

**613 Superior Drive
London, Ontario**

Planning Justification Report

Block 103
33M-680



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1.0 Introduction

This Planning Justification Report is being submitted by the Ironstone Building Company in support of a Zoning By-law Amendment (ZBA) application for Block 103 of Plan 33M-680. The ZBA is being requested to facilitate medium density residential development in the form of townhouses, consistent with the intentions of the area, and supportive of Provincial and Municipal policies.

1.1 Requested Zoning By-law Amendment

Under the City of London Zoning By-law (Z.-1), the subject property is currently zoned NF*R1-3(7) on the north portion of the block, and NF*R1-2 on the southern portion. This zoning permits a neighbourhood facility or residential single unit detached development.

Neighbourhood Facility Zoning

The Neighbourhood Facility (NF) zone provides for and regulates public and private facility uses which primarily serve a neighbourhood function. These are often small to medium scale uses which have minimal impact on surrounding land uses and are often appropriate within residential neighbourhoods.

Residential Zoning

The Residential Class 1 (R1) zone provides for and regulates single detached dwellings. All variations of the R1 zones permit exclusively single detached dwelling units, however there are differences based on site specific requirements. The R1-2 and R1-3 variations deal with inner-City smaller lot single dwelling developments.

"SINGLE DETACHED DWELLING" means a single dwelling which is

freestanding, separate and detached from other main buildings or main structures, including a split-level dwelling, but does not include a mobile home.

A Zoning By-law Amendment (ZBA) is being requested to change the zoning of the subject property to apply the R5 residential zoning designation to the subject lands to permit the proposed development of townhouse dwellings. A Site Plan application for Block 103 is being submitted and will be processed concurrent to the ZBA.

"TOWNHOUSE" means a building divided vertically into three or more attached dwelling units by common walls extending from the base of the foundation to the roof line, each dwelling unit having a separate entrance at grade, and so located on a lot that individual units may not have legal frontage on a public street.

This housing form is not permitted under the R1-2 or R1-3 zone, as these zones permit only single detached dwellings. The proposed development is more analogous with the general purpose of the R5 zone. The R5 zone provides for and regulates medium density residential development in the form of cluster townhouses. The R5-5 variation allows for a maximum density of 45 units per hectare and up to 12m in height.

1.2 Overview and Proposal Description

Having a lot area of 3.43ha (8.48ac), the subject property, is municipally known as 613 Superior Drive (Block 103 Plan 33M-680). Although irregular in shape, the property has 160.82m (527.62ft) of frontage and an approximate depth of +/- 116.79m.

A plan of subdivision for this site and the land to the north and east was registered on February 23rd, 2015, as Plan 33M-680. The subdivision is fully serviced and has been assumed by the City of London. The Ironstone Building Company intends to begin

construction of the subject property in the near future, once Zoning and Site Plan approval have been obtained.

The proposed development for 613 Superior Drive is comprised of a 28 block, 142 unit 2 storey townhouse condominium. There will be a total of 21 visitor parking spaces provided and 2 access points into the site will be located along Superior Drive. The site plan, 2D building elevations, and renderings will incorporate the following elements:

- Buildings that form a continuous, enclosing street wall; creating a strong foundation for establishing a recognizable image and sense of place;
- Parking areas located internal, where possible;
- Site access points aligning with the existing road network (Dauncey Drive) creating defined intersections along Superior Drive;
- Direct and safe connections from the site into the public realm;
- Integrated network of sidewalks throughout site allowing for comfortable and easy pedestrian access throughout the site;
- Addition of a new unit type to the subdivision allowing for a more diverse neighbourhood, as well as greater affordability and providing the opportunity for people to remain in their neighbourhood as they age; and
- Outdoor open space provided in the form of at grade porches and open amenity areas.

Allowing for a development form which results in higher densities will allow for an increase of 94 units over what is currently permitted. The City of London is currently experiencing a shortage of housing units, causing a serious housing crisis. Allowing a higher density than what is currently permitted on the site, allows the City to work towards their goal of 47,000 units created by 2031. This higher density upon the site will also increase the City's economic revenue, and positively benefit the economy of London as a whole. It also better meets goals of the London Plan, permitting more intensification within built up areas, reducing the need to sprawl out, and ensuring a better diversity of housing forms ensuring that all London residents have a place to call home.

1.3 Engineering Comments

1.3.1 Water

There is an existing 300mm diameter municipal watermain within the Superior Drive right-of-way north of the site. There are two existing municipal fire hydrants on the south side of Superior Drive. The site's surrounding watermains are located within the Hyde Park/Uplands pressure zone with a design hydraulic grade line (HGL) of 317.00m.

The subject site will require a private water service for domestic and fire flow demands. a single watermain connection is proposed for this development to avoid the requirement of premise isolation in accordance with DSRM section 7.9.5. One (1) connection to the existing watermain on Superior Drive is proposed via a 300x250mm Tapping Sleeve and Valve to the existing 300mm watermain across from the west intersection of Dauncey Crescent and Superior Drive. Two private fire hydrants are proposed within the development in accordance with City of London and OBC requirements to provide adequate fire protection to the proposed units. Water valves will be constructed in standard locations in accordance with City of London requirements.

1.3.2 Sanitary

There is an existing 200mm dia. municipal sanitary sewer within the Superior Drive right-of-way north of the site. A 200mm sanitary stub at 0.93% slope has been provided to property line at northeast area of the subject site. The subject site was included as Area 'A14' in the September 2014 Sanitary Sewer Drainage Area Plan & Design Sheet by DevEng (project no. D2059P2) and designated a population of 600 people.

A new 200mm diameter on-site private sanitary sewer system is proposed to service this development, which is to be connected to the existing 200mm diameter sewer stub provided for the development connected to an existing sanitary maintenance hole (SB1512) within the Superior Drive Right of Way. The development proposes a

residential population of 341 people, using a per capita flow rate of 230 L/p/day, including infiltration flow, the 3.41 ha site will produce an estimated total peak sanitary sewage rate of 4.02 L/s. The peak sewage from the proposed development is less than the allocated design sewage per Area 'A14' in the September 2014 Sanitary Sewer Drainage Area Plan & Design Sheet by DevEng (project no. D2059P2) and should be considered acceptable.

1.3.3 Storm Water Management

There is an existing 750mm dia. municipal storm sewer within the Superior right-of-way north of the site. A 450mm storm stub at 1.2% slope has been provided to property line at the northeast corner of the subject site. In addition, there are 7 rear yard catchbasin maintenance holes (CBMH) in the lots along the north side Eclipse Walk. A 6.0m storm easement is located between lots 91 and 92 (Mun. 656 and 668) on Eclipse Walk. Two hickenbottoms are located on southeast and southwest portions of the site. The southeast hickenbottom connects into an existing maintenance hole (5U28) located at lot 91 on Eclipse Walk. The southwest hickenbottom connects into an existing CBMH at lot 80 (Mun. 578) on Eclipse Walk. The subject site was originally expected to be split into low density single family fronting Superior Drive and was included as Areas 'D3, D8, D9, D10 and D11A' in the September 2014 Storm Sewer Drainage Area Plan & Design Sheet by DevEng (project no. D2059P2) at a design runoff coefficient of $C=0.50$ with an outlet to Superior Drive. The remainder of the subject site being a school block included as Area 'D60' in the September 2014 Storm Sewer Drainage Area Plan & Design Sheet by DevEng (project no. D2059P2) at a design runoff coefficient of $C=0.50$ with an ultimate outlet to Eclipse Walk. After discharging to the existing municipal sewer, site runoff is ultimately conveyed to the existing subdivision stormwater management facility (SWMF) design and constructed by the City of London, located south of the subject site.

New on-site private storm sewers ranging in size from 300mm to 450mm diameter, are proposed to convey minor drainage to the existing municipal maintenance hole at lot 91 (Mun. 656) on Eclipse Walk. The flows are then conveyed through an existing 525mm

storm pipe ultimately reaching the existing SWMF. The proposed site plan results in a site imperviousness of 62% ($C=0.63$). Given that this is greater than the allowable design runoff coefficient of $C=0.50$ (43% imperviousness), stormwater quantity controls are required and will be provided via orifice-controlled surface storage and underground storage (ref. Section 6.3.1). Quality control is to be provided via an oil-grit separator unit. Quantity control of stormwater runoff for the subject site is proposed to be provided by underground storage, surface ponding storage, and a 198mm orifice plate at the proposed underground storage outlet.

1.3 Surrounding Land Uses

The subject property is located on the south side of Superior Drive, west of existing single-family residential uses which front onto Canvas Way, and north of existing single-family lots fronting onto Eclipse Walk. The block is part of a larger plan of subdivision which is bounded by Sunningdale Road East to the south; the administrative boundary of the City of London to the north; and development lands to the east and west. Further out from the site, there are further example of low and medium density residential uses, including townhouse developments (such as in the subdivisions known as 33M463 and 33M587). There are also examples of high-density residential forms located near the site, moving further southeast, nearing Adelaide Street North (such as in the subdivisions known as 33M-499 and 33M-764).

The block was originally allocated to facilitate a school, however, both school boards have waived their rights for the block. Additionally, the City of London has chosen not to acquire the site for their purposes.

The key contact for this application is:

Mr. Paul Hinde

Development Planner

The Ironstone Building Company

paulh@ironstonebuilt.com

(226)-919-8671

1.4 Planning Applications

In addition to the required Zoning By-law Amendment (ZBA) application for 613 Superior Drive, an application for Site Plan Approval is being concurrently submitted.

A 'Pre-Application Consultation' meeting was held on June 9th, 2022 to review submission requirements for the Zoning By-law Amendment (ZBA) application and Site Plan Approval application. As an outcome of that consultation, it was determined that the following would be required to form a "complete application":

Zoning By-law Amendment (ZBA) Application:

- Completed Zoning By-law Amendment Application form and Fee;
- Zoning Data Sheet;
- Record of Site Plan Consultation;
- Planning and Design Report with consideration for the Provincial Policy Statement (PPS), and the London Plan; and
- Site Concept Plan and Elevation Drawings.

Site Plan Application:

- Completed Site Plan Application form and Fee;
- Site Plan;
- Landscape Plan and Cost Estimate;
- Stormwater Management (SWM) Study;

- Photometrics Plan;
- Water Services / Quality Study;
- Elevation Drawings;
- Accessibility Check List; and
- Civil Engineering Design and Notes.

2.0 Planning Analysis

2.1 Provincial Policy Statement (PPS, 2020)

The Provincial Policy Statement (PPS, 2020) sets the policy foundation for regulating the developing and use of land. The 2020 PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1st, 2020. Section 3(5) of the Planning Act requires that all decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

- e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- i) preparing for the regional and local impacts of a changing climate.

How Policy is Met:

- a) The proposed development will contribute to the long-term financial stability of the City of London by providing additional property tax base and economic activity associated with the construction of this project. The proposed development also promotes efficient land use by providing for higher intensity residential development in close proximity to open space and residential uses.
- b) The development will add to the mix of residential uses found in the area to meet long-term market demands. Adding townhouse units to the area provides a more attainable option for residents, allowing for more flexibility of housing choice in the area. The site is located within close proximity to existing residential uses, as well as open space areas and trails resulting in efficient and cost-effective development.
- c) Development of the subject property will not result in environmental or public health and safety concerns.
- d) The proposed development does not prevent the efficient expansion of settlement areas.
- e) The proposed form of development (townhouses) promotes planning best practices integrating smart growth management and intensification to achieve a project which is cost-effective, and utilizes land and services efficiently.

- f) Barrier-free units and parking spaces have been provided throughout the development to improve accessibility for persons with disabilities and older persons.
- g) Servicing analyses have been completed for the subject property to ensure that the development can proceed in a cost-effective manner, and to confirm that necessary servicing infrastructure will be available to meet the projected needs.
- i) The proposed development considers the impact of a changing climate by contributing to compact and efficient land use.

Section 1.1.3 - Settlement Areas

Policy:

1.1.3.2 Settlement areas shall be the focus of growth and development.

How Policy is Met:

The subject property is situated within the Urban Growth Boundary of the City of London.

Policy:

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed;

How Policy is Met:

The proposed development contributes to a desirable land use pattern within the Urban Growth Boundary as it is located within an area which is already identified, designated and zoned development, making use of existing available services, and is located to existing and future residential development. It will also add to the range of unit types in the Powell subdivision. The subject property is located within close proximity to trail networks, and it's vicinity is serviced by London Transit (via Route 19).

Policy:

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

How Policy is Met:

The subject property is located within an existing residential neighbourhood, which is bordered by future residential areas, and is located within the Urban Growth Boundary. Townhouses offer a compact form and further introduce a different density/unit type within the area.

Section 1.4 - Housing**Policy:**

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

a) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs

requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- b) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

How Policy is Met:

The proposed development is a prime example of residential intensification, which meets the needs of the neighbourhood population. Providing forms of denser housing (townhouses) allows area residents to have more attainable housing options, while still maintaining a high quality of living within the area. The site is located within close proximity to trails and open space, allowing residents to engage in a healthy lifestyle and partake in forms of active mobility. The development will also incorporate a number of features to improve accessibility. As the site is located within an existing neighbourhood, the proposed development will make use of existing municipal services; the site will also make use of existing infrastructure in the area such as public transit.

Section 1.6 – Infrastructure and Public Service Facilities

Policy:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

How Policy is Met:

Services are available at the property boundary and sufficient capacity is available, thereby allowing for efficient and cost-effective development.

Subsection 1.6.6 – Sewage, Water and Stormwater

Policy:

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

How Policy is Met:

The development will utilize full municipal services, which are available at the property boundary along Superior Drive.

Subsection 1.6.7 – Transportation Systems

Policy:

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

How Policy is Met:

The proximity of the site to established active mobility networks and existing public transit will provide an alternative mode of transportation for residents and minimize vehicle trips.

Section 2.6 – Cultural Heritage and Archaeology**Policy:**

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

How Policy is Met:

There are no significant built or cultural heritage resources on the site. Surrounding heritage properties (outside 800m radius) will not be impacted by the proposed development.

2.2 The London Plan

The subject property is located within the Neighbourhoods Place Type, according to Map 1 of the London Plan.

Adjacent land uses include:

- North – Neighbourhoods Place Type and Open Space
- West – Neighbourhoods Place Type
- South – Neighbourhoods Place Type and Open Space
- East – Neighbourhoods Place Type and Main Street Place Type

Neighbourhoods are intended to provide a diversity and mix of housing options, incorporating different intensities and forms to create a complete community. The use, form, and height permitted within a Place Type is governed by the classification of the abutting street. As shown on Map 3 of the London Plan, Block 103 is bordered by a

Neighbourhood Connector (Superior Drive). As shown on Map 7, Block 103 is located within Special Policy Area 17, which is the Uplands North Special Policy Area. After a review of the policies regarding this Special Policy Area (The London Plan policies 1015 and 1016), it was determined that these policies do not pertain to the subject site.

According to Map 4 of the London Plan, Superior Drive is designated as a Pedestrian / Cycling Route, with existing pedestrian infrastructure being located along Super Drive. Map 5 shows that there is no Natural Heritage Systems on the subject site. Similarly, Map 6 shows that there is no Natural Hazards or Resources found on the site.

The proposed Zoning By-law Amendment conforms to the policies of the London Plan:

- Superior Drive is designated as a Neighbourhood Connector; townhouses are a permitted use in this location (Table 10).
- The proposed height for developments with this classification ranges from one (1) to three (3) storeys (Table 11).

Our Strategy

How Policy is Met:

The proposed development adds intensity to the Powell neighbourhood while taking advantage of existing services. The site has been designated for residential use and is located within the Urban Growth Boundary; therefore, it does not place a need on the city to grow outwards.

Policy:

59_5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.

How Policy is Met:

The proposed development continues to add diversified housing forms into the surrounding neighbourhood which gives residents a greater choice to stay in their neighbourhood as they age, if they choose to do so.

Policy:

59_8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.

How Policy is Met:

The subject site is located within the Urban Growth Boundary, and is a prime example of meaningful intensification within the neighbourhood. As previously stated, permitting townhouse development upon the subject site represents an increase of ____ units over the current zoning.

Policy:

61_2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.

How Policy is Met:

The proposed development continues to add diversity to the existing housing forms found in the neighbourhood. Adding townhouse units gives residents a more attainable and affordable housing option in this area; and gives them the opportunity to remain in their neighbourhood as they age, if they choose to do so.

Policy:

62_4. Plan so that London is resilient and adaptable to change over time.

How Policy is Met:

The proposed development helps bring diversity to London's existing housing stock. Having a diverse base of housing types will help the city to be resilient to

future population growth, and ensure that the city has enough options for anyone wanting to live here.

Policy:

62_8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.

How Policy is Met:

The proposed development makes use of landscaping and fencing treatments to ensure possible conflicts with pre-existing development can be mitigated. The proposed development also shares consistent forms with existing development in the area (all residences being 2 storeys within neighbourhood). The lands surrounding the site which are currently undeveloped are designated Neighbourhood under the London Plan, with future development planned to be residential in nature.

Visitor parking will be located on the internal roads of the site, and will be screened from the streetscape. These parking areas will make use of landscape buffers to further screen them.

Policy:

62_9. Ensure new development is a good fit within the context of an existing neighbourhood.

How Policy is Met:

The neighbourhood surrounding the subject property is made up of solely residential uses. The proposed development shares a similar form and shape as existing residences within the area. Adding further forms of housing into the area allows for better diversity, and provides residents with a more attainable type of residence. Better housing diversity also allows the neighbourhood to become more of a complete community, creating a vibrant area for all residents.

City Building Policies

Policy:

193_ In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

5. A built form that is supportive of all types of active mobility and universal accessibility.
7. A mix of housing types to support ageing in place and affordability.

How Policy is Met:

The proposed development supports universal accessibility and further adds to the housing types found within the area, giving residents more attainable housing options, and allowing them to age in place if they choose to do so.

Policy:

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

How Policy is Met:

The proposed development features units facing onto Superior Drive, creating a flush street wall with the existing single-family residential units to the north. The proposed built form (townhouses) will be two storeys which will be consistent in regards to the built form of the existing single-family homes as well.

A sense of place and character for the Neighbourhoods Place Type will be established on the subject property as the construction of townhouse units will be consistent with forms of housing within the area. Establishing common design connections throughout an area helps to create a sense of place. The neighbourhood has been constructed out over the past decade – meaning the styles of construction will mesh well together, creating consistency. There will also

be pedestrian connections from the site connecting with existing pedestrian networks along Superior Drive, creating an inviting pedestrian realm within the area. Internal site drive aisles will also line up at intersections with the existing Dauncey Crescent, creating highly visible entrances to the site, which will receive landscaping treatments further adding to the sense of place within the neighbourhood.

Policy:

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

How Policy is Met:

The proposed development fits within the context of the neighbourhood's residential character as the subdivision is mainly made up of two-storey single family homes. The proposed form of development slated for this site is two-storey townhouses. This will make the built form consistent throughout the space matching the pre-existing character of the neighbourhood. The development also fits within the residential character through the addition of pedestrian connections that link to existing streets, as well as vehicular connections to Dauncey Crescent.

The proposed development builds onto a successful London neighbourhood, and extends various housing forms into the area. High-quality building materials will be used to ensure that the development fits well into its existing surroundings.

Policy:

220_ Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.

How Policy is Met:

The proposed development further adds to the housing forms found in the Powell Subdivision, supporting a greater range of options for residents.

Policy:

228_ Neighbourhood streets and all infrastructure will be planned and designed to enhance safety by implementing the principles of Crime Prevention Through Environmental Design, encouraging greater levels of passive surveillance, and providing sidewalks of sufficient width to support planned levels of activity.

How Policy is Met:

CPTED principles are responded to through categories of natural surveillance, access control and territorial reinforcement.

The development proposal will implement natural surveillance principles through the orientation of building entrances facing internal streets and Superior Drive. The siting of buildings with frontage onto the streetscape provides additional 'eyes on the street'. Visitor parking areas within the site will be framed by front entrances to multiple units and surveillance will come from their location in the interior of the development block. Internal sidewalks will be adequately lit in all seasons, weather, and times of day to avoid blind spots.

Access control will be provided through clearly identifiable points of entry into all units defined by building materials and lighting. The access and egress points to the site will be clearly defined through lighting and landscaping – these points will also link up with Dauncey Crescent, ensuring surveillance from the surrounding neighbourhood as well.

Territorial reinforcement intends to send a message to offenders that a property boundary exists and an area belongs to someone. The proposed development will implement territorial reinforcement through clearly delineating between public and private spaces.

Policy:

235_ Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.

How Policy is Met:

Landscape treatments and tree planting will define site entrances, and where feasible will be planted in a linear form to help define the edges of Superior Drive and the site's internal drive aisles and create a streetscape along these roads. These treatments will also offer visual screening, and will help add a greater sense of place within the neighbourhood. Landscaping will also be used in various areas of the site to help buffer the effects from vehicular headlights onto neighbouring low density residential development.

Policy:

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

How Policy is Met:

The layout of the site is sensitive to the neighbouring low-density residential development surrounding the site. The layout creates flush intersections along Superior Drive, and mirrors development to the north using a crescent street pattern. The site layout is consistent with other medium density residential developments within the area.

Policy:

253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.

How Policy is Met:

The site makes use of landscaped buffers where drive aisles abut surrounding low density residential uses to minimize impacts of light from vehicles. The form of development (2 storey townhouses) is also consistent with other forms of development within the area, therefore the proposed development will not have negative impacts in regards to height or shadowing.

Policy:

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

How Policy is Met:

The safe movement of pedestrians and cyclists will be promoted and accommodated with the development of the subject property through internal connections to the overall active mobility network of the subdivision. Crossing through the internal drive aisle will be demarcated to prevent conflicts between motorists and active mode users.

Policy:

256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.

How Policy is Met:

The proposed development positively builds out the street wall along Superior Drive as townhouse units on the northern part of the site will face the road, matching development on the northern side of the road. These units will also make use of a 6m setback which is similar to existing development on the northern side, creating a cohesive street wall.

Policy:

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

How Policy is Met:

Units which are facing Superior Drive will make use of similar setbacks to the existing single-family development to the north, creating a united street wall. The site makes use of these setbacks to ensure room for pedestrian sidewalks are created as well.

Policy:

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

How Policy is Met:

Visitor parking areas are located internally within the site, which will be screened from the public roads.

Policy:

473_ Sanitary sewage services, including the provision, operation, and maintenance of sewers, pumping stations and wastewater treatment facilities, are essential for public and environmental health as well as efficient growth and development. As such, the planning, design, and budgeting for sanitary sewage services will conform with the following policies, as well as all other relevant policies of this Plan:

3. The allocation of wastewater treatment capacity will be prioritized as follows:
 - a. Growth in the form of redevelopment, expansion, or intensification on serviced lands within the Built-Area Boundary of the City will take precedence over growth on undeveloped lands.

How Policy is Met:

The proposed development is located within the Built-Area of the city, and the existing neighbourhood has existing services.

Policy:

474_ Water services are critical for London's high-quality drinking water and supply for fire protection. All the planning, design, and budgeting we do to provide water services will conform with the following policies, as well as all other relevant policies of this Plan.

4. All development within the Urban Growth Boundary will be serviced by the City of London water supply system for its potable water supply and fire protection, which meets or exceeds all regulatory standards.

How Policy is Met:

The proposed development is located within the Urban Growth Boundary and will be serviced by the City of London's water supply system.

Policy:

507_ New neighbourhoods will be planned to provide a mix of housing types and integrated mixed-use developments, accessible housing and integrated services, and housing forms and densities.

How Policy is Met:

The proposed development incorporates different housing forms and densities into the Powell neighbourhood which will allow residents to have more attainable housing options, and allow residents to have more choice when purchasing a home.

Policy:

509_ New neighbourhoods will be planned to include a variety of different housing types such that it is possible for people to remain in a neighbourhood as their housing needs change over time.

How Policy is Met:

The proposed development will help to diversify the housing stock in the Powel neighbourhood. The proposed form of development (townhouses) are arguably more attainable than single-family detached homes, and providing this form of housing within this neighbourhood will allow residents to remain in their neighbourhood when/if their housing needs change.

Place Type Policies – Neighbourhoods**Policy:**

916_ In 2035 the Neighbourhoods Place Type will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for the Neighbourhoods Place Type include:

1. A strong neighbourhood character, sense of place and identity.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.

How Policy is Met:

The proposed development meets the existing character of the area by furthering the residential uses in the neighbourhood. It further adds to the housing types within the Powell Subdivision, giving residents more attainable housing choices and allowing residents to age in place if they choose to do so.

Policy:

917_ Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.

How Policy is Met:

The proposed development adds to the neighbourhood and furthers the housing options found there. This, in turn, adds to the overall liveability of the neighbourhood and allows it to offer more uses for residents.

Policy:

918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.

How Policy is Met:

The proposed development helps to meet the vision that the London Plan sets out for the Neighbourhood Place Type. The addition of townhouse blocks to the area provides a better diversity of housing types and intensities within the Powell neighbourhood. The proposed development also brings to fruition townhouse units surrounded by existing single-family residential uses – this allows for a non-segregated neighbourhood, offering different housing forms – allowing it to be attainable for everyone. The proposed development is also a form of intensification within the area, but this intensification respects the character of the existing neighbourhood.

Policy:

919_ The policies and tables within this chapter implement the following basic approach to plan for both new and existing neighbourhoods within the Neighbourhoods Place Type:

6. In general terms, the intent of this approach 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.

How Policy is Met:

The proposed development further adds to the existing housing types within the Powell Subdivision, making the area more attainable for more Londoners, and creates a community which is liveable for all.

Policy:

921_ Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification.

How Policy is Met:

As per Table 10, townhouses are permitted along Neighbourhood Connector roads (Superior Drive).

Policy:

935_.1 Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type , based on street classification.

How Policy is Met:

As per Table 11, the maximum height permitted along a Neighbourhood Connector road is 3 storeys. The proposed development falls within this range, being 2 storeys, and does not exceed the maximum permitted height.

2.3 London Placemaking Guidelines

The City of London Placemaking Guidelines is a document which aims to guide placemaking in hand with functional planning in order to ensure that the City of London is a city which is made up of liveable communities, which have identifiable character, sense of place and a high quality of life. The document speaks to planning principles such as physical context, community visions, and creating a strong sense of place.

The proposed development demonstrates multiple goals of the Placemaking Guidelines. It forms a recognizable relationship to other existing forms of residential development within the neighbourhood, as well as features further building of an attractive activated street wall. The development will feature pedestrian accesses which connect to existing pedestrian networks creating a safe and efficient pedestrian realm within the area. Adding townhouses will also further provide to the mix of residential densities which currently exist in the area. It gives residents more opportunity and choice to find housing within the subdivision and allows for integration within the area.

2.4 Zoning By-law

Under the City of London Zoning By-law (Z.-1), the subject property is currently zoned NF*R1-3(7) on the north portion of the block, and NF*R1-2 on the southern portion. This zoning permits a neighbourhood facility or residential single unit detached development. As stated in Section 1.2 , The Ironstone Building Company Inc. is requesting a zoning By-law Amendment to change the subject lands to a Residential (R5-5) zone.

3.0 Conclusions

In summary, the requested zoning by-law amendment is appropriate for the Site and is consistent, and in general conformity, with the framework of planning policy; including the Provincial Policy Statement (PPS, 2020) and the London Plan.

The proposed development will be compatible with existing and future surrounding development, will increase the range of housing opportunities by providing a diversity in affordability and unit types, and will contribute to the character of the area through high quality urban design.

Given the noted considerations, it is recommended that the City of London approve the Zoning By-law Amendment application, as requested.

Respectfully submitted,

The Ironstone Building Company Inc.

Paul Hinde, Development Planner