



PLANNING JUSTIFICATION REPORT

3810-3814 COLONEL TALBOT ROAD, LONDON

PROPOSED ZONING BYLAW AMENDMENT to permit the development of 105 TOWNHOUSE DWELLINGS and APARTMENT BUILDING

Prepared by:
STRIK, BALDINELLI, MONIZ LTD.
301, 1599 Adelaide Street North
London, ON, N5X 4E8

Prepared for:
SOFCO Properties Inc.
201, 303 Richmond Street
London, ON, N6B 2H8

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CONTENTS

1	Introduction	1
2	Site Description	2
3	Surrounding Land Uses	4
4	Spatial Analysis	5
4.1	Regional Spatial Analysis (800m)	5
4.2	Site Specific Spatial Analysis	6
5	Development Concept	6
5.1	Design Goals & Objectives	7
5.2	Design Considerations	7
6	Supporting Studies	10
6.1	Archaeological Assessment (Stage 1-2)	10
6.2	Phase I Environmental Site Assessment	11
6.3	Phase II Environmental Site Assessment	11
6.4	Heritage Impact Assessment	11
6.5	Sanitary Servicing Brief	12
6.6	Tree Assessment Report	12
6.7	Environmental Impact Assessment / Species at Risk Screening	13
7	Planning Policy Framework	13
7.1	Provincial Policy Statement (PPS)	13
7.2	The London Plan	14
7.3	Southwest Area Plan	17
7.4	Zoning Bylaw Z-1	20
8	Proposed Zoning Bylaw Amendment	21
9	Closing	22

FIGURES

Figure 1	- Location Map, Parcel Fabric	1
Figure 2	- Figure 3 Aerial View – Proposed Development Area (CityMap)	3
Figure 3	- Photos of the existing dwellings looking east from Colonel Talbot Road	3
Figure 4	- Aerial View of Subject Property and Surrounding Uses – 3810-3814 Colonel Talbot Road	4
Figure 5	- 400m & 800m Walkability	5
Figure 6	- Concept Site Plan	8
Figure 7	- Apartment Building – East Elevation	9
Figure 8	- Typical Townhouse – Front Elevation	9
Figure 9	- The London Plan - Map 1 Place Type	14
Figure 10	- The London Plan - Map 3 Street Classification	15
Figure 11	- Southwest Area Plan - Schedule 6 Lambeth Land Use	17
Figure 12	- City of London Zoning Map Z-1	20

1 INTRODUCTION

The purpose of the following land use Planning Justification Report is to evaluate a proposed Zoning Bylaw Amendment (ZBA) application for the lands 3810-3814 Colonel Talbot Road (the “Subject Property”) within the context of existing land use policies and regulations, including the Provincial Policy Statement, The London Plan, Southwest Area Secondary Plan (SWASP), and the City of London Zoning Bylaw.

The applicant is seeking to amend the Zoning Bylaw designation of the subject property from an Urban Reserve (UR3) Zone to Site Specific Residential (R5-6 special) Zone. The proposed development would include a 6-storey apartment building fronting onto Colonel Talbot Road and townhouse dwellings to the rear of the Subject Property. The site development plan proposes to utilize the established points of access (2) onto Colonel Talbot Road with a private internal road network providing access to the townhouse development.

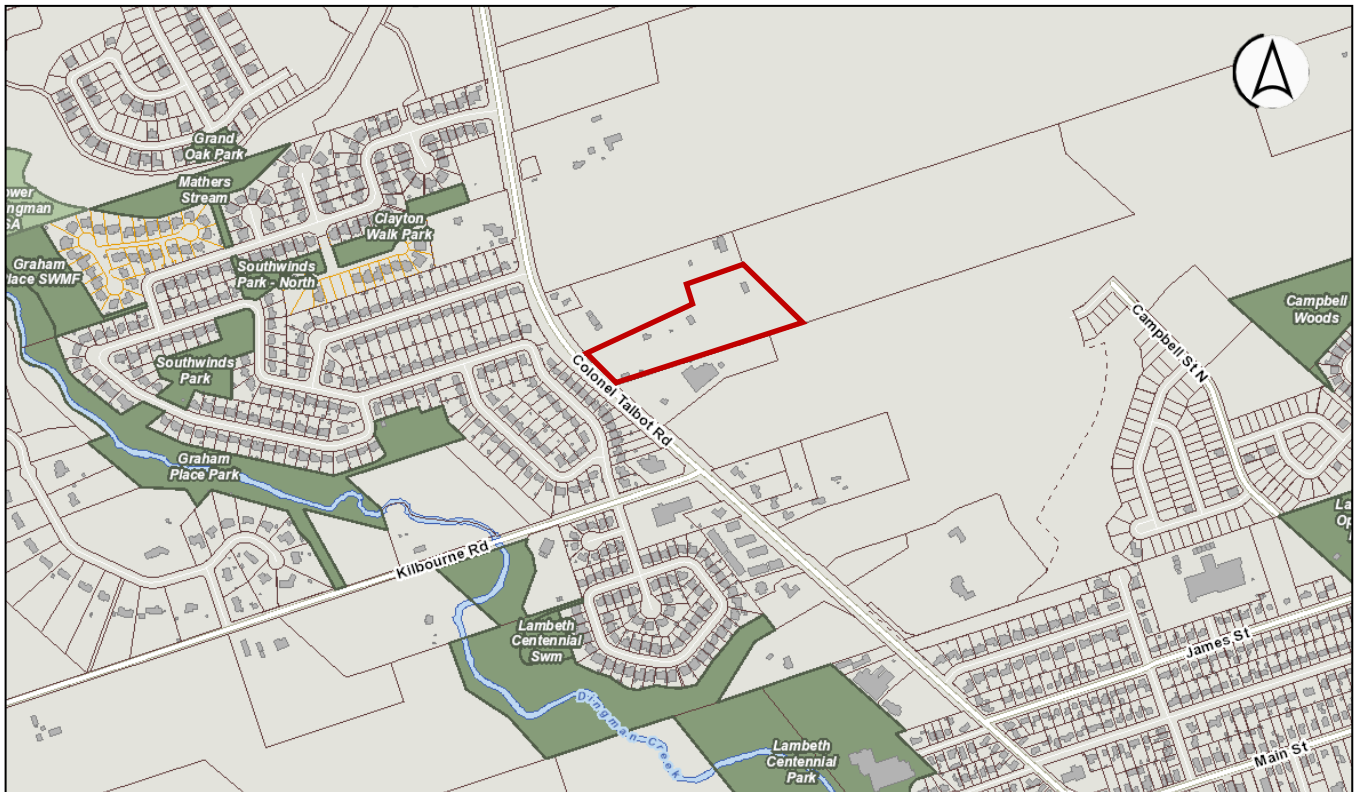


Figure 1 - Location Map, Parcel Fabric

2 SITE DESCRIPTION

The Subject Property is located in the southwest quadrant of the City of London, within the northern limits of the Lambeth neighbourhood (**Figure 1**). The Subject property has an area of approximately ±3.7 ha and is irregular shaped, with far more depth than frontage. The subject property currently contains two single detached homes with two established point of access and frontage onto Colonel Talbot Road (Civic Boulevard). Presently, the site is generally divided into three separate areas and uses. Firstly, there is a single detached dwelling surrounded by mature trees in the southwest corner, along the south property limit. Secondly, a farm residence more centrally located within the parcel surrounded by a large manicured lawn. Thirdly, within the rear of the property, there is a large storage building and an area that was once used for the outdoor storage of trailers, vehicles and miscellaneous scrap metal (**Figure 2**)

The site is located within the Dingman Creek sub watershed, however, there are no bodies of water or other natural heritage features located within the property limit or in close proximity. As such, the property is not impacted by Conservation Authority's Regulation Limits or Tree Protection Overlay. The original farmhouse, addressed at 3810 Colonel Talbot Road, is one of the existing rural dwellings on the property and is listed on the inventory of Cultural Heritage Resources. The dwelling was built circa 1880, with an Ontario Cottage style (**Figure 3**). A heritage impact assessment has been completed and is summarized in **Section 6.4** of this Report.



Figure 2 - Figure 3 Aerial View – Proposed Development Area (CityMap).



Figure 3 - Photos of the existing dwellings looking east from Colonel Talbot Road.

3 SURROUNDING LAND USES

Generally, the surrounding uses consist of predominantly agricultural lands to the north, south and east of the subject lands. The area has seen is under construction and/or planned for extensive residential growth. Established residential communities are located to the west and southeast of the site and predominantly composed of single detached dwellings (**Figure 4**).

- On the lands directly north of the site there are offices, outdoor storage, and the London TFC Academy (soccer field). These lands are all zoned Urban Reserve (UR3). Further north the agricultural lands are currently being developed for residential uses (R2 and R4 Zoning).
- Land to the west, across Colonel Talbot Road, there is an established Low Density Residential neighbourhood under the R1-8 Zone.
- To the south of the site, there is a contracting establishment and outdoor storage, permitted under a Temporary Use (T-60) Zone with the parent zoning of the lands of Urban Reserve (UR2).
- To the east and southeast (rear), the lands are currently being developed for residential uses (low and medium density). The lands are zoned R1 & R4-6.

Colonel Talbot Road is presently a 2-lane arterial with direct access to Highway 402 approximately 3km to the south of the subject property. This portion of Colonel Talbot Road is categorized as a “Civic Boulevard” and is planned to support a mix of low to medium rise residential development to the north and south of the Subject Lands.



Figure 4 - Aerial View of Subject Property and Surrounding Uses – 3810-3814 Colonel Talbot Road

4 SPATIAL ANALYSIS

4.1 Regional Spatial Analysis (800m)

The Subject Property is located within the Lambeth Neighbourhood of London, an area that is actively being developed as a primarily low density residential neighbourhood. **Figure 5** illustrates the community context within a 400m and 800m radii, representing straight line walking distances of 5 and 10 minutes, respectively. The surrounding features include agricultural uses, open space features, and lands currently under development or planned for residential land uses.

Colonel Talbot Road, fronting the Subject property, is planned as high-volume arterial roadways serving the surrounding neighbourhoods with direct connection to Highways 401 and 402 to the south. Bus transit is anticipated to be extended to the area as lands are developed and population increases. Presently, the closest London Transit routes are either 1,000m north of the site, looping around Raleigh Boulevard, Colonel Talbot Road and Pack Road and 1,000m south looping around Main Street, Colonel Talbot Road, and Outer Drive in the Lambeth Core.

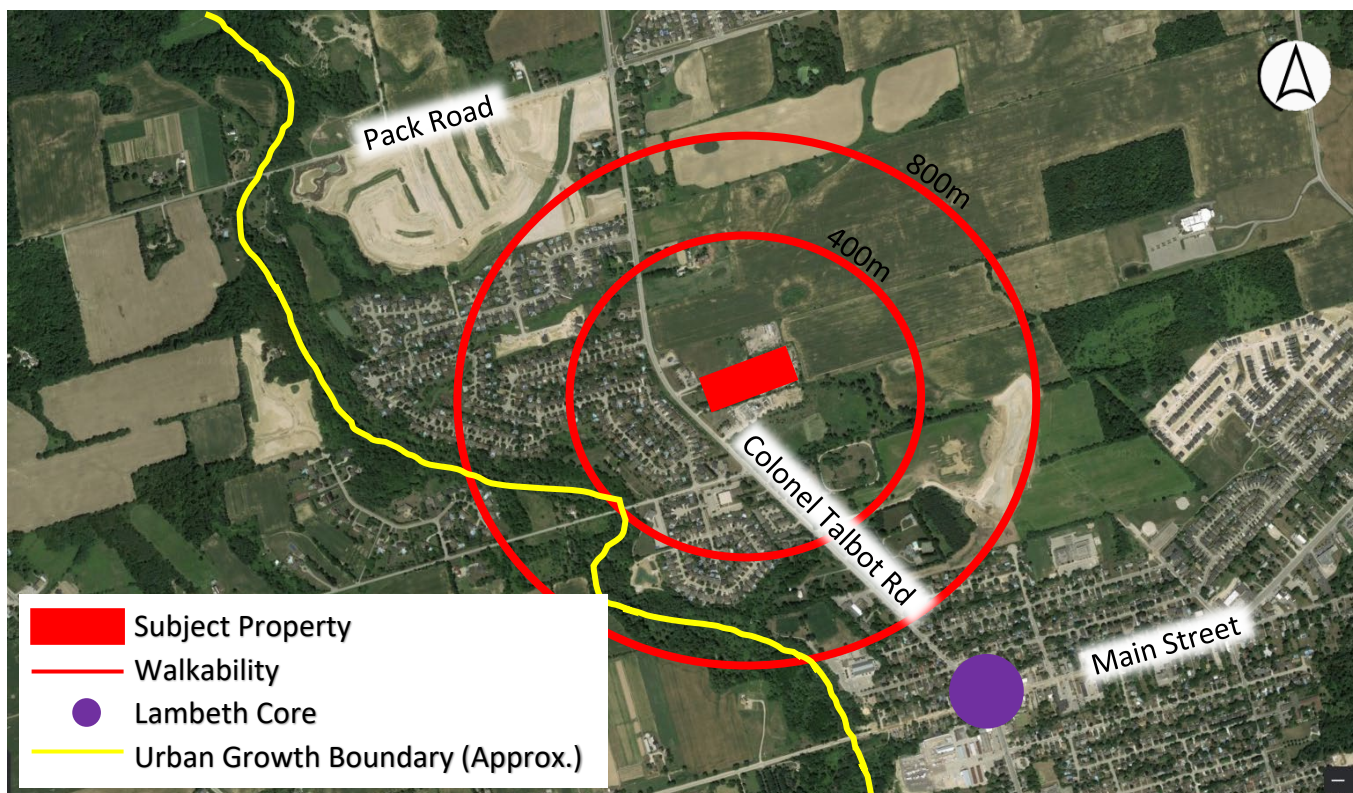


Figure 5 - 400m & 800m Walkability

4.2 Site Specific Spatial Analysis

A Site Specific Spatial Analysis was conducted on the Subject Lands:

Composition and Built Form: The Subject Lands are presently developed with two single detached dwellings and detached accessory structures. The original farmhouse, addressed at 3810 Colonel Talbot Road, is one of the existing rural dwellings on the property and is listed on the inventory of Cultural Heritage Resources. The dwelling was built circa 1880, with an Ontario Cottage style (**Figure 3**). A heritage impact assessment has been completed and is summarized in **Section 6.4** of this Report. The existing buildings are planned to be demolished and removed. The subject property currently contains some vegetative cover and manicured landscaping but is not part of the local natural heritage system.

Edge Conditions: The Subject Lands presently has frontage along Colonel Talbot Road (Civic Boulevard). The proposed development would only have active frontage along one roadway. Lands to the east remain vacant for agricultural uses (crop production). To the south is an existing business with outdoor storage and to the north is an office building and recreation establishment (soccer field/facility).

Mobility: There are presently two established access points onto the site, each serve as a private driveway for the residential dwellings on the property. The proposed development aims to maintain two access points onto the site, in roughly their existing locations to the north and south limits of the property boundaries. Given the rural profile of Colonel Talbot Road, there are no sidewalks is currently located within the vicinity of the subject property. However, it is anticipated that a public sidewalk would be extended past the site with future road and boulevard upgrades, as well as extension of transit service on Colonel Talbot Road, when warranted.

5 DEVELOPMENT CONCEPT

The proposed development concept envisions a comprehensive residential development consisting of a combination of 105 townhouses and 55 apartment dwelling units. The site layout has been designed to address Colonel Talbot Road with an apartment building located along the street frontage with high-quality design, materials, and articulation, creating an interesting streetscape. Townhouses would be located to the rear of the site and configured to provide a convenient and logical internal road and walkway network with a central common outdoor amenity area (**Figure 6**).

Resident and visitor parking for the apartment building would be provided both internal to the apartment building and in a surface parking area located to the rear of the building. The townhomes are planned to have minimum two parking spaces per unit, 1 garage space and 1 driveway space, and

additional designated visitor parking areas distributed within the townhouse complex. Walkways would be provided on one side of the internal road network offering pedestrian connections to Colonel Talbot Road, residential buildings, parking area, and common amenity space.

Figure 7 & Figure 8 demonstrate architectural illustrations of the proposed apartment and townhouse buildings.

5.1 Design Goals & Objectives

The subject lands are located in the developing residential neighbourhood of North Lambeth that is presently under-served by transit, schools, recreational areas, amenities and commercial uses. Primarily agricultural lands, the area is planned for a compact residential community under the direction of the Southwest Area Secondary Plan. Therefore, the design goals for the development of the subject lands would strive to:

- Create a precedent for compact and intensified residential growth in North Lambeth that establishes a sense of place;
- Improve the character and streetscape of Colonel Talbot Road, the primary transportation corridor;
- Locate parking to the rear of the site to be screened or enhanced using landscaping; and
- Provide a site layout design that is both functional and aesthetic.

5.2 Design Considerations

Surrounding Context: The subject property fronts Colonel Talbot Road. Much of the land on the west side of the road in the vicinity of the subject property (bounded by Dingman Creek, Pack Road and Kilbourne Road) has already been developed, ranging in construction date from the late 1980's to present. The lands on the east side of the road, including the subject property, currently maintain the rural feel with active agricultural production activities occurring. However, these lands are presently in a state of transition, while some lands may still be utilized for agricultural operations, most of these parcels are at some stage of the planning and development process and would eventually be developed for residential intensification.

According to the Southwest Area Plan, the lands fronting on the east side of Colonel Talbot Road are to be redeveloped for medium density residential while the internal areas of these lands would be utilized for lower density development. The design proposal (**Figure 6**) respects the suggested development

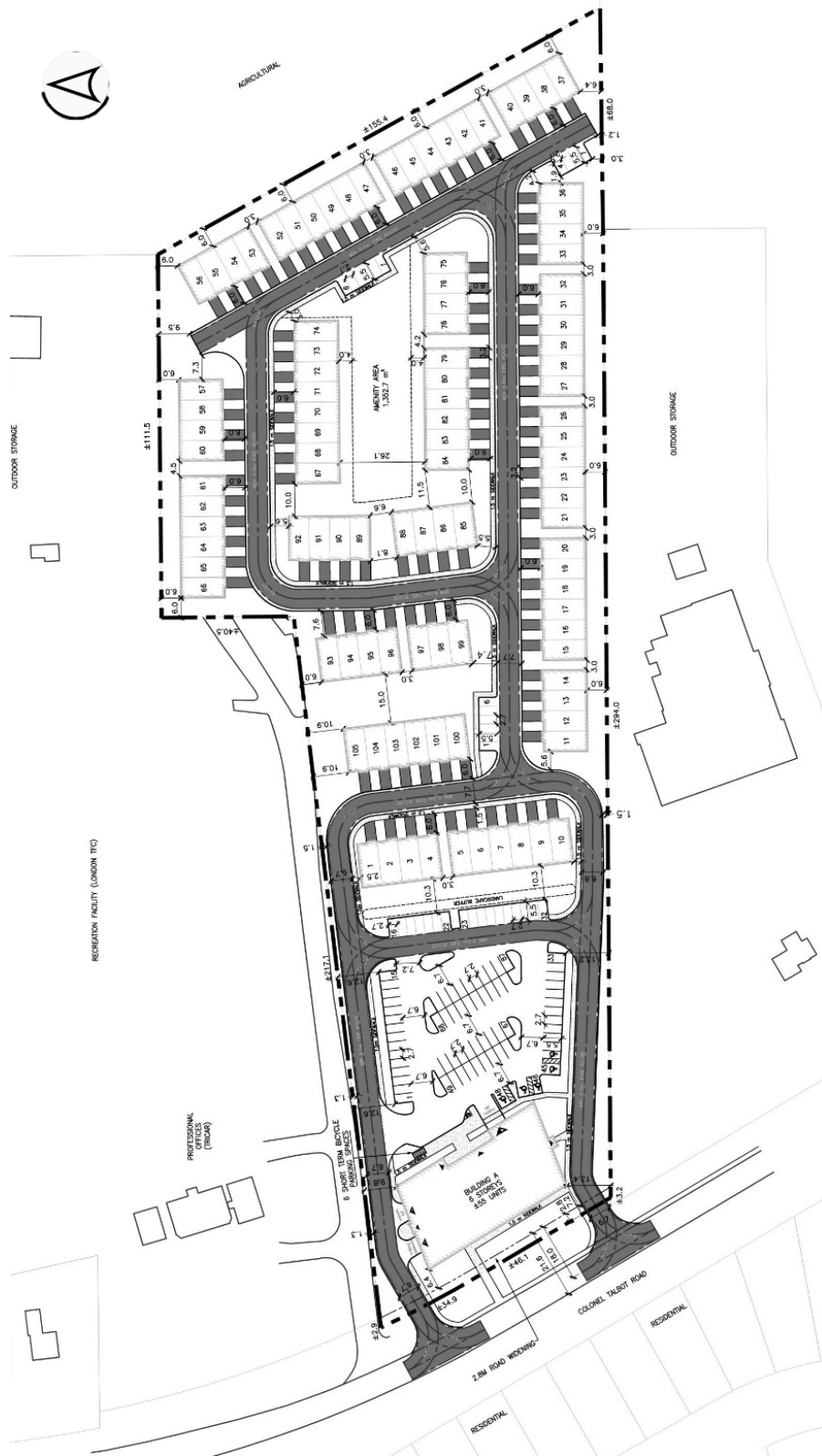


Figure 6 - Concept Site Plan



3810 COLONEL TALBOT



Figure 7 - Apartment Building – East Elevation



Figure 8 - Typical Townhouse – Front Elevation

densities of the southwest Area Plan by placing a 6 storey apartment building along the frontage of the site with lower density townhomes to the interior of the site.

Building Massing: The subject property is proposed to be developed with two distinct built forms. The first form is the mid-rise development apartment building. By bringing the apartment building to the front of the site, the contemporary design of the 6-storey building would create a distinct street edge along Colonel Talbot Road (**Figure 7**).

This edge would be enhanced architectural features to break-up the massing of the façade with unique wall angles, colour and lighting, and embellishments made to place emphasis on entrance points. The building would feature building articulations, recessed balconies, and varied materials, providing rhythm to the façade and enhance the aesthetic when viewed from both the interior of the site and from the public realm of Colonel Talbot Road.

The second built form of the site would be the two storey townhomes to the interior of the site (**Figure 8**). Design features include a two storey design with peaked roofs and dormer style windows to create rhythm to the design and high-quality materials such as but not limited to brick, stone and hardy cladding.

Pedestrian Environment: Clearly defined pedestrian routes would be enhanced though landscaping treatments of the site. The combination of landscaping features and visually interesting design elements throughout the development would aid in the creation of a sense of place, enhancing the establishment of pedestrian friendly environment.

6 SUPPORTING STUDIES

6.1 Archaeological Assessment (Stage 1-2)

Stantec Consulting Ltd. completed a Stage 1-2 Archaeological Assessment dated March 11, 2022 and is submitted under separate cover.

The Stage 1 assessment identified that the subject lands had high archaeological potential and a Stage 2 Assessment was recommended. The Stage 2 field assessment was conducted during two site visits in October and November of 2021 and no archaeological resources were identified. Therefore, in accordance with Section 2.2 and Section 7.8.4 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), no further archaeological work is required for the study area.

6.2 Phase I Environmental Site Assessment

A Phase I Environmental Site Evaluation (ESA) was completed by EXP Services Inc. (EXP) and submitted under separate cover. The Phase I Environmental Site Evaluation (ESA) was completed as part of the due diligence process and involved both a site visit (July 6, 2021) and historical evaluation of past and present activities occurring on the site. A historical evaluation of the site indicated that as early as 1955 there were two homesteads on the property which was predominately utilized for agricultural operation

Based on the Phase I evaluation of the subject property and surrounding lands, several potential sources of contaminants and environmental concerns were identified; therefore and a Phase II ESA was recommended.

6.3 Phase II Environmental Site Assessment

A Phase II Environmental Site Evaluation (ESA) was completed by EXP Services Inc. (EXP) and submitted under separate cover. The Phase II ESA was completed to determine the impacts of potential sources of groundwater or soil contamination. Field work was completed on April 28, 2021, and April 30, 2021, and included drilling boreholes, digging test pits, and collection of water and soil samples.

Based on the findings of the limited sampling of the site, the full extent of the area impacted by fill material was not determined and additional investigation is warranted prior to excavation.

6.4 Heritage Impact Assessment

A Heritage Impact Assessment (HIA) was completed by MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) and submitted under separate cover.

The original farmhouse, addressed at 3810 Colonel Talbot Road, comprises an Ontario Cottage/farmhouse that is listed under the City of London's Register of Cultural Heritage Resources. The farmhouse originally belonged to the Bogue family and is described as being representative of an early Ontario Gothic Revival cottage/farmhouse, built c.1860-1880. The overall form and massing of the house remain; however, much of the original materials and features have been removed or altered and the heritage value has been compromised.

The existing cottage, addressed at 3814 Colonel Talbot Road, was built c. 1910-1920 and is not unique or representative of early architectural style or expression. Several other buildings on site (e.g., shed, barn, etc.) were also deemed to be insignificant.

All buildings on the Subject Property are proposed to be demolished and removed. As such, the following mitigation measures were recommended:

- The “Bogue” family name should be acknowledged within or near the development (e.g., street or park name).
- Salvage and Documentation Report should be completed documenting the existing farmhouse with photographic documentation and measured drawings, and to identify salvageable heritage material; and,
- Salvaged heritage material (e.g., brick) should be used within . 1990he amenity areas as landscape/ commemorative feature(s).

6.5 Sanitary Servicing Brief

A Sanitary Servicing Brief was completed be Stantec and submitted under separate cover (Sept 21, 2022).

The report includes a brief outline of available and planned sanitary servicing infrastructure and capacity for the proposed residential development of 3810-3814 Colonel Talbot Road. The development would be serviced via the local sewer on Royal Magnolia Avenue which is part of the W3 Subdivision north of the site currently under construction. Based on the proposed development, there would be adequate capacity available for this proposed residential development.

6.6 Tree Assessment Report

A Tree Assessment Brief was completed be Ron Koudys Landscape Architects Inc. and submitted under separate cover (November 2021). The tree evaluation and preservation plan was completed on October 6, 2021, and involved the subject property lands and any tree located within 3.0m of the established property boundary. It was determined that there were 94 individual trees and 4 vegetation units (comprised of 183 individuals) within the study area. None of the trees identified on the site were classified as endangered or threatened species.

Much of the vegetation on the site would be removed with the exception of potentially 9 trees within the study area. Majority of the removals are a direct result of conflicts with the proposed redevelopment. The trees identified for preservation would identify and reviewed further through the site plan design phase.

6.7 Environmental Impact Assessment / Species at Risk Screening

A scoped Environmental Impact Assessment (EIS) was completed (May 18, 2023) by Stantec and submitted under separate cover. The purpose of the scoped EIS is to assess the potential impacts of the development on significant wildlife, species at risk, and its habitat. Based on vegetation and wildlife surveys of the subject lands, no provincially rare vegetation communities and no suitable habitat for candidate or rare species of wildlife were observed. This mainly due to the disturbed nature of the subject lands.

7 PLANNING POLICY FRAMEWORK

7.1 Provincial Policy Statement (PPS)

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

- The subject lands are located within the urban growth boundary and a comprehensively planned and developing residential community, with frontage onto a Civic Boulevard with access to Highway 402 & 401 (Sections 1.1.3.1 and 1.1.3.2) and, as such, the proposed development promotes cost-effective development to minimize land consumption by efficiently developing land and logically extending municipal services (Sections 1.1.1 and 1.6.6.2).
- The proposed development supports walkability and would encourage other modes of active transportation and would not create adverse impacts on surrounding uses (Sections 1.1.3.2 and 1.1.3.3).
- The proposed development provides a compact development and supports the range of housing options in the form of apartment and townhouses, for a range of household types and income levels (Sections 1.4.1 and 1.4.3).
- The proposed development would not adversely impact natural heritage resources, such as significant waterbodies or ecological habitat (Section 1.5.1.c-d).
- The use of new municipal infrastructure and services (sewage, water, and stormwater) are being optimized along Colonel Talbot Road, Lambeth’s main arterial corridor (Section 1.6.6)

- The proposed development would have neutral impacts on any cultural heritage features in proximity to the subject lands (Sections 2.6.1, 2.6.3).

Based on the above, it is the opinion of the writer that the proposed Zoning Bylaw Amendment is consistent with the policies of the 2020 Provincial Policy Statement.



Figure 9 - The London Plan - Map 1 Place Type

7.2 The London Plan

The London Plan designates the subject lands under the “Neighbourhoods” place type (**Figure 9**) with frontage onto a “Civic Boulevard” (**Figure 10**) as per Map 1 and 3, respectively. The intent of the “Neighbourhoods” place type is to permit a range of residential land uses and intensities that are compatible in form and offer a variety of housing choice, particularly with higher intensity/density along arterials. The intent and approach of this place type is *“to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities”* (Policy 919.6)

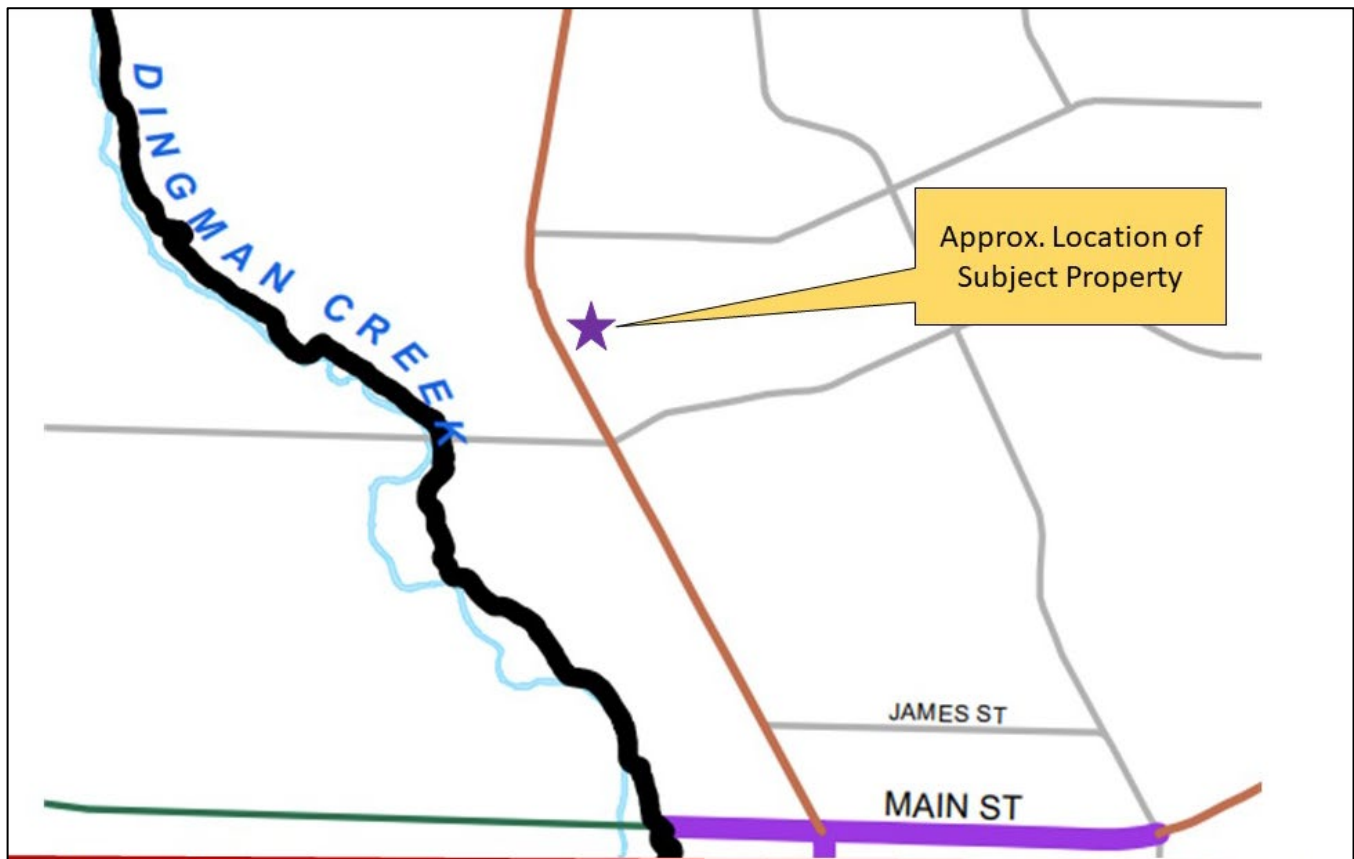


Figure 10 - The London Plan - Map 3 Street Classification.

Table 10 of the London Plan lists the permitted uses for sites within the “Neighbourhoods Place Type” with frontage onto an “Civic Boulevard”, to include townhouses and apartment buildings up to four storeys in height or an upper limit of 6 storeys (Table 11).

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

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

9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.

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

- 1. The proposed site layout and housing form have been designed with high quality architecture and would be constructed with high quality building materials.**
- 2. The development supports a compatible residential development, that does not impose on or impede the ongoing use of surrounding lands planned for residential development.**
- 3. The proposed development creates a distinctive street edge along an arterial thoroughfare.**
- 4. The site supports walkability via walkways that connect building entrances, parking areas, and amenity area, as well as improves transit viability as the community continues to grow.**
- 5. The proposed development would be designed in accordance with Ontario Building Code and Zoning Bylaw regulations that ensure the capability for universal accessibility.**
- 6. The site layout would provide private and communal outdoor amenity space for recreational purposes.**
- 7. The development provides townhouses and apartment dwellings, delivering a housing type in a community that is predominantly low density residential, offering housing choice and affordability in a growing community.**
- 8. The development would be sensitive to adjacent land uses and would not adversely impact any ecologically significant areas.**
- 9. The development would create a high quality development that strengthens the streetscape identity with a contemporary building design.**

The City Design policies of the London Plan would be further addressed through the Site Plan Approval process, including design considerations such as landscaping and connectivity.

Policy 1556-1565 of The London Plan contains policies related to Secondary Plans, specifically 1558 which outlines the following:

“Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail.”

For this Site, the approved Southwest Area Secondary Plan (SWAP) provides more detailed policy direction in relation to land use, development intensity and building form. It is recognized that the proposed development is subject to the more detailed policies as set out in the SWAP.

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

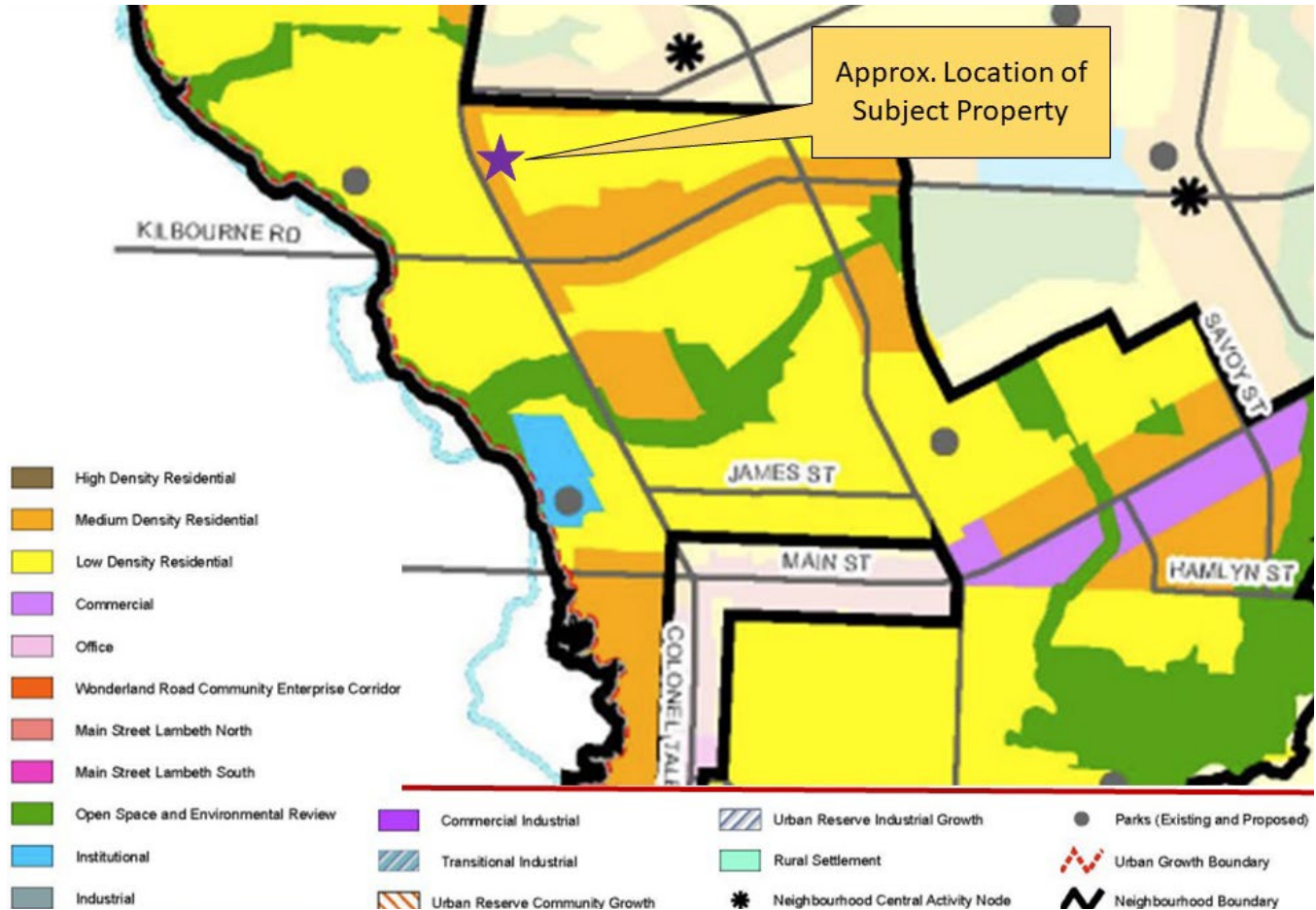


Figure 11 - Southwest Area Plan - Schedule 6 Lambeth Land Use

7.3 Southwest Area Plan

Policy 1556 of The London Plan prescribes that Area Plans, such as the Southwest Area Plan (SWAP), may be used to elaborate on the citywide policies of the London Plan. The direction and policies of the SWAP are intended to help achieve the vision statement set out in Section 20.5.1.3 of the Secondary Plan. In our opinion, the following portion of the vision statement effectively defines the fundamental objective of this application:

This Plan is innovative and progressive, and places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods,

The Southwest Area Secondary Plan proposes the creation of new distinct neighbourhoods that promote:

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

The subject property is within the Lambeth Neighbourhood (**Figure 11**). Section 20.5.7.i) and ii) sets out the intended Function and Character for this area:

i) New residential development north of Longwoods Road will be of an intensity that is generally higher than achieved in other areas of the city but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

RESPONSE: The proposed development appropriately reflects the desired intensity as outlined within the Lambeth Neighbourhood Land Use of SWAP. The proposed site design allocates higher density development along the active frontage of Colonel Talbot Road with a lower intensity of development to the interior of the site. The overall density achieved through the balanced mix of townhomes and mid-rise development achieves a density that is higher than that of a typical single detached residential neighbourhood. The mix of mid-rise development and townhomes would aid in providing housing choice and moderate affordability within the Lambeth neighbourhood. The proposed development appropriately increases residential density while remaining compatible with the anticipated future development of the surrounding lands.

20.5.7.1 Low Density Residential iii) Built Form and Intensity

a) Development shall occur at a minimum density of 15 units per hectare and a maximum density of 30 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.

20.5.7.2 Medium Density Residential iii) Built Form and Intensity

a) Development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Building heights shall be in accordance with Section 3.3.3 i) of the Official Plan.

RESPONSE: The lands along Colonel Talbot Road are designated Medium Density Residential with an intended density of 30-75 u.p.h. Development of this portion of the site which includes plans for an apartment building, roughly occupying one quarter of the site (0.9ha) of the site. The proposed 6-storey apartment building is anticipated to provide 55 residential units for a site density of roughly 61 u.p.h.

The remainder of the subject property is designated low density and permits lower intensity uses such as single detached, semi-detached and townhouse dwellings. This portion of the site is planned to be developed with 105 townhouse units.

When evaluating the site as a whole, the subject lands have a residential unit count of 160 units for a net residential density of 43.4 units per hectare. The proposed density of development is in line with the policies of The London Plan and SWAP.

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

- Orienting buildings to public street frontages;
- Locating higher densities in proximity to transit facilities;
- Promoting Safe Community Design principles;
- Providing pedestrian linkages to and through the site;
- Provide landscape features to provide visual interest and “sense of enclosure” to the street;
- Locate off-street parking to the rear or side of buildings and/or screened from view;

RESPONSE: The above mentioned urban design policies are reflected in the Conceptual Site Plan (Figure 6) and would be refined through the Site Plan Control design phase.

In the opinion of the writer, the proposed development conforms to the general intent and policies of the Southwest Area Secondary Plan.

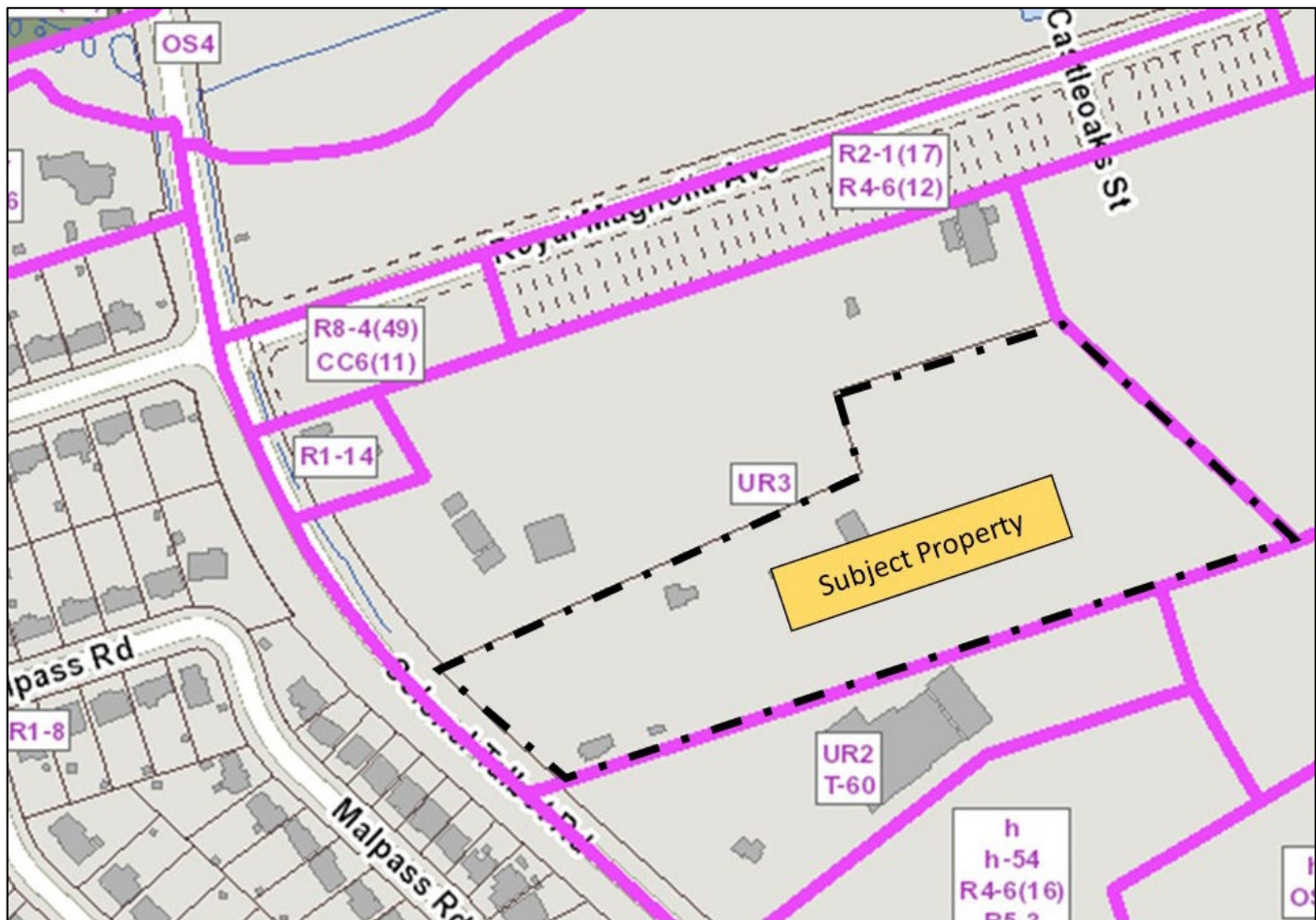


Figure 12 - City of London Zoning Map Z-1

7.4 Zoning Bylaw Z-1

Presently, the subject lands are zoned Urban Reserve (UR3) Zone (**Figure 12**), which is intended to restrict the use of undeveloped urban lands until a comprehensive development plan is prepared through a community planning process, such as the Southwest Area Secondary Plan. Therefore, a zoning Bylaw Amendment (ZBA) would be required to permit the proposed development.

The R6 Zone is generally intended for larger residential sites and permits a variety of residential uses within the same zone, including the desired townhouse dwellings and apartment built form.

The Zoning Data Table (Table 1) outlines the R6-5 zoning provisions alongside the proposed development. The R6-5 Zone Variation appears may be considered an appropriate Zone to permit both the apartment building and

townhouse built form, with the exception of minimum front yard depth, maximum building height and maximum density, which will require site specific regulations for this site.

Table 1. Zoning Data Table

Regulation	R6-5 Zone	Provided	Conforms?
Permitted Uses	Townhouse Dwellings and Apartment Building		✓
Lot Area (m ²) Minimum	850	36,940	✓
Lot Frontage (m) Minimum	10	82	✓
Front Yard Depth (m) Minimum	8	6.4*	✗
Interior Side Yard (m) Min. (Apartment Building) **	8.0	9.8	✓
Interior Side Yard (m) Minimum (Townhouses)**	3	6	✓
Rear Yard Depth (m) Min. (Apartment Building) **	8.0	284	✓
Rear yard Depth (m) Minimum (Townhouses) **	6	6	✓
Landscaped Open Space (%) Minimum	30	39.6	✓
Lot Coverage (%) Maximum	45	27.8	✓
Height (m) Minimum (Apartment Building)	12	21*	✗
Density (UPH) Maximum	35	44.0*	✗
Vehicle Parking (Apartment)	0.5/du (28)	2/du (110)	✓
Vehicle Parking (Townhouse)	1.0/du (105)	2.1/du (226)	✓
Total Parking Required	133	336	✓

* Requires Site Specific Provision.

** As per Section 10.3(1) Z-1

8 PROPOSED ZONING BYLAW AMENDMENT

The applicant is requesting consideration for a Zoning Bylaw Amendment:

- from Urban Reserve (UR3) Zone to Residential (R6-5) Zone Variation

The proposed application would also request the following R6-5 Site Specific Special Provisions:

- Front Yard Depth (Minimum): 6.4 m
- Density (Maximum): 44 uph
- Height (Maximum): 21 m
- Apartment buildings shall be oriented to Colonel Talbot Road.

9 **CLOSING**

Given the above, the proposed Zoning Bylaw Amendment to create a total of 55 apartment dwelling units and 105 townhouse units represents good planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which promotes healthy, liveable and safe communities by accommodating an appropriate intensification of residential uses;
- The proposal conforms to The London Plan and recognizes the need for compact development with a variety of housing types;
- the proposed development is of a height, scale and intensity which is consistent with the policies of the Southwest Area Secondary Plan, that allocates higher densities to arterial roadways, up to 6 storeys in height;
- The proposal promotes cost-effective development patterns by providing compact, efficient form of development that would make use of existing and planned services in Colonel Talbot Road.
- The proposed development has no or negligible impact on the natural or cultural heritage resources of subject lands or the surrounding properties;
- The proposed Zoning Bylaw Amendment application would rezone the lands to permit both Townhouse and Apartment dwelling units, providing choice and supply to meet the housing needs in the Lambeth community.
- The subject lands are well suited for increased height and density given their location along an arterial road and its planned function.

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

Strik, Baldinelli, Moniz Ltd.

Planner • Civil • Structural • Mechanical • Electrical



Nick Dyjach, RPP, MCIP, CPT
Associate, Planning Division Manager



Sandra Congdon, CPT
Planning Technician II