



PLANNING & DESIGN BRIEF

Client

Kevlar Development Group

Project Site

4366 Colonel Talbot Road /
London / ON

10.30.2023

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PREPARED FOR

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VERSION 2.0

ISSUED

10.30.2023

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Kevlar Development Group as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 4366 Colonel Talbot Road and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca

S1: INTRODUCTION

S1.1 Project Consulting Team



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



SBM provides quality civil engineering services to both private and public sector clientele throughout southern Ontario. We deliver value-added engineering solutions together with exceptional service while upholding our values of reliability, professionalism, and client satisfaction.

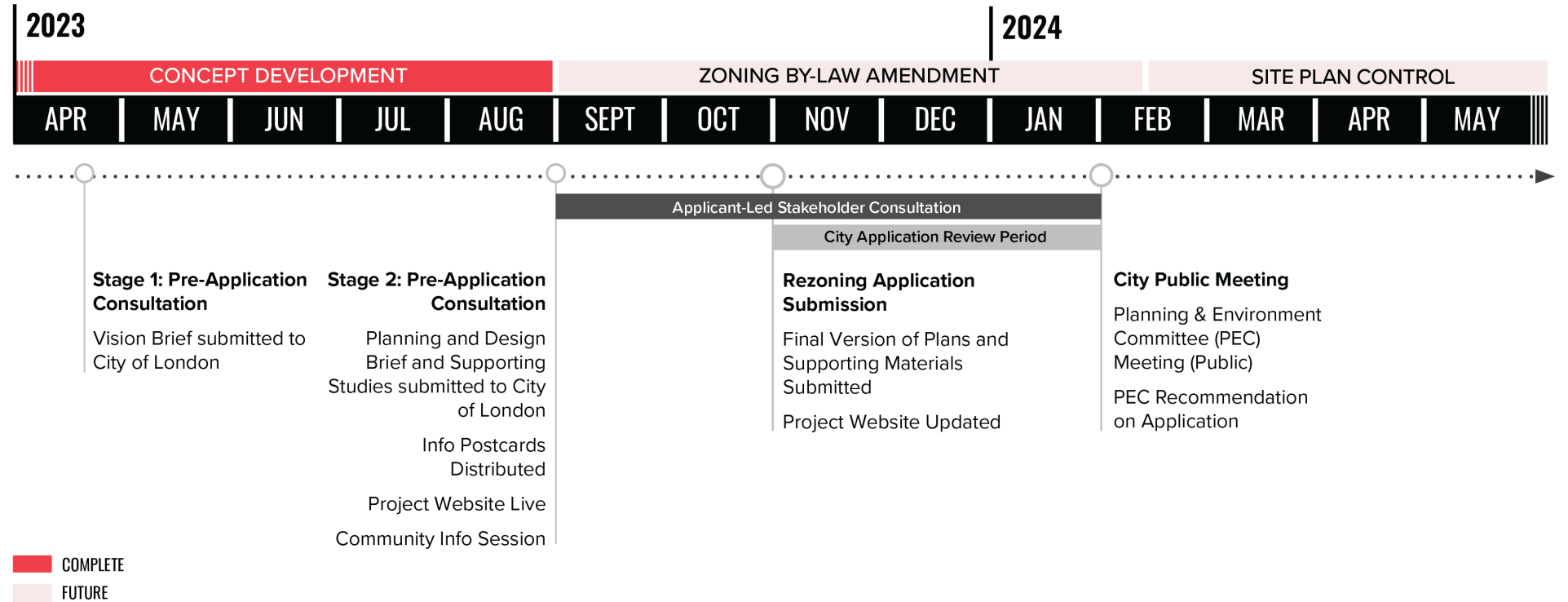


dBA Services (dBA Acoustical Consultants Inc.) is a Canadian owned company located in Hamilton, Ontario. We provide noise and vibration services for our clients. Our services also include pre-condition inspections and claims investigations for residential and commercial properties.

S1.2 About the Project

Kevlar Development Group is the owner of 4366 Colonel Talbot Road in Lambeth. The property is part of the former McEachren Elementary School site and an on-going redevelopment of the property involving the adaptive reuse of the heritage school and the infilling of vacant portions with new residential and commercial uses. With the support of Siv-ik Planning & Design Inc. and the project team, Kevlar is seeking to establish an updated commercial zoning framework that would facilitate the development of a small-scale street-oriented restaurant building and an associated drive-through facility on the site. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 4366 Colonel Talbot Road. The report also provides an overview of our unique approach to navigating this project from concept to reality.

/ Project Timeline



Note: Projected “future” timelines subject to change.

S1.3 Project Site

The project site represents a portion of the property currently referred to as 4366 Colonel Talbot Road. The property is located on the east side of Colonel Talbot Road and forms part of the former McEachren Elementary School site. The school ceased operation in 2010 and the main portion (4402 Colonel Talbot Road) has been redeveloped as a health & wellness focused office/ medical centre. 4366 Colonel Talbot Road is currently designated and zoned for commercial activities. A coordinated joint access was developed for the site in conjunction with the 4402 Colonel Talbot Road to minimize the number of driveways onto the adjacent arterial road. The project site is located in the Lambeth Planning District. This neighbourhood encompasses the area generally bounded by Royal Magnolia Avenue to the north, Bostwick Road and Wonderland Road S. to the east, Highway 402 to the south and Dingman Creek to the west. The site is currently undeveloped. With the site being located along an identified Main Street, it presents a strategic opportunity for commercial redevelopment.

At-A-Glance

SITE AREA

0.163
Hectares

FRONTAGE

32.9
Metres

DEPTH

51.2
Metres

EXISTING USE

Vacant
Former Elementary
School Site

SERVICING

Municipal Services
Available on Colonel
Talbot / Joint Access
Driveway



Figure 1. The Project Site

S2: CONTEXT

S2.1 The Neighbourhood

Lambeth is a former village that was part of Westminster Township in Middlesex County. The area was annexed by the City of London in 1993. Lambeth is a unique area in southwest London in that it is still somewhat separated from the City of London's primary urban area and in some way the neighbourhood is still viewed as a distinct town onto its own. The neighbourhood core maintains the village "Main Street" feel, with new growth and development occurring in the northeast area of the Planning District. It includes a mix of housing types, including apartments (2%), row houses (2%) and semi-detached houses (1%), however the large majority of homes are single-detached (95%). Lambeth had a total population of 4,170 based on the latest census data (2016) which was down moderately (5%) from the previous population count of 4,410 in 2011. In recent years, the lands in the northern area of Lambeth have been actively redeveloping with single-detached residential and townhouse uses.

The land uses within 800 metres of the project site are primarily residential and commercial in nature. Development of the former McEachren Elementary School site into a medical office use has occurred to the southeast of the project site. Auto-oriented commercial uses are located primarily along Colonel Talbot Road. Commercial uses located along Main Street reflect the village "main street" character. Lambeth Centennial Park, Lambeth Optimist Park, the Lambeth Community Centre and the London Public Library are all located within 800m of the site.



Figure 2. Neighbourhood Spatial Context (800m)

S2.2 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands surrounding the project site. Lands surrounding the project site are developed with a mix of existing 1-2 storey single-detached dwellings and commercial uses. Lot sizes range from 13m - 31m of frontage, with depths ranging from 41m - 64m. Given the shape and size of the lots along Colonel Talbot Road, it is anticipated that many of them will be redeveloped for a mix of residential, office and commercial uses.

Additional lands to the east of the site have been developed as a parking lot for the medical office uses developed on the former McEachren Elementary School site. These lands have very little frontage onto Colonel Talbot Road. Development on these lands fronts onto Colonel Talbot Road at the location of the former elementary school building, which was retained as part of this development. A shared access to this site is located on the project site (4366 Colonel Talbot Road).

Spatial Context At-A-Glance

NORTH

Existing
Commercial

Planned
Mixed Use
Development

SOUTH

Existing
Single-Detached
Dwellings

Planned
Mixed Use
Development

EAST

Existing
Single-Detached
Dwellings

Planned
No Change

WEST

Existing
Single-Detached
Dwellings and
Commercial

Planned
Mixed Use
Development

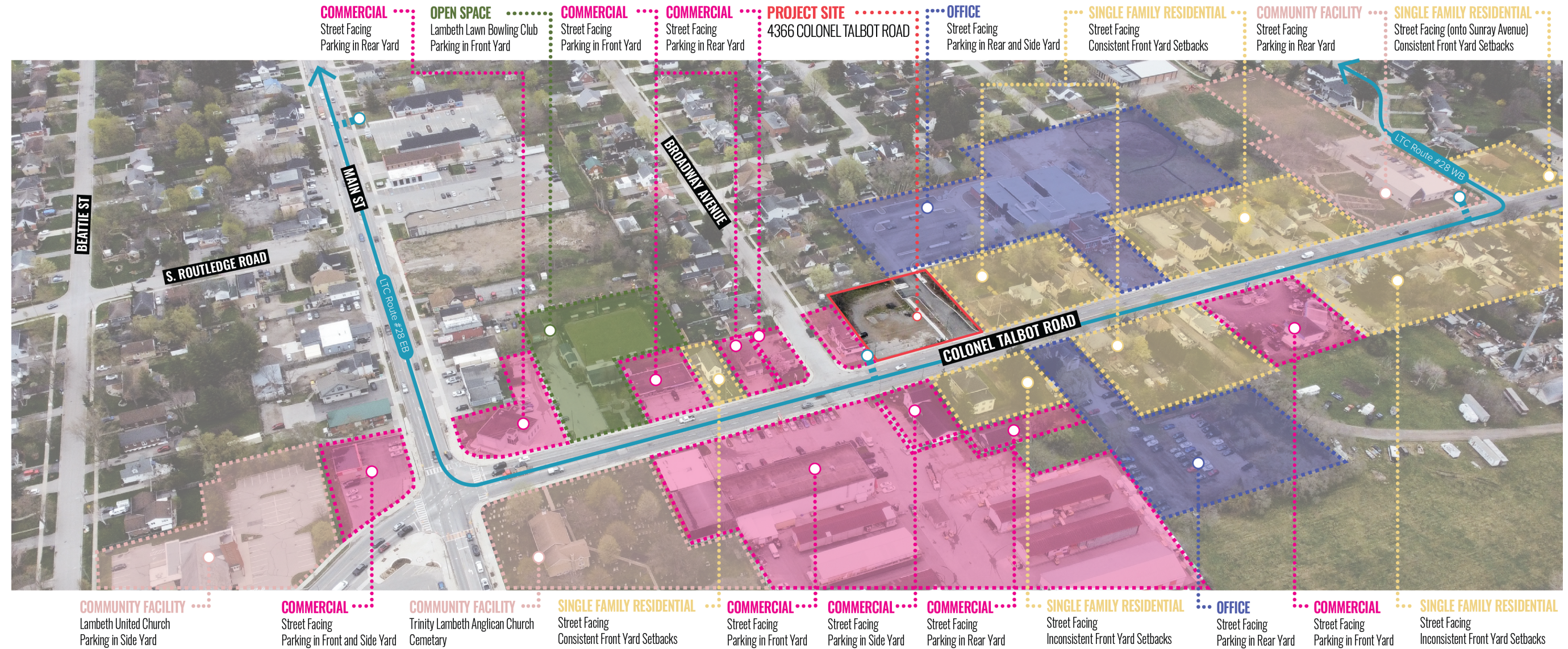


Figure 3. Neighbourhood Spatial Context (400m)

S3: PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

The Provincial planning policy framework is established by the Planning Act (Section 3) and the Provincial Policy Statement (PPS 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

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

S3.2 The London Plan

Figure 4 provides visual context for the site's positioning relative to London's city-structure. The project has direct frontage onto Colonel Talbot Road, identified as a Main Street by The London Plan.

The site's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Frontage on a Main Street
- Outside the Primary Transit Area
- Within the Southwest Area Secondary Plan Area

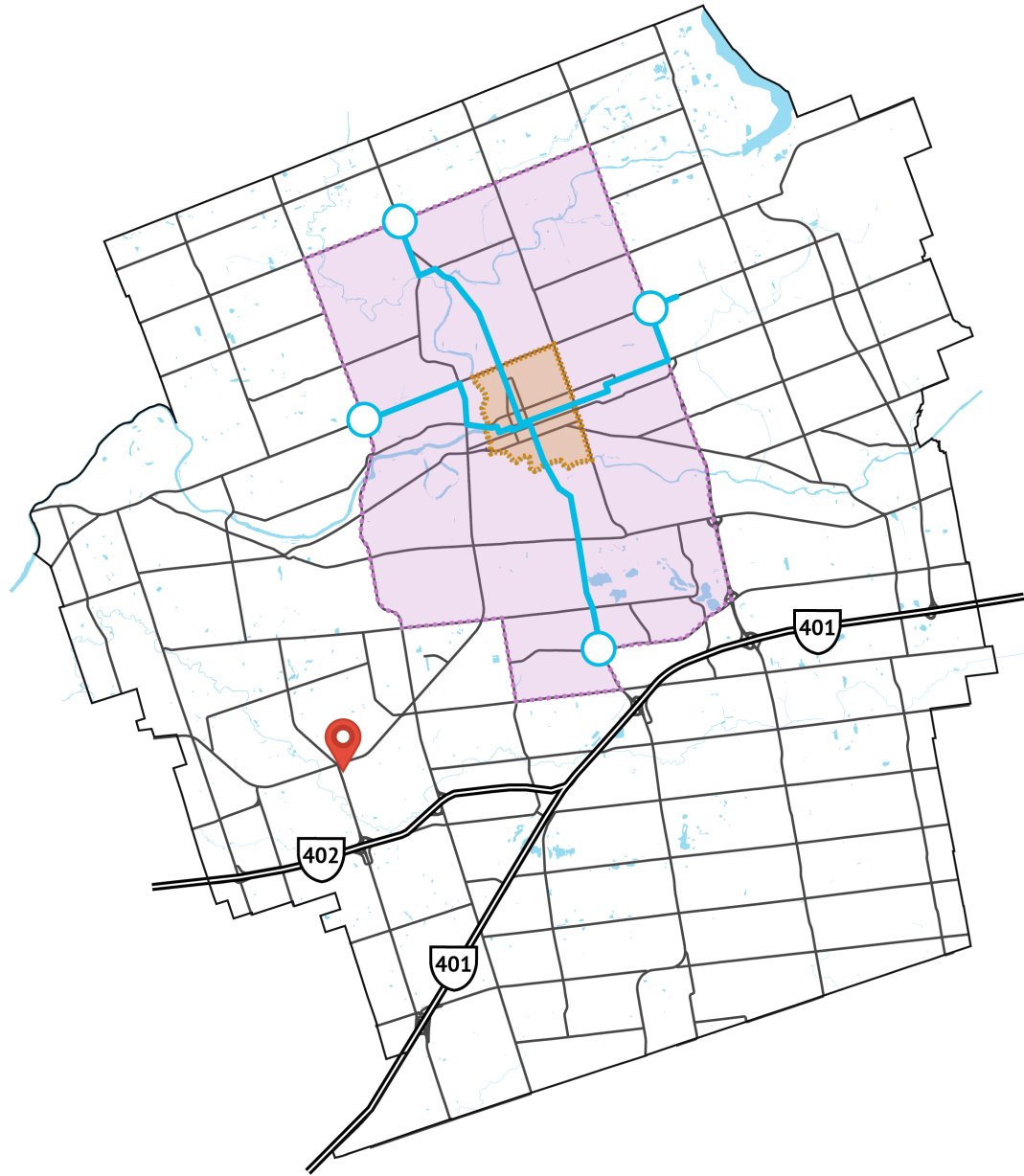


Figure 4. City Structure

/ Place Types

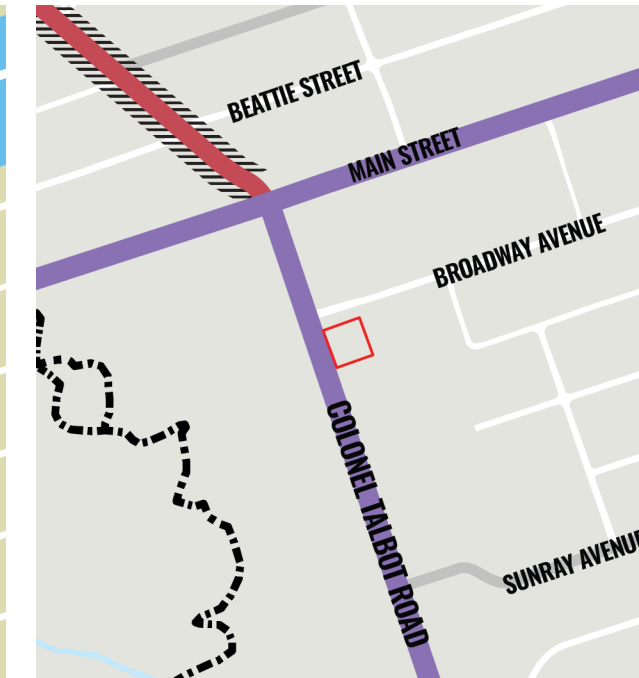
In accordance with Map 1 - Place Types of the London Plan, the project site is within the "Main Street" Place Type. Main street areas are intended to be pedestrian-oriented focal points for economic activity while creating a strong neighbourhood character and distinct sense of place. The London Plan policies permit a range of residential, retail, service, office and institutional uses within the Main Street Place Type. New drive through facilities are permitted where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment.



- Neighbourhoods
- Main Street
- Green Space
- Urban Growth Boundary

/ Street Classification

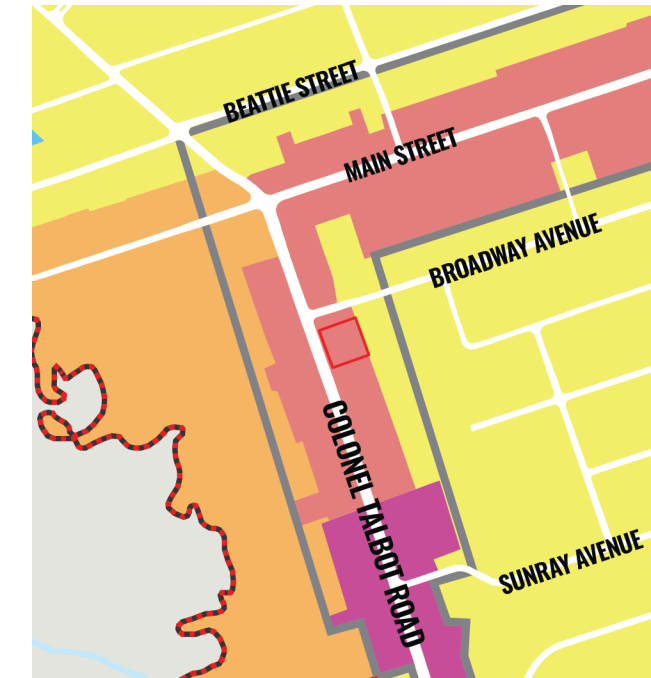
In accordance with Map 3 - Street Classifications of the London Plan, the project site has direct frontage on a Main Street. Main Streets are intended to maintain priority for pedestrians, provide for a high quality pedestrian realm and a high standard of urban design. They also are intended to accommodate for a mid-high volume of cycle, transit and vehicular traffic. Individual developments within the adjacent private realm are expected to support and contribute positively to the creation of the intended Main Street character.



- Main Street
- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

/ Southwest Area Secondary Plan

In accordance with Schedule 7 - Lambeth Village Core Neighbourhood Land Use Designations - of the Southwest Area Secondary Plan, the project site is designated "Lambeth Main Street North". This designation is intended to allow for the continuation of the existing "main street" development pattern along Colonel Talbot Road. Mixed-use buildings are encouraged, but stand-alone residential and non-residential uses are permitted. A street-oriented building form is required to support the Village Core Neighbourhood. Permitted uses include those uses permitted by the Main Street Place Type of the London Plan.



- Low Density Res.
- Medium Density Res.
- Main Street Lambeth N.
- Institutional
- Lambeth Village Core
- SWASP Boundary

S3.3 Key London Plan Policies

Project Site Conditions: 4366 Colonel Talbot Road

STREET TYPE	INTERSECTS WITH	OTHER FEATURES
Main Street	N/A	N/A

/ Main Street Place Type

The Main Street Place Type is assigned to a diverse range of new and historic business areas across the City. Existing main street areas were initially established to serve surrounding neighbourhoods and tend to contain a mix of residential, commercial, and other uses. In some cases, the place type has been applied to areas where new areas where development is planned to foster a specific main street character. This Place Type recognizes and plans for those Main Streets that are outside of the Rapid Transit and Urban Corridors The London Plan encourages infill and intensification of vacant sites within the Main Street Place Type.

/ Permitted Uses (908-909)

(1) A broad range of residential, retail, service, office and institutional uses may be permitted within the Main Street Place Type.

(2) Retail and service uses will be encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors.

(909) New drive through facilities may be permitted in the Main Street Place Type where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the City Design policies of this Plan.

/ Intensity (910)

(1) Buildings in Main Street Place Types will be designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment.

(3) Large floor plate commercial buildings will not be permitted.

(4) Buildings will be a minimum of either two-storeys or eight metres in height and will not exceed 4-storeys in height. Buildings up to 6-storeys may be permitted in conformity with the Our Tools policies of the Plan.

(6) The Zoning By-law will contain regulations to ensure that the intensity of development for individual sites is appropriate.

/ Form (911)

(2) All new development will be designed to be well integrated with the character and design of the associated Main Street.

(4) Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment.

(5) Development within the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.

(9) Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

S3.4 Other Key London Plan Policies

/ City Design Policies (189 - 306)

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, site design and built form will be designed to have a sense of place and character consistent with the planned vision of the Place Type. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies for the Lambeth Main Street Area.

/ Main Street Place Type Policies (903-915)

The London Plan encourages infill and intensification of vacant sites within the Main Street Place Type. In addition to the general City Design policies, the Main Street Place Type policies provide additional form-based policy direction for new development that must be met. The overall goal of the policies is to ensure that new projects fit within the existing and planned context, recognize the unique character of each main street and take a pedestrian-oriented main street form of development. The policies address a very similar scope of design considerations as the Urban Design objectives/policies in the Southwest Area Secondary Plan. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for new development along main streets and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed form of the development in the context of these policies.

/ Status of Secondary Plans (1558-1559)

The Secondary Plan policies provide guidance for how these plans will be use in conjunction with the City's overarching Official Plan. Where there is a conflict or inconsistency between the policies of The London Plan and the policies of the Secondary Plan, the Secondary Plan policies will prevail. In instances where there is no conflict or inconsistency, the policies should be read in conjunction with each other. The Southwest Area Secondary Plan is identified as part of The London Plan.

/ Our Tools (1586-1588)

The "Our Tools" section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

S3.5 Key Southwest Area Secondary Plan (SWASP) Policies

Project Site Conditions: 4366 Colonel Talbot Road

DESIGNATION	SUB-AREA	SITE PREVIOUSLY DEVELOPED?
Lambeth Village Core	Main Street Lambeth North	Yes

/ Main Street Lambeth North

The intent of this Main Street designation is to allow for the continuation of the existing development pattern, while allowing for a transition to the internal residential areas of the community. According to Policy 20.5.1.2 of the Southwest Area Secondary Plan, the goals, objectives, policies and schedules of the City’s Official Plan shall apply to the project site except in instances where more detailed or alternative direction is provided in the Secondary Plan. A summary of the applicable policies guiding use, intensity and density in the Main Street Lambeth North designation is provided below.

/ Permitted Uses (20.5.8.1.ii)

- Permitted uses within the Main Street Lambeth North designation shall include those in the Main Street Commercial Corridor Designation of the Official Plan, and the residential uses permitted by the Multi-Family, Medium Density Residential designation of the Official Plan, with the exception of single-detached, semi-detached and duplex dwellings.
- Non-residential uses to be established on previously undeveloped sites shall be restricted to the ground floor of a residential mixed-use building.
- Stand-alone non-residential uses shall not be permitted on previously undeveloped lands. Standalone residential uses will be permitted.

/ Intensity (20.5.8.1.iv)

- (a)** New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three-storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- (b)** New residential developments shall have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial uses at grade with residential uses located at , or above, grade.
- (c)** The built form shall have a setback and roof-line consistent with the “village” streetscape character of the Lambeth Village Core.

/ Form (20.5.8)

- The Lambeth Village Core designation is intended to allow for the continuation of the existing “main street” development pattern, while allowing for a transition from Colonel Talbot Road to the internal portions of the community.
- A street-oriented building form will be required to support the Village Core neighbourhood.
- Within the Village Core an emphasis shall be placed on maintaining and enhancing high quality architectural design to provide an identifiable character.
- Residential parking will not be allowed within the front yard of any buildings in the Main Street designation.

S3.6 Other Key SWASP Policies

/ Urban Design (20.5.3.9)

Section 20.5.3.9 of the Southwest Area Secondary Plan outlines a range of general urban design policies that affect and influence new development forms across all land use designations and neighbourhoods. These general requirements of the plan must also be considered in shaping new development on the project site. With regard to the general urban design policies of the plan, new development on the project site must consider and account for the following:

- Development designed in a form that is compact, pedestrian-oriented and transit-friendly.
- Mixed use development is encouraged.
- Buildings designed to provide a sense of enclosure to the street.
- Commercial buildings designed in a “main street” format with retail and commercial uses oriented to the street.
- Parking lots designed to reduce visual impact on the streetscape.
- Commercial development that demonstrates safe, effective and accessible pedestrian linkages within the development site.

All development within the Southwest Area Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in the Official Plan.

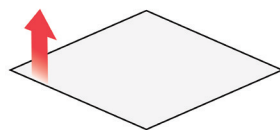
S3.7 Existing Zoning By-law Implications

/ Arterial Commercial (AC2) Zone

The project site is currently zoned as Arterial Commercial (h-17•h-18•h-124•AC2) with three holding provisions, in the City of London Comprehensive Zoning By-law Z.-1. This zone provides for and regulates a mix of small-scale retail, office, personal service and automotive uses located along arterial roads. The uses of the zone are differentiated based on function, intensity and potential impacts. The AC2 zone specifically regulates small retail and personal service uses. The southern portion of the project site is zoned BDC(30) and consists of the shared access with 4402 Colonel Talbot Road. The following graphics highlight key regulations guiding development in the AC2 zone. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change.

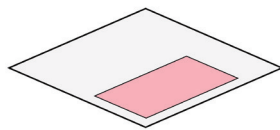
HEIGHT

10.0m
Maximum Height
3
Storeys



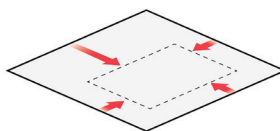
GROSS FLOOR AREA

300m²
Each Use



SETBACKS

0.0m
Front & Exterior
7.5m
Minimum Rear
0.0m - 6.0m
Minimum Interior



OTHER

10%
LOS (Min.)
40%
Coverage (Max.)

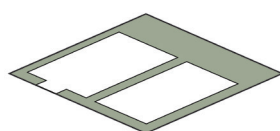


Figure 5. Key Existing Zoning By-law Regulations

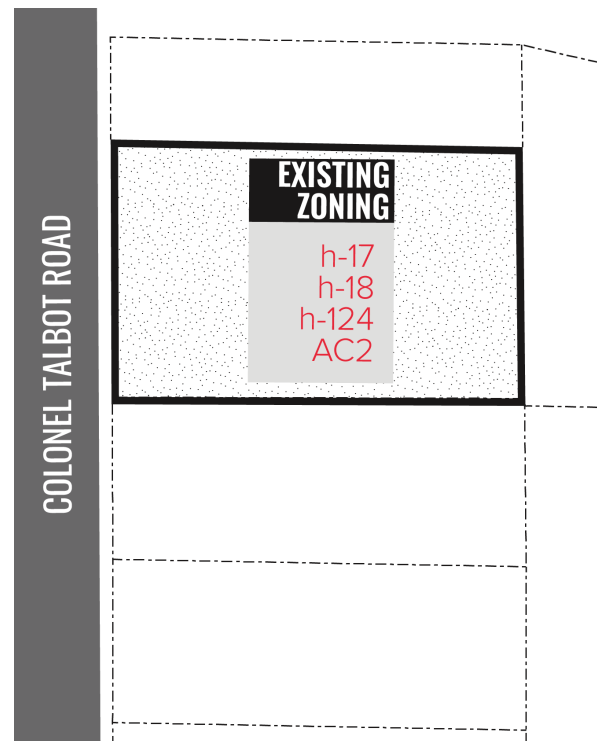


Figure 6. Existing Zoning Map

S3.8 Key General Regulations

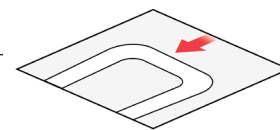
The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site. Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is located on a Main Street Place Type and is therefore exempt from the minimum parking standards outlined in this section.

Also relevant in the context of the proposed development is Section 4.35 - Drive-Through Facilities. For drive through uses adjacent to a residential use, the minimum separation distance is 30.0m. The setback may be reduced to 15.0m with the construction of a 2.4m high noise attenuation barrier between the drive through and residential use. It is also noted that further reductions to the setback may be considered with additional mitigation measures identified by a noise study completed by a qualified noise consultant. A minimum 3.0m wide landscape strip is required immediately adjacent to the noise barrier.

Section 4.35 also outlines requirements for the number of stacking spaces required for drive through uses. For a fast food/eat-in restaurant, 12 spaces are required. In cases where a lower stacking lane capacity is requested, a queuing study must be submitted to the City. The stacking lane spaces are also included in the overall parking count for the site.

SEPARATION DISTANCE

30.0m
Minimum Separation
15.0m
Minimum Separation
(with noise barrier)



STACKING SPACES

12 Spaces
Fast Food/Eat-In

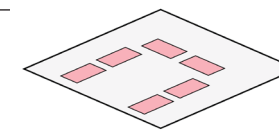


Figure 7. Key General Provisions

S4: SITE ANALYSIS



--- Property Boundary - - - Site Boundary

1 Figure Ground

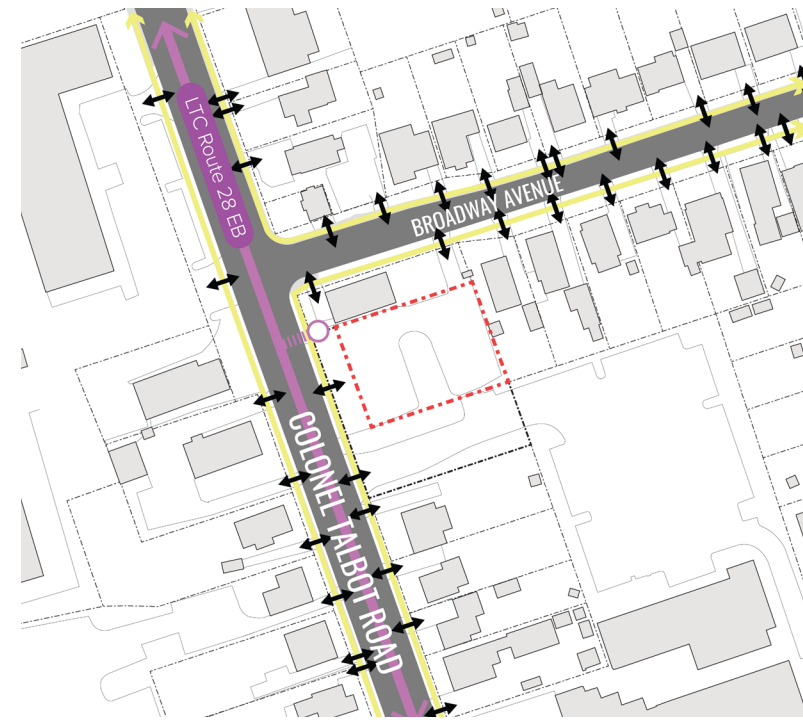
The project site currently contains an existing shared driveway access for the site and for the recent medical office development at 4402 Colonel Talbot Road. The site is of suitable size and configuration to support a commercial development that can reinforce the Main Street Lambeth North character. Properties surrounding the project site are developed with single-detached dwellings and commercial uses. Additional lands to the east of the site have been developed as a parking lot for the medical office uses developed on the former McEachren Elementary School site.



Right-of-Way Dedication Vegetation Trees
 Designated Heritage Properties Listed Heritage Properties

2 Site Conditions

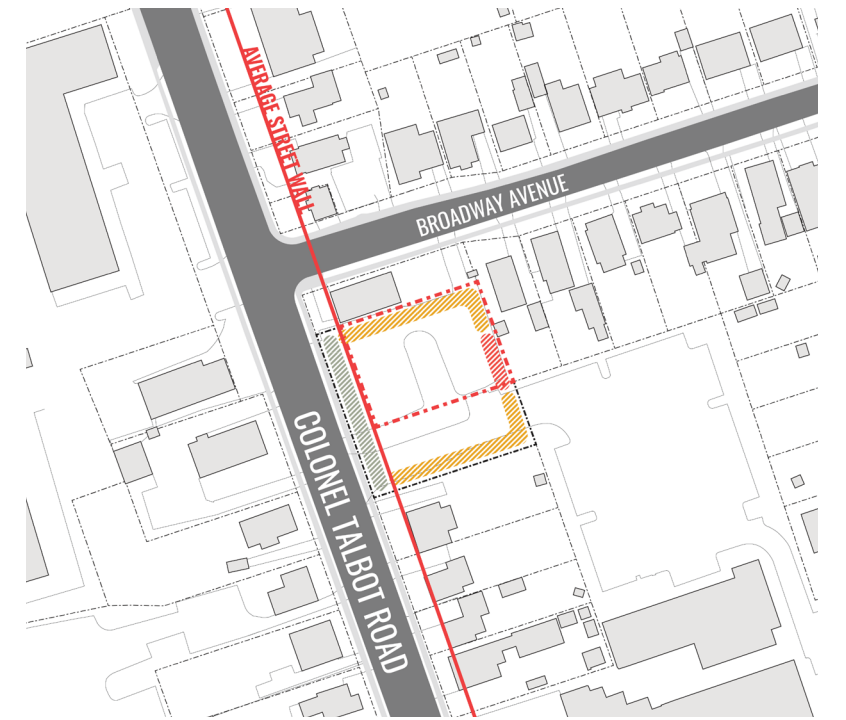
The west portion of the site is impacted by a road widening dedication of 7.9m from the existing front lot line along the Colonel Talbot Road right-of-way. The site is also surrounded by several listed heritage properties as well as one designated heritage property (the former McEachren Elementary School site).



LTC Bus Route Sidewalk Access
 LTC Bus Stop

3 Mobility

The project site fronts onto Colonel Talbot Road, which is a Main Street as per Map 3 - Street Classifications of the London Plan. Colonel Talbot Road contains a four-lane cross section with dual northbound and southbound travel lanes. The cross section includes separated sidewalks on either side of the street. Eastbound LTC bus service to White Oaks Mall is available along Colonel Talbot Road with an existing bus stop at the northwest corner of the project site. Within the current legal boundaries of 4366 Colonel Talbot Road, immediately south of the development site, there is shared access with 4402 Colonel Talbot Road as well as an access off of Colonel Talbot where the former parking lot existed.



Sensitive Interface Moderate Interface Active Frontage

4 Edge Conditions

The site abuts a Main Street to the west, commercial to the north and low-density residential to the east and south. Properties to the north and south are anticipated to be redeveloped over time and as such those edge conditions could change and become less sensitive. Where portions of the residential rear-yards to the east are exposed to the site, the interface is particularly sensitive. The placement, orientation, and design of new development on the site will be designed to minimize privacy and noise impacts and protect access to sunlight sky/views for adjacent properties. New development will also be required to foster activity along Colonel Talbot Road to facilitate an urban main street character, as envisioned in the Southwest Area Secondary Plan and The London Plan.

S5: THE PROPOSAL

S5.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for the development of a stand-alone “pad” restaurant sited along Colonel Talbot Road. The proposed zoning framework includes regulations that will enable stand-alone buildings at the perimeter of the property to satisfy urban design goals for Lambeth Main Street North, creating a defined/active street edge and screening surface parking area. This framework supports the development vision for the site and implements the applicable London Plan and Southwest Area Secondary Plan policies for Main Street Lambeth North. The proposed Neighbourhood Shopping Area Special Provision (NSA5(L)) Zone includes special regulations to account for the unique context of the project site and to implement applicable form-based policy directions of the London Plan. The proposed zone and special regulations are structured to facilitate a limited/narrow range of desirable site design and built form outcomes. The zone however is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

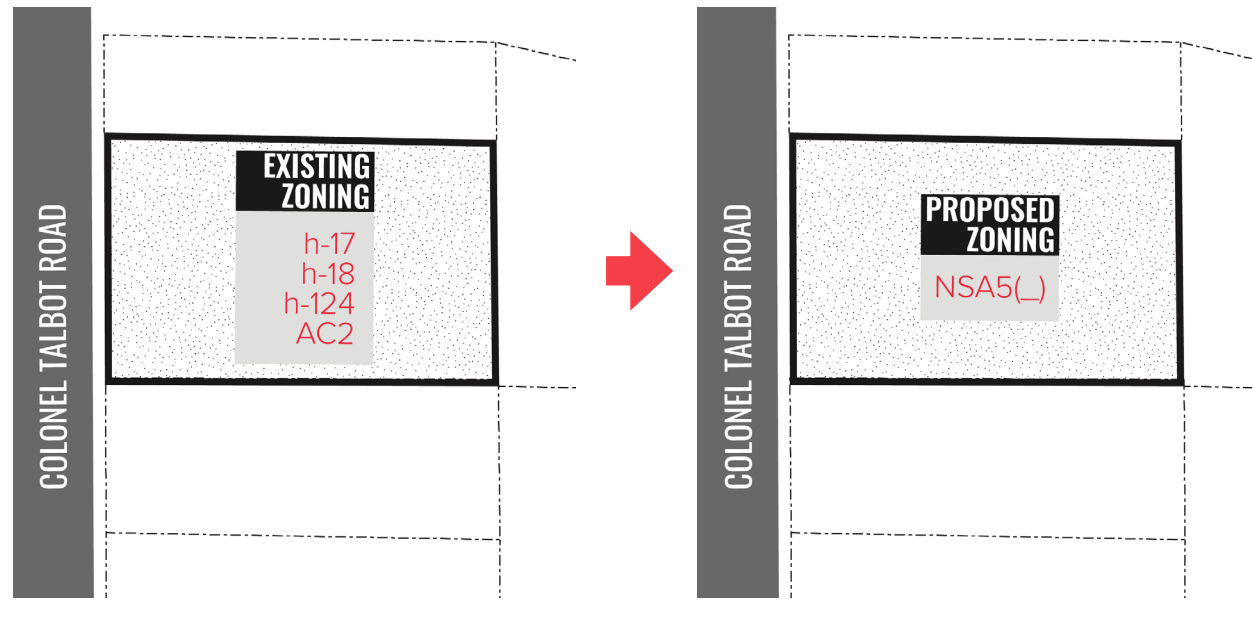


Figure 8. Existing Zoning

Figure 9. Proposed Zoning

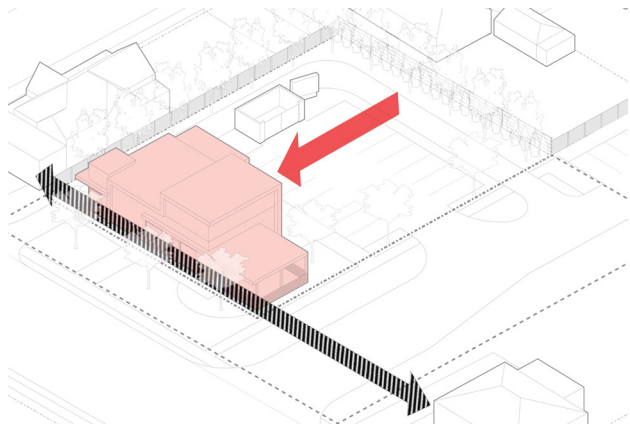
/ Proposed By-law

4366 Colonel Talbot Road		
Regulation	NSA5	NSA5(L)
Permitted Uses	Section 23.2	-
Lot Frontage (min.)	25.0m	-
Lot Depth (min.)	40.0m	-
Front and Exterior Side Yard Depth (min.)	0.0m	-
Interior and Rear Yard Depth (min.)	Abutting a Residential Zone: 8.0m Abutting a Non-Residential Zone: 3.0 metres (9.8 feet) from any other zone boundary and 0.0 metres within the same NSA zone.	Abutting a Non-Residential Zone: 3.0 metres (9.8 feet) from any other zone boundary and 0.0 metres within the same NSA zone or the BDC(30) Zone.
Landscaped Open Space (min.)	15%	-
Lot Coverage (max.)	30%	-
Height (max.)	8.0m	Max: 9.0m
Gross Floor Area (max.)	Restaurants: 500m ²	-
Total Gross Floor Area for Office Use as a Proportion of Gross Floor Area (max.)	20%	-
Parking	Restaurant: None Patio: None Drive Through Stacking Spaces: 12	Drive Through Stacking Spaces: 8 (min.)
Additional Requirements	See Section 4.35	<ul style="list-style-type: none"> A minimum of 8 stacking spaces shall be provided for a drive through facility associated with a fast-food restaurant. A single-lane drive through exit shall be permitted onto Colonel Talbot Road. A portion of the building will achieve a height of 8.0m or greater.

-: No Change

Table 1: Special Regulations Overview

/ Design Approach

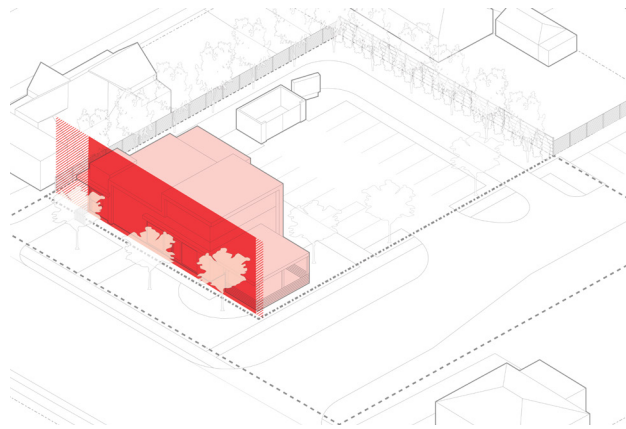


1 Reinforce the Main Street

The building has been positioned along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment along Colonel Talbot Road. In doing so, the site layout establishes a desirable urban character and effectively screens vehicular functions from view of the public realm. The placement of built form in the proposed development concept aligns with the existing minimum front yard depth regulation for the NSA5 zone.

Official Plan References

Urban Design Policies - 20.5.3.9.i.a, 20.5.3.9. iii.a & b
 City Design Policies - Policy 199, 252, 253, 256, 259 & 269
 Main Street Place Type Policies - Policy 911

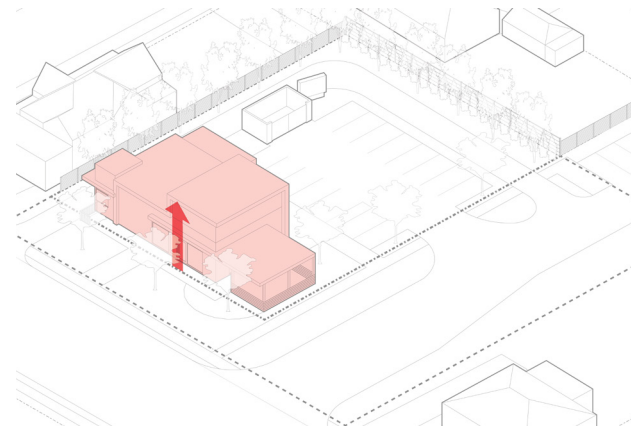


2 Provide a Continuous Active Edge

The building has been oriented in a linear fashion that provides a continuous built edge that reinforces the intended main street and pedestrian-oriented character of Colonel Talbot Road. Recognizing the existing village character, only minimal breaks in the streetwall for vehicular egress have been provided. The street facing facade includes active elements such as a principal entrance, walk-up take-out window, an outdoor patio and clear glazing with views to the interior space.

Official Plan References

Main Street Lambeth North - 20.5.8.1
 City Design Policies - Policy 252 & 284

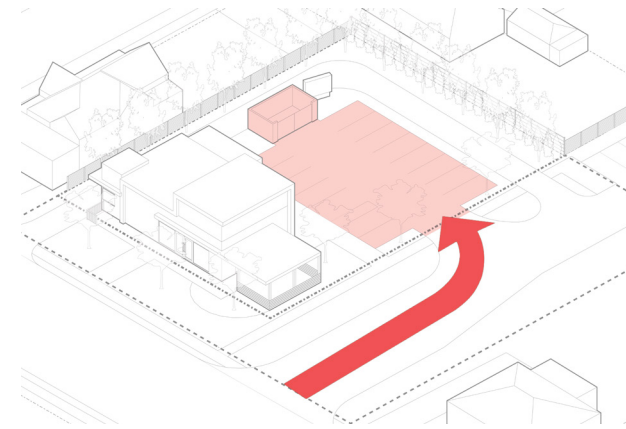


3 Foster a Sense of Enclosure

The proposed built form includes unique/ distinctive vertical elements that will provide a sense of enclosure to the adjacent public realm and help reinforce pedestrian comfort. Specifically, the building has been conceived with an enhanced ceiling height and potential mezzanine area in the dining area.

Official Plan References

Lambeth Village Core Neighbourhood - 20.5.3.9.ii
 City Design Policies - Policy 252

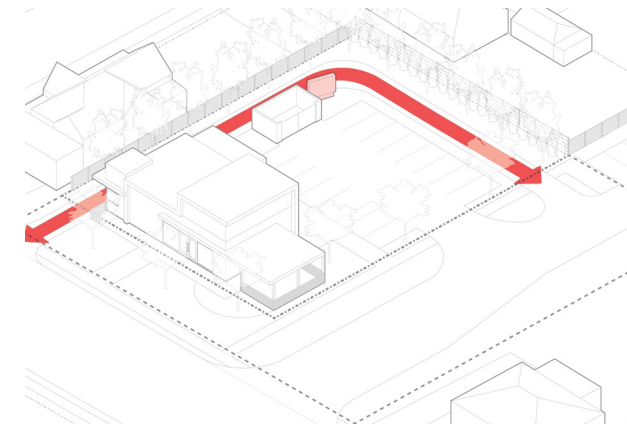


4 Screen "Back-Of-House" Functions

The surface parking area and waste collection functions for the proposed restaurant use have been located to the rear of the site as opposed to the more traditional suburban drive-through model which commonly includes parking and vehicle circulation between the building and the street line. In doing so, the site layout reinforces the desired Main Street Character of this segment of Colonel Talbot Road.

Official Plan References

Urban Design Policies - 20.5.3.9.iii.g
 Main Street Lambeth North Policies - 20.5.8.1.v.a
 City Design Policies - Policy 266, 270, 271 & 272
 Main Street Place Type Policies - Policy 911

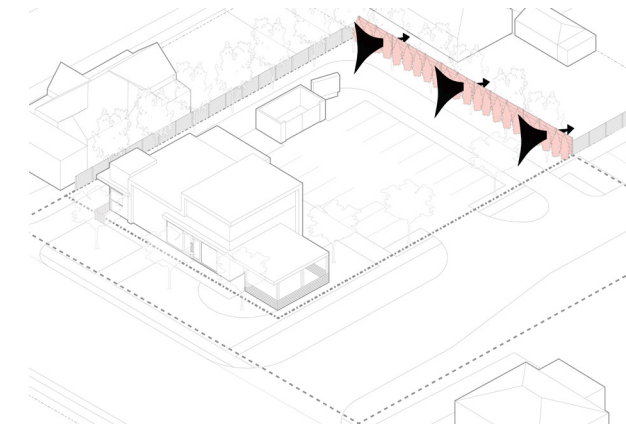


5 Separate Drive-Through Circulation

The proposed drive through has been designed to maximize pedestrian safety and comfort. The specific layout, with the exit onto Colonel Talbot Road limits conflict with pedestrian activity on the site, as well as with connections to the city sidewalk as well as to 4402 Colonel Talbot Road.

Official Plan References

Urban Design Policies - 20.5.3.9.iii.h
 City Design Policies - Policy 255, 264, 265 & 268
 Main Street Place Type Policies - Policy 909, 911



6 Mitigate Noise

The development concept includes a thoughtful buffering strategy between the neighbouring residential property to the east. A 2.4m noise wall and an enhanced vegetation strip have been included in the concept design to provide noise attenuation and privacy. Technical analysis has been undertaken to ensure that the. The proposed noise attenuation measures will be sufficient in mitigating the noise from the proposed drive through to the neighbouring residential property to the east.

Official Plan References

City Design Policies - Policy 241
 Our Tools - Policy 1766, 1769 & 1770

S5.2 Proposed Development Concept

/ Small-Scale Street-Oriented Restaurant Pad (with Drive-Through)

The following illustrations and graphics provide an overview of the development concept for 4366 Colonel Talbot Road. The concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment outlined in Section 6.1 of this brief. The concept plan envisions the development of a small-scale "pad" restaurant (approx. 209m²) oriented towards Colonel Talbot Road. Access to the site is provided by way of a joint access coordinated and shared with the recently completed medical centre at 4402 Colonel Talbot Road. The proposed site design has been structured to provide a positive/active interface with the Lambeth North Main Street and reinforce the intended main street character. The concept design includes a high proportion of "built frontage" along the streetscape, ensuring the parking area and drive-through functions are fully screened by the building, from view of the pedestrian realm. Active elements including a walk-up take-out window, principal entrance and outdoor patio (55m²) also face towards the street. Significant portions of the building have been conceived with an enhanced ceiling height to ensure the built form provides the desired sense of enclosure to the adjacent public realm. The site design provides for a total of 15 surface parking stalls, 10 stacking spaces and a single one-way exit driveway onto Colonel Talbot Road. A 2.4m noise wall will be incorporated along the east property line. A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



Perspective: Aerial view looking northeast from Colonel Talbot Road.

Conceptual Massing Diagram



Perspective: Aerial view looking southeast from Colonel Talbot Road.

Conceptual Massing Diagram

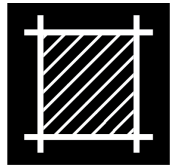


Perspective: Aerial view looking northwest from southeast corner of the site.

Conceptual Massing Diagram

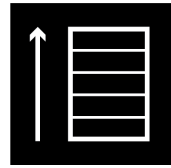
/ Concept At-A-Glance

SITE AREA



0.163
HECTARES

BUILDING HEIGHT



1
STOREY

8.0
METRES

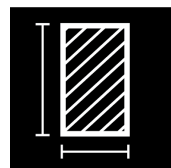
PARKING



1 per 17m²
OVERALL RATE

14 STANDARD STALLS 1 BARRIER-FREE STALLS

GROSS FLOOR AREA



209m²
BUILDING

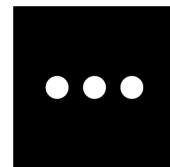
55m²
PATIO

STACKING SPACES

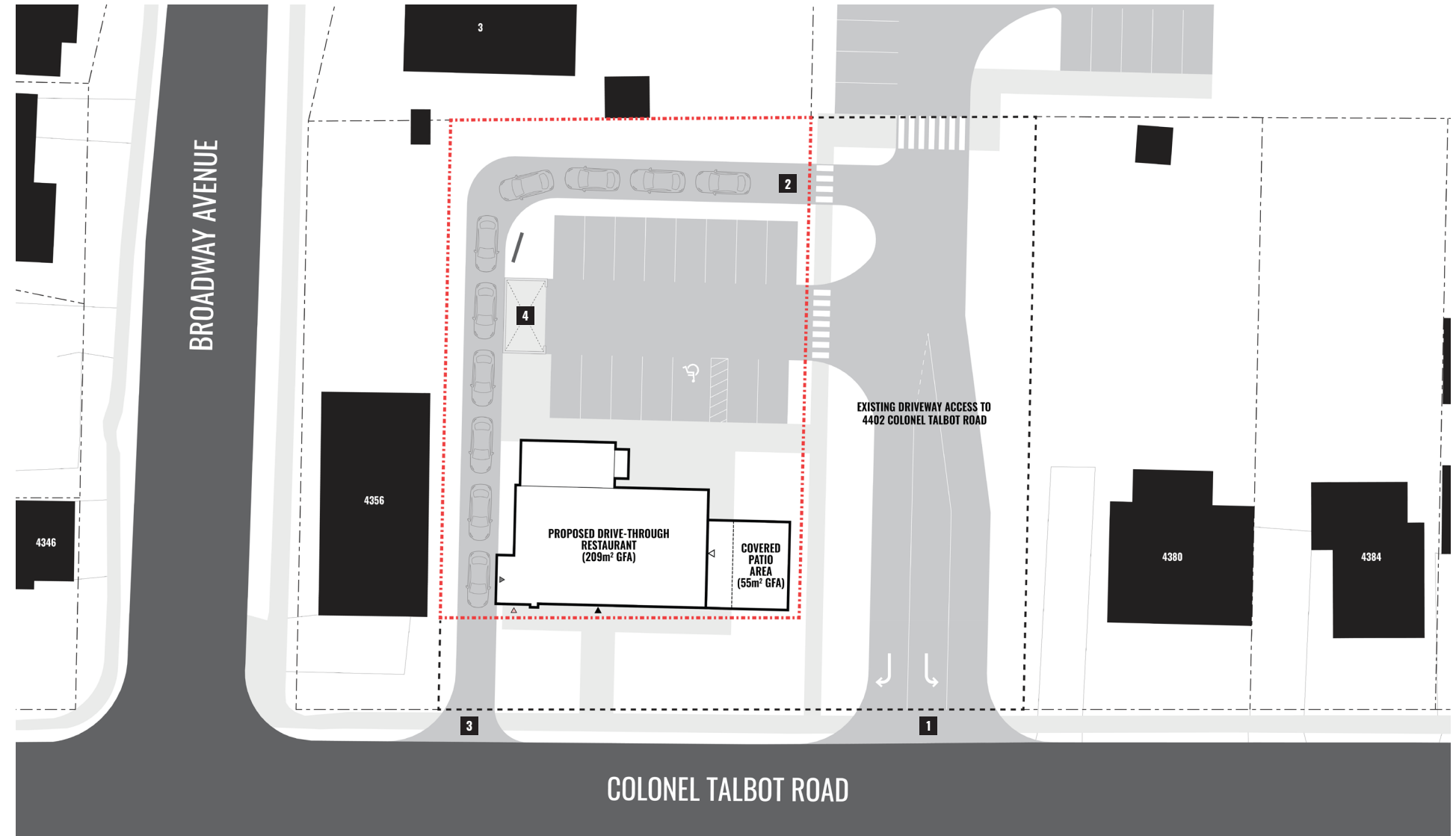


10
SPACES

OTHER



45% LANDSCAPED OPEN SPACE **12%** LOT COVERAGE

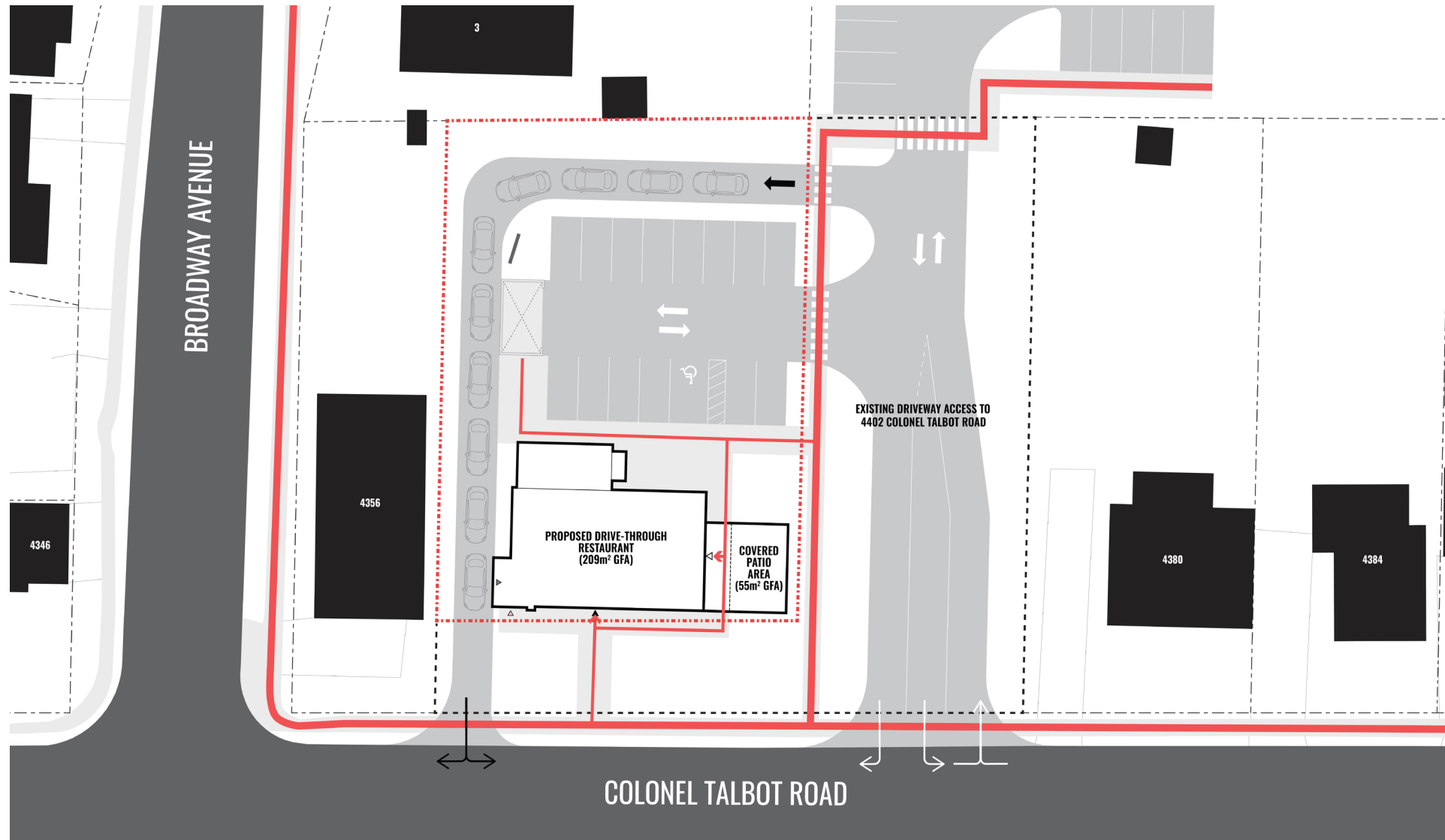


LEGEND

- ▲ Principal Entrance
- △ Secondary Entrance
- ▲ Drive Through Window
- ▲ Walk-up Window
- Site Boundary
- New Building Footprint
- 1 Existing Site Access
- 2 Drive Through Entrance
- 3 Drive Through Exit
- 4 Waste Staging Area

Note: This simplified site concept plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2023-07-24 conceptual site plan.

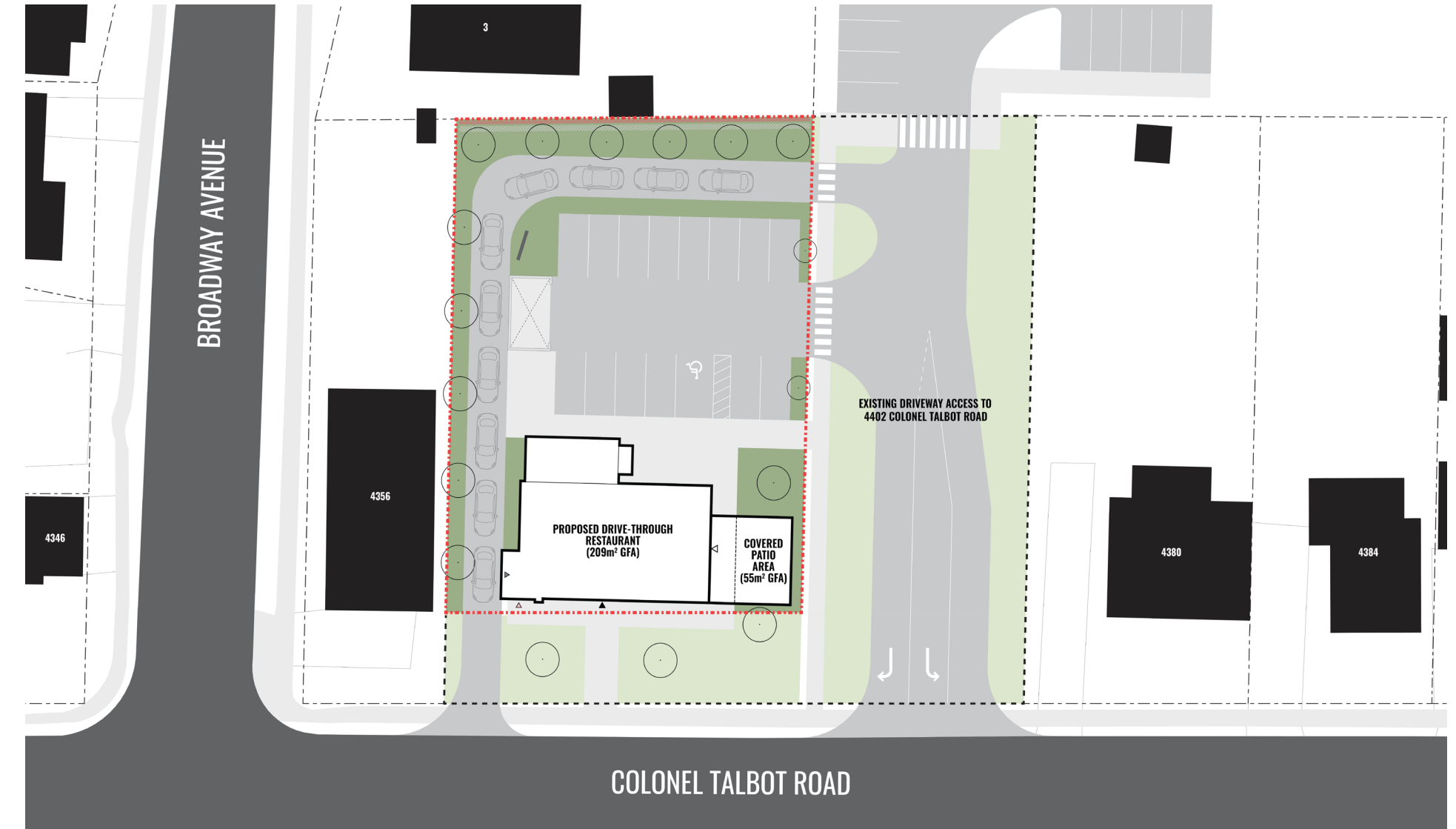
Figure 10. Simplified Concept Plan



- LEGEND**
- Principal Entrance
 - Site Boundary
 - Vehicular Circulation/ Movements
 - Secondary Entrance
 - New Building Footprint
 - Drive Through Only Circulation/ Movements
 - Drive Through Window
 - Major Pedestrian Connections
 - Minor Pedestrian Connections
 - Walk-up Window

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2023-07-24 conceptual site plan.

Figure 11. Site Access and Circulation Plan



- LEGEND**
- Principal Entrance
 - Site Boundary
 - Enhanced Edge Treatment
 - Secondary Entrance
 - New Building Footprint
 - Noise Wall
 - Drive Through Window
 - Potential Tree Location
 - Walk-up Window
 - Landscaped Area

Note: This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 12. Conceptual Landscape Plan

S6: SUPPORTING STUDIES

S6.1 Site Servicing Brief

Strik Baldinelli Moniz Ltd. was retained to prepare a Storm and Sanitary Servicing Feasibility Study to support the development strategy and Zoning By-law Amendment Application. From a sanitary servicing perspective, the SBM Ltd. report derived projected wastewater flows using a design flow of 100 people/per hectare (commercial) (see Section 3.8.1 from the City of London DS&RM), resulting in a design population of 16. As per Section 3.9 of the DS&RM, a per capita flow of 230 L/day was used to determine peak flow. The calculated infiltration flow was 0.02 L/s and sewage flow was 0.21L/s resulting in a total sewage flow of 0.23 L/s. In accordance with the comments issued by the City of London through the pre-application process, the design sheets for the Record Drawings 30883 and 30884 have been revised to include the proposed development as well as all properties that front the sewer with an appropriate population allocation (based on commercial or residential land use) to verify there is adequate capacity. The “pinch point” (SL258-SL259-SL260) has been reviewed to verify the calculated flows will not exceed its capacity (18.85L/s). SBM has concluded that the calculated flow of 18.73 L/s at SL260 is 99% of the available capacity. Therefore, the existing sewer system has capacity to accommodate the proposed development. The SBM Ltd. report acknowledges that new sewers should be designed to (in general) 80-90% of their capacity, however this situation was found to be unique for a myriad of mitigating factors detailed further in the SBM Report. From a site servicing perspective, a 150mm diameter sanitary PDC at 0.5% connecting the proposed building to the municipal sewer is projected to be sufficient. The study assumed that the 150mm sewer will directly connect to the 200mm sewer on Colonel Talbot Road. A 1.0% slope is the typical minimum specified in the DS&RM which will be achieved if possible through detailed design, however 0.5% may be required due to the shallow sanitary sewer depth.

As part of the servicing analysis, SBM Ltd. also examined potential stormwater management options available to service the site. It was identified that a 600mm storm sewer exists on Colonel Talbot, but the site is not tributary to the sewer. As a result, runoff will be contained on site. Using the proposed site plan, the post development C-value was calculated at 0.69. The 2-year and 100-year flows were calculated as 21.76 L/s and 50.37 L/s respectively. In order to retain the runoff on site, on-site infiltration galleries will be implemented through the detailed servicing design. In general, storm flows will be conveyed to the proposed trenches via perforated pipes. It was identified that the seasonal high groundwater is estimated to be approximately 6.7 meters below ground surface. The depth was identified as adequate for the proposed infiltration trenches to exceed the required 1.0m of separation.

S6.2 Stacking Space Justification Study

Section 4.35 of Zoning By-law Z.-1 outlines requirements for the number of “stacking spaces” required for drive-through uses across the City of London. For a fast food/eat-in restaurant, Section 4.35 requires twelve (12) spaces as the standard. In cases where a lower stacking lane capacity is requested, a queuing study is to be prepared and submitted to the City for review. SBM Ltd., was retained to prepare the required queuing study. As per the SBM Ltd., report, in general, it is believed that the baseline requirement of 12 stacking spaces is intended to accommodate traditionally high-traffic generator drive-through operations, such as McDonald’s, Time Hortons, etc.

With regard to the proposal for 4366 Colonel Talbot Road, a total of 10 stacking spaces are provided for the proposed Wendy’s drive-through. This is similar to the stacking lane capacities at multiple Wendy’s locations in London that have opened in recent years. Typical drive-through queues for a Wendy’s restaurant were determined by conducting proxy-site queuing surveys at two existing Wendy’s locations in London during the peak demand periods (for further details refer to the Stacking Space Justification Study prepared by SBM Ltd.). The surveys concluded that the maximum observed drive-through queues were 9 vehicles at one location and 6 vehicles at the other location, with typical queues being much lower most of the time. Based on these observations, the study concluded that similar drive-through queuing characteristics can be expected at the subject site, which can easily be accommodated by the proposed 10 stacking spaces. Based on their analysis, the proposed stacking lane capacity of 10 spaces is an appropriate design to accommodate the proposed Wendy’s drive-through use in this location.

S6.3 Heritage Impact Assessment

The site is adjacent to 4380 Colonel Talbot Road and 4402 Colonel Talbot Road, both of which are designated under Part IV of the Ontario Heritage Act. The property at 4380 Colonel Talbot Road is designated under By-Law L.S.P.-3196-272 and contains a single storey residence built circa 1861. The property at 4402 Colonel Talbot Road is designated under By-Law L.S.P.-3471-20 and contains a former school, built in 1925 which now functions as a medical/wellness centre. In light of this context, a “Scoped Heritage Impact Assessment” has been prepared to address Provincial and Municipal policy requirements regarding the conservation of cultural heritage resources. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage resources. Accordingly, a Scoped HIA has been prepared by Stantec Consulting Ltd. The overall scope of the HIA sought to: 1. Summarize the cultural heritage value or interest (CHVI) of the adjacent cultural heritage resources; 2. Identify potential direct and indirect impacts to cultural heritage resources; and, 3. Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable.

Following an assessment of impacts, it was found that the proposed development will result in no direct impacts to 4380 Colonel Talbot Road and only limited potential for indirect impacts via the construction phase of the project from land disturbance. From a character/design perspective the proposed development consists of a small-scale street-oriented commercial building that harmonizes with the surrounding area, including 4380 Colonel Talbot Road. The height and scale of the proposed development adjacent to 4380 Colonel Talbot Road was concluded to be “sympathetic” to the surrounding area, including 4380 Colonel Talbot Road. No direct or indirect impacts were identified for 4402 Colonel Talbot Road. To address the potential for vibrations associated with construction, the HIA recommends that a qualified person(s) be retained to complete a pre-construction vibration assessment for 4380 Colonel Talbot Road to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Should the residence at 4380 Colonel Talbot Road be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones) prior to construction.

S6.4 Noise Study

dBA Acoustical Consulting Inc. was retained to conduct a noise impact study on behalf of the proposed development. The specific purpose of the noise impact study was to determine the noise impact from the proposed drive-through and speaker boxes on neighbouring residential properties, as required by the City of London. This noise impact study assumed a detailed noise impact relative to the conceptual site plan that has been submitted with the Zoning By-law Amendment application and has recommended minimum noise control measures necessary to meet MECP Publication NPC-300 entitled “Stationary & Transportation Sources - Approval & Planning guidelines” and satisfy the planning requirements of the City of London.

The study identified two “sensitive receptors” within the potential zone of influence for noise exposure. These include the residential dwellings at 4380 Colonel Talbot Road (south of the site) and 3 Broadway Avenue (east of the site). Given the distance/horizontal separation from the drive-through function and 4380 Colonel Talbot Road, noise exposure is not predicted to exceed allowable levels and no mitigation is necessary.

With regard to 3 Broadway Avenue, it was found that without mitigation, vehicle noise from idling in the drive-through lane would exceeds the MECP noise criteria for both daytime and nighttime. As such, the report concludes that a 2.43m noise barrier is required along the east side yard of the site, adjacent to the existing residential property. The noise barrier is to be constructed in accordance with MECP requirements for an acoustical barrier including: 1. Minimum surface density (Face Weight) of 20 kg/m²; 2. Structurally sound; and, Appropriately designed to withstand wind and snow load and constructed without cracks or surface gaps. With respect to the proposed speaker box, it was assumed that the box would be equipped with a volume control limiter which is located inside the restaurant and the control is adjusted by the restaurant Management. Further, the speaker is partially shielded by vehicles utilizing the menu board and will further reduce the noise levels at the nearest receptor location. No further mitigation was deemed necessary.

S7: INTERPRETATION

S7.1 Purpose of this Brief

We understand that sites are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 4366 Colonel Talbot Road. The Brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

S7.2 The Development Design

The proposed zone and special regulations are structured to facilitate a narrow/appropriate range of desirable site design and built form outcomes, however the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for an appropriate degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degrees of change through the future development design and approval process.

S7.3 Stakeholder Engagement

With the submission of this application, the project team will be launching a tailored communications and engagement strategy for the project which will include on-going dialogue with the Ward 9 Councillor, City Administration, and surrounding residents through multiple platforms. To learn more about how we're engaging with stakeholders, visit the project website at www.siv-ik.ca/4366ct.



REFERENCES

1. Provincial Policy Statement (PPS, 2020)
2. The London Plan.
3. Southwest Area Secondary Plan.
4. City of London Comprehensive Zoning By-law Z.-1.
5. City of London, London City Map (Last updated October 1, 2020).
6. City of London Staff Report Z-8461, published June 15, 2015.
7. City of London Record of Pre-Application Consultation (May 5, 2021) for 4366 Colonel Talbot Road.
8. 4402 Colonel Talbot Road Site Plan, prepared by EPA Architects Inc.
9. Storm and Sanitary Servicing Feasibility Study prepared by Strik Baldinelli Moniz, dated July 19, 2023.
10. Stacking Space Justification Study prepared by Strik Baldinelli Moniz, dated July 2023.
11. Scoped Heritage Impact Assessment prepared by Stantec Consulting Ltd., dated August 14, 2023.
12. Noise Impact Study prepared by dBA Acoustical Consultants Inc., dated July 2023.

