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TO: Planning Staff, City of London

FROM: David French, BA, CPT, Storey Samways Planning Ltd.

DATE: March 22, 2024

SUBJECT: Planning Justification Report to Support a Proposed Rezoning affecting 367  
Springbank Drive, London

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## 1.0 INTRODUCTION

Proponent: Dr. Manish Kanwal

Authorized Agent: David French  
Storey Samways Planning Ltd.  
55 Forest Street, Suite N  
Chatham, ON N7L 1Z9  
[davidf@storeysamways.ca](mailto:davidf@storeysamways.ca)

Application: Zoning By-law Amendment

Subject Property: 367 Springbank Drive, Part of Lot 34, Concession B, Broken Front,  
Save & Except Part 2, Plan ER2205474  
Roll #: 3936 070 210 15200  
PIN: 082580157  
Lot Size: 55 ft. F x 139 ft. D / Area: 7645 sq. ft.

Existing Use: Single detached dwelling, detached garage, parking spaces

Proposed Use: Expanded Mixed-Use Building (Dental Office & Two Dwelling Units)

Planning District: Southcrest

Official Plan Place Type: Urban Corridor (Please refer to Appendix A)

Existing Zoning: R2-2 / OC4 (Please refer to Appendix B)

## **2.0 PROPOSAL**

It is proposed that:

- the existing 70 sq. m (757 sq. ft.) building be renovated, to include a second-storey addition and extension of the building (basement, main floor, second storey) to the rear – the addition gross floor area totalling 213.6 sq. m (2300 sq. ft.). Please refer to the Proposed Site Plan, Drawing # SP-1, attached as Appendix C.
- the expanded main floor will contain the Dental Office
- the expanded basement will contain one dwelling unit
- the second storey addition will contain one dwelling unit
- a new rear deck, stairway, and OADA-compliant ramp be constructed to the rear
- the existing detached garage be removed
- the existing parking area be improved to provide six delineated parking spaces (three Tier 3 Non-Residential Use, two for the residential use, and one OADA space)

To facilitate the above, it is proposed that the zoning on the site be amended to a site-specific AC2 classification to permit the proposed dental office use, the two proposed dwelling units, and establish any necessary site-specific zone performance standards for the uses / expanded building. The proposed zoning is discussed later in this report under Section 4.0, Zoning By-law. It is noted that the AC2 zone classification adds a dental office as a permitted use, in addition to many more appropriate uses, over the uses permitted by the existing OC4 zone classification.

## **3.0 SITE & LOCAL CONTEXT**

The subject site, known municipally as 367 Springbank Drive, is located on the north side of Springbank Drive, opposite Kernohan Parkway. Please refer to Key Map attached as Appendix D. Springbank Drive, at this location, as per Section 4.21 (General Provisions, Street Classifications – Specific Roads) is identified as an Arterial road.

The parcel is 710 sq. m (7643 sq. ft.) in area and contains an existing single detached dwelling, detached garage, a paved driveway, and a paved parking area with three identified parking spaces to the rear of the dwelling. It should be noted that the existing front porch of the dwelling encroaches slightly into the Springbank Drive municipal right-of-way (ROW). Please refer to Existing Site Plan, Drawing No. SP-2, attached as Appendix E.

## 4.0 ANALYSIS

### Pre-Consultation Activities

As part of the required rezoning application process, a formal pre-consultation request for the proposed zoning amendment was submitted to the City in May of 2023. Following this submission, a formal Internal Review Meeting occurred on June 20, 2023, with the Record of Pre-Application Consultation being provided to Storey Samways Planning Ltd. (agent) on July 13, 2023.

Further to this, a subsequent, and required, formal pre-consultation request for site plan approval, was submitted on October 12, 2023, with a follow up Record of Consultation for site plan purposes being provided to our office on November 6, 2023.

It should be noted that the proposed zoning by-law amendment and its required submission components, which include:

1. Planning Justification Report;
2. Tree Preservation Study;
3. Landscape Plan;
4. Site Plan;

are formulated as a result of the comments received through both pre-consultation processes described above. It is also noted that the City may require additional studies, etc., to be provided at their discretion as this application moves forward through the review and approval processes.

### Provincial Policy Statement (PPS)

The City of London is considered to be a Settlement Area by the Provincial Policy Statement. As per the PPS, Section 1.1, Settlement Areas, states:

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

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

*...Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development<sup>1</sup>: accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

Comment: as per the PPS policies noted above, the proposed redevelopment of the site and building can be considered as a clear example of intensification, in that increasing the use and density on the lot, which is serviced by existing infrastructure and transportation systems, will assist the City and Province in implementing its goals.

I also note that Springbank Drive, an integral part of London's transportation system, is an arterial road and contains a marked bike path, and it also contains a marked bus stop directly in front of the subject parcel, and one directly across the street.

Comment: the proposed rezoning and redevelopment of the site is consistent with the above noted policies, and in review of the remainder of the PPS document, offends no others.

The London Plan

The subject lands are designated Urban Corridor by The London Plan.

Section 837, Permitted Uses (Rapid Transit and Urban Corridors), states:

*The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise identified by the Specific-Segment policies in this chapter:*

- 1. A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type.*
- 2. Mixed-use buildings will be encouraged.*
- 3. Large floor plate, single use nonresidential buildings will be discouraged in*

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<sup>1</sup> *Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.*

*Corridors.*

*4. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.*

Comment: the proposed mixed-use building, containing a dental office and two residential dwelling units, is a permitted use. Access to the dental office will front the street at grade, although direct access into the building will be slightly elevated through the existing entrance door.

Sections 839 and 840, Intensity (Rapid Transit and Urban Corridors), place limits on building height, lot size and floor area for office space. Based on the site plan, attached as Appendix C, the building height, lot size, and floor area for the office component all fall within the required upper limits.

Section 841, Form (Rapid Transit and Urban Corridors), states the following:

*The following form policies apply within the Rapid Transit and Urban Corridor Place Types:*

*1. All planning and development applications will conform with the City Design policies of this Plan.*

Comment: in preparation of this application the City Design policies of The London Plan were regarded, and are deemed by the Proponent to be met. Further, it is anticipated that the proposed development will be adjudicated against the City Design policies in greater detail as a function of a future site plan approval application process, which will be the required next-step for the project following zoning approval.

*2. Buildings should be sited close to the front lot line, to create a pedestrian oriented street wall along Corridors and provide appropriate setback from properties that are adjacent to the rear lot line.*

Comment: the front wall and porch setback to the Springbank Drive ROW, which today provides a pedestrian oriented street wall, of the existing dwelling will be maintained. The addition proposed for the rear of the existing building exceeds the minimum required rear yard setback imposed by the Zoning By-law.

*3. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian*

*environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.*

Comment: while this specific sub-policy is both subjective and open to interpretation, it is the Proponent's belief that upon finished construction and landscaping, that this policy requirement will be met. Attached, as Appendix F, are two colour renderings of the building which highlight the proposed building's features that "add interest and animation" to the street.

*4. Development should be designed to implement transit-oriented design principles.*

*5. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through consideration of building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation.*

Comment: as mentioned earlier in this report, the proposed development fronts on an arterial road, which contains a marked bike path, and two public transit (bus) stops in immediate proximity. It is noted, that as per the site plan, attached as Appendix C, a pedestrian connection from the rear parking area, through to the City sidewalk is provided, as is dedicated on-site bicycle parking standards.

*12. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.*

Comment: surface parking, containing the required number of vehicle and bicycle parking spaces, is provided to the rear of the building.

*13. Buildings will be designed to mitigate the impact of new development on adjacent neighbourhood areas.*

Comment: the proposed redevelopment of the existing building and property is not foreseen to cause any impact to adjacent areas.

Comment: it is my opinion that the proposed redevelopment, which includes new dental office and residential spaces, conforms to The London Plan.

## Zoning By-law No. Z.-1.

The subject parcel is currently zoned OC4 / R2.2 by the Zoning By-law No. Z.-1., which does not permit the proposed dental office use, or the expansion of the building to the extent the Proponent is requesting. As such, a zoning amendment is required to facilitate the redevelopment as proposed.

## Zoning By-law Amendment

It is proposed that the subject parcel be rezoned to a site-specific Arterial Commercial, AC2, Zone, which will:

1. permit the proposed dental office and dwelling units (upper and lower);
2. permit the proposed expansion of the existing building;
3. recognize and permit the existing front yard setback – zero
4. recognize and permit the existing southerly side yard setback – 1.37 m (4.92 ft.)
5. recognize and permit the existing 6.0 m (19.69 ft.) driveway / access aisle width leading to the rear parking area;
6. permit a reduced landscape strip & parking setback of 1.5 m (4.92 ft.).

It is noted that a dwelling unit is proposed in the basement. The Proponent is aware of Zoning By-law Section 4.6, Dwelling Units Located Within Basements, which states:

*A dwelling unit or part thereof is permitted in a basement provided the finished floor level of such basement is not below the level of any sanitary sewer servicing the building or structure in which such basement is located. (Z.-1-233111)*

At the time of writing, it was unknown as to whether the finished floor level is above, or below, the level of the sanitary sewer servicing the building. It is anticipated that this requirement will be reviewed / confirmed during the site plan approval process, and ultimately the occupancy permit issuance process.

Comment: the proposed performance standards needed, for this development to move forward, are similar to those provided by the Arterial Commercial (AC) zones, which, many of the parcels in the block north of the subject parcel, enjoy. As such, the proposed site-specific zone performance standards will not produce an end-result which

appears out of place in the context of this portion of the Springbank Drive corridor.

## Site Plan

The existing site plan (not registered), and the proposed site plan, are attached to this report as Appendices E & C, respectively, and are provided only for the information of the reader. Of note:

- the existing building is used as a base for the new addition, and the existing wall-lines along the front and the northerly and southerly side yard are maintained
- the proposed addition consists of an expanded basement footprint, and expanded main floor footprint, and a new second storey addition covering the expanded basement and main floor
- five parking spaces are provided, which meet the required general parking provisions
- the existing driveway, which leads to the rear parking area, abutting the building is maintained / re-used
- the existing staircase servicing the front porch / front entrance is to be demolished, to allow for unrestricted pedestrian movement from the rear area to the municipal sidewalk. A new staircase and internal sidewalk is proposed, with direct connection to the municipal sidewalk.
- the new staircase servicing the front porch and front door encroaches into the municipal ROW, but no further than the existing porch encroaches.
- a new OADA compliant ramp is to be constructed at the rear of the building to service the dental office
- dedicated bicycle parking is provided for four (4) bicycles

## 5.0 FINANCIAL CONSIDERATIONS

It is not anticipated the proposed change of use, or modest addition will have any negative effect in any way in terms of taxpayer funded improvements or municipal budget allocations. However, it is anticipated that the improvements to the building and site will provide an increased assessment, over and above what the existing building provides today.

## **6.0 OTHER INFORMATION**

Site Topography: generally flat (improved and graded)

Adjacent Land Uses: East & West – mix of commercial (converted dwellings) and residential; North – residential; South – commercial

Other Policy Regards – none

Other Planning Act Applications Required: Site Plan Control

## **7.0 CONCLUSION**

The proposed redevelopment affecting 367 Springbank Drive is consistent with the Provincial Policy Statement, conforms with The London Plan, and will comply with the London Zoning By-law upon approval of the requested amendment. Further, it is my opinion that the proposed rezoning application represents good planning.

Prepared by:



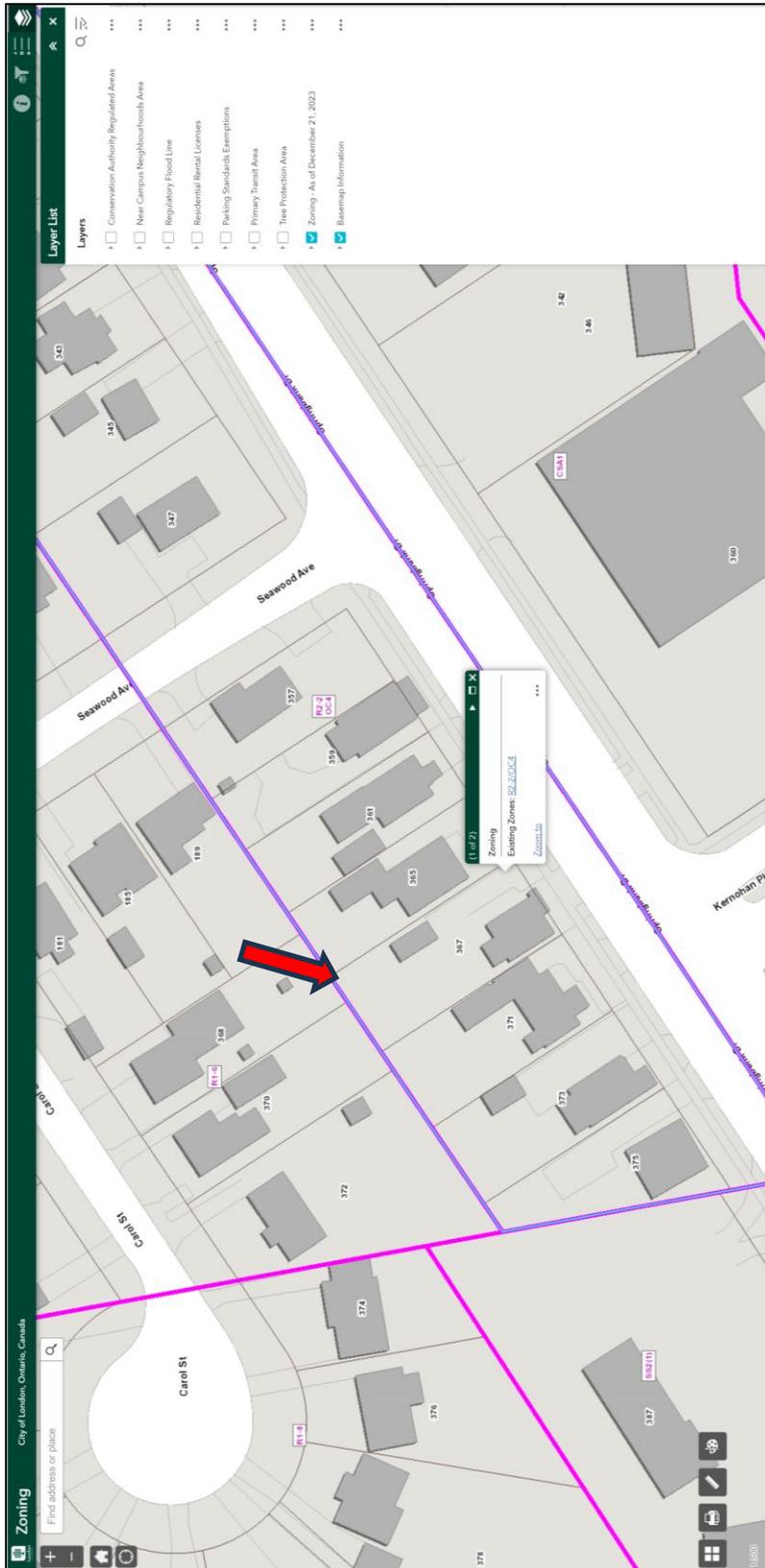
David French, BA, CPT  
Storey Samways Planning Ltd.

Attachments:

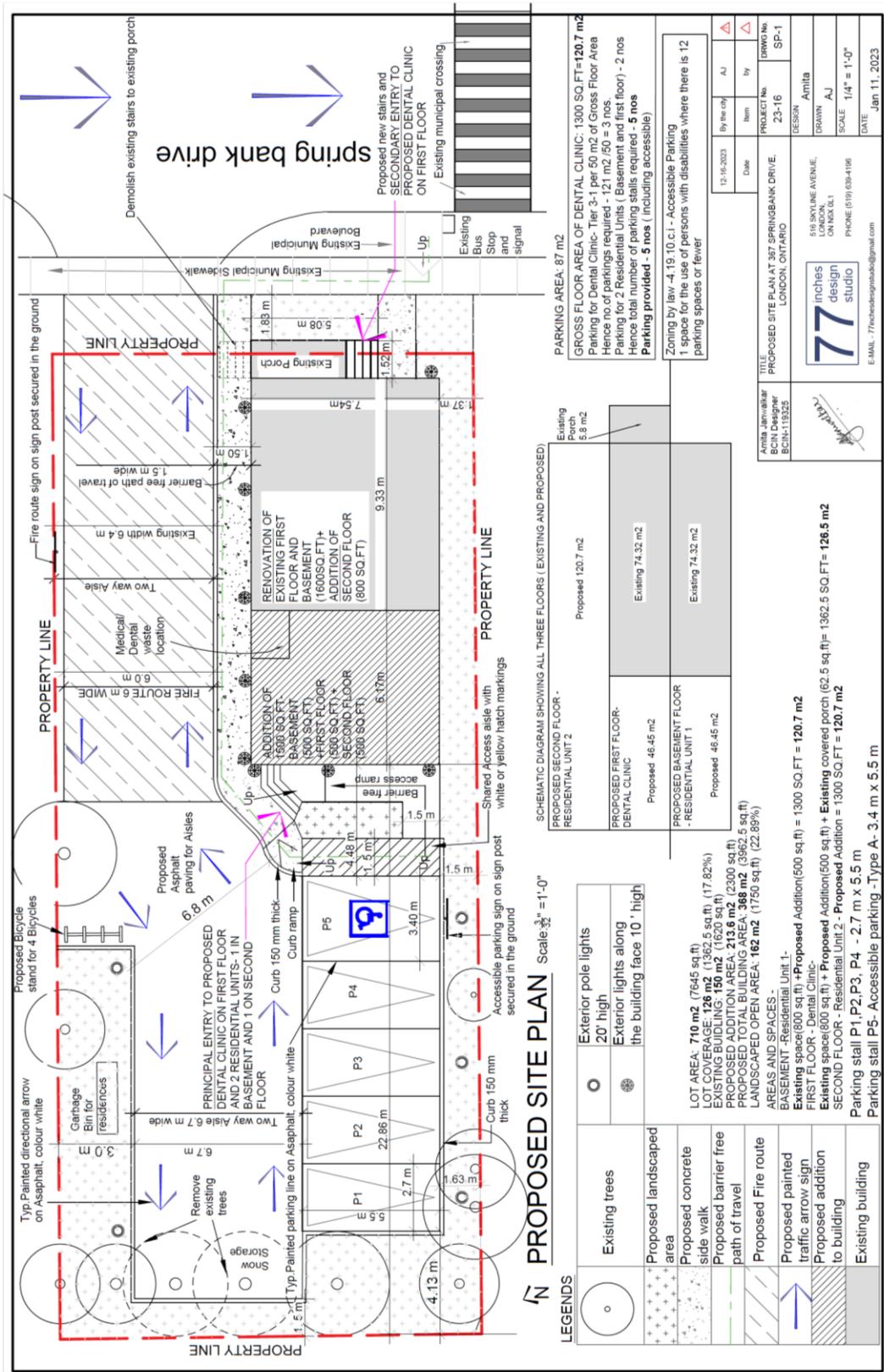
- Appendix A – The London Plan – Map 1, Place Types
- Appendix B – By-law Z.-1. Map Schedule (Excerpt)
- Appendix C – Proposed Site Plan, Elevations & Renderings
- Appendix D – Key Map
- Appendix E – Existing Site Plan

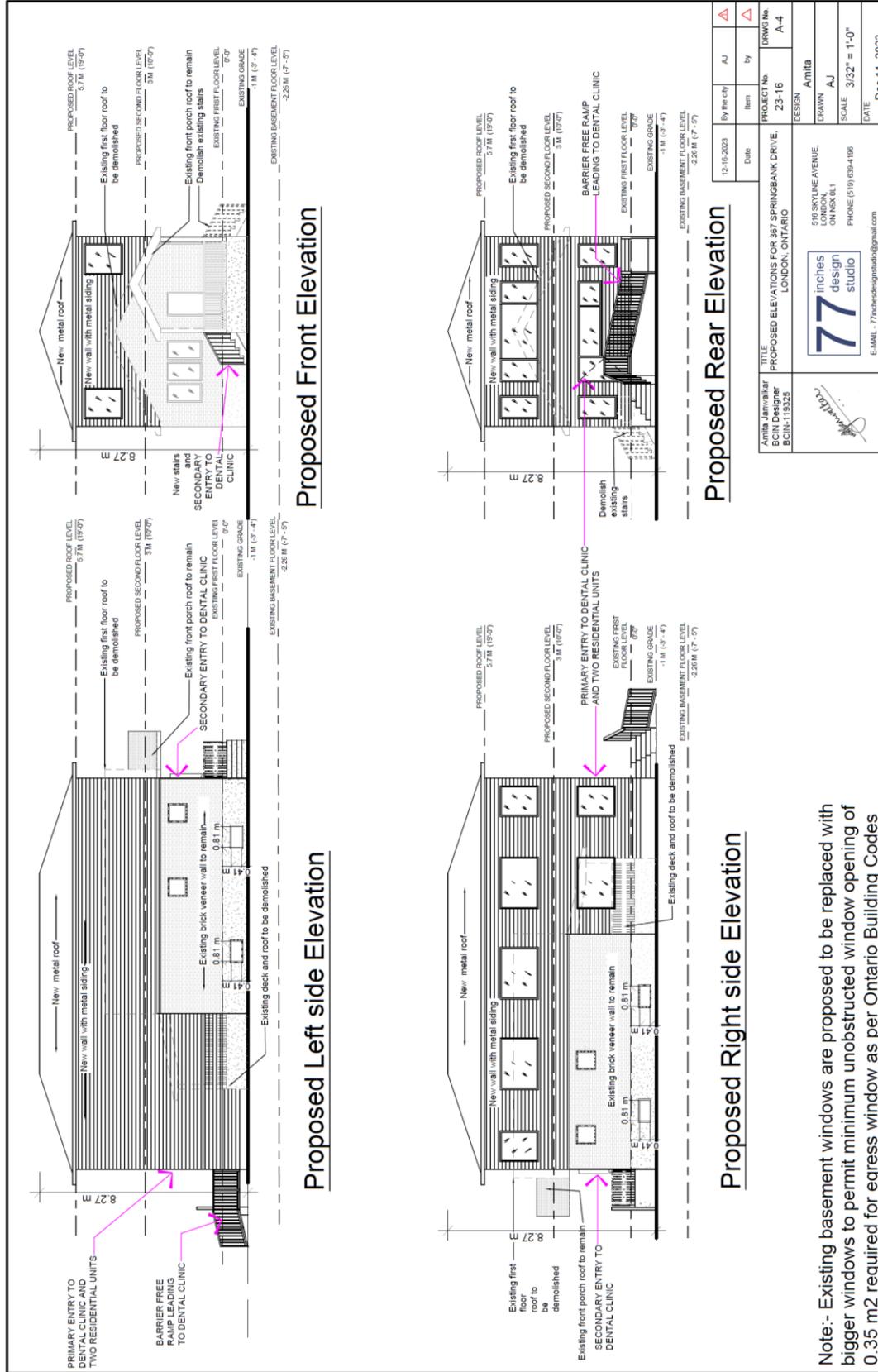


### Appendix B – By-law Z.-1. Map Schedule (Excerpt)



## Appendix C – Proposed Site Plan, Elevations & Renderings





Amrita Design BCIN Designer BCIN-119325	DATE 12-16-2023	By the date AJ	Item AJ	by AJ
TITLE PROPOSED ELEVATIONS FOR 367 SPRINGBANK DRIVE, LONDON, ONTARIO				
PROJECT No. 23-16				
DRAWING No. A-4				
DESIGN Amrita				
DRAWN AJ				
SCALE 3/32" = 1'-0"				
DATE Dec 11, 2023				
77 inches design studio E-MAIL - 77inchesdesignstudio@gmail.com				
518 SKYLINE AVENUE, LONDON, ON N6A 1L1 PHONE 619-639-4196				

Note:- Existing basement windows are proposed to be replaced with bigger windows to permit minimum unobstructed window opening of 0.35 m2 required for egress window as per Ontario Building Codes





Appendix D – Key Map



