Planning and Design Report

Loco Holdings
943 Fanshawe Park Road & 1800 Aldersbrook Gate
City of London

August 2019
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INTRODUCTION

Loco Holdings has made an application to amend the City of London Zoning By-Law to permit the development of 1800 Aldersbrook Gate and the vacant, northerly portion of 943 Fanshawe Park Road West (the “subject lands”) for a 27-unit townhouse development.

The purpose of the following Planning and Design Report is to provide design details and evaluate the proposed Zoning By-Law Amendment within the context of existing land use policies and regulations, including the 2014 Provincial Policy Statement, the 1989 City of London Official Plan, the new Official Plan (The London Plan), and the City of London Z.-1 Zoning By-Law.

SUBJECT LANDS

The subject lands are located on the east side of Aldersbrook Gate, north of Fanshawe Park Road, and abut a private condominium road to the north (Figures 1-2). The irregular shaped lands consist all of 1800 Aldersbrook Gate, a small parcel along the street frontage, and the rear 0.62 ha (1.53 ac) portion of 943 Fanshawe Park Road West. The remainder of 943 Fanshawe Park Road is not subject to this application and may be severed from the subject lands at a later date. The lands have a total frontage of approximately 102.3m (335.6ft) along Aldersbrook Gate; a maximum lot depth of approximately 114.1m (374.3ft); and a total lot area of approximately 0.692 ha (1.710 ac).

Figure 1 – Subject Lands and Surrounding Context
The subject lands are currently vacant (Figures 2 to 5). The remainder of 943 Fanshawe Park Road, south of the subject lands, contains three (3) detached buildings operating as a day spa (Zana Day Spa). There is also a portion of the lands known as Block 53 (dashed red line on Figure 2) which will be conveyed to the south portion of 943 Fanshawe Park Road West. These lands make up 78.69m² of the subject lands. The subject lands are generally flat in topography and do not contain any significant vegetation.

Figure 2 – Air Photo of the Subject Lands

Figure 3 – Street view facing north at the intersection of Fanshawe Park Road West and Aldersbrook Gate
NEIGHBOURHOOD CHARACTER AND SPATIAL ANALYSIS

The subject lands are located at the corner of Aldersbrook Gate and Tokala Trail, two municipal streets. Fanshawe Park Road is located to the south of the lands. This portion of Fanshawe Park Road West is a four-lane arterial road, with a bicycle lane in each direction. Both sides of Fanshawe Park Road West have a public sidewalks separated from the street with a landscape
boulevard. Above-ground hydro poles line the south side of Fanshawe Park Road West while street light poles are located on the north boulevard and centre median (Figure 6 & 7).

Aldersbrook Gate is a local street which provides a sidewalk on the west side and decorative streetlights on the east side (Figure 4 & 5). The lands abut a condominium development to the north and east which is currently under construction. Access to these lands is via a private condominium road which abuts the subject lands to the north. Lands across Aldersbrook Gate to the west are lands to be developed for medium density residential uses. The streetscape along Fanshawe Park Road West consists primarily of single-detached dwellings and townhouse dwellings. The north side of Fanshawe Park Road West consists of commercial (Zana Day Spa); medical (North London Medical Centre); and, institutional (St. Andre Bessette Secondary School). The internal streets surrounding the development consist of primarily single-detached dwellings, and vacant lands proposed for residential development.

Figure 6 – Existing Streetscape, facing east on Fanshawe Park Road West (subject lands visible to the left at the billboard)

Figure 7 – Existing Streetscape, facing west on Fanshawe Park Road West
Figure 8 shows the subject lands, notable features, and land uses within 400m and 800m radii which represent straight line walking distances of approximately five and ten minutes, respectively. Due to sidewalk networks and other barriers, the circles may not represent actual walking times.

Land uses within 400m are dominated by low density residential uses in the form of single-detached dwellings, with additional medium density residential uses in the form of townhouses located on the south side of Fanshawe Park Road West. A stormwater management pond is located to the east; a walking trail to the north; low density residential to the north; a day spa to the south; and, a medical/dental building to the west. Open space is located to the north, in the form of a creek (Snake Creek) and walking trails. Residential built form within 400m of the subject lands is comprised of 2-storey, single-detached dwellings (Figure 9) and 1 to 2-storey townhouse dwellings (Figure 10).

Within 800m, a 3-storey medical/dental building and a range of commercial and office uses are located along both sides of Fanshawe Park Road W to the west of the subject lands (Smart
Centres London Northwest), including restaurants, retail stores, and medical/dental offices. An institutional use in the form of a secondary school is located adjacent to the subject lands (St. Andre Bessette).

Figure 9 – Single Detached Dwelling Built Form (Tokala Trail – Google Streetview)

Figure 10 – Townhouse Dwelling Built Form (Parkway Gardens at 1845 Aldersbrook Road – Google Streetview)

The surrounding single-detached dwellings are clad in a variety of materials, colours, and textures, including: brick/masonry and a mix of window and door treatments which are more modern in style than those located south of Fanshawe Park Road. The partially completed condominiums to the north and east of the proposed development exhibit contemporary materials and colours, brick (dark grey), masonry (grey), and siding, with extensive glazing and modern architectural features (e.g. flat roof).
DESIGN GOALS AND OBJECTIVES

The overall goal of the proposed development is to develop a vacant parcel of land with 2.5-storey townhouses in a manner that is compatible with surrounding built-form. The proposed development is an appropriate, compact, street-oriented form of development which will contribute to a visually attractive streetscape, consistent with the planned function of the area and surrounding future development. As such, the proposed development is intended to:

- Make efficient use of the subject lands, by optimizing appropriate building coverage and height, which will provide an opportunity for desirable and compatible intensification;
- Visually integrate the new building into the existing neighbourhood;
- Provide a pedestrian-oriented street environment at the intersection of Tokala Trail and Aldersbrook Gate, including a direct relationship to the human scale and building facades which are designed to activate the streetscape;
- Provide for a redevelopment of the subject lands that will be supportive of investments in public transit, cycling, and walking infrastructure; and,
- Contribute to the street wall and reinforce the evolving streetscape.

PROPOSED DEVELOPMENT

The proposed development comprises 27, 2.5-storey, townhouse dwellings with associated driveways, amenity space and visitor parking (Figure 11). A full size concept plan has been submitted along with this application.

A block of three (3) townhouse units line the streetscape, and are oriented toward Aldersbrook Gate. The remaining 24 units front a private road internal to the site. Options have been explored to front more units on Aldersbrook Gate, however, it was determined that the proposed plan provides a superior design outcome for the future residents of the proposed development. Access to the site is proposed via a shared access driveway between the north and south portion of 943 Fanshawe Park Road. An easement is proposed for this shared access as shown on the attached Concept Plan. Landscaping is proposed around the perimeter of the property, with opportunities for tree plantings and fencing along the rear and side yards, where appropriate in order to screen from future development on lands to the south. Detailed landscaping, tree plantings (including street trees), and fencing treatments will be refined through the Site Plan Approval process.

The first phase of the proposed development will be to apply for the Zoning By-law Amendment, followed by a lot adjustment to merge 1800 Aldersbrook Gate (Block 53) and 943 Fanshawe Park Road West. The south tip of 1800 Aldersbrook Gate will then be conveyed to the south portion of 943 Fanshawe Park Road (commercial lands). An access easement will then be placed over a portion of 943 Fanshawe Park Road West to afford access to both the subject lands and the southern portion of 943 Fanshawe Park Road lands subject to future development.
All vehicular traffic for the proposed development is provided by a single, full-turns, driveway located mid-block for the entire site at 943 Fanshawe Park Road to the south of the proposed townhouse units. Parking for residents is provided by individual garages and driveways for each unit for a total of two (2) spaces per unit. Visitor parking is located to the south of the development with two (2) additional spaces in the northwest corner. Pedestrian connections in the form of a sidewalk are provided throughout the proposed development and will eventually connect to a public sidewalk along Aldersbrook Gate. Outdoor amenity space is provided to the rear of each unit in the form of a designated backyards and front yards.

Materials which will be used to construct the proposed townhouse units include a combination of stone, brick/masonry and stucco with large glass windows and black frames around the windows. Black railings line the front porches and wood decks are attached to the rear if the internal units for private amenity space.
Figure 12 – Conceptual Rendering

Figure 13 – Conceptual Front Elevation (Units 4-10 & 11-27)

Figure 14 – Conceptual Front Elevation (from Aldersbrook Gate – Units 1-3)
PROPOSED APPLICATION

A Zoning By-Law Amendment is required in order to permit the proposed townhouse units on the subject lands. The lands are currently zoned “Urban Reserve (UR3)”, “Convenience Commercial (CC5)”, and “Residential 5 (R5-3 (16)), 6 (R6-5(28)) and 7 (R7)” with height and density provisions in the City of London Zoning By-law. It is noted that there are five holding provisions (h, h-71, h-95, h-100 and h-108) which will need to be addressed before development can occur. The proposed Zoning By-law Amendment seeks to extend the “Residential 5 (R5-3 (16)), “Residential 6 (R6-5(28))” and “Residential 7 (R7)” zone to the portion of the lands zoned “Urban Reserve (UR3)” and remove the holding provisions which are currently on the lands. The R5-3 and R6-5 zones permit the proposed townhouse development. An additional site specific special provision will be required as follows:

- Minimum front yard setback of 2.8m along a local street (whereas 6.0m is required);
- Density of 40UPH maximum, whereas 45UPH minimum is required.

The holding provisions will be addressed as follows:

- h – the required security will be provided for the development agreement, and once Council is satisfied that the conditions of the approval of the plans and drawings for a site plan have been met, the ‘h’ shall be removed
- h-17 – street oriented development has been achieved through Units 1-3 of the proposed development fronting on Aldersbrook Gate.
- h-95 – Urban design concepts established through the Official Plan have been implemented.
- h-100 – A secondary public access and adequate water service have been confirmed and shall be provided through the site plan stage.
- h-108 – Block 53 will be merged with 943 Fanshawe Park W and developed in conjunction.

COMPATIBILITY REPORT AND PUBLIC REALM

MASSING and BUILT FORM

The height of the townhouse dwellings is consistent with the recently constructed, 2.5-storey single-detached dwellings to the northwest of the subject lands. Large windows with black frames can be found on the front and rear facades. Small porches project from each of the townhouse units in order to access the front door. Balconies are located on the second storey of each of the townhouse units with a deck to the rear for units 4-27. Each townhouse unit includes a garage and dedicated driveway. Appropriate side yard and rear yard setbacks are proposed to ensure adequate privacy levels are maintained. The three (3) units facing Aldersbrook Gate will have a front facing façade oriented toward Aldersbrook Gate and driveways will be located to the rear of the building accessed by the private road. Specific details relating to landscaping, tree plantings, and/or fencing to further screen and buffer the proposed units will be reviewed and confirmed.
through the subsequent Site Plan Approval process. The residential setbacks consistent with the surrounding development and the built form is consistent with recent development.

**ARTICULATION**

The buildings are articulated by multiple distinct building faces along each elevation. The front elevations have a combination of brick/masonry, stone, stucco and windows. The rear elevations have a similar combination of materials, with the addition of decks for the main level for Units 4-27. The side elevations have the same combination of materials. The design of the proposed townhouse dwellings incorporate numerous horizontal and vertical elements that provide for a high quality design that fits well within the surrounding neighbourhood.

**ARCHITECTURAL TREATMENT**

The exterior design of the townhouse buildings provides a modern design with architectural details from existing designs and materials of the surrounding residential area, while being noticeably distinct. The combination of similar height, exterior materials and colours (i.e. brick/masonry and stone) create a complementary design with the adjacent single detached dwellings.

Notably, the street-facing elevations provide several front facades in order to better address Aldersbrook Gate and create a more pedestrian friendly public realm. The overall design of the building conveys a modern look similar to new development in the neighbourhood of Fox Hollow.

The use of a neutral coloured masonry is consistent with the exterior of the existing, newly developed, townhouse dwellings in the surrounding area. Although, the exact materials will be confirmed through the site plan process. Therefore the general exterior design and architectural treatment of the proposed development is consistent with the surrounding neighbourhood and adds to the character of the community.

**PUBLIC REALM**

The position and orientation of the building close to the street will enhance the pedestrian experience. The extensive use of vision glass along the front of the building (the south elevation) allows for views into and out of the building, particularly the ground level that contain common areas and indoor amenity space for residents, providing for passive surveillance and animation of the public realm. Direct pedestrian connections are provided from the sidewalk to the front of the building facing Aldersbrook Gate. This building orientation allows for a more human scale and pedestrian friendly public realm. There are opportunities for street trees and enhanced landscaping to further define the streetscape, where feasible, which will be reviewed and confirmed throughout the Site Plan Approval process. Ultimately the building orientation of Units 1-3 will allow for a more prominent public realm and streetscape along Aldersbrook Gate.
PLANNING POLICY ANALYSIS

2014 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications, including Zoning By-Law Amendment applications, are required to be consistent with these policies.

In this analysis section, relevant policies are bordered and in italics, with discussion on how the proposed application is consistent with the policy immediately after.

Section 1.1.1

Healthy, liveable and safe communities are sustained by:

- accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- promoting cost effective development patterns and standards to minimize land consumption and servicing costs;

The proposed development is an efficient and compatible form of development for the subject lands. It adds to the range and mix of housing types in the area that meet the long-term housing needs for a variety of demographics. Given that the proposed development is an inherently compact form of development that will make full use of municipal services within an existing built-up area, and future development area, consumption of land and servicing costs are minimized.

Section 1.1.3.2

Land use patterns within settlement areas shall be based on:

(a) densities and a mix of land uses which:
   1. efficiently use land and resources;
   1. support active transportation;
   5. are transit-supportive, where transit is planned, exists or may be developed.

The subject lands are located within the City of London’s urban growth boundary, a settlement area. The proposed development broadens the range of residential forms and intensities in the area, making efficient use of vacant land, existing resources, infrastructure, and transportation networks.
The subject lands front on to a local street and have access to public transit Route #31 and Route #39: approximately 120m to the south on Fanshawe Park Road West; Route #39 both west bound and east bound stops are along Fanshawe Park Road West. Public sidewalks and a delineated cycling lane are located on both sides of Fanshawe Park West which is accessed from the subject lands via an existing sidewalk on the west side of Aldersbrook Gate and proposed sidewalk on the east side of this street.

**Section 1.1.3.6**

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

The proposed development is within an existing built-up residential area and abuts lands currently under construction. The proposed density of 39 units per hectare is reflective of a compact, efficient form of housing for the area that adds to the mix of uses and densities within this neighbourhood.

**Section 1.4.3**

*Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

2. permitting and facilitating:
   1. all forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements; and,
   2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3.

The proposed development contributes to the range and mix of housing types to accommodate future growth in the City of London.

**Section 1.6.6.2**

*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*

The proposed development will make use of full municipal services.

**1989 CITY OF LONDON OFFICIAL PLAN**

The subject lands are designated “Multi-Family, Medium Density Residential” on the “Schedule ‘A’ – Land Use” in the 1989 City of London Official Plan (Figure 15). The permitted uses in the
“Multi-Family, Medium Density” designation include multiple attached dwellings (e.g. townhouses) such as the proposed development (Section 3.3.1).

Compatibility, Buffering, and Screening (Section 3.3.2.i)

The proposed development is consistent with the height and scale of the existing 2.5 storey, single-detached residential dwellings to the northwest and recent residential development to the north and east. The proposed units are located and oriented on the site to achieve an active streetscape along Aldersbrook Gate with landscaping and fencing that will screen the development from the surrounding residential development.

The townhouse buildings are located at the west property line, close to the street. Adequate setbacks from the ear and interior side yards are provided in order to provide appropriate space for a landscape buffer with abutting lands. Additional screening treatments, including fencing, landscaping, and/or tree plantings will be reviewed and confirmed throughout the Site Plan Approval process.

Ample outdoor amenity space is provided to the rear of the townhouses.

Figure 15 – 1989 City of London Official Plan: Schedule ‘A’ – Land Use (Excerpt)
Municipal Services (Section 3.3.2.ii)

The proposed development will make use of full municipal services.

Traffic (Section 3.3.2.iii)

City Staff have confirmed that a Traffic Impact Analysis (TIA) is not required for the Zoning By-Law Amendment application and a traffic engineer (F.R Berry & Associates) has informally confirmed that there are no potential traffic implications or concerns as a result of this development.

Scale of Development – Section 3.3.3

As noted in the above Compatibility Report and Public Realm section of this report, the proposed 2.5-storey townhouse buildings are compatible with the surrounding context, particularly in terms of built form, massing, articulation, and architectural treatment and are consistent with building heights in the area.

The proposed density of 39 UPH is well below the maximum permitted density of 75 UPH as set out in Section 3.3.3 ii) of the Official Plan and is therefore consistent with the range of densities contemplated in the Official Plan, while still representing an efficient use of the subject lands.

Planning Impact Analysis – Section 3.7

The proposed development conforms to the Planning Impact Analysis policies of Section 3.7 as follows:

- (a) compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;
- (f) the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;
- (i) the exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;

The proposed building height, location, materials, and setbacks will result in a development that is compatible with the surrounding context. The proposed townhouses are consistent with the scale of the surrounding single-detached dwellings.

- (b) the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;

The subject lands are large enough to accommodate the proposed attached dwellings, vehicular and pedestrian circulation, parking requirements, and landscaped open space. It is noted that access for the development is to be facilitated by an access easement.

- (c) the supply of vacant land in the area which is already designated and/or zoned for the proposed use;
There is limited available, vacant land in the area with a land use designation, zone, and which could accommodate the proposed development in this area of London. Furthermore, since the lands are designated for the proposed use and partially zoned, they have already been identified as lands appropriate for the proposed use.

- (d) the proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;
- (n) impacts of the proposed change on the transportation system, including transit.

Access to a multiuse trail is located east and north of the lands (Snake Creek Trail), (approximately 50m). While additional public open space, including walking trails and a public park, are located approximately 330m southeast (Jaycee Park). away. Sainte Andre Bessette Catholic Secondary School is also in close proximity (approximately 550m). Public transit is available along Fanshawe Park Road West (Route #31 and Route #39) providing connections to Western University and Masonville Mall, respectively, from proximate bus stops. The proposed development is transit-supportive, placing residents along an existing transit corridor.

- (g) the extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;
- (j) the potential impact of the development on surrounding natural features and heritage resources;

City Staff have confirmed that a Tree Assessment/Tree Protection Report is not required for the Zoning By-Law Amendment application. There are no significant natural features identified on the subject lands, as illustrated in ‘Schedule B1 – Natural Heritage Features’ in the 1989 City of London Official Plan.

- (h) the location of vehicular access points and their compliance with the City’s road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;

A two-way, full-turns driveway is located on the west side of the subject lands within a proposed access easement agreed upon by the land owner of 943 Fanshawe Park Road West (south portion of property). Detailed designs and dimension of the proposed vehicular access and easement will be reviewed and established through the Site Plan Approval process.

- (l) compliance of the proposed development with the provisions of the City’s Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;

As noted throughout this report, the proposed development is consistent with the provisions of the 1989 City of London Official Plan, The London Plan, and the City of London Z.-1 Zoning By-Law. Conformity with the Site Plan Control By-Law will be confirmed through the Site Plan Approval Process. There are no signs proposed on the subject lands at this time.
• (m) measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis; and,

The proposed building design and site design have been developed to mitigate any significant impacts to surrounding land uses, the streetscape, and the existing transportation network. It is noted that the use of standardized zoning regulations abutting similar type uses is an inherently compatible land use relationship.

**URBAN DESIGN – Section 11.1**

The 1989 City of London Official Plan includes design principles that are to be applied to new developments. Section 11.1 lists the general design principles that are to be promoted in the preparation of development proposals. The individual principles listed do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal. The design principles relevant to this proposed development and how they are addressed are outlined as follows:

- **Natural Features** – There are no significant natural features on the subject lands;
- **Trees** – While there are few trees on the site, tree preservation will be considered where feasible. New landscaping will be provided as determined through the Site Plan Approval;
- **Open Views** – The proposed development does not obstruct views to natural features or landmarks;
- **High Design Standards** – The proposed development provides a contemporary building design that makes use of modern design practices and high-quality materials;
- **Architectural Continuity** – There is no single design style maintained throughout the surrounding built form and therefore no specific architectural continuity;
- **Streetscape** – The proposed development is similar to the newly constructed buildings and neighbourhoods in the surrounding Fox Hollow Community. Buildings will establish a new street edge and enhance the streetscape with high-quality buildings, landscaping, and pedestrian connections;
- **Pedestrian Traffic Areas** – Pedestrian traffic to and from the proposed development will be connected to the public sidewalk along Aldersbrook Gate by a proposed sidewalk adjacent to the driveway, additional sidewalk connections to the public street will be considered during the site plan approval process;
- **Access to Sunlight** – Sunlight and shadowing will be similar to the surrounding neighbourhood and due to the adequate setbacks and height of the buildings there will not be significant impacts on the surrounding neighbors;
- **Landscaping** – Landscaping will be detailed through the Site Plan Approval process;
- **Building Positioning** – The orientation and setback of the proposed building is similar to the existing neighbourhood with specific attention to building orientation toward Aldersbrook Gate;
• **Enhances Accessibility Standards** – The proposed buildings will be accessible and the design will be consistent with the City of London Facility Accessibility and Design standards;

• **Parking and Loading** – Parking is provided by individual driveways and garages as well as surface visitor parking spaces;

• **Privacy** – The buildings front onto an internal private roadway with ample private rear yard (or front yard) amenity space. Landscaping features and fencing will further screen and buffer the proposed development from surrounding uses. These features will be determined throughout the Site Plan Approval process.

• **Outdoor Space/Play Areas/Recreational Facilities** – Each unit will have a private rear yard (or front yard) and patio as well as a front porch;

• **Noise Attenuation** – Staff have confirmed that a noise study is not required for the Zoning By-Law Amendment application. The proposed buildings are set back from Fanshawe Park Road West. The proposed development is not anticipated to increase existing noise levels in the immediate area;

• **Waste Management** – Garbage and recycling will be accommodated internal to the proposed development; and,

• **Resource Conservation** – The proposed development will be constructed with modern construction practices, reducing energy and waste where possible.

**FOX HOLLOW COMMUNITY PLAN**

The subject lands are located within the Fox Hollow Community Plan, a Secondary Plan which forms part of the Official Plan. The lands are designated “Multi-Family, Medium Density Residential” on the Schedule A – Land Use Plan within this document, which is also reflected in the City’s 1989 Official Plan (Figure 16). The land use policies in the Fox Hollow Community Plan have been brought into the Official Plan and therefore have been addressed under the 1989 Official Plan section of this report.
THE LONDON PLAN

The subject lands are identified within the “Neighbourhoods” Place Type with frontage along a “Neighbourhood Connector” Street Classification and located at the intersection with a “Neighbourhood Connector”, being Tokala Trail (Figure 17) in The London Plan. Townhouses are permitted within the “Neighbourhoods” Place Type at this location (Policy 921, Table 10).

The permitted maximum height of development along a “Neighbourhood Connector” Street Classification, intersecting with another “Neighbourhood Connector” Street is a minimum of 2-storeys, to a maximum of 3-storeys, and up to 4-storeys with bonus zoning (Policy 935, Table 11).
It is noted that *The London Plan* identifies the subject lands within the “Neighbourhoods” Place Type. The proposed development is consistent with the permitted use policies (i.e. townhouses) and intensity policies (i.e. up to 2.5-storeys). *The London Plan* does not regulate density on a numerical basis. The proposed development is consistent with the policy intent of *The London Plan*.

**Figure 17 – The London Plan, “Map 1 – Place Types” (Excerpt)**

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**Mitigation of Potential Adverse Impacts – Section 1578**

The following criteria within *The London Plan* are considered when evaluating all planning and development applications.

1. **Consistency with the Provincial Policy Statement and in accordance with all applicable legislation;**

As noted previously in this report, the proposed development is consistent with the Provincial Policy Statement.
2. **Conformity with the Our City, Our Strategy, City Building, and Environmental policies in this plan;**

*The London Plan* encourages residential intensification within the Urban Growth Boundary, such as the proposed development.

3. **Conformity with the policies of the place type in which they are located;**

The proposed 2.5-storey townhouse buildings are permitted within the “Neighbourhoods” Place Type along a “Neighbourhood Connector” Street Classification.

4. **Consideration of applicable guideline documents that apply to the subject lands;**

The proposed development is consistent with all applicable guideline documents including applicable urban design guidelines and site plan control guidelines.

5. **The availability of municipal services, in conformity with the Civic Infrastructure (policies in the City Building) chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of the Plan.**

Existing municipal sanitary sewage infrastructure and water services can service the proposed development. Detailed servicing, grading, and storm water management plans will be provided and reviewed through the Site Plan Approval process.

6. **Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:**

   a. **Traffic and access management;**

   City Staff have confirmed that a Traffic Impact Study is not required as part of the Zoning By-Law Amendment process as the existing road network was planned to accommodate greater intensity on the subject lands.

   b. **Noise;**

   City Staff have confirmed that a noise study is not required as part of the Zoning By-Law Amendment process as the land do no front on to an arterial road.

   c. **Parking on streets or adjacent properties;**

   A total of 61 parking spaces are proposed whereas only 42 are required. It is not anticipated that users of the development will park off-site.
d. **Emissions generated by the use such as odour, dust, or other airborne emissions;**

No emissions are anticipated from the proposed development.

e. **Lighting;**

The lighting design details will be provided and reviewed through the future Site Plan Approval process. Any proposed exterior lighting will be located near building entrances, along pedestrian walkways, and parking areas. The intent of any lighting fixture is to minimize light spill onto neighboring properties, in accordance with the Site Plan Control By-law.

f. **Garbage generated by the use;**

Garbage and recycling will be stored internal to each unit, and waste collection will be contracted out to a private company.

g. **Loss of privacy;**

Ample privacy is expected between the proposed development and abutting lands through the use of appropriate building setbacks, building orientation, and landscaping. Site-specific details are to be reviewed and confirmed throughout the site plan approval process.

h. **Shadowing;**

City Staff have confirmed that a shadow study is not required for the Zoning By-Law Amendment application. Shadowing impacts from the proposed townhouse buildings are generally consistent with the existing neighbourhood to the northwest and east and are not expected to create any undue impact.

i. **Visual impact;**

The proposed buildings will be of high architectural quality and finish as shown in the renderings and elevations provided. Landscaping will help soften the proposed buildings when viewed from the Aldersbrook Gate. Overall, the buildings will provide a strong and positive street presence along this local street. The units oriented toward Aldersbrook Gate engage the streetscape to provide more of a pleasing streetscape environment.

j. **Loss of views;**

There are no view corridors to significant features, landmarks, or attractions impacted from the proposed building.
k. Loss of trees and canopy cover;

Opportunities for tree preservation, where feasible, as well as tree plantings on the subject lands, will be reviewed and confirmed throughout the Site Plan Approval process.

l. Impact on cultural heritage resources;

There are no cultural heritage resources identified on or adjacent to the subject lands.

m. Impact on natural heritage features and areas;

There are no natural heritage features or areas identified on or adjacent to the subject lands.

n. Impact on natural resources.

There are no natural resources identified on or adjacent to the subject lands.

**URBAN DESIGN – “City Design” Section**

The “City Design” section of *The London Plan* describes general urban design policies that apply to the City of London. The proposed development is consistent with these policies as follows:

- The proposed cluster townhouse buildings maintain the character and range of building types in the area by providing a well-designed built form that enhances the visual aesthetics of this location (*Policy 197, 210*);
- A Public Realm Analysis demonstrating the compatibility of the proposed built form within the existing built context is provided earlier in this report (*Policy 199*);
- The existing streetscape along Aldersbrook Gate will be enhanced by the addition of the proposed townhouse building oriented toward the street (*Policy 221, 235, 879*);
- The proposed site layout responds to the context of the subject lands and the abutting lands through a compatible and aesthetically pleasing development that locates the building in a manner which addresses the surrounding neighbourhood with internal driveways (*Policy 252, 255, 256, 259, 266, 268*);
- The building design, scale, massing, and materials is respectful of the site’s context along Aldersbrook Gate. (*Policy 284, 285, 286, 287, 291, 295, 296*); and,
- A range of materials, colours, and textures are proposed for the townhouse buildings (*Policy 301, 302*).

**THE CITY OF LONDON ZONING BY-LAW**

The majority of the subject lands are currently zoned “Urban Reserve (UR3)”; a portion of the lands along Aldersbrook Gate is zoned “Residential 5 (R5-3 (16))”, “Residential 6 (R6-5(28))”, “Residential 7 (R7)” (H15, D75) with holding provisions h, h-71, h-95, h-100, h-108 which will need
to be removed before development can occur. It is proposed that these holding provisions be removed as part of the Zoning By-law Amendment process as they are being addressed as part of this review process (as detailed in the ‘Proposed Application’ section of this report). A smaller portion of the lands to the south, is proposed to be severed and conveyed to the retained convenience commercial parcel to the south. These lands are zoned “Convenience Commercial (CC5)” with holding provisions h and h-108 in the City of London Z.-1 Zoning By-Law (Figure 19). The lands zoned UR3 will be rezoned to “Residential 5 (R5-3 (16))”, “Residential 6 (R6-5(28))”, “Residential 7 (R7)” (H15, D75) to permit the proposed townhouse development.

**Residential 5 (R5-3 (16))** permitted uses include:

- Cluster townhouse dwellings;
- Cluster stacked townhouse dwellings.

**Residential 6 (R6-5(28))** permitted uses include:

- Single detached dwelling;
- Semi-detached dwelling;
- Duplex dwelling;
- Triplex dwelling;
- Townhouse dwelling;
- Stacked Townhouse dwelling;
- Apartment buildings;
- Fourplex dwelling.

**Residential 7 (R7) permitted uses include:**

- Senior citizen apartment buildings;
- Handicapped persons apartment buildings;
- Nursing homes;
- Retirement lodges;
- Continuum-of-care facilities;
- Emergency care establishments.

On a preliminary basis, the site specific special provisions sought for the “Residential 6 (R6-5(28))” zone are as follows:

- Minimum front yard setback of 2.8m along a local road, whereas 6.0m is required; and,
- Maximum density of 40 UPH; whereas 45 UPH minimum is required under the regulations of the site specific zone R6-5(28).
**Front Yard Setback**

One of the proposed buildings is positioned 2.8m from Aldersbrook Gate. The reduced front yard setback is considered appropriate for the subject lands as it provides for an active streetscape, a defined public realm, and is consistent with City of London urban design practice. Landscaping will enhance the pedestrian and public realm and the building entrances that are visible from the street. Ultimately, the proposed development provides a unique opportunity to enhance this portion of Aldersbrook Gate and the reduced front yard represents good urban design.

**Minimum Density**

The density is proposed to be 40 units per hectare maximum is the proposed special provision, whereas 45 units per hectare is the required minimum in the site specific R6-5 (28) zone regulations. The intent of a minimum density is to promote a more compact and intensified built environments which could result in better use of infrastructure and nearby services and facilities. The proposed development provides a significant level of residential density that will still make effective and efficient use of municipal services.

*The London Plan* policies do not regulate density, but rather height of proposed developments. Given that the proposed height is within the limits of the policies of the *London Plan* any density within the 2.5-storey proposed development is contemplated in *The London Plan*. Ultimately, the proposed density of 39 UPH conforms to *The London Plan*. 
Overall, the requested site specific “Residential (R6-5(_))” provisions conform to the policies, planned function, and intent of the “Multi-Family, Medium Density Residential” land use designation in the 1989 City of London Official Plan, as well as the “Neighbourhoods” Place Type in The London Plan.

OTHER CONSIDERATIONS

SERVICING

The existing city infrastructure and proposed site services have sufficient capacity to accommodate the proposed development. Water is available from the 300mm PVC mains on Aldersbrook Gate and/or Tokala Trail. The subject lands are located in the Medway Creek Subwatershed. Detailed site servicing and grading plans which exhibit plans for Stormwater flows will be submitted through the Site Plan Approval stage.

BUILDING ORIENTATION

Building orientation will be addressed as part of this Zoning By-law Amendment Application. Townhouse units which abut Aldersbrook Gate (Units 1-3) will be oriented towards Aldersbrook Gate with a walk out front porch and a view to Aldersbrook. These units will then have rear access driveways onto the private internal road on the subject lands. The intent of these units is to engage the streetscape and provide a building orientation which activates Aldersbrook Gate as a more pedestrian friendly street. It is important to note that the street oriented units at this location were positioned to engage the straight portion of Aldersbrook Gate. In doing so a strong streetscape can be established while avoiding the portion of the street devoted to the roundabout. Such traffic features do not possess the same functional amenity that the traditional ‘straight’ street line impart. Landscaping features will be used to soften the impacts of the operational characteristics of the roundabout.

CONCLUSION

The proposed Zoning By-Law Amendment seeks to permit a 2.5-storey cluster townhouse development with a total of 27 residential units on the subject lands. The proposal for residential intensification on the subject lands appropriately provides an efficient and cost-effective development that is compatible with the surrounding context and new development, maintains privacy, and fulfills the planned function of the subject lands. Based on the above, and as detailed throughout this Planning and Design Report, the proposed Zoning By-Law Amendment is consistent with the intent and policies of the 2014 Provincial Policy Statement, the 1989 City of London Official Plan, and The London Plan. As such, the Zoning By-Law Amendment is appropriate and represents good land use planning practice.