



PLANNING & DESIGN **BRIEF**

1806 AVALON STREET

LONDON / ON

[siv-ik] PLANNING
DESIGN

Client

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PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

2126983 Ontario Inc.

VERSION 1.0

ISSUED

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 2126983 Ontario Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the updated proposal. The graphics and supporting text are intended to highlight links between those factors and the specific planning and design response proposed for the site. The report describes the relevant details of the revised Zoning By-law Amendment application for 1806 Avalon Street and the planning process that has been undertaken by the project team.

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S1: INTRODUCTION

S1.1 About the Project

This brief has been prepared to support recent revisions to an existing Zoning By-law Amendment application (Z-8283) at 1806 Avalon Street in London, ON. The updated development concept and revised Zoning By-law Amendment proposes a 16-unit cluster townhouse development comprised of four (4) distinct 2-storey building forms. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the updated development proposal, understand the various factors that shape the development of this site, and specifically understand how that web of factors has informed the development proposal for 1806 Avalon Street.

1806 Avalon (the project site) is located at the western extent of Avalon Street, approximately 200 metres (~2-minute walk) north of Dundas Street. The project site is located in the Argyle Planning District which encompasses the area generally bounded by Oxford Street East and the CP Rail tracks to the north, Veteran’s Memorial Parkway to the east, the CN rail lines to the south and Kiwanis Park and Highbury Avenue North to the west. Though the site is located within an established neighbourhood, it has not previously been developed. Given the access to full municipal servicing, municipal roads and other key civic infrastructure, the site presents a unique opportunity for a residential infill development which will contribute towards the City of London’s goals for new housing within the built-up area of the City.

At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
1.022 Hectares	20.94 Metres	30.6-103.9 Metres	Residential/Vacant Undeveloped
SERVICING	Municipal Services Available on Avalon Street		



Figure 1. The Project Site

S2: CONTEXT

S2.1 Spatial Analysis

The Argyle Planning District contains a mix of both established and actively developing neighbourhoods in east London. From a housing form perspective, the broader planning district includes a mix of housing types including single detached (53%), row houses (21%), and apartment buildings below 5-storeys (13%). Argyle has a total population of 26,510, based on the latest census data which is down slightly (-3%) from the previous population count of 27,435 in 2011.

From a physical perspective, the land use pattern within 800 metres of the project site is varied, containing a mix of residential, commercial, and industrial uses. **Figure 2** shows the physical and spatial characteristics of the lands surrounding the project site. The lands immediately east of the site on Beatrice Street and Avalon Street are developed with 1-2 storey single-detached dwellings. The properties immediately south and west of the site are comprised of significantly larger commercial lots, with large parking and vehicle circulation areas located in the front and rear of the properties. The size and shape of the adjacent commercial properties, which also have frontage on Dundas Street, present an opportunity for redevelopment over the long-term with opportunities to transition to more intensive forms of residential or mixed-use development. Given the location, shape and size of the project site itself, it acts as a transition between future more intensive urban development along Dundas Street and the more stable low-rise neighbourhood to the east and north.

Spatial Context At-A-Glance

NORTH		SOUTH	
Existing Single Detached Dwellings & Rail Corridor	Planned No Change	Existing Commercial	Planned Mixed Use/Mid-Rise
EAST		WEST	
Existing Single Detached Dwellings	Planned No Change	Existing Commercial	Planned Mixed Use/Mid-Rise

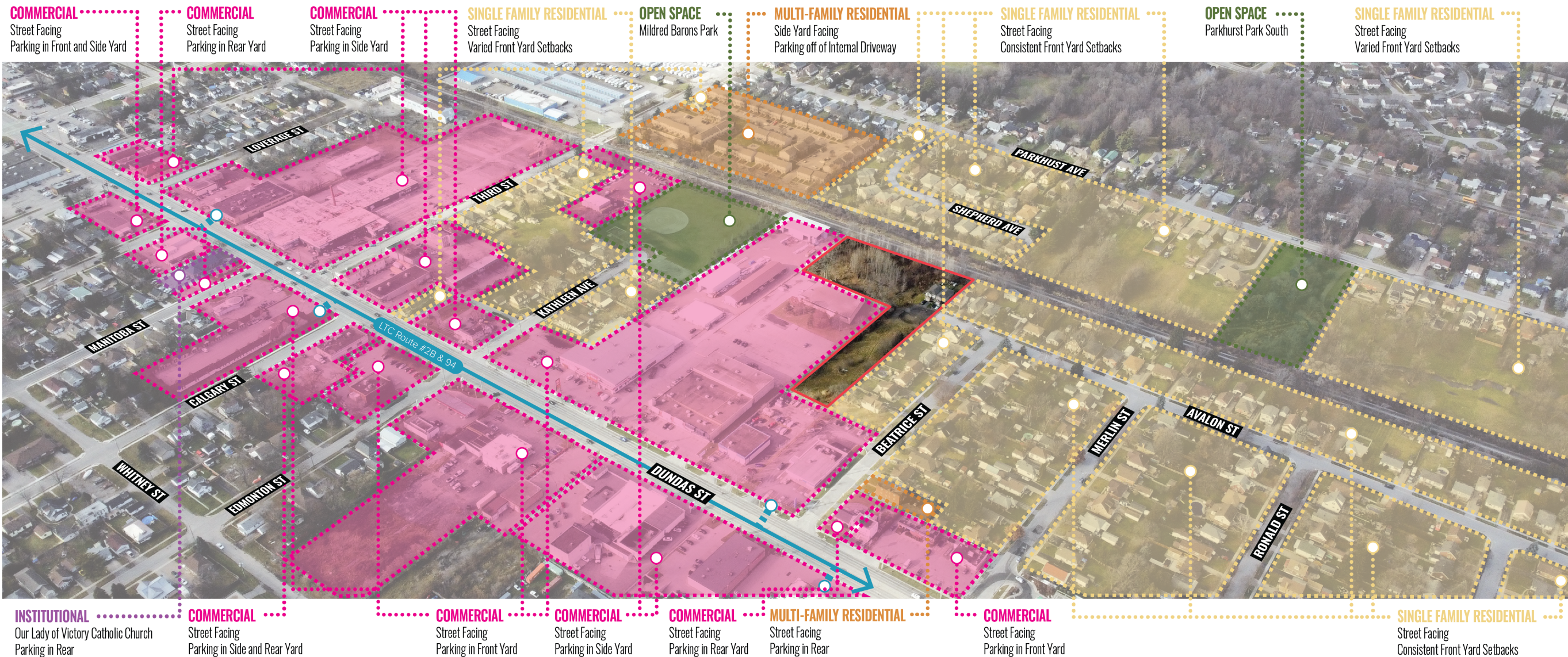


Figure 2. Neighbourhood Spatial Context (400m)

S3: PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

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

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

S3.2 The London Plan

Figure 3 provides visual context for the site's positioning relative to London's city-structure. The project site has direct frontage on Avalon, identified as a Neighbourhood Street by the London Plan. The site is located within walking distance to Dundas Street, which is a Civic Boulevard planned for future higher-order transit service and part of the spine of London's mobility network. The site is located in an established neighbourhood that is outside the Primary Transit Area.

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

- Neighbourhoods Place Type
- Outside Primary Transit Area
- Frontage on a Neighbourhood Street

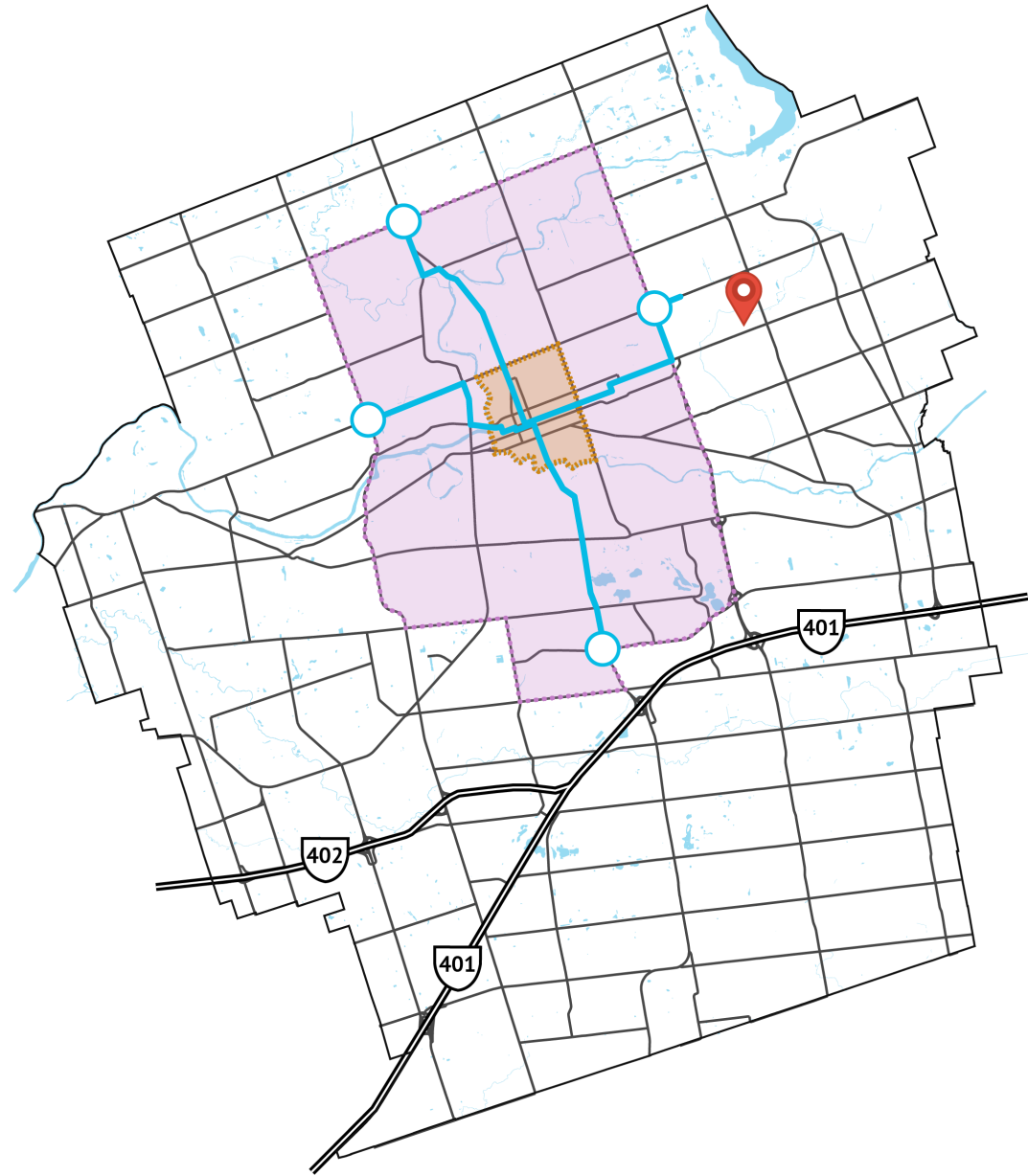


Figure 3. City Structure

/ Place Types

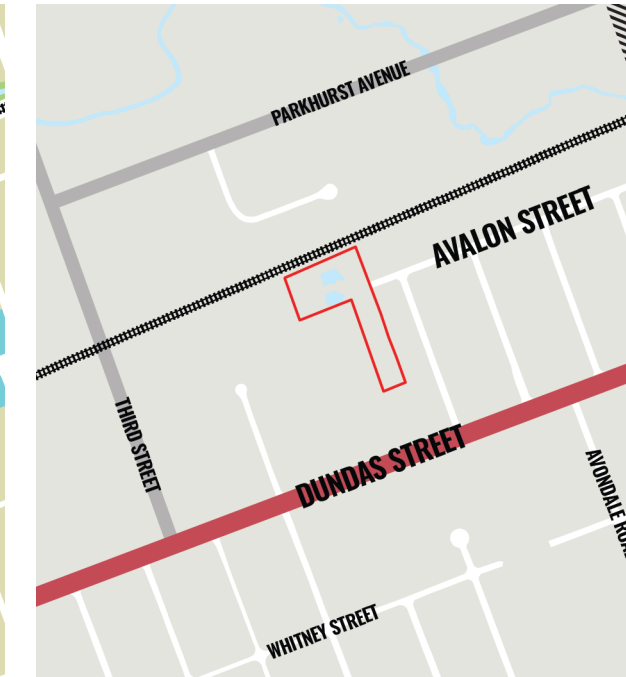
In accordance with Map 1 – Place Types of the London Plan, the project site is within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The specific policies guiding new development are identified and summarized in the following section of this report and provide the primary guidance for redevelopment of the site.



- Neighbourhoods
- Green Space
- Urban Corridor

/ Street Classification

In accordance with Map 3 – Street Classifications of the London Plan, the project site has direct frontage on a Neighbourhood Street. The intensity of development and range of uses permitted on a given site varies depending upon the street classification that a property fronts onto, in addition to a number of other factors. For sites within the Neighbourhood Place Type, located on a local street, low-rise residential uses/buildings are the anticipated form of development.



- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

S3.3 Key London Plan Policies

Key Policy Implications: 1806 Avalon Street

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Neighbourhood Street	n/a	n/a

/ Use

Table 10 - *Range of Permitted Uses in Neighbourhoods Place Type*, outlined on page 248 of the London Plan shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/ classification of the street on which it fronts.

Permitted Residential Uses:

<input checked="" type="radio"/>	Single Detached
<input checked="" type="radio"/>	Semi-Detached
<input checked="" type="radio"/>	Duplex
<input checked="" type="radio"/>	Converted Dwellings
<input checked="" type="radio"/>	Townhouses
<input checked="" type="radio"/>	Additional Residential Units
<input checked="" type="radio"/>	Triplexes
<input type="radio"/>	Fourplexes
<input type="radio"/>	Stacked Townhouses
<input type="radio"/>	Low-Rise Apartments

Permitted Not Permitted

/ Intensity

Table 11 - *Range of Permitted Heights in Neighbourhoods Place Type*, outlined on page 250 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/ classification of the street on which it fronts.

Allowable Height (Storeys):

Min.	1
Max.	3
Upper Max.	N/A

/ Form

In accordance with policy 938 of the London Plan, Residential Intensification means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

Design Criteria for Residential Intensification

- Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- Building and main entrance orientation.
- Building line and setback from the street.
- Character and features of the neighbourhood.
- Height transitions with adjacent development.
- Massing appropriate to the scale of the surrounding neighbourhood.

/ City Design Policies (189-306)

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

/ Residential Intensification in Neighbourhoods (937-958)

The London Plan encourages Intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensifications projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies. The proposed Zoning By-law Amendment and development concept conform to the policies guiding intensification in the Neighbourhoods Place Type, by incorporating the following key features:

Site Layout Features

- The north-south row of townhouse dwellings has been designed to maintain a minimum 6.0m setback from the east lot line to enable an appropriate horizontal plane separation and facing distance between new dwellings and existing dwellings on Beatrice Street..
- The north-south leg of the interior driveway network has been placed on the west side of the new built form to most effectively buffer adjacent rear yards from vehicle noise and site lighting while also providing better conditions for planting to occur along the eastern edge.
- The proposed site layout significantly exceeds the typical landscaped open space requirements for infill cluster townhouse developments.
- The site design includes an appropriate level of resident and visitor parking to serve the needs of the development. The internal driveway network has been designed to enable sufficient turnaround space for emergency and waste collection vehicles, allowing those functions to occur on-site with no impacts to adjacent properties.

Built Form Features

- The new proposed townhouses have been limited to 2-storeys in height which represents a sensitive and compatible scale of development for the area context, particularly along the eastern edge of the site where there is existing 1-2 storey dwellings.
- The townhouse forms have been envisioned with a unique interior layout that enables longer/shallower units than a typical townhouse layout that better fit with and respect the shape of the parcel itself and the surrounding context.
- Each continuous townhouse block has been limited to 4 to 5 units per block so as to break up the overall massing of the new townhouse forms.
- Given the lack of public street frontage, the principal unit entrances have been oriented towards the private internal driveway network, creating an appropriate development character for the cluster townhouse form.

/ Evaluation Criteria for Planning & Development Applications (1577-1579)

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

S3.4 Existing Zoning By-law Implications

The project site is currently subject to two distinct Residential R2 Zone categories (as shown on Figure 5). The northern portion of the project site is currently zoned Residential R2 Special Provision (R2-1(9)) Zone and the southern portion is zoned Residential R2 Special Provision (R2-3(3)) in the City of London Zoning By-law No. Z-1. Our understanding of the existing zoning permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and to understand any potential impacts of the proposed change. The existing R2 Zones were originally applied to this site in 1993 through the passing of the City of London’s Comprehensive Zoning By-law Z.-1. The R2 Zone is one of the least intense residential category zones and provides for and regulates low-density residential. There are six variations within the R2 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. The following graphics highlight key regulations guiding the highest intensity of development in the R2-1 variation (duplex). Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change.

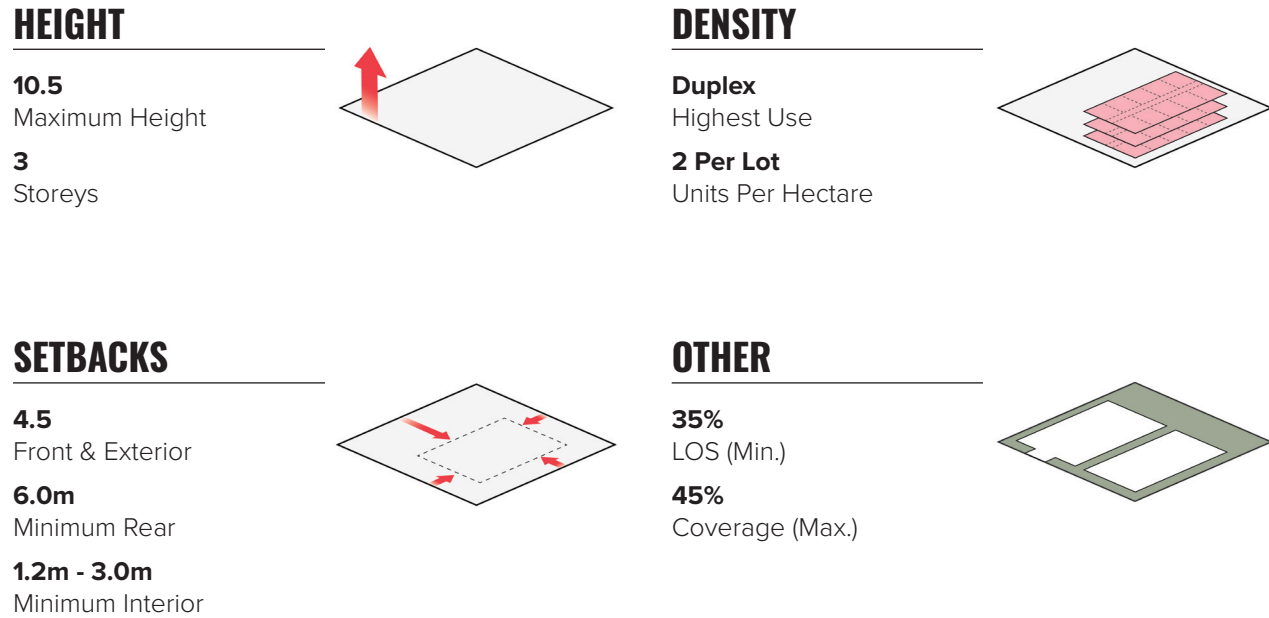


Figure 4. Key Existing Zoning By-law Regulations

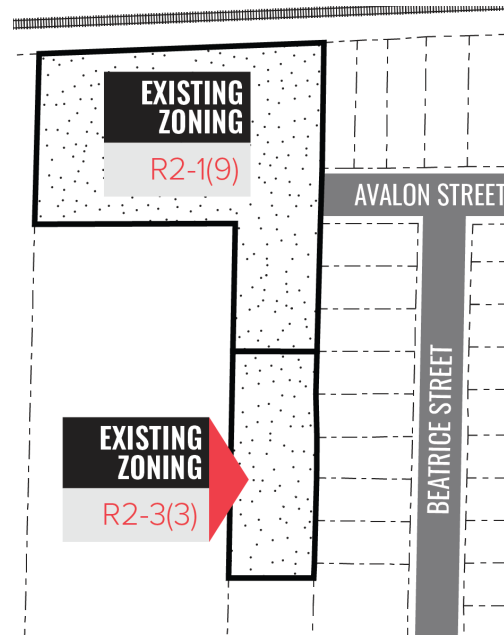


Figure 5. Existing Zoning Map

S3.5 Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London regardless of the specific zone category that is applied to the site. Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

PARKING REGS.

Cluster Townhouses
1.0 per unit

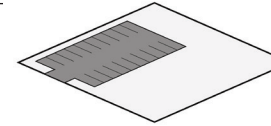


Figure 6. Key General Provisions

S3.6 Planning History

In 2012, the property owner applied for a Zoning By-law Amendment (Z-8283) and Vacant Land Condominium for the vacant property at 1806 Avalon Street. The initial proposal called for 20 single-detached cluster housing units on the property. Ultimately, the applications were put on-hold pending servicing upgrades in the broader area. Two single-detached dwellings (1804 and 1808 Avalon Street) were constructed later in 2012 on the subject lands on full municipal services with informal access from Avalon Street. The remainder of the site remained vacant since that time. In November 2023, the Zoning By-law Amendment process was re-initiated by the property owner, based on the updated concept plan detailed on pages 20-25 of this brief.

S4: SITE ANALYSIS



--- Site Boundary

1 Figure Ground

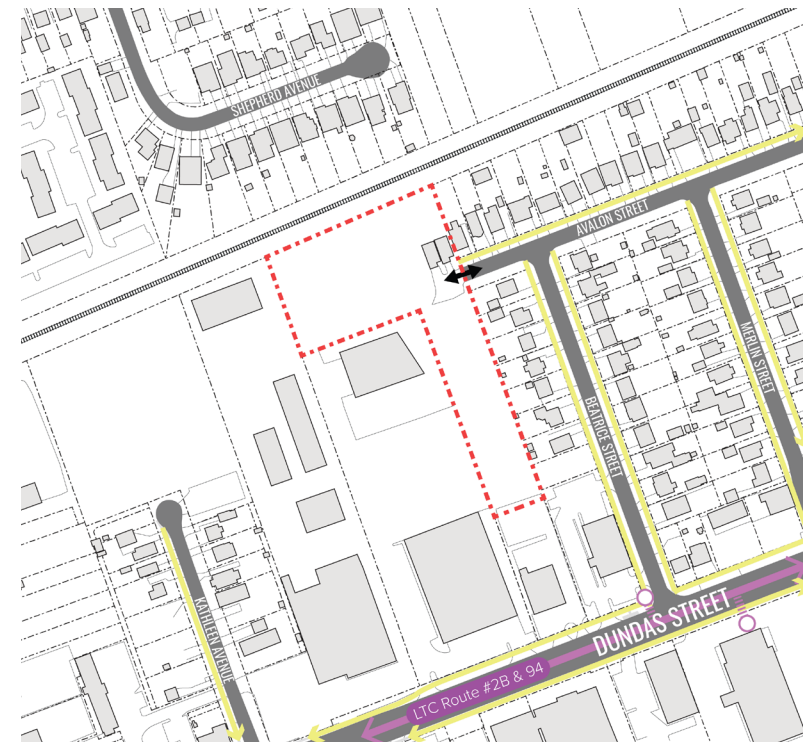
As evident from the figure ground analysis of the site above, the site represents a unique remnant/undeveloped parcel within an established residential neighbourhood. The project site is of suitable size and configuration to support residential development, for a variety of potential housing types. The properties to the east are developed with single-detached dwellings, with rear yards adjacent to the eastern boundary of the site. The lands to the south and west of the site are developed as large-scale commercial buildings with large associated parking lots and open storage areas. To the north is the CP Rail corridor which functions as a physical dividing line between the existing neighbourhoods.



● Vegetation ● CP Rail Corridor ● Existing Single-Detached Dwelling
● Trees ● 30m Railway Buffer

2 Site Conditions

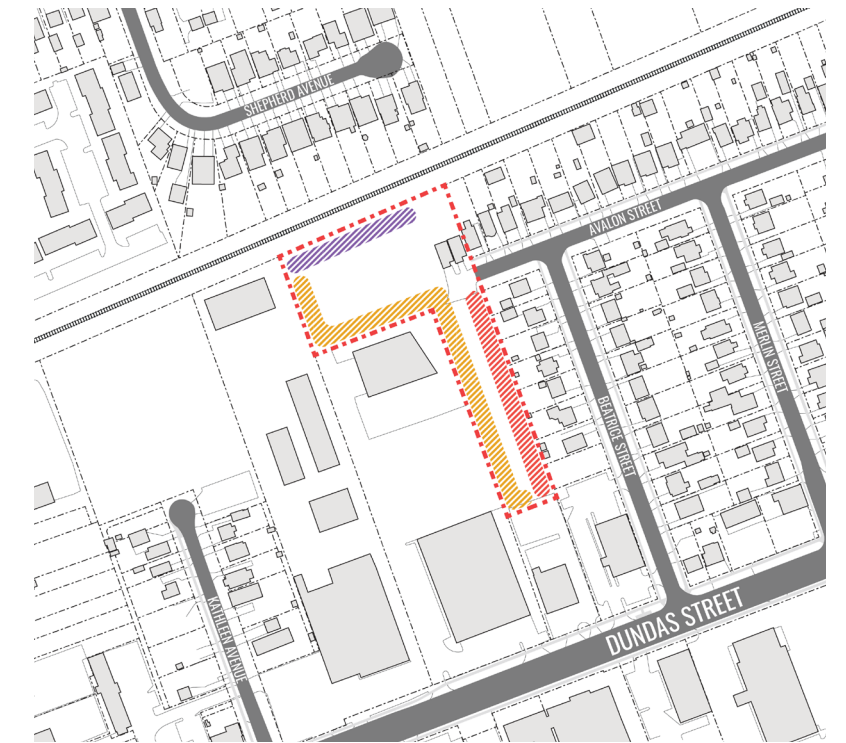
The site is bounded to the north by the Canadian Pacific Rail Corridor. This segment of the corridor is identified as a "principal main line". In accordance with the 2013 FCM Rail Proximity Guidelines, a 30.0m buffer will be required between the edge of the corridor and any new buildings on site. Two single-detached dwellings exist on the east side of the project site, accessed through informal driveways that extend from the western terminus of Avalon Street. Portions of the site are cleared while other portions contain low lying vegetation and some trees.



— LTC Route — Sidewalk ← Site Access

3 Mobility

The project site is located at the western terminus of Avalon Street, which is a Neighbourhood Street as per Map 3 - Street Classifications of the London Plan. Avalon Street has a typical local street profile, with a 2-lane cross-section with single eastbound and westbound travel lanes. The cross section includes sidewalks along the north side of the travel lanes. Sidewalk connections along Beatrice Street connect the project site to Dundas Street to the south. Dundas Street is a major east-west arterial with LTC bus service that provides direct connections to downtown London and other key destinations. The nearest bus stop is at the intersection of Beatrice Street and Dundas Street.



/// Sensitive Interface /// Commercial Interface /// Rail Corridor Interface

4 Edge Conditions

The site abuts the CP rail corridor to the north, existing low-profile residential development to the east, and large-format commercial uses to the south and west. Given the use and layout of properties to the south and west, those edge conditions are not sensitive and will not be impacted by functional needs of new development. However, the eastern edge will require more sensitivity, given the adjacent residential uses and rear yard amenity areas. The placement, orientation and design of new development on the site has been designed to respond to these conditions, specifically to buffer development to the east with rear yard landscaping, avoiding driveways and site lighting along this edge.

S5: THE PROPOSAL

S5.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for ground-oriented, low-rise residential development in the form of cluster townhouses up to a maximum height of 9.0m (2-storeys) and a maximum density of 35 units per hectare (uph). To support the development vision for 1806 Avalon Street and implement the applicable policies of the Neighbourhoods Place Type, we propose to rezone the site from its current Residential R2 Special Provision Zone categories to a Residential R6 Special Provision (R6-5(_)) Zone. The proposed special regulations account for the unique context of the project site and implement applicable form-based policy directions of the London Plan. The proposed zone and special regulations are structured to facilitate a narrow/limited range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for limited flexibility to address site and building design details through the future Site Plan Control application process.

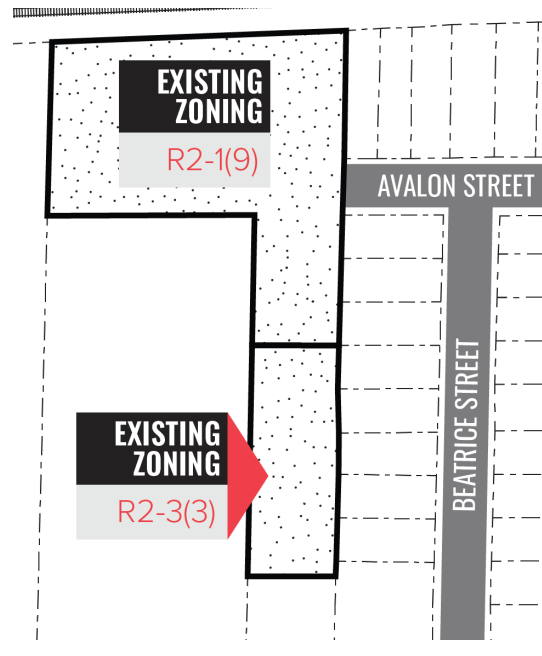


Figure 7. Existing Zoning

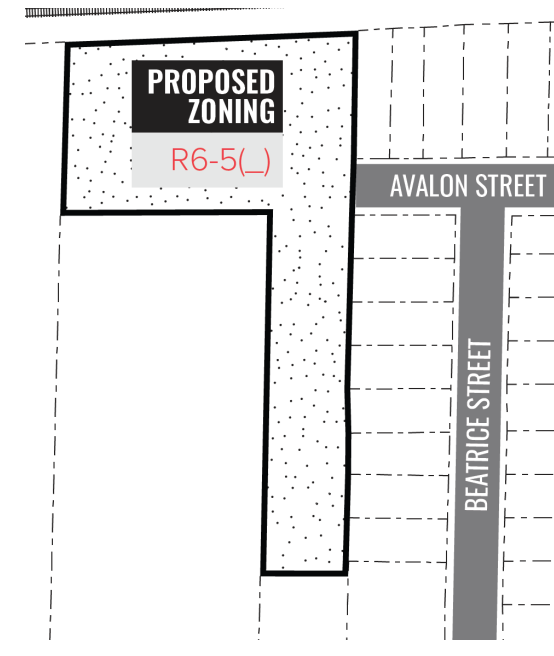
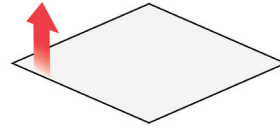


Figure 8. Proposed Zoning

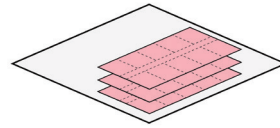
PROPOSED HEIGHT

9.0
Metres



PROPOSED DENSITY

35
UPH



/ Proposed By-law

1806 Avalon Street			
Regulation	R6-5	R6-5()	Special Explanations
Permitted Uses	Section 10.2	Notwithstanding Section 10.2 5), Apartment Buildings, Fourplexes & Stacked Townhouse Dwellings shall not be permitted.	1
Lot Area (min.)	850m ²	-	
Lot Frontage (min.)	10.0m	-	
Front Yard Depth (min.)	6.0m	As Existing (3.6m)	2
Exterior Side Yard Depth (min.)	6.0m	-	
Interior Side & Rear Yard Depth (min.)	0.4 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7 ft.) when the wall of a unit contains windows to habitable rooms.	East: For all new buildings a minimum of 6.0m setback shall be required. The setback for existing dwellings shall be “as existing”. South: 2.5m West: 3.0m	3
Landscaped Open Space (min.)	30%	-	
Lot Coverage (max.)	45%	-	
Height (max.)	12.0m	9.0m	4
Density (max.)	35uph	-	
-: No Change			

Table 1: Special Regulations Overview

Note: See pages 18 and 19 for additional details and explanation for proposed special regulations.

/ Special Regulation Explanations

1 Permitted Uses

Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, of the London Plan outlines the range of housing types permitted on the site. To align the proposed zoning with the permitted uses for site's fronting onto a Neighbourhood Street, Stacked Townhouses, Apartment Buildings and Fourplexes have been removed from the list of permitted uses in the proposed R6-5(□) Special Provision Zone. The remaining residential building forms, including Cluster Townhouses, will continue to be permitted.

Official Plan References

Neighbourhoods Place Type Policies - Policy 921 & Table 10

2 Front Yard Setback

The easternmost existing single-detached dwelling, which will be maintained on the site, is setback approximately 3.6m from the Avalon Street road allowance (measured diagonally). The existing 6.0m front yard setback requirement in the R6-5 Zone does not align with this existing condition. Hence, the proposed special regulation will formally recognize the setback to the existing building. No new built form is contemplated, nor would fit, within the area south or east of that dwelling and will be setback much further from the terminus of the ROW.

Official Plan References

City Design Policies - Policy 256 & 259
Neighbourhoods Place Type Policies - Policy 935

3 Contextual Side Yard Requirements

For intensification in existing neighbourhoods, the placement/orientation of buildings is to take into account the context of the site and minimize potential impacts on adjacent properties. The evaluation of site edge conditions on page 15 of this brief provides an assessment of key site adjacencies. The proposed zoning strategy attempts to balance intensification/efficient use of the site with sensitivity to the context. A reduced/urban side yard setback has been implemented to better utilize the site area adjacent to the lands to the south and west, while maintaining the base 6.0m requirement along the eastern boundary.

Official Plan References

City Design Policies - Policy 252 - 253
Neighbourhoods Place Type Policies - Policy 935

4 Building Height

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, of the London Plan outlines the range of heights permitted on the site. To align the proposed zoning with a low-rise built form on a Neighbourhood Street, the maximum height permitted is proposed to be lowered from the typical R6-5(□) requirement of 12.0m to 9.0m. The 9.0m maximum height aligns with the permissions of the existing R2 Zone categories that currently apply to the site.

Official Plan References

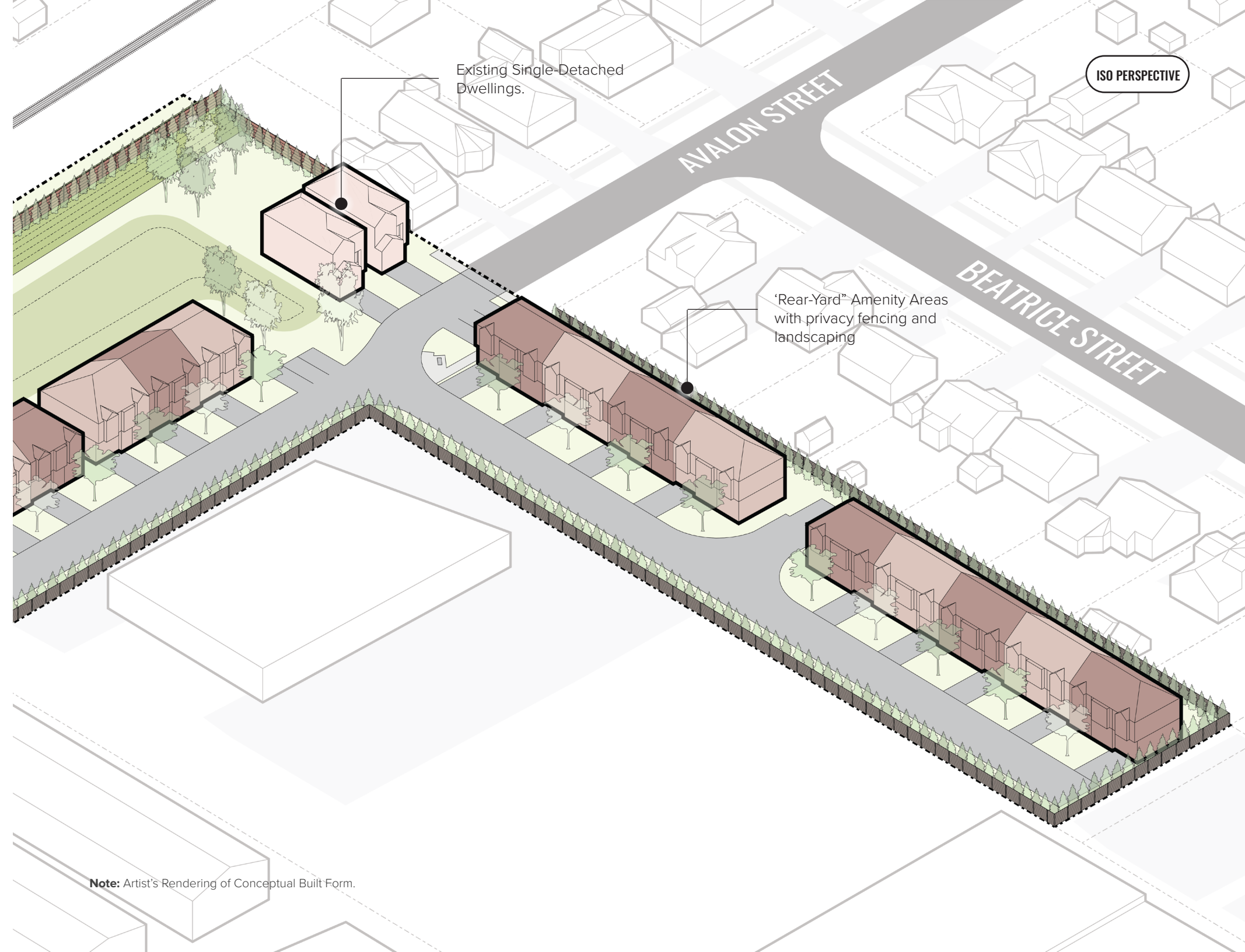
Neighbourhoods Place Type Policies - Policy 935

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S5.2 Proposed Development Concept

/ Cluster Townhouses

The following illustrations and graphics provide an overview of the development concept for 1806 Avalon Street. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment outlined in Section 5.1 of this brief. The proposal is for the development of four (4) two-storey townhouse buildings containing a total of 16 dwelling units. Two single-detached dwellings (municipally identified as 1804 & 1808 Avalon Street) that remain as part of the same legally titled parcel will remain on the property. The required vehicular parking for the new townhouses is provided through a combination of integrated/attached garages and driveways. The conceptual site design allows for the creation of eight visitor parking stalls in addition to the resident parking. A dimensioned conceptual site plan has been prepared and is available for download at www.siv-ik.ca/1806a. A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



Note: Artist's Rendering of Conceptual Built Form.

/ Concept At-A-Glance

SITE AREA

1.002
Hectares

DWELLING UNITS

18
Total Dwelling Units

16
Townhouses

2
Existing Single-Detached Dwellings

BUILDING HEIGHT

2
Storeys

9.0
Metres

PARKING

2.44 per unit
Overall Rate

36 **8**
Resident Stalls Visitor

DENSITY

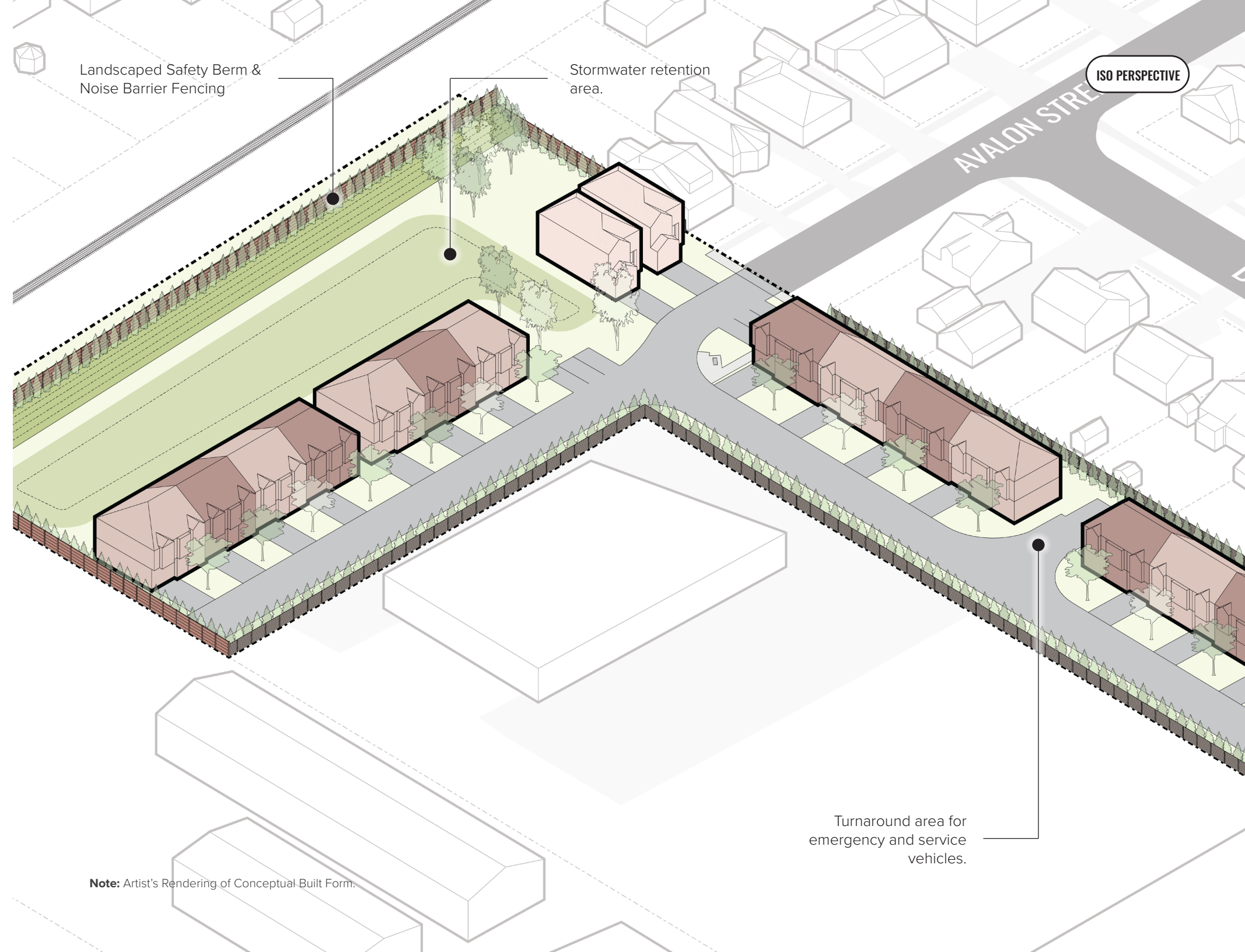
0.28
Floor Area Ratio

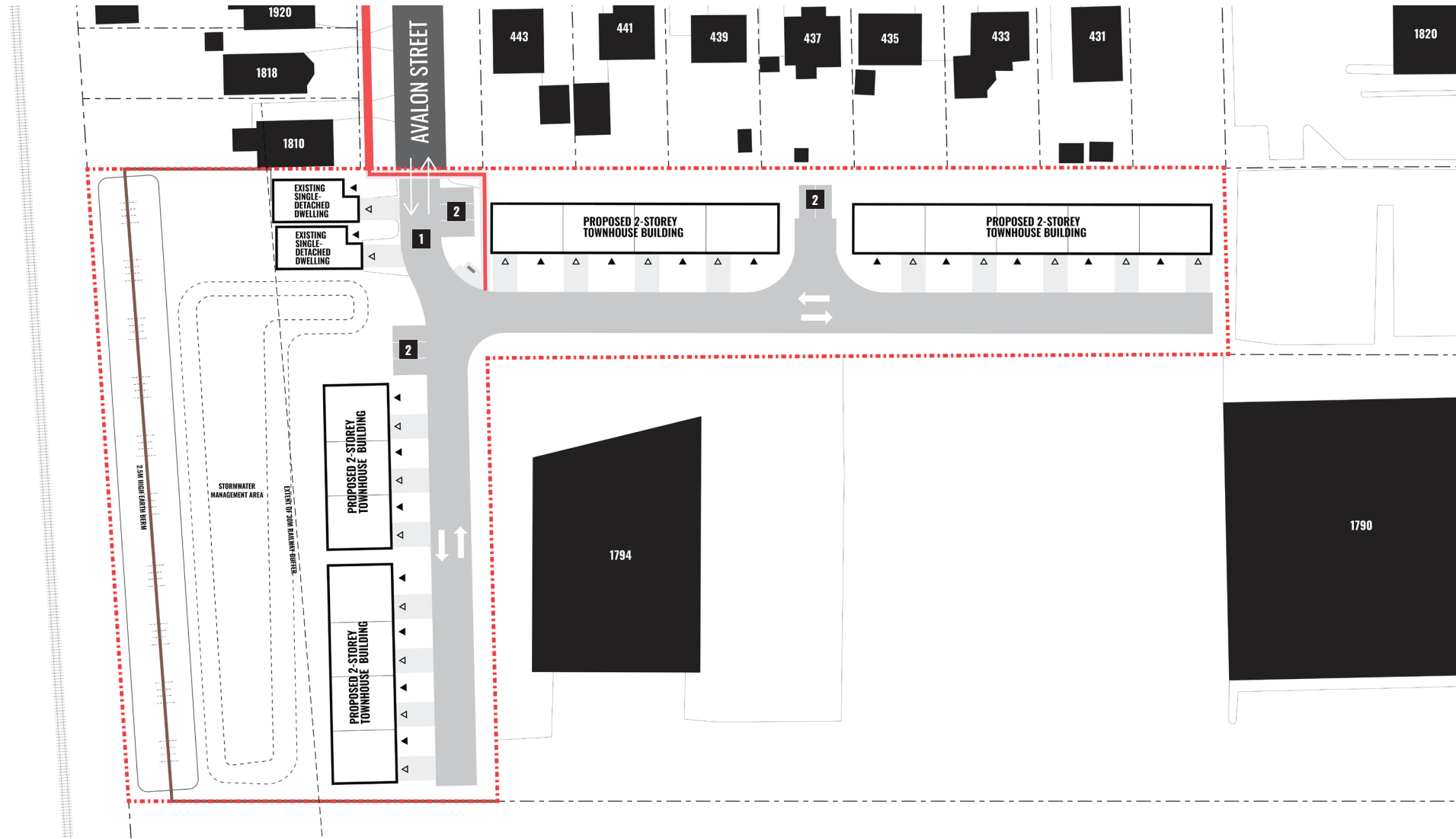
18
Units Per Hectare

OTHER

54%
Landscaped Open Space

14%
Lot Coverage





LEGEND

- ▲ Individual Unit Entrances
- △ Garage Entrances
- Site Boundary
- New Building Footprint
- 1** New Site Access
- 2** Visitor Parking Area

Note: This simplified site concept and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2023-12-23 conceptual site plan.



LEGEND

- ▲ Individual Unit Entrances
- △ Garage Entrances
- Site Boundary
- New Building Footprint
- Potential Tree Location
- Landscaped Area
- Enhanced Edge Treatment
- Private Outdoor Amenity Areas

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

Figure 9. Simplified Concept and Circulation Plan

Figure 10. Conceptual Landscape Plan

S6: TECHNICAL ISSUES

S6.1 Noise & Vibration

A Noise and Vibration Study was prepared Aeroustics Engineering Limited in support of the original development proposal in 2013, which included 23 single-detached dwellings. The existing Noise and Vibration Study has been relied upon as the project has evolved from its original form, given that the form and density of development being proposed is still within the same class of sensitivity and adjacent land use conditions remain the same. The report is available for public download on the project website. The purpose of the noise and vibration study was to determine the noise and vibration impacts from the adjacent rail corridor and nearby vehicular traffic, as well as determining the stationary noise impact from the adjacent existing commercial uses (e.g., Home Hardware Building Centre storage yard, and fitness facility). The report has recommendations related to minimum noise control measures to meet the guidelines of the Ontario Ministry of the Environment and to satisfy requirements set by the City of London. Through the study, it was determined that the highest vibration levels measured were well below the levels that would require mitigation, therefore it was concluded that no vibration mitigation is required for this development.

For the purposes of mitigating rail noise, the study recommended that a 2.5-metre-high noise barrier be installed along the north property line, parallel to the rail corridor. The proposed noise barrier is to be located on the crest required 2.5m-high rail safety berm. The noise barrier fencing is recommended to further “wraparound” the northeast and northwest corners of the site, via a 3-metre high noise barrier fence extending north-south for a segment of those lot lines. The recommended noise barriers are identified on Figure 5: Locations of Barrier on the Aeroustics Report and have been included on the updated Concept Plan submitted to the City of London as part of this updated Zoning By-law Amendment application. The stationary noise generated from the adjacent commercial uses was determined not to exceed applicable provincial guidelines, specifically noting that the Home Hardware operates during day-time hours only, and an existing fence is installed between the commercial uses and the subject site. The report recommends that suitable warning clauses be registered on title which would identify the potential for railway noise for future occupants.

S6.2 Site Servicing

The site is served by existing municipal water and sanitary sewer services. As per the City’s records, the site currently outlets to the municipal sanitary sewer (a 200mm diameter sanitary sewer) on Avalon Street. Through an updated/informal pre-submission consultation process carried out with the City of London prior to this resubmission, City Staff advised that they had no objection from the sanitary capacity perspective. The proposed residential density is generally less than was anticipated via the applicable sanitary design sheets. Water service is available for the project site via the 200mm watermain on Avalon Street. Based on the updated Site Servicing Report prepared by MTE Consultants in support of the ZBA resubmission, there are no concerns with meeting fire flow demands for the proposed development based on the existing infrastructure and proposed installation of 2 hydrants internal to the site. Lastly, the site is tributary to an existing 375mm storm sewer on Avalon Street. Based on the proposed development concept, the post-development runoff coefficient was measured to be 0.48. As shown on the concept plan, a large stormwater retention/landscaped area is proposed in the north portion of the site, hence the estimated runoff coefficient of 0.48 is less than the usual for medium density development. Runoff from minor storm events will be collected by proposed local storm sewers within the development and conveyed to the proposed SWM pond for quantity control. The storm flows exceeding 5-year storm are to be conveyed overland to the SWM pond.

S6.3 Archaeology

As per Policy 616 of The London Plan, an archaeological assessment is required where a proposal involves development or site alteration, and if it is determined through the application of the Archaeological Management Plan model that any part of a subject area possesses archaeological resource potential or known archaeological resources. An archaeological assessment of the property was prepared and submitted through the original Zoning By-law Amendment application

in 2012. Based on pre-submission consultation carried out with the City of London in early 2024, prior to the revised ZBA application, City of London Staff have indicated that the property has been cleared from an archaeological perspective and that no further or updated studies would be required.

S7: INTERPRETATION

S7.1 Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 1806 Avalon Street. The Brief provides an overview of the updated Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

S7.2 The Development Design

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

S7.3 Stakeholder Engagement

The project team has carried out early engagement with the Ward 2 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the application progresses through the review.



REFERENCES

1. Site Survey prepared by Holstead & Redmond Ltd., dated March 1, 2024.
2. City of London Argyle Planning District Profile (2016).
3. The Provincial Policy Statement (2020).
4. The London Plan.
5. City of London Comprehensive Zoning By-law Z.-1.
6. City of London, London CityMap (Last updated October 1, 2020).
7. Preliminary Site Servicing and Stormwater Management Brief prepared by MTE Consultants, dated February 6, 2024.
8. Noise and Vibration Study prepared by Aerocoustics Engineering Limited, dated August 9, 2013.

