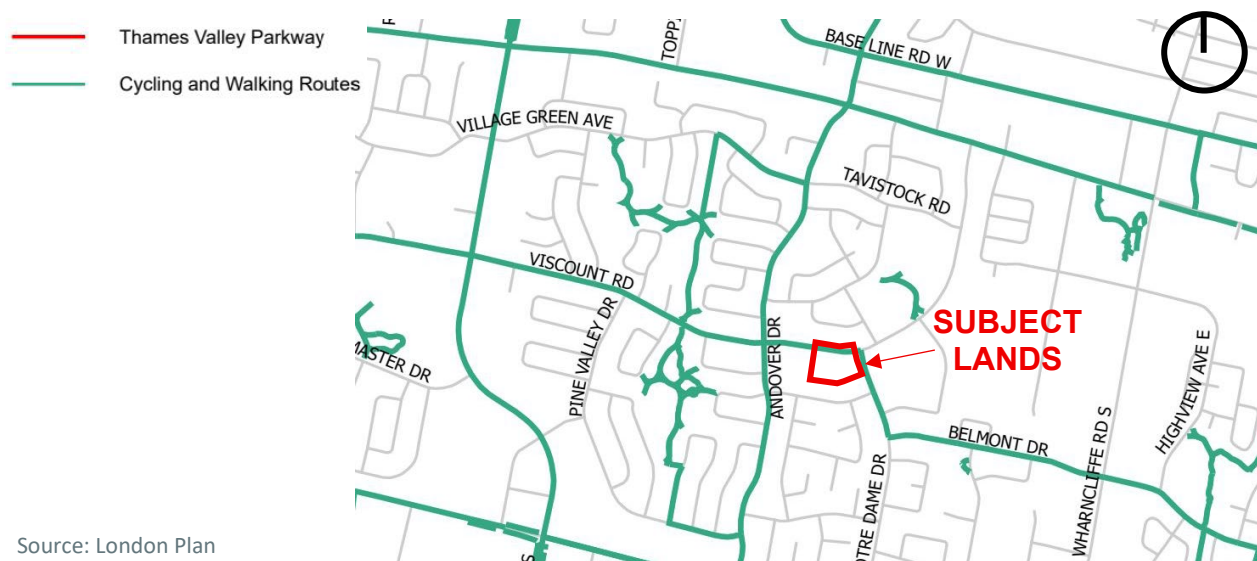
Forms of Residential intensification include infill development of new residential units on underutilized lots (939).

As per table 11, range of permitted heights, the intersection of two neighborhood connectors permits a minimum building height of 2 storey and maximum of 6 storey as the subject lands are in the Primary Transit Area.

A public site plan process should not be required as the Zoning By-Law Amendment public meeting process will have already taken place (952).

This intensification project directly supports the 'Neighbourhoods' Place Type policies by optimizing underutilized parking lot within the existing urban fabric.

Figure 19 | Excerpt from Map 4 – Active Mobility Network



Both streets are designated as a Cycling and Walking Route on Map 4 – Active Mobility Network.

A review of Map 5 of the London Plan confirms there are no Natural Heritage features on or within 120 metres of the subject lands. While the property is situated within the Dingman Creek Subwater shed, there are no flood hazards or significant natural resources on site. under Map 6 – Hazards and Natural Resources. The subject lands are located within the Primary Transit Area which means being within the designated area around the Rapid Transit Corridors. The Primary Transit Area is part of the City of London's Official Plan, which aims to accommodate increased residential and employment growth with highly urban, mixed-use, transit-supportive forms of development.

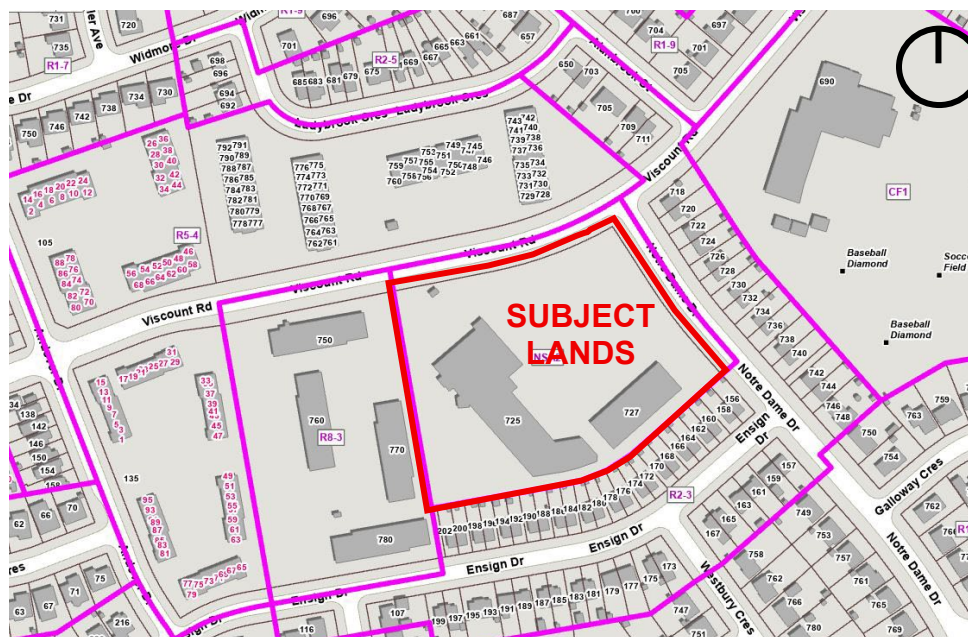
5.3 City of London Zoning By-Law Z.-1

The City of London Zoning By-law (“ZBL”) zones the subject lands as ‘Neighbourhood Shopping Area Zone Variation 2 (NSA2)’.

The NSA2 zone provides for and regulates neighborhood-scale commercial uses intended for convenience and service needs for the area. ‘Shopping centres are the permitted form of development; however, stand-alone buildings may also be permitted at appropriate locations normally near the perimeter of the property to satisfy urban design goals to create a street edge and screen parking lots.’

The permitted uses of the NSA2 Zone include Bake shops; Catalogue stores; Clinics; Convenience service establishments; Day care centres; Duplicating shops; Financial institutions; Food stores; Libraries; Medical/dental offices; Offices; Personal service establishments; Restaurants; Retail stores; Service and repair establishments; Studios; Video rental establishments; Brewing on Premises Establishment.

Figure 20 | Excerpt from City of London Zoning Map



Source: City of London Zoning

To permit a residential use on the subject lands, a zoning by-law amendment will be required.

5.0 Proposed Planning Approvals ➤

5.0 Proposed Planning Approvals

The requested zoning relief collectively support a compact, transit-supportive, and pedestrian-oriented built form that makes efficient use of the subject property in line with intensification objectives. Reduced front and exterior yard setbacks help frame the public realm, enhance street-level activity, and reinforce an urban character.

The inclusion of residential uses at this intersection contributes to a well-designed, contextually complementary and space-efficient development that supports a different type of housing supply for the neighborhood and optimizes use of existing infrastructure.

The proposed reduced front yard setback of 3.0 m maintains the general intent of The London Plan by supporting compact urban form, enhancing the pedestrian environment, and reinforcing the existing streetscape pattern and adequate sightlines for vehicles and pedestrians.

A reduced setback supports the design policies which encourage buildings closer to the street to create enclosure, walkability, and human-scale design.

5.1 Proposed Zoning By-Law Amendment

To facilitate the development proposal, a Zoning By-law Amendment is being sought for the subject property. The proposal seeks to rezone the corner the lands **FROM** NSA2 **TO** a site-specific zone **R5-7(*)**.

Relief from the parent R5-7 Zone would include:

- Reduced front and exterior yard setbacks from 8m to 3m
- shared access with commercial block

The other applicable regulations for the R5-7 would still apply.

Figure 21 | Zoning By-Law Amendment Sketch



Source: MB 2026

- LEGEND**
- Subject Lands
 - Existing Zone Limits
 - Rezone from NSA2 to R5-7*

6.0 Conclusion



6.0 Conclusion

Overall, the proposed development balances intensification with sensitivity to the existing character of the area, leverages existing infrastructure, and supports the delivery of housing and services that align with broader urban growth and sustainability objectives.

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

Respectfully Submitted,

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