



## PLANNING JUSTIFICATION REPORT

### OFFICIAL PLAN AMENDMENT & ZONING BYLAW AMENDMENT TO PERMIT A MIXED USE APARTMENT BUILDING

6555 & 6595 ROYAL MAGNOLIA AVENUE  
LONDON, ON

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## 1 INTRODUCTION

Strik, Baldinelli, Moniz, Ltd. has been retained by W3 Lambeth Farms Inc. to prepare a Planning Justification Report (PJR) and provide planning policy analysis in support of Official Plan Amendment (OPA) and a Zoning Bylaw Amendment (ZBA) application to permit the development of two mixed use apartment buildings at 6555 and 6595 Royal Magnolia Avenue in London, hereinafter referred to as the “subject site”.

This report demonstrates that the proposed OPA and ZBA applications are in keeping with Provincial and Municipal land use planning policies, are suitable for the subject site, would be compatible` with neighbouring land uses, and would contribute to housing supply within the City of London.



Figure 1. Aerial imagery of subject site and surrounding lands.



## **2 COMMUNITY CONSULTATION**

The City of London Pre-Application Consultation had required a Community Information Meeting be held prior to the submission of a planning application such that feedback from neighbouring landowners would be included in the Planning Justification Report. A virtual community information meeting was organized and scheduled for October 18, 2023, but subsequently cancelled due to lack of participation from the public.

## **3 SITE DESCRIPTION**

The subject lands are located in the southern part of the Talbot Planning District in west London and comprised of two lots municipally addressed as 6555 and 6595 Royal Magnolia Drive that are bound by Royal Magnolia Avenue to the north, Campbell Street North to the west, Heathwoods Avenue to the south, and Big Leaf Trail to the east (**Figure 1**).

The Subject Lands are rectangular in shape with a total area of 11,060 square metres (1.1 hectares), a length of 158 metres and a width of 70 metres. The site is currently vacant (**Figure 2**) and was created through the Plan of Subdivision that resulted in the registration of Plan 33M-821 on July 13, 2022.



**Figure 2.** View of subject site looking southeast from the Royal Magnolia Avenue.

## **4 SURROUNDING LAND USES**

The surrounding land uses consist of agricultural lands planned for future residential development and a mix of low and medium density residential uses consisting of single detached dwellings and townhouses. Refer to **Figure 1** illustrating the subject site and surrounding context within 400m walking distance.

**North:** Across Royal Magnolia Avenue are lands identified for future residential development zoned Urban Reserve (UR4) currently used for cash crop farming.

**East:** Across Big Leaf Trail are residential lands under construction with zoning permitting single detached dwellings.

**South:** Across Heathwoods Avenue are residential comprised of single detached dwellings.

**West:** Across Campbell Street North are residential lands under construction with zoning permitting single detached and townhouse dwellings.

## **5 DEVELOPMENT PROPOSAL**

The Subject Lands are proposed to be developed with two “L” shaped, six-storey mixed-use buildings identified as Tower A and Tower B. Each building would have 88 apartment dwelling units with a mix of one and two-bedroom units and a ground floor commercial/retail space area of 100 square metres. Combined the complete development would include a total of 176 dwelling units and 200 square metres of commercial space.

The commercial spaces at the northwest and northeast corner of each building would be accessed from Royal Magnolia Avenue, as well as from the interior of each building. The principal building entrances for the apartment dwellings would be from Heathwoods Avenue, Royal Magnolia Avenue, and would have separate at-grade entrances for ground floor residential apartments.

The development would be accessed from two driveways onto Heathwoods Avenue via semi-circular driveway. A total of 274 vehicle parking spaces are proposed – 224 spaces would be located in an underground parking garage accessed via a ramp, conveniently located between the two driveway access points. An additional 50 surface parking spaces would be located at the rear of the buildings, providing parking for patrons of the commercial uses and other visitors. Eight of the 224 vehicle parking spaces would be barrier-free spaces with four of them located on the surface and four in the underground garage. A total of 229 bicycle parking spaces would be allocated as 202 long-term residential spaces, 22 short-term residential spaces and five (5) for commercial uses.

Several pedestrian walkways are proposed to connect the building to the surrounding public streets, as well as to facilitate safe travel throughout the site. Communal amenity and green space would be provided for residents’ enjoyment and recreational needs in the form of outdoor communal courtyard with a proposed area located between the two buildings, two smaller landscaped spaces at the southwest and southeast intersections, and private balconies.



**Figure 3.** Preliminary Site Plan Layout  
Source: Ron Koudys Landscape Architects



**Figure 4.** Architectural rendering of proposed building looking southeast.





Figure 5. Architectural rendering of proposed building looking northwest

## 6 SUPPORTING STUDIES

### 6.1 Sanitary Servicing Brief

A Sanitary Servicing Brief (November 2023) has been completed by Strik, Baldinelli, Moniz Ltd. and submitted under separate cover. A sanitary sewer capacity analysis was undertaken to evaluate the capacity of downstream sanitary sewers due to the intensification proposed on the subject site. A review of the anticipated sanitary system was completed in the ultimate build out scenario as well as the interim phase. Based on the anticipated population for the proposed development as well as other nearby projects, an increase of 0.98 L/s is expected.

All sanitary sewers within the study area were found to flow under the maximum capacity, with the highest percentage full (95%) found in a portion of 250 mm sewer within the interim condition scenario. The City's existing sanitary infrastructure appears to have sufficient capacity to accommodate the proposed development.

## 7 POLICY FRAMEWORK

### 7.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, “provides policy direction on matters of provincial interest related to land use planning and development” to ensure efficient and cost-effective development patterns, healthy communities, and the protection of resources. Any land use planning decision

shall be consistent with the (PPS). The proposed development is consistent with the PPS and more specifically supports the following policies:

- The Subject Lands are located within a settlement area (i.e., within the City of London Urban Growth Boundary) and within an approved plan of subdivision (i.e., Plan 33M-821) serviced by municipal infrastructure. It makes efficient use of land and municipal services in accordance with policies 1.1.3.1 and 1.1.3.2.
- The development proposal is an example of infill residential development that would round-out the last remaining two vacant blocks of land identified on Plan 33M-821 and implement the local planning framework in accordance with policies 1.1.1; 1.1.3.2 (a- f); 1.1.3.4, and 1.1.3.6.
- The development proposal conforms to the housing policies in section 1.4 and would contribute to the city’s housing supply by adding 176 dwelling units.

Based on the above, the proposed OPA and ZBA applications are consistent with the relevant policies of the 2020 Provincial Policy Statement.

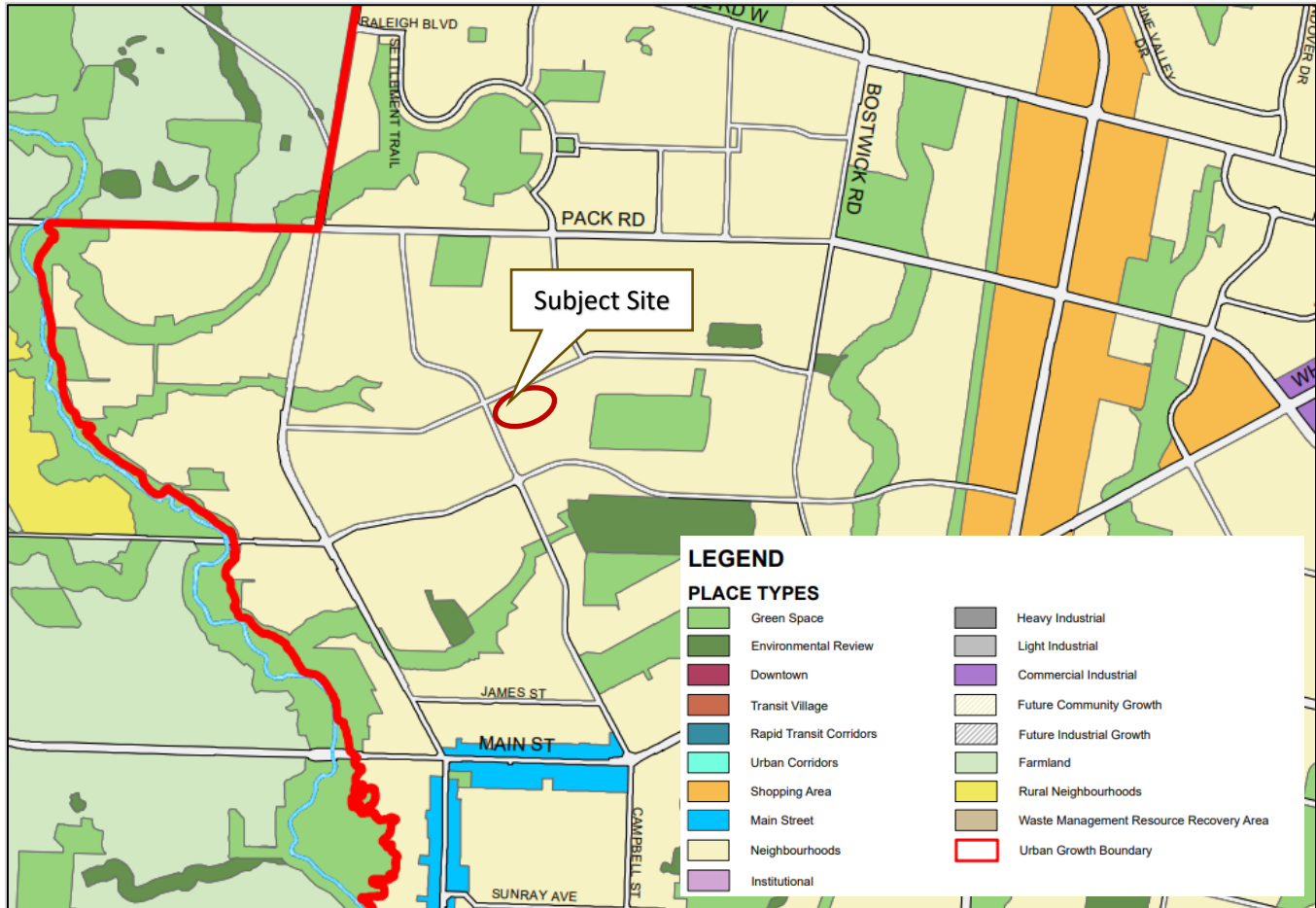
## 7.2 The London Plan

The Subject Lands are designated Neighbourhoods Place Type at the intersection of two Neighbourhood Connectors – Campbell Street North and Royal Magnolia Avenue – in the Official Plan, as illustrated in Figure 6.

Within Table 10 and Table 11 of The London Plan, the Neighbourhoods Place Type is permitted mixed-use and low-rise apartment buildings up to an “upper max” of four (4) storeys outside of Central London without an OPA. Since the development proposes two six (6) storey buildings, an OPA application is required.

Policy 924 envisions an *“appropriate range of retail, service and office uses within the Neighbourhoods Place Type”*. The commercial/retail component of each proposed building would help to implement this policy and provide building and neighbourhood residents with amenities within walking distance. The Development Proposal will add 176 dwelling units to the neighbourhood at a time when housing creation is being promoted by all levels of government. As part of Provincial initiatives, particularly the *More Homes Built Faster Act*, the City of London has pledged to build 47,000 housing units by 2031, and this proposal would contribute to the City’s housing target.





**Figure 6.** The London Plan (Map 1) Place Types

Policy 953 outlines design considerations for residential intensification in addition to the City Design policies considered in more depth by the UDB and that will be briefly discussed in this report.

- Site layout:* The Development Proposal makes efficient use of the rectangular site by providing two symmetrical “L” shaped buildings with parking located in the underground parking and to the rear of the buildings. Surface parking is mainly intended for visitors and patrons of the commercial/retail components of the mixed-use buildings. The centralized courtyard separates the two buildings and provides a central amenity, complimented with landscaping that is abundant throughout the site. Pedestrian walkways connect to the abutting public streets and promote safe on-site travel. The semi-circular driveway connected to Heathwoods Avenue would allow resident to access the parking areas and provide loading/layby parking at the rear of the buildings, including paratransit vehicle requirements.
- Building and main entrance orientation:* The proposed “L” shaped buildings are oriented towards both Royal Magnolia Avenue with the building and unit entrance facing oriented to Royal

Magnolia and the parking. Walkways would connect each door with the abutting public streets that surround the Subject Lands and reflect a pedestrian oriented design.

- *Building line and setback from the street:* Royal Magnolia is considered to be the front lot line and Heathwoods Avenue is considered to be the rear lot line for zoning purposes. The location of the buildings are proposed to provide a 9 metre front/side yard setback, which complies with the proposed R8-4 zone standards, and provides a similar setback that is reflective of the residential character of the neighbourhood.
- *Character and features of the neighbourhood:* The residential neighbourhood is actively under development and is being developed in phases due to ownership/servicing constraints. Several other mid-rise developments, up to 4-storeys, are underway in the area in the immediate area. Medium density residential townhouses, existing and planned, front onto neighbourhood connectors creating a more consistent and “urban” streetwall with front doors and driveways fronting the street. The contemporary building design would also reflect the architecture of the buildings that are existing and planned for construction.
- *Height transitions with adjacent development:* As noted above, the proposed buildings would have a 9 m setback, as well as abutting public streets, separating the proposed development from other residential development. There is adequate separation between the proposed buildings and the surrounding low and medium-density developments.
- *Massing appropriate to the scale of the surrounding neighbourhood:* To achieve the design objective of creating high-quality, contemporary midrise buildings that act as community focal points, the subject lands are separated from other buildings by public streets on all sides. In addition, the building is setback from the property lines allowing for soft landscaping to soften the hardlines of the built form. The building facades would incorporate extensive glazing, articulation, variation in height and materials on all sides to break up the massing – there will be no blank walls.

For the above-mentioned reasons, the proposed midrise buildings are appropriately designed and would be an appropriate addition to the growing community.

The general City Design policies apply to all development proposals. They are reviewed in detail within the Urban Design Brief, prepared by Strik Baldinelli Moniz Ltd and submitted under separate cover, as submitted to the Urban Design Peer Review Panel (UDPRP). The Development Proposal was considered by the UDPRP on September 20, 2023.

- *Character:* The surrounding neighbourhood is mostly low-density residential and currently under development. Once fully built out, the intended character can be described as a more urban,

contemporary form, with an emphasis on street oriented residential uses, and abundant soft landscaping in public and private spaces. Commercial and retail spaces, as exemplified by the commercial units in the Development Proposal, would provide residents with day-to-day access to some amenities within walking distance – a greater variety of existing amenities is available on Main Street and Colonel Talbot Road in the Lambeth neighbourhood to the south and west. On account of its unique location abutting four public streets, the Subject Lands are highly visible from the public realm. The proposed development would add two midrise buildings to serve as focal points at the intersection of two neighbourhood connectors. The proposed courtyard amenity space would provide a semi-public, private amenity space for building residents and visitors. The generous perimeter landscaping around the site, made possible by locating most of the vehicular parking underground inside the building and limiting vehicular access to and from Heathwoods Avenue, would provide aesthetic and environmental benefits for the site and surrounding area.

- *Street network:* The street network was established through the Plan of Subdivision process that resulted in the registration of Plan 33M-821 on July 13, 2022. Notwithstanding that four public streets abut the Subject Lands, only two vehicular accesses are proposed onto Heathwoods Avenue. Walkways that facilitate a direct connection between the abutting streets, amenity area, parking and building entrances would promote safe and convenient pedestrian circulation.
  - *Streetscapes:* As Royal Magnolia Avenue and Campbell Street North are both identified as Neighbourhood Connectors on Map 3 of the Official Plan, they are expected to receive most of the vehicular and pedestrian activity. A consistent streetwall would be created by the proposed buildings, interrupted by landscaping and activated entrances connected to the sidewalk.
  - *Public Space:* The proposed centralized amenity space/courtyard between the two buildings is primarily meant for building residents and their visitors, but offer a greenspace immediately adjacent to the public sidewalk with seating. The proposed green spaces will enhance the site and the streetscape, creating an attractive interface with the public realm.
  - *Site Layout:* The rectangular site has facilitated an efficient site layout featuring two “L” shaped buildings that interface with each other, as well as the four abutting public streets. There is adequate separation between the proposed midrise buildings and the surrounding low-rise buildings, thereby mitigating any impacts on adjacent properties, in conformity with policy 253. The Development Proposal also supports policy 255 by providing several onsite walkways connecting to public streets, bicycle parking spaces and integrating most of the vehicular parking inside the building; policy 256 by placing the two buildings to reinforce Royal Magnolia Avenue as the primary frontage and creating a consistent street wall, while also orientating the corner commercial components of the buildings towards the intersecting streets and giving architectural prominence to the two intersections; and policy 269 by limiting the site area devoted to surface



- parking and screening the area visible from the public realm as much as possible using appropriate soft landscaping.
- *Buildings*: The Development Proposal generally conforms to the policies in this section and supports the following policies in particular:
    - *Policy 285*: the building is designed with 360 architecture, such that there are no blank walls on the building façades and use of various high quality building materials;
    - *Policy 286*: “Human-scale relationships” comfortable for pedestrians are primarily established by animating the ground floor/at-grade design of a building and its relationship with its surroundings. As illustrated on the Site Plan, the ground levels of the proposed buildings feature walkways connecting the abutting streets with the building interior accessible by the public (i.e., residential main lobby and commercial spaces) and the proposed at-grade private terraces facing public streets; most of the ground floor is devoted to human activity in the form of residential units and commercial spaces with all of the parking inside the building being located underground; large windows provide views into the building interior; the corner commercial/retail entrances are highlighted through architectural features of the building (i.e., overhead canopy, signage, extensive glazing); the layby area promotes accessible travel and acts as a convenient pick-up/drop-off location, as well as bicycle parking to promote alternative forms of transportation. Overall, these elements establish a human-scale façade with active frontages;
    - *Policy 290*: the proposed commercial/retail uses at the corners of each building are accentuated through architectural elements and landscaping, as well as building architecture such as rooftop parapets that provides a perception of height variation and gives prominence to the two intersections;
    - *Policy 295*: the Development Proposal conforms to this policy by providing a centralized courtyard amenity space for use by building residents and their visitors;
    - *Policies 301 and 302*: the building façades would feature a variety of high quality building materials, including large windows, brick veneer and horizontal hardy siding. The building projections such as balconies and terraces, which not only function as private amenity spaces, but also serve to add visual interest to the buildings. The north and east elevations illustrate a contemporary rooftop projection/parapet that gives prominence to the building corners. All these design elements work together to produce buildings that conform to these policies.

In summary, the proposed development generally conforms to the relevant urban design policies of The London Plan. A site-specific OPA is required to permit the additional height from a maximum of 4-stores to 6-storeys. Conformity with the more specific policies of the Southwest Area Secondary Plan is discussed below.

### 7.3 Southwest Area Secondary Plan (SWASP)

The Southwest Area Secondary Plan (SWASP) applies to an area of approximately 2,700 hectares in the southwest part of the City of London generally bound by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Grown Boundary identified on Schedule “A” of the Official Plan. The SWASP is intended to guide the long-term management of growth in one of the city’s last and largest reserves of land, where a significant portion of growth will be.

As shown in **Figure 8**, the Subject Lands are designated “Medium Density Residential” in the North Lambeth neighbourhood (Schedule 9).

Section 20.5.10 of the SWASP outlines the policies for the North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods. Development in these neighbourhoods is envisioned at an intensity that is *“generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood.”*

Furthermore, as per policy 20.5.10, ii), the character of these areas is envisioned to be that of *“traditional suburban neighbourhoods similar to those found in older areas of the City of London, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day-to-day living experience.”*

Policy 20.5.10.1i) and ii) outline the intent and permitted uses for the Medium Density designation, which is to *“encourage a mix of housing types, forms and intensities...at an intensity that is higher than is found in more recent suburban neighbourhoods.”* Policy 20.5.10.1iii)b) outlines the built form and intensity requirements for the Medium Density Residential designation – the minimum density is 30 units per hectare and the maximum density is 75 units per hectare. Although, there is no maximum height for the Medium Density Residential designation, the proposed development contemplates a maximum density of 162 units per hectare and an OPA is required.

The policies of the SWASP reflect the policy direction implemented by the former 1989 City of London Official Plan that prescribed a maximum density of 75 UPH for medium density residential development. The London Plan had removed density from being a determinant of appropriate development, preferring to prescribe limits on built form, such as a maximum height, associated to the immediately adjacent road classification(s).





- c) The corners of the proposed buildings have been designed to highlight their status at the collector intersections, using architectural features, building entrances, and landscaping.
- d) The building architecture on all sides of the building has been considered in the proposed development and architectural design.
- e) The underground parking garage entrance is integrated into the parking lot and would not be perceived as an eyesore along the .
- f) The proposed mid-rise buildings are separated by public streets from the surrounding low-rise developments to achieve an appropriate transition in height, as preferred by this policy.
- g) Most of the parking to support the proposed development is underground – the small surface parking lot intended to accommodate building visitors and customers is screened from public streets as much as possible.
- h) The commercial uses are intended to compliment the residential apartment building, providing appropriate uses that are pedestrian friendly, accessible, and would not create nuisances.
- i) The proposed landscaping and exterior centralized amenity space, which will be further refined at the site plan stage, would enhance the site and promote a pleasant experience for residents, visitors and pedestrians.

In conclusion, the Development Proposal substantially conforms to the applicable SWASP policies.

## **8 ZONING BYLAW ANALYSIS**

The Subject Property is currently zoned R8-4(51)/CC6(12)/NF1(17) in the City of London Zoning By-law. Although the existing zone permits a mix of uses, the regulations would not permit the proposed development, particularly the intended building height and density of the site.

It is being requested that the subject site be rezoned to a Residential R9-7(XXX) Zone to permit the two 6-storey Apartment buildings. **Table 1** provides a comparative analysis of the regulations of the R9-7 Zone variation and the proposed development. Special provisions would also be required for the complimentary commercial/retail uses to be located within each building, in addition to the overall building height and density, as summarized in the chart below.

**Table 1.** Zoning By-Law Comparison Chart, R9-7 Zone Variation

Provision – R9-7 Variation	Required	Provided	Conforms?
<b>Lot Area</b> (m <sup>2</sup> ) Minimum	1000	11,060	Yes
<b>Lot Frontage</b> (m) Minimum – Royal Magnolia Avenue	30	134.8	Yes
<b>Front Yard Depth</b> (m) Minimum	6	9	Yes
<b>Exterior Side Yard</b> Depth (m) Minimum	6	9	Yes
<b>Interior Side Yard</b> Abutting Non-Residential (m) Minimum	9	n/a	-
<b>Rear Yard</b> Abutting Non-Residential (m) Minimum	9	20.3	Yes
<b>Landscaped Open Space</b> (%) Minimum	30%	45.7	Yes
<b>Lot Coverage</b> (%) Maximum	30% + 15%	30.5	Yes
<b>Height Maximum</b> (m) Maximum	n/a	<b>6 storeys</b>	<b>NO</b>
<b>Density</b> (UPH) Maximum (178 units total) - Residential: 176 units - Non-residential: 2 units	150	<b>162</b>	<b>NO</b>
<b>Gross Floor Area</b> (m <sup>2</sup> ) Maximum – Non-Residential	n/a	<b>200</b>	<b>NO</b>

## 9 PROPOSED OFFICIAL PLAN AMENDMENT

The proposed development conforms to the general intent of the policies of the London Plan, however, does not conform specifically with Tables 10 and 11 of The London Plan, which limits buildings fronting onto neighbourhood connectors to be a maximum of 4-storeys. The requested Official Plan amendment would allow buildings on-site to have a building height of a maximum building height of 6 storeys.

The London Plan, Neighbourhoods Place Type is requested to be amended, as follows:

### *6555-6595 Royal Magnolia Avenue*

*##### In the Neighbourhoods Place Type applied to the lands located at 6555-6595 Royal Magnolia Avenue, a maximum height of 6-storeys shall be permitted for two apartment buildings on site with ground floor retail.*

*Map 7 - Specific Policy Areas is to be amended by adding a Specific Policy Area for the lands located at 6555-6595 Royal Magnolia Avenue in the City of London.*

## **10 PROPOSED SOUTHWEST AREA SECONDARY PLAN AMENDMENT**

The Southwest Area Secondary Plan, North Lambeth Neighbourhood within the Medium Density Residential designation for the City of London is requested to be amended, as follows:

### ***6555-6595 Royal Magnolia Avenue***

*A maximum height of 6-storeys and density of 162 units per hectare, shall be permitted for two apartment buildings on site with ground floor retail.*

*Schedule 9 - Specific Policy Areas, to the Southwest Area Plan, for the City of London Lambeth Area is amended by adding a Specific Policy Area for the lands located at 6555-6595 Royal Magnolia Avenue in the City of London.*

## **11 PROPOSED ZONING BYLAW AMENDMENT**

Based on the above zoning data comparison, a Zoning Bylaw Amendment is required to change the applicable zoning of the subject site from R8-4(51) Zone to Residential R9-7(\*\*) Zone with Site-Specific Provisions to permit the construction of two 6-storey mixed use buildings with an overall mixed use density of 162 units per hectare.

As per the above, the proposed site-specific provisions include:

### **R9-7(\*\*) 6555 and 6595 Royal Magnolia Avenue**

#### **a) Permitted Uses**

- i) Apartment buildings
- ii) Bake shops
- iii) Brewing on-premises establishment
- iv) Convenience business service establishments
- v) Convenience service establishments
- vi) Convenience stores
- vii) Day care centres
- viii) Florist shops
- ix) Food stores
- x) Personal service establishments
- xi) Pharmacies
- xii) Restaurants, take-out
- xiii) Restaurants, eat-in





## **12 PLANNING RATIONALE**

The London Plan and the Southwest Area Secondary Plan both designate this site for medium density residential land uses, up to 4-storeys in height. The proposed development requests an amendment to the above-mentioned policy documents to permit up to 6 storeys in height.

In late 2024, the City of London had identified a need for more housing and has pledged a commitment to accelerate the housing supply throughout the city, with a “a path to 47,000 units by 2031”. It is therefore essential to look for appropriate intensification of serviced lands within the growth boundary. Several factors should be considered when evaluating whether a proposed height or density is appropriate on individual sites, such as higher-order Provincial policies and priorities, relationship of the proposed built form to its surroundings, and sufficient infrastructure.

As previously discussed, the Development Proposal is consistent with PPS policies, which promote growth in urban/settlement areas on full municipal services, which the Development Proposal would provide. In terms of impacts on the surrounding lands, the site is uniquely bound by streets on all sides, providing sufficient setbacks from less intensive forms of development, protecting from overlook, privacy and shadowing. The SWASP anticipated a Neighbourhood Central Activity Node northwest of the proposed development. A building up to 6-storeys in height may contribute to identifying the Neighbourhood Central Activity Node and creating a sense of place within North Lambeth. As neighbourhood currently under development, the servicing infrastructure has confirmed to be sized accordingly for the growing community. There are no capacity or traffic issues anticipated by the increased intensity. Therefore, the increased density is considered appropriate for this location.

The Zoning Bylaw was amended at the time of Plan of Subdivision approval and contemplated for residential, commercial, and/or neighbourhood facility uses through three site-specific residential (R8-4), commercial (CC6) and Neighbourhood Facility (NF) zones. Rather than maintaining the compilation of zoning variations on the subject site and request site specific conditions to each zone, it is appropriate for one site-specific R9-7 zone variation be applied to the subject lands. Appropriate commercial uses have been included within the R9-7 residential zone with added regulations to ensure the non-residential uses are limited in area and within a mixed use building.

## **13 CLOSING**

Based on a review of the subject site, surrounding context, supporting technical studies, and applicable planning documents and policies, the proposed Official Plan and Zoning By-Law Amendments represents sound land use planning practice for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which promotes healthy, liveable and safe communities by accommodating appropriate intensification

and recognizes the need for to accommodate growth in a cost effective manner by encouraging a range of built forms, housing types and densities.

- The Development Proposal would substantially conform to the policies of The London Plan and the Southwest Area Secondary Plan by implementing the existing planning framework using a contemporary building design aesthetic where the two proposed buildings are oriented toward the abutting public streets, integrates underground parking, integrate commercial/retail uses on the ground floor, and provide for generous perimeter soft landscaping to enhance the Subject Lands and have a positive impact on the public realm.
- The proposed Zoning By-Law Amendment would appropriately permit a mix of ground floor commercial uses with residential units above that will result in a built form that would be compatible, unique to the area, and would complement the streetscape and neighbourhood under development; and
- The proposed application allows for residential intensification that utilizes available municipal infrastructure and services, is designated for residential development, and represents an efficient utilization of land, infrastructure, and resources in support of the vision of The London Plan

For the reasons noted above and throughout this report, the proposed OPA and ZBA applications represent sound land use planning practice.

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