



Planning Justification Report

954 Gainsborough Road London, Ontario

Royal Premier Homes

April 2026



Zelinka Priamo Ltd.
LAND USE PLANNERS

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1.0 INTRODUCTION

Zelinka Priamo Ltd., on behalf of Royal Premier Homes, is pleased to submit this report in support of a Zoning By-law Amendment application for Blocks 2-4 on a conditionally approved Draft Plan of Subdivision for the lands known municipally as 954 Gainsborough Road, hereinafter referred to as the “subject lands”.

The intent of the proposed application is to rezone the subject lands to permit street townhouses on Block 3 and permit other various provisions on Blocks 2-4 to support efficient development of the lands. This report will evaluate the proposed Zoning By-law Amendment within the context of existing land use policies and regulations, including:

- The Provincial Planning Statement 2024 (PPS);
- City of London Official Plan (“The London Plan”); and,
- The City of London Zoning By-law Z-1.

2.0 SUMMARY

This report concludes that the proposed development and associated Zoning By-Law Amendment are appropriate and desirable for the following reasons:

- The proposed Zoning By-Law Amendment is consistent with the applicable policies of the Provincial Planning Statement 2024;
- The proposed Zoning By-Law Amendment conforms with the applicable policies of The London Plan;
- The proposal to rezone the subject lands maintains the purpose and intent of the City of London Zoning By-law Z-1; and,
- The proposed development is a good opportunity to provide an appropriate form of housing in a well-established neighbourhood and walkable area of London.

3.0 SUBJECT LANDS AND SURROUNDING LAND USES CONTEXT

The subject lands are comprised of a rectangular-shaped parcel located south of Gainsborough Road, east of Hyde Park Road, north of the intersection of Sophia Crescent and Coronation Drive (Figure 1). The subject lands (in red), have been granted conditional approval for a Draft Plan of Subdivision (39T-22501) and are proposed for residential development consisting of 4 residential blocks. Blocks 2-4 are subject to this application and Block 1 has been left out of the scope of this application. The property has a total lot area of approximately 2.1 ha (5.2ac).

Figure 1: Location map of the subject lands (Source: Interactive mapping of the City of London)



The subject lands consist almost entirely of a cultivated field that also occupies the surrounding lands of 954 Gainsborough Road.

Vehicular access to the subject lands will be provided from the proposed extension of Coronation Street (north-west to south-east) that is currently fragmented by the existing cultivated field (Figure 3 on the next page). Notably, Sophia Crescent located to the east, will also be extended west intersecting with the proposed Coronation Street extension in the shape of a 'T'. The proposed street pattern will frame the subject lands which will be serviced and accessed effectively through public rights-of-way.

Figure 2: Existing context of the subject lands (looking south from Gainsborough Road)



Figure 3: Coronation Drive (looking north from Gainsborough Road)



Figure 4: Access from the proposed extension of Sophia Crescent



4.0 SPATIAL ANALYSIS

This aerial map shows a residential area with a red dashed boundary. A yellow arrow points to a specific area labeled 'SUBJECT LANDS'. The map includes several street names: CORONATION DR, GAINSBOROUGH RD, AFTER PARK RD, SARNA RD, and CN RAIL. Distance markers of 400m and 800m are indicated. Numbered circles (1, 2, 3, 4, 5, 6, 7) are placed throughout the map, and green tree icons are scattered in various locations.

1. Existing Low-Density Residential – in the form of single-detached dwellings, semi-detached dwellings which generally surround the subject lands in most directions.
2. Existing Medium-Density Residential – in the form of 2-3 storey townhouses, 3-4 storey low-rise apartment buildings located west and south of the subject lands

3. Existing High-Density Residential – in the form of 8-14 storey apartment buildings, some of which contain commercial ground floors such as the one located on the main street at the corner of Hyde Park Road and Gainsborough Road.
4. Commercial Uses – in the form of main street retail shops and stores, restaurants, grocery stores, and medical services that include pharmacies and wellness centers.
5. Main Street – The intersection of Gainsborough and Hyde Park Road provides a range of commercial and retail services as well as housing in the form of mixed-use apartments.

Lands within 400m are characterized by a variety of uses that include a mixed-use main street, grocery stores, restaurants, places of worship, parks and open space. Van Horik Woods, Hyde Park Village Green, Maple Grove Park, soccer fields, and other open space amenities are also located within this walkable distance. Adjacent to the site is a medical center that provides a wide range of health and wellness services. The most prevalent land use is residential in the form of low to high-density dwellings varying from single detached dwellings, multi-unit dwellings, and apartment buildings.

Lands within 800m are also characterized by mix of land uses similar to the variety located within 400m of the subject lands. These include a wide range of commercial plazas and retail services, parks and recreational amenities, low to high-density residential uses in the form of single-detached dwellings, multi-unit dwellings, and apartment buildings, some of which feature mixed-use commercial space on the ground floor.

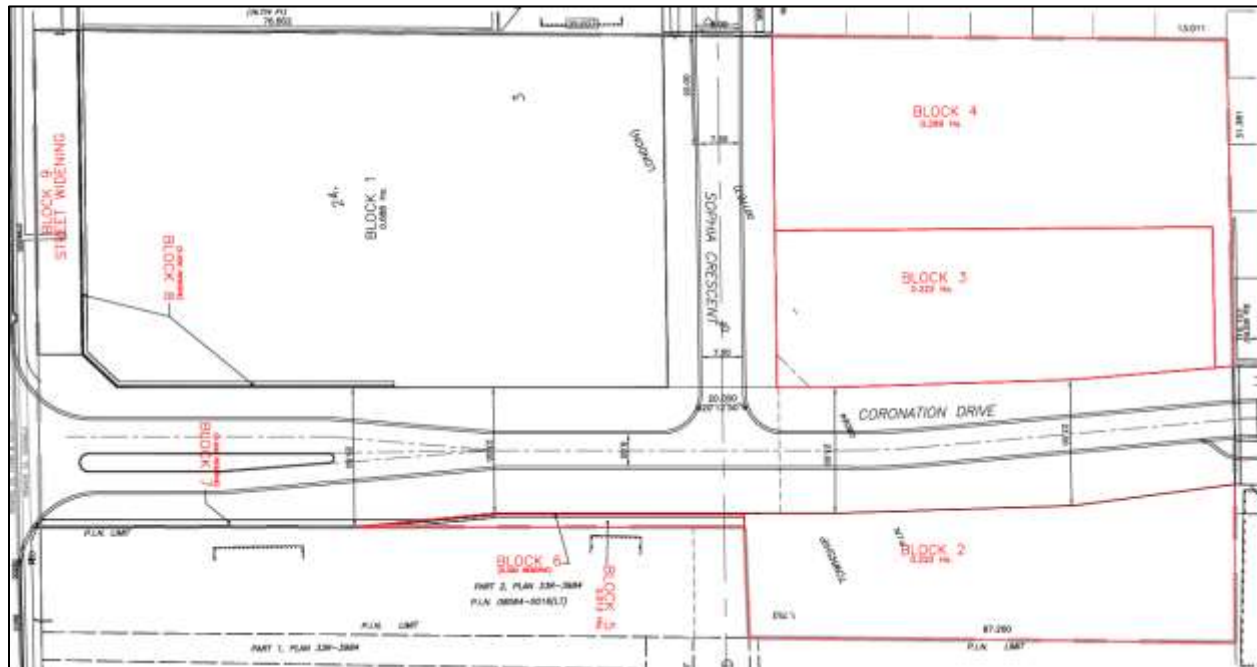
Importantly, the subject lands are located within an area of similar land uses. Approximately 300m to the north-east, a large residential block is zoned R4-6(6) permitting the use of street townhouses similar to those of which are proposed for the subject lands. Various other forms of medium-density dwellings are dispersed throughout the neighbourhood of Hyde Park. These include semi-detached, cluster townhouses, and stacked townhouses.

The surrounding land uses are complimentary and supportive of the proposed land use as mentioned above. Daily transportation needs are easily satisfied through walking or cycling along the existing street network but will be increasingly accessible with the support of the proposed extensions of Coronation Drive and Sophia Crescent.

5.0 SUBDIVISION REDLINE

A Draft Plan of Subdivision consisting of 3 residential blocks for 954 Gainsborough was previously granted subject to conditions. In order to develop the lands in a more efficient way and provide street townhouses on both sides of Coronation Drive, a subdivision redline is required. Figure 6 outlines what redline revisions are required in order to implement the Zoning By-law Amendment being proposed through this application.

Figure 6: Subdivision Redline



The new proposed Draft Plan of Subdivision divides the parcel into 4 residential blocks and supports servicing for abutting properties where necessary. The previous Draft Plan of Subdivision did not contemplate street townhouses on both sides of Coronation Drive, and therefore this redline seeks to create a separate block (Block 3), for that purpose.

6.0 PROPOSED DEVELOPMENT

The Plan of Subdivision, which has been conditionally approved (subject to the proposed redline revisions), is proposed to be developed into 4 residential blocks. The development of Blocks 2-4 is described below:

Block 2

Block 2 is proposed to be developed for a total of 11 street townhouses fronting on the new extension of Coronation Drive. The townhouses will have a 2-storey height with individual driveway and pedestrian access from Coronation Drive. Parking for each unit will be via a one-car driveway.

Block 3

Block 3 is proposed to be developed to mirror Block 2 and be developed for a total of 11 street townhouses fronting on the east side of the new extension of Coronation Drive. The townhouses will have a 2-storey height with individual driveway and pedestrian access from Coronation Drive. Parking for each unit will be via a one-car driveway.

Block 4

Block 4 is proposed to be developed for a total of 11 cluster townhouses fronting on a private condominium laneway to the east of Block 3 with laneway access to the new extension of Sophia Ceescent. The townhouses will have a 2-storey height with individual driveway and pedestrian access from the private laneway. Parking for each unit will be via a one-car driveway.

Block 1, which is shown on the redline subdivision in Figure 6, was previously approved for development of a 6-storey apartment building and is outside of the scope of this application.

The provided engineering drawings provides details relating to the development proposed Blocks 2-4.

All streets will be designed in accordance with City of London standards and will feature pedestrian facilities including curb extensions, street trees, and pedestrian-scaled lighting within and around the site.

The site plan for Sophia Crescent shows three blocks of townhouses, each with 11 units. Block 4 is at the top, Block 3 in the middle, and Block 2 at the bottom. The plan includes street names, easements, and utility lines. Key features include:

- Block 4:** 11 units, labeled UNIT 1 through UNIT 11. Block area: 0.299 Ha.
- Block 3:** 11 units, labeled UNIT 1 through UNIT 11. Block area: 0.222 Ha.
- Block 2:** 11 units, labeled UNIT 1 through UNIT 11. Block area: 0.230 Ha.
- Streets:** SOPHIA CRESCENT (left), 20'000' (top), 20'000' (middle), 20'000' (bottom).
- Easements:** 20'000' (top), 20'000' (middle), 20'000' (bottom).
- Utility Lines:** 20'000' (top), 20'000' (middle), 20'000' (bottom).
- Notes:**
 - REMOVE CAP & CONNECT TO EXISTING 20'000' (top)
 - 20'000' (middle)
 - 20'000' (bottom)
 - 20'000' (bottom)

7.0 PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-Law Amendment is required to rezone the subject lands to permit the development on Blocks 2-4 on the Plan of Subdivision.

The Zoning By-Law Amendment application seeks the following provisions based on each block and the proposed development on each block:

Block 2

To rezone the portion of the subject lands currently within the “*Residential (R4-5(5)) Zone*”, “*Holding (h-8) zone*”, and “*Holding (h-125) zone*” in the City of London Zoning By-Law Z.-1 to a site specific R4-5() zone to permit the following provisions for Block 2:

- A minimum lot area of 150m², whereas the minimum permitted is 160m²;
- A minimum rear yard setback of 4.0m, whereas the minimum permitted is 6.0m;
- A minimum interior side yard setback of 1.2m, whereas a minimum of 2.4 m is required where 5-8 townhouses are attached as a block except no side yard is required where a street townhouse unit is attached to a street townhouse unit;
- A maximum lot coverage of 60%, whereas a maximum of 46% is permitted in the R4-5(5) zone;
- A minimum landscaped open space of 27%, whereas a minimum of 30% is permitted; and,
- Removal of the h-8 and h-125 holding provisions.

Block 3

To rezone the subject lands currently within the “*Residential (R5-5) Zone*”, “*Holding (h-8) zone*”, and “*Holding (h-125) zone*” in the City of London Zoning By-Law Z.-1 and outlined as Block 3 on the Plan of Subdivision. The proposed zone is a site specific R4-5() zone to permit the following provisions for Block 3:

- A minimum front yard setback to the main building of 3.5m, whereas the minimum permitted is 4.0m to the main building;
- A minimum rear yard setback of 4.0m, whereas the minimum permitted is 6.0m;
- A minimum interior side yard setback of 1.2m, whereas a minimum of 2.4 m is required where 5-8 townhouses are attached as a block except no side yard is required where a street townhouse unit is attached to a street townhouse unit;
- A minimum exterior side yard (Sophia Crescent) of 3.0m, whereas 4.5m is the minimum permitted;
- A maximum lot coverage of 63%, whereas a maximum of 40% is permitted;
- A minimum landscaped open space of 25%, whereas a minimum of 30% is permitted; and,
- Removal of the h-8 and h-125 holding provisions.

This block is being newly created by virtue of a redline revision to the previously approved subdivision. This portion of the property was contemplated for cluster townhouses through the original application, but is now being re-zoned to permit street townhouses to provide for a consistent street pattern along the new extension of Coronation Drive with driveways on both sides. This provides for a more pedestrian friendly and efficient subdivision design that allows for both sides of Coronation Drive to have direct unit access with buildings close to the street.

Block 4

To rezone the subject lands currently within the “*Residential (R5-5) Zone*”, “*Holding (h-8) zone*”, and “*Holding (h-125) zone*” in the City of London Zoning By-Law Z.-1 and outlined as Block 4 on the Plan of Subdivision. The proposed zone is a site specific R5-5() zone to permit the following provisions for Block 4:

- A minimum front yard setback to the main building of 3.9m, whereas the minimum permitted is 6.0m;
- A minimum rear yard setback of 4.0m, whereas the minimum permitted is 6.0m;
- A minimum interior side yard setback of 5.0m, whereas a minimum of 6.0 m is required where 5-8 townhouses are attached as a block except no side yard is required where a street townhouse unit is attached to a street townhouse unit;
- A maximum lot coverage of 42%, whereas a maximum of 40% is permitted;
- A minimum landscaped open space of 32%, whereas a minimum of 35% is permitted; and,
- Removal of the h-8 and h-125 holding provisions.

These provisions are further analyzed in Section 8.3 of this report.

8.0 LAND USE PLANNING ANALYSIS

The following sections of this report provide an analysis of the proposed development and Zoning By-law Amendment application with respect to applicable policy and regulatory documents, including the 2024 Provincial Planning Statement, The London Plan, and the City of London Zoning By-law.

8.1 PROVINCIAL PLANNING STATEMENT, 2024

The 2024 Provincial Planning Statement (PPS), issued under Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. All planning applications, including Zoning By-law Amendment applications, are required to be consistent with the 2024 PPS policies.

The proposed Zoning By-law Amendment is consistent with the 2024 PPS applicable policies for the following reasons:

- The proposed Street Townhome dwellings will efficiently utilize the subject lands and existing municipal services and provide appropriate residential intensification in a built

form complimentary to the “*Neighbourhoods*” Place Type, helping meet the short and long-term housing needs of current and future residents (*Sections 2.2.1.b.1*);

- The subject lands are located within the settlement area and the proposed medium density dwellings represent an efficient use of land, infrastructure, and public service facilities (*Section 2.3.1.1*);
- The subject lands are located within a short walking distance of grocery stores, retail and commercial uses, medical centers, and restaurants supporting active transportation and reducing reliance on car ownership (*Section 2.3.1.2*);
- The proposed medium-density dwellings will contribute to the supply and mix of housing options available to future residents in the area. The proposed density is reflective of a compact, efficient form of housing which adds to the mix of uses and densities in the surrounding area (*Section 2.3.1.3*).

As demonstrated above, it is our professional opinion that the proposed street townhomes within the subject lands are consistent with the applicable policies of the 2024 Provincial Planning Statement.

8.2 THE LONDON PLAN

The subject lands are within the “*Neighbourhoods*” Place Type as shown in Map 1 – Place Types (Figure 8), with frontage along a “*Neighbourhood Connector*” as shown in Map 3 – Street Classifications in the London Plan (“TLP”). The subject lands are also within a walkable distance to “*Green Space*” and “*Main Street*” Place Types (Figure 8) that are complimentary to the proposed land use.

Figure 8: The London Plan – Map 1 – Place Types (Excerpt)



The “*Neighbourhoods*” Place Type along a “*Neighbourhood Connector Street*” within the Hyde Park Planning District contemplates a range of residential forms including but are not limited to single-detached dwellings, semi-detached dwellings, townhomes, duplexes, triplexes with building heights ranging from a minimum height of 1-storey to maximum height of 3-storeys.

The proposed Zoning By-law Amendment conforms with the applicable policies of TLP for the following reasons:

- The proposed townhouse forms provide redevelopment and intensification of lands located within the built-up area, reducing the need to grow outward (TLP Policies 80.4 and 84);
- The proposed street townhouse dwellings and cluster townhouses are a permitted use within the “*Neighbourhoods*” Place Type and is encouraged within this designation as per policy 937 of the London Plan, to aid in achieving the vision for again in place, diversity of built form, affordability and effective use of land in such neighbourhoods. (TLP Policies 939_10);
- The proposed development supports a high return on investment relating to civic infrastructure, by making full use of existing utilities and municipal services (TLP Policy 154_2);
- The proposed townhomes represent an appropriate and complimentary form of housing to the neighbourhood. The implementation of alike medium-density residential accommodations supports sensitive growth and change within the urban area to promote sustainable and prosperous communities (TLP Policies 153 and 154_8); and,
- The proposed street townhouse dwellings align with the permitted minimum and maximum heights within the “*Neighbourhoods*” Place Type, containing a proposed height of two storeys as shown in Table 11 “Range of Permitted heights in Neighbourhoods Place Type” (TLP Policy 935_1); and,
- The proposed dwellings on Block 2 and 3 will frame the proposed extension of Coronation Street, making the most effective use of the space while remaining consistent with the grid pattern that facilitates connectivity and integration with the existing pattern of the street network (TLP Policy 212).

Based on the above, it is our professional planning opinion that the proposed development and associated Zoning By-law Amendment satisfies the intent of the policies of the London Plan.

8.3 CITY OF LONDON ZONING BY-LAW

The portion of the property subject to this Zoning By-law Amendment are zoned “*Residential (R5-5)*”, “*Residential (R4-5(5))*”, “*Holding (h-8)*”, and “*Holding (h-125)*” in the City of London Zoning By-Law Z.-1 (Figure 9). Block 2 is zoned R4-5(5) which permits the street townhouses proposed on this block; however, we are now requesting additional site specific provisions to permit the efficient use of this block. Block 3 and 4 is currently within the R5-5 zone and is limited to Cluster Townhouse Dwellings and Cluster Stacked Townhouse Dwellings. Although cluster and stacked townhouses are similar in form to street townhouses, street townhouses, as proposed on Block 3,

Figure 9: Zoning Map (Source: The City of London interactive zoning map)



Tables 1-3 provide the site statistics for the proposed development, and site specific provisions are shown in **bold** on each table.

Table 1: Site Statistics – Block 2

<i>Zoning Regulations</i>	<i>Required R4-5(5) Zone</i>	<i>Proposed R4-5() Zone</i>
Lot Area (min.)	160 sq. m	150 sq. m
Lot Frontage (min.)	5.5m	6.7m
Front Yard Setback for Main Building (min.) (Local Street)	3.0 m	3.0m
Front Yard Setback for Garage (min.) (Local Street)	6.0 m	6.0 m
Rear Yard Depth (min.)	6.0m	4.0m
Interior Side Yard Depth (min.)	2.4m	1.2m
Interior Side Yard Depth (min.)	2.4m	8.7m
Landscape Open Space (min.)	30%	27%
Lot Coverage (max.)	46%	60%
Building Height (max.)	10.5 m	<10.5m
Number of Units per Lot (max.)	4 units	4 units
Parking spaces	1 parking space per unit = 11	11

Site Specific Provisions Requested for Block 2

Lot Area

The individual street townhouses have a minimum lot area of 150m² whereas 160m² is the minimum permitted in the R4-5 zone.

The intent and purpose of regulating the minimum lot area per unit is to ensure that all components of development, such as parking areas and amenity areas, can be appropriately accommodated on the subject lands without being considered over-intensification. The proposed minimum lot area regulations will accommodate the proposed development in a compact built form, with appropriate driveways, private amenity, on street garbage collection and on site snow storage for the proposed number of residential units. Site services, including stormwater management infrastructure are able to be supported by the proposed frontage and lot area. Overall, the proposed minimum lot area regulations will have no undue negative impacts on the development, or on adjacent properties and are considered appropriate for a compact form of residential development.

Rear Yard and Interior Side Yard Setback

The proposed rear yard setback of 4.0m, and the proposed interior side yard width of 1.2m are required to permit the proposed townhouses on Block 2. The proposed rear yard setbacks for all units provides enough space for private amenity and is consistent with the proposed rear yards for the other townhouse blocks in this development. The proposed interior side yard provides enough space for access and is the interface with the proposed private lane access through the abutting properties. There are no conflicts anticipated between the proposed buildings and any municipal services or abutting residential developments. The proposed yard depths maintain the neighbourhood character and are generally located close to the street. Overall, the proposed yard depths are appropriate for the proposed development.

Lot Coverage

The proposal requests a maximum lot coverage of 60% for Block 2 where 46% was previously the maximum permitted. In order to make efficient use of the land, new roads and servicing and lot frontage, a building envelope has been chosen which balances these residential elements. The proposal is able to provide all components of a functional residential development, and therefore is considered appropriate for Block 2 and the individual street townhouse units permitted on this block,

Landscaped Open Space

The proposal requests a minimum landscaped open space area of 27% of the lot area, whereas 30% is the minimum permitted in the R4-5 zone for Block 2. The intent and purpose of regulating landscaped open space for townhouse dwellings is to provide residents with appropriate areas for shared and private enjoyment of outdoor spaces. The proposed landscaping includes private rear yards and front yards. The proposed regulation for minimum landscaped open space regulations achieves the purpose and intent of the regulation. Additionally, there are public parks nearby that all residents have convenient access to. Ultimately, all residential units have access to adequate landscaped open space and amenity areas.

Table 2: Site Statistics – Block 3

<i>Zoning Regulations</i>	<i>Required R4-5 Zone</i>	<i>Proposed R4-5() Zone</i>
Lot Area (min.)	160 sq. m	175 sq. m
Lot Frontage (min.)	5.5m	6.7m
Front Yard Setback for Main Building (min.) (Local Street)	4.5 m	3.5m
Front Yard Setback for Garage (min.) (Local Street)	6.0 m	6.0 m
Rear Yard Depth (min.)	6.0m	4.0m
Interior Side Yard Depth (min.)	2.4m	1.2m
Exterior Side Yard	4.5m	3.0m
Landscape Open Space (min.)	30%	25%
Lot Coverage (max.)	40%	63%
Building Height (max.)	10.5 m	<10.5m
Number of Units per Lot (max.)	4 units	4 units
Parking spaces	1 parking space per unit = 11	11

Site Specific Provisions Requested for Block 3

Front (Main Building) and Exterior Side Yard Setback

The intent of the front and exterior side yard setbacks for street townhouses is to provide enough space in these yards for access, landscaping and parking. Consistent with contemporary urban design principles relating to buildings addressing and activating the street, the proposed street townhouses have been located close to Coronation Drive (frontage) with a 6.0m garage setback

for parking and abuilding projection close to the street for street framing. The proposed zoning regulation to provide a minimum 3.5m front yard setback and a minimum exterior side yard setback of 3.0m does not significantly differ from what is permitted in the R4-5 zone. These setbacks are considered appropriate as they provide room for landscaping and access and is considered contemporary design for street townhouses at an intersection of two streets.

Rear and Interior Side Yard Setback

The proposed rear yard depth of 4.0m and the proposed interior side yard depth of 1.2m for Block 3 is required to permit development of the proposed 11 street townhouses. The rear yard setback provides enough building separation for rear yard private amenity and abuts the private laneway proposed on Block 4 and the interior side yard abuts a servicing easement. There are no conflicts anticipated between the proposed residential buildings and any municipal services post-road widening. The proposed yard depths maintain the neighbourhood character, as the buildings to the north and south of the subject lands are generally located close to the street. Overall, the proposed yard depths are appropriate for the proposed development

Lot Coverage

The proposal requests a maximum lot coverage of 63% for Block 3 where 40% was previously the maximum permitted. In order to make efficient use of the land, new roads and servicing and lot frontage, a building envelope has been chosen which balances these residential elements. The proposal is able to provide all components of a functional residential development, and therefore is considered appropriate for Block 3 and the individual street townhouse units permitted on this block,

Landscaped Open Space

The proposal requests a minimum landscaped open space area of 25% of the lot area, whereas 30% is the minimum permitted in the R4-5 zone. The intent and purpose of regulating landscaped open space for townhouse dwellings is to provide residents with appropriate areas for shared and private enjoyment of the outdoors. The proposed landscaping features include private rear yards and front yards. The proposed regulation for minimum landscaped open space regulations achieves the purpose and intent of the regulation. Additionally, there are public parks nearby that all residents have convenient access to. Ultimately, all residential units have access to adequate landscaped open space and amenity areas.

Table 3: Site Statistics – Block 4

<i>Zoning Regulations</i>	<i>Required R5-5 Zone</i>	<i>Proposed R5-5() Zone</i>
Lot Area (min.)	1,500 sq m	2,987.9 sq. m
Lot Frontage (min.)	30.0 m	35.5 m
Front Yard Setback	6.0 m	3.9m
Rear Yard Depth (min.)	6.0 m	4.0 m
Interior Side Yard Depth (min.)	6.0 m	5.0 m
Interior Side Yard Depth (min.)	6.0 m	12.0 m
Landscape Open Space (min.)	35%	32%
Lot Coverage (max.)	40%	42%
Building Height (max.)	12.0 m	<12.0m
Density	45 uph	37 uph
Number of Units per Lot (max.)	4 units	4 units
Parking spaces	1 parking space per unit = 11	11

Site Specific Provisions Requested for Block 4

Front Yard Setback

The intent of the front yard setback for cluster townhouses is to provide enough space in these yards for access, landscaping and parking. Consistent with contemporary urban design principles relating to buildings addressing and activating the street, the proposed cluster townhouses have been located close to Sophia Crescent but are fronting onto a private condominium laneway. The front yard for these townhouses is actually Sophia Crescent for the purpose of a front yard setback. Garages are situated 6.0m from the private laneway for individual vehicular parking. This setback is considered appropriate as the proposed townhouses on Block 4 have space to provide for landscaping and access and is considered contemporary design for street townhouses fronting onto a private laneway.

Rear and Interior Side Yard Setback

The proposed rear yard depth and interior side yard depth of 5.0m for Block 4 is required to permit development of the proposed 11 cluster townhouses close to the abutting subdivision and providing for a private rear yard of 4.0m deep for each unit. There are no conflicts anticipated between the proposed residential buildings and any municipal services post-road widening. The proposed yard depths maintain the neighbourhood character, as the buildings to the north and south of the subject lands are generally located close to the street. Overall, the proposed yard depths are appropriate for the proposed development.

Lot Coverage

The proposal requests a maximum lot coverage of 42% for Block 4 where 40% was previously the maximum permitted. In order to make efficient use of the land, and maximize the building area on the property, a building envelope has been chosen which balances these residential elements. The proposal is able to provide all components of a functional residential development for cluster townhouses, and therefore is considered appropriate for Block 4,

Landscaped Open Space

The proposal requests a minimum landscaped open space area of 32% of the lot area, whereas 35% is the minimum permitted in the R5-5 zone. The intent and purpose of regulating landscaped open space for townhouse dwellings is to provide residents with appropriate areas for shared and private enjoyment of the outdoors. The proposed landscaping features include private rear yards and front yards. The proposed regulation for minimum landscaped open space regulations achieves the purpose and intent of the regulation. Additionally, there are public parks nearby that all residents have convenient access to. Ultimately, all residential units have access to adequate landscaped open space and amenity areas.

The proposed zoning regulations are consistent with the intent and purpose of the Zoning By-law based on the proposed amendments and surrounding context.

9.0 ADDITIONAL CONSIDERATIONS

9.1 PUBLIC CONSULTATION STRATEGY

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

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

The consultation strategy proposed will provide members of the public with meaningful opportunities to review, understand, and comment on the proposed development and associated application. A neighbourhood open house is not proposed at this time due to the limited scope of the proposal and no significant exterior changes to the site. This property has undergone a previous Official Plan Amendment, Zoning By-law amendment and Draft Plan of Subdivision application.

9.2 REQUEST FOR HOLDING PROVISION REMOVAL

There are two holding provisions on all blocks for the property, they are described as follows:

h-8 - To ensure the orderly development of lands and the adequate provision of municipal services, the “h-8” symbol shall not be deleted until appropriate servicing arrangements are provided to the satisfaction of the City.

h-125 - To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the “h-125” symbol.

Through detailed design for the proposed subdivision, both of these items have been provided to the satisfaction of the City and only minor comments remain through that process. It is understood that servicing capacity for the development will not be able to be confirmed until 2027 and therefore the h-8 hold provision will remain on the property until that time. The servicing

arrangements have contemplated all of the proposed townhouse units and unit arrangement being proposed through this submitted redline and Zoning By-law Amendment, therefore the h-125 holding provision is being requested for removal in order to undertake all necessary on-site works for the new roads and servicing infrastructure,

10.0 CONCLUSION

The proposed Zoning By-Law Amendment seeks to the efficient development of Block 2-4 to construct a total of 33 townhouses of varying forms. The Subdivision previously approved for 954 Gainsborough Road permitted these uses; however, a new arrangement for units and new site specific provisions are being requested where necessary for these blocks to make efficient use of the proposed street layout. The proposed development is an excellent opportunity to provide an appropriate and complimentary form of housing in a well-established neighbourhood within walkable distances to wellness and medical centers, grocery stores, restaurants, open spaces, recreational amenities, and commercial and retail uses, while making efficient use of the underutilized lands originally designated for residential use.

The proposed development, redline revision to the subdivision and Zoning By-law Amendment are consistent with the applicable policies of the 2024 Provincial Planning Statement; conforms with the applicable policies of The London Plan; and, maintains the general intent and purpose of the City of London Zoning By-Law.

Based on the above, and as detailed throughout this Planning Justification Report, the proposed Zoning By-law Amendment application is consistent with the intent and policies as set forth in the provincial and municipal planning legislation. As such, the proposed amendment is considered appropriate and represents good land use planning.