

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** George Kotsifas, P. Eng.  
Managing Director, Development & Compliance Services and  
Chief Building Official

**Subject:** Application By: Artisan Homes Inc.  
459 Hale Street  
Zoning By-law Amendment (Z-8886)  
Draft Plan of Vacant Land Condominium (39CD-18503)

**Public Participation Meeting on: September 10, 2018**

## Recommendation

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of Artisan Homes Inc. relating to the lands located at 459 Hale Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on September 18, 2018 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands **FROM** a Residential R1 (R1-5) Zone **TO** a Residential R6 Special Provision (R6-2( )) Zone to permit cluster housing in the form of single detached dwellings with a special provision to permit a minimum lot frontage of 8.0 metres and maximum density of 22 units per hectare; and,
- (b) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 459 Hale Street.

## Executive Summary

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended actions is to amend the Zoning By-law to permit cluster housing in the form of single detached dwellings with a special provision to permit a minimum lot frontage of 8.0 metres and maximum density of 22 units per hectare; and, to report to the Approval Authority any issues or concerns raised at the public meeting with respect to an application for Draft Plan of Vacant Land Condominium consisting of six (6) residential dwelling units and a common element for access driveway and services.

### Rationale of Recommended Action

1. The recommended Zoning By-law Amendment and Draft Plan of Vacant Land Condominium are consistent with the Provincial Policy Statement.
2. The proposed infill housing development satisfies the residential intensification and relevant planning policies of The London Plan and the 1989 Official Plan.
3. The recommended zoning amendment and special provisions are appropriate, and conform with The London Plan and the Official Plan.
4. The proposed development is compatible and in keeping with the character of the surrounding residential neighbourhood.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The property is located on the west side of Hale Street, south of Brydges Street and north of Heather Crescent. The lot is currently occupied by an older single detached, one storey dwelling, detached garage, and a large rear yard.

#### 1.2 Current Planning Information (see more detail in Appendix D)

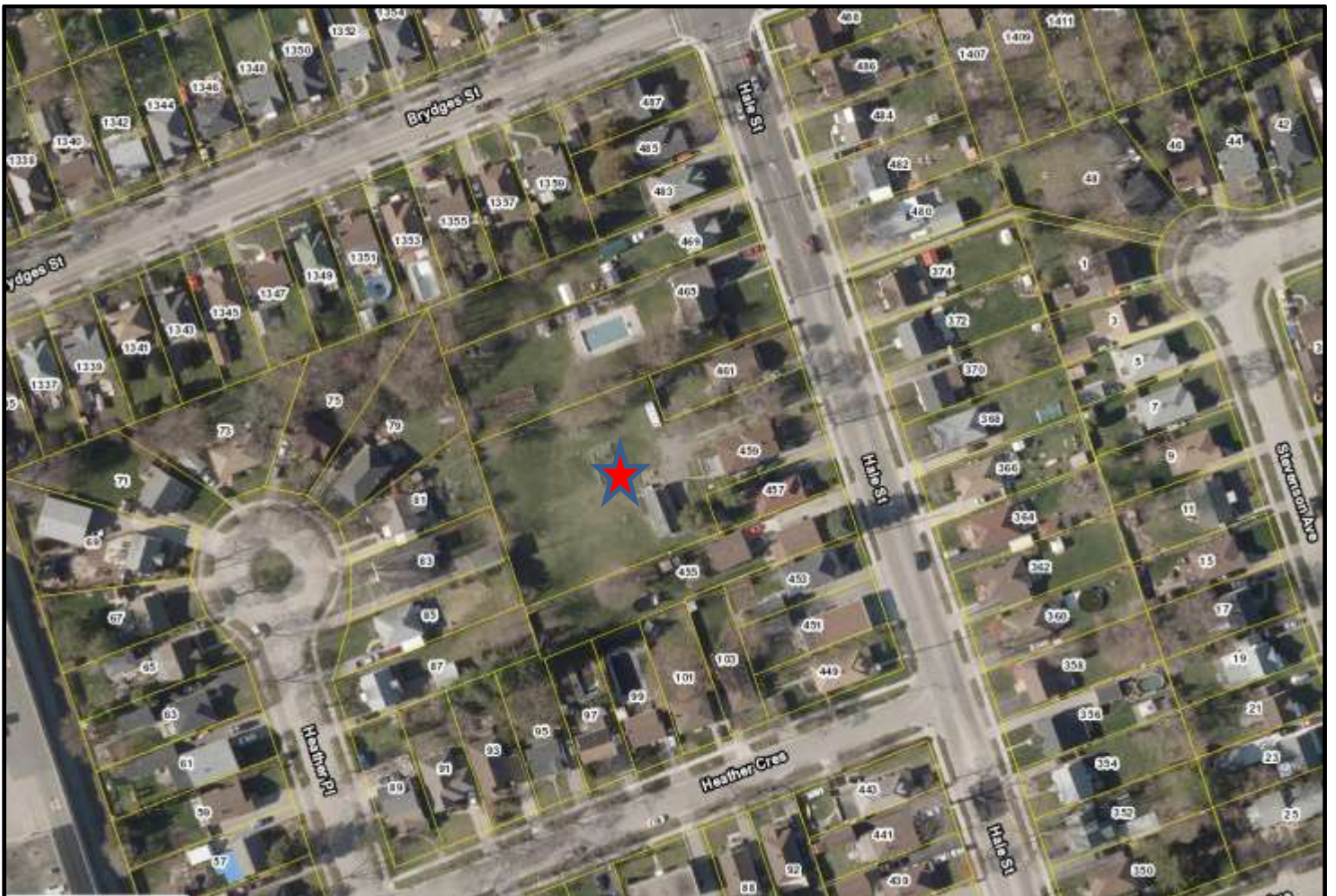
- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods
- Zoning – Residential R1 (R1-5)

#### 1.3 Site Characteristics

- Current Land Use – residential single detached dwelling
- Frontage – 22.4 metres total
- Depth – approx. 90 metres
- Area – approx. 3200 square metres or 0.32 hectares total area (0.28 hectares vacant portion of property proposed to be developed)
- Shape – irregular

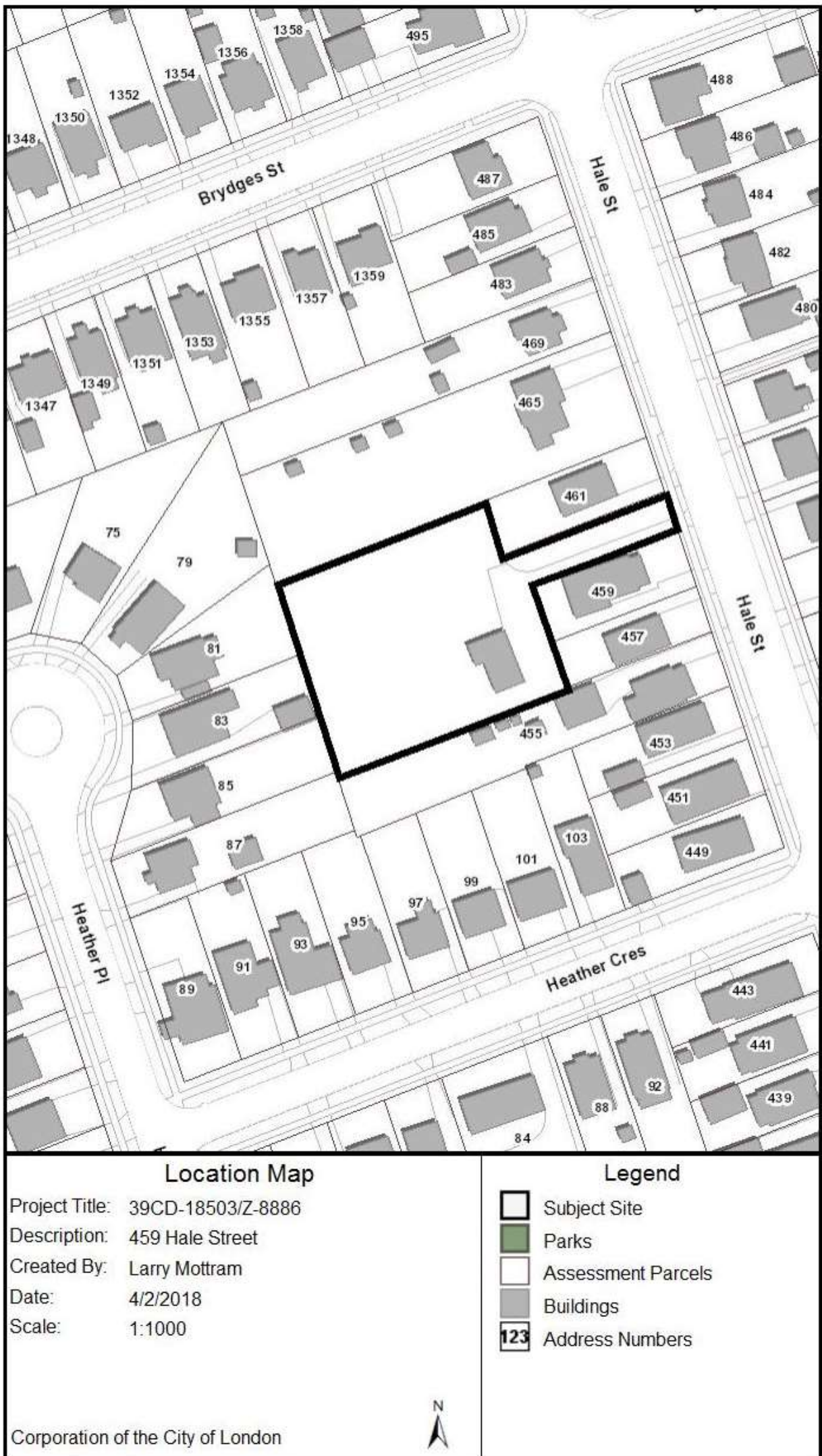
#### 1.4 Surrounding Land Uses

- North – residential single detached dwellings
- East – residential single detached dwellings
- South – residential single detached dwellings
- West – residential single detached dwellings



 459 Hale Street

## 1.5 Location Map

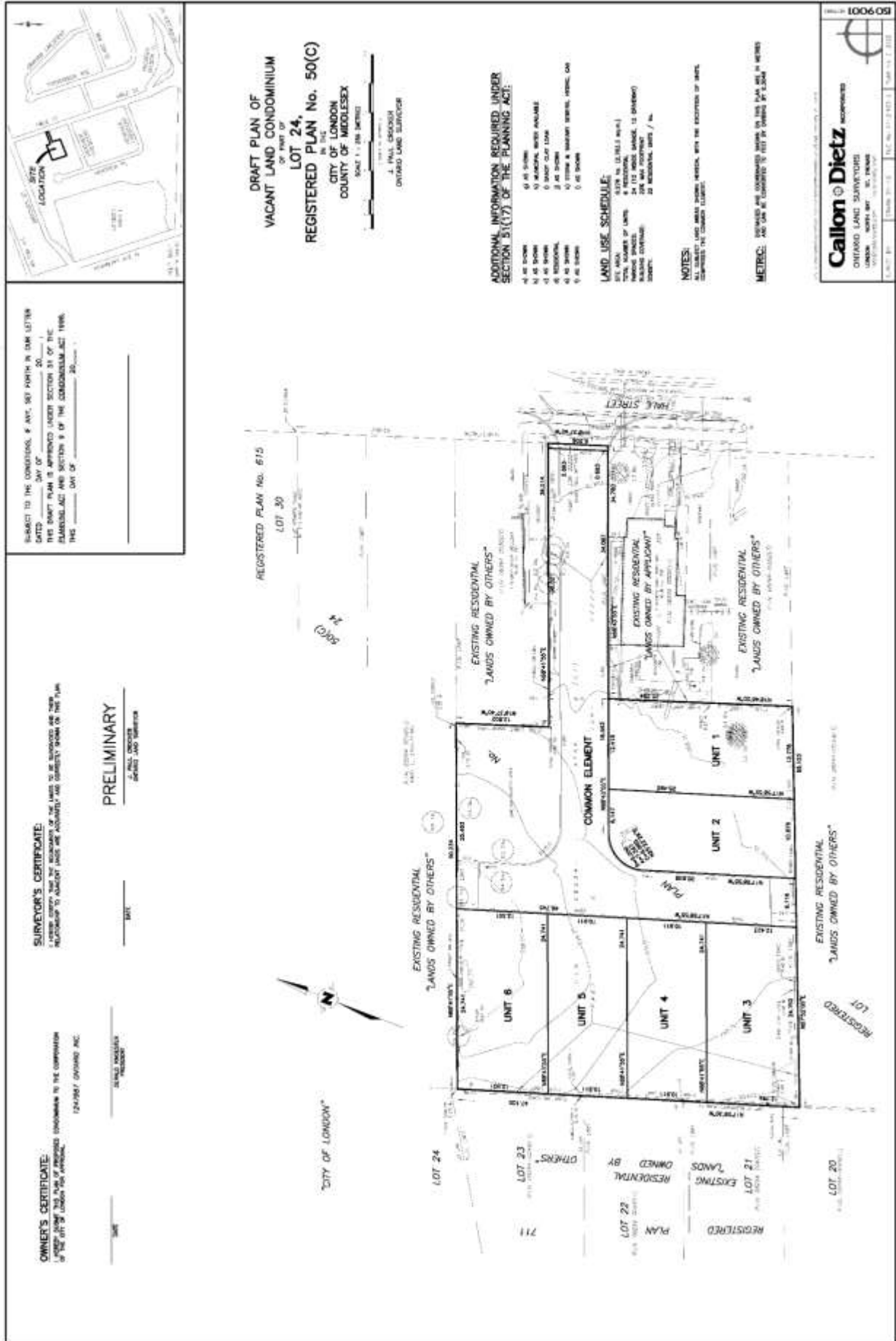


## 2.0 Description of Proposal

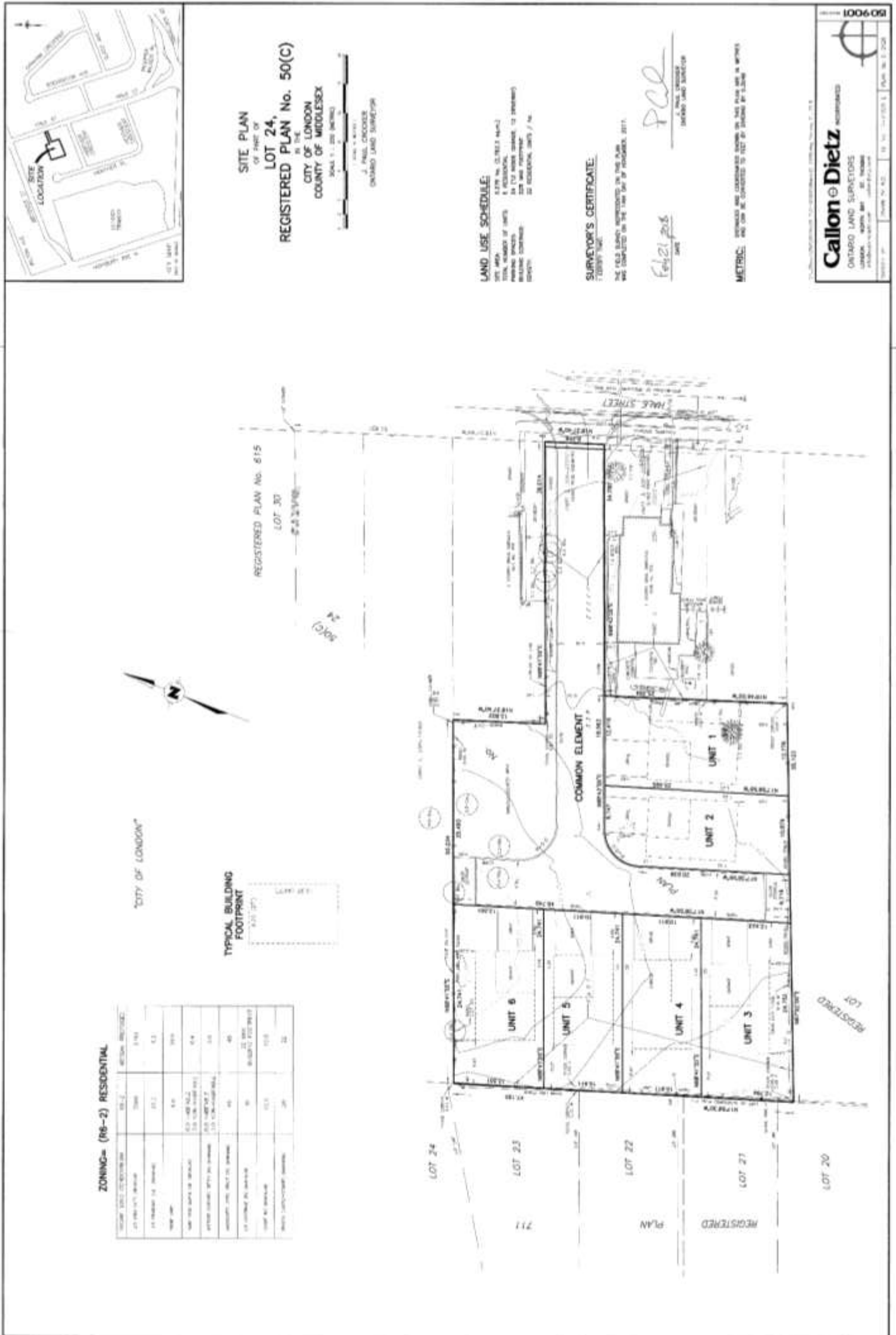
### 2.1 Development Proposal

Proposal for a six (6) unit vacant land residential condominium development on the vacant portion of the property along a private road with access to Hale Street. The existing residence is proposed to be severed from the remainder of the property to be developed, and would continue to exist on a smaller freehold lot with frontage and access onto Hale Street. The existing detached garage is proposed to be demolished.

### 2.2 Proposed Draft Plan of Vacant Land Condominium



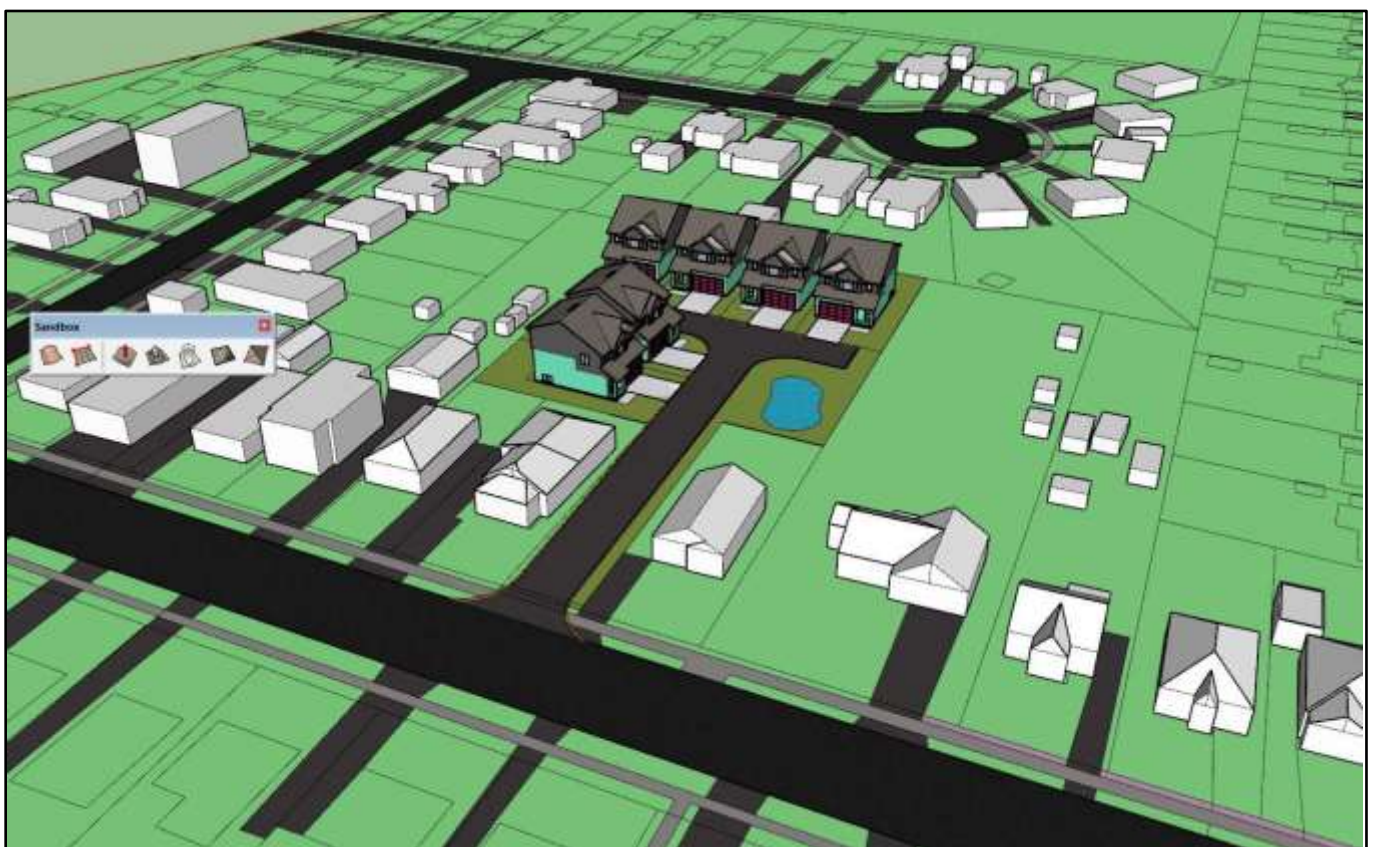
# 2.3 Concept Site Plan



**2.4 Images from the Applicant's Neighbourhood Character and Compatibility Report For Lands at: 459 Hale Street by Artisan Homes Inc. for a 6 Unit Vacant Land Condominium Project – March 2018 (prepared by Kirkness Consulting)**



3D Google map view of the neighbourhood with massing model of the proposed development inserted into the image.



Massing model showing proposed development within neighbourhood context with Hale Street in the foreground looking westerly to Heather Place.



Massing model view of proposed private road from Hale Street (left) showing five of the proposed residences and part of an open space water detention area at right centre.



Sample elevation showing architectural detail of the building façade (1 of 2)



Massing model view from neighbouring property to the west showing proposed 2 storey houses, driveway and large accessory building from residence on Heather Place.

## **3.0 Relevant Background**

### **3.1 Planning History**

An application to amend the zoning by-law was received in January of 1989 from A. Makrakos the owner of the property at 459 Hale Street (File Z-3944). The purpose of the application was to allow development of five single family lots on a private road to be held in common ownership by the individual homeowners. The City of London initiated a concurrent review of the zoning for adjacent lands at 455, 465 and 469 Hale Street as these properties were all similarly situated, and similarly sized lots (File Z-4068). On December 18, 1989, Municipal Council resolved that, on the recommendation of the Director of Planning and Development, the application by A. Makrakos relating to 459 Hale Street and the City-initiated review of 455, 459, 465 and 469 Hale Street to amend the zoning by-law by changing the zoning of the subject properties from a Two Family (2F) Zone to a Special Residential (SR- ) Zone to permit individually owned single family dwellings and lots, and a change in the definition to permit lots on a private street be refused. The rationale for Council's refusal was that there was insufficient support from the owners of the affected lands to permit proper development of the properties; the lots and ownership pattern was not in keeping with the established neighbourhood; and the change in lot definition to permit lots on a private street was contrary to existing City policies at the time.

### **3.2 Requested Amendment**

An amendment to change the zoning on a portion of the property proposed to be developed from a Residential R1 (R1-5) Zone to a Residential R6 Special Provision (R6-2( )) Zone to permit cluster housing in the form of single detached dwellings, with a special provision to permit a minimum lot frontage of 8.0 metres, maximum lot coverage of 40%, and maximum density of 22 units per hectare. (Note: the request for a 40% maximum lot coverage is not required and as a result shall not be included with any amending zoning by-law being considered by Development Services staff).

### **3.3 Community Engagement (see more detail in Appendix B)**

Comments/concerns received from the community are generally summarized as follows:

- The site is too small for the proposed form and intensity of development
- It does not fit within the context of the established neighbourhood
- It will result in overcrowded conditions and will add to already heavy traffic volumes at peak times on Hale Street
- It will impact resident's privacy, quiet enjoyment of their property, and property values
- The narrow roadway from Hale Street is not wide enough for fire trucks, garbage trucks and other essential vehicles
- Previous attempts have been made to get permission to build on this property and were refused by the City

### **3.4 Policy Context Summary (A detailed policy analysis is provided in Appendix C)**

#### **Provincial Policy Statement, 2014**

The proposal must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at 1. Building Strong Healthy Communities, 2. Wise Use and Management of Resources, and 3. Protecting Public Health and Safety. As this development proposal represents a form of residential infill of vacant or underutilized lands, the PPS contains strong policies to direct growth to settlement areas, encourage a diversity of densities and land uses within settlement areas, and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock, and availability and suitability of infrastructure and public service facilities required to accommodate projected needs (Section 1.1.3).

#### **The London Plan**

The subject site is located within the Neighbourhoods Place Type in the London Plan. The London Plan, through the vision articulated in the Our City policies, places an emphasis on growing "inward and upward" to achieve a compact form of development, as well as encouraging and supporting growth within the existing built-up area of the city. The Neighbourhoods Place Type policies, with respect to Residential Intensification in Neighbourhoods, expands on that vision and specifically states that:

*937\_ Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing*



*neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. However, such intensification must be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability.*

The City Structure Plan also recognizes that residential intensification will play a large role in achieving our goals for growing “inward and upward”, and supports various forms of intensification, including infill development of vacant and underutilized lots, subject to the policies of the Plan. This includes consideration of the policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. The London Plan policies are intended to support infill and intensification, while ensuring that proposals are appropriate and a good fit within their receiving neighbourhoods.

### **1989 Official Plan**

These lands are designated “Low Density Residential” on Schedule ‘A’ of the 1989 Official Plan. This land use designation permits single detached, semi-detached, and duplex dwellings as the primary permitted uses up to a maximum density of 30 units per hectare. The proposal to develop this parcel with six single detached dwelling units is permitted and will result in an overall density of 22 units per hectare which is within the density limits prescribed in the Low Density Residential policies.

The proposal also represents a form of residential infill of a vacant or underutilized site within an established neighbourhood which may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to the Residential Intensification policies of the Official Plan. These policies require that a Statement of Neighbourhood Character and Compatibility be submitted by the proponent in accordance with Section 3.2.3 Residential Intensification and Section 3.7.3 Planning Impact Analysis.

A Neighbourhood Character and Compatibility Report was prepared and submitted by Artisan Homes Inc. including concept site plan, building floor plans and elevations, colour renderings, and 3D massing model showing the proposed development within the context of the neighbourhood. A Tree Assessment Report and Servicing Brief also accompanied the formal application submission. The Official Plan policies have been reviewed and consideration given to how the proposal contributes to achieving those policy objectives.

## **4.0 Key Issues and Considerations**

### **4.1 Issue and Consideration # 1 – The site is too small and this proposal does not fit within the context of the established neighbourhood.**

The Neighbourhood Character and Compatibility Report describes the site layout and design in the context of the surrounding neighbourhood, including building orientation, setbacks, transition of building height, and architectural treatment. Massing models are provided in order to demonstrate how the proposal fits with the surrounding neighbourhood. The use, form and intensity of the proposed development is considered compatible and appropriate for the site in order to accommodate the buildings, driveways, parking, fencing, landscaping, outdoor amenity area, and buffering.

The Our Strategy, City Building and Design, Neighbourhood Place Type, and Our Tools policies in The London Plan, as well as the residential infill and intensification policies of the current Official Plan, have been reviewed and consideration given to how the proposal contributes to achieving those policy objectives. This proposal represents a good fit within the neighbourhood in terms of the type and form of housing, tenure (owner-occupied), similar lot/unit frontages, and spatial separation between buildings. It is recognized that there are differences from existing development, such as the proposed attached 2-car garages, shallower rear yards, narrower street (a private road), and while there are some 2-storey homes, 1 and 1-1/2 storey dwellings are more predominant in the neighbourhood. At the same time, the proposal represents a cluster of new built homes that contributes to diversity and the rich mix of housing in the neighbourhood.

### **4.2 Issue and Consideration # 2 – It will add to already heavy traffic volumes at peak times on Hale Street.**

Low volumes of traffic are expected to be generated from this 6 unit infill development. Hale Street is classified as a Secondary Collector in the Official Plan (Neighbourhood Connector in The London Plan) carrying on average 10,000 vehicle trips a day, and under

the 15,000 vehicles per day capacity. The City's Transportation Planning and Design Division have reviewed the proposed site concept plans and did not report any concerns. The access location and design will be reviewed again in more detail at the Site Plan Approval stage.

**4.3 Issue and Consideration # 3 – It will impact resident's privacy, quiet enjoyment of their property, and property values.**

Building front entrances, driveways, and garages are oriented internally to the site so that impact on privacy of adjacent properties is minimized. Perimeter fencing (1.8 metre high board-on-board fence) and landscape planting buffers will also be incorporated into the approved site plan and landscape plans to provide screening and privacy of adjacent rear yard amenity areas. The proposed 2-storey dwellings with pitched roof design are not expected to cast shadowing on adjacent properties, or result in any significant loss of sunlight. The proposed residential infill development is not expected to adversely affect the residential stability of this area.

**4.4 Issue and Consideration # 4 – The narrow roadway from Hale Street is not wide enough for fire trucks, garbage trucks and other essential vehicles.**

The access from Hale Street is a 6.7 metre wide private driveway. Design standards for vehicular access to and from private site developments (including fire routes, parking, etc.) are specified in the City's Site Plan Design Manual. The proposed driveway width meets the City's site design standards. Typically, the maximum dead end distance without an approved turnaround facility is 90 metres. The proposed driveway is approximately 60 metres in from the public street terminating at a "T" junction.

**4.5 Issue and Consideration # 5 – Previous attempts have been made to get permission to build on this property and were refused.**

As noted in the history section above, the development application referred to was considered in 1989. Many things have evolved since that time, including Provincial and municipal planning policies recognizing the importance of residential intensification. The Condominium Act was amended to introduce Vacant Land Condominiums, and zoning by-laws have changed. Similar small-scale infill housing projects have been developed in neighbourhoods in other parts of the City.

## 5.0 Conclusion

The recommended amendment to the Zoning By-law and application for Approval of Vacant Land Condominium are considered appropriate, are consistent with the Provincial Policy Statement, and conform to The London Plan and the 1989 Official Plan. The proposal will permit a small residential infill development that is appropriate for the subject lands, and compatible with the surrounding land use pattern.

<b>Prepared &amp; Recommended by:</b>	<b>Larry Mottram, MCIP, RPP Senior Planner, Development Planning</b>
<b>Reviewed by:</b>	<b>Lou Pompili, MCIP, RPP Manager, Development Planning</b>
<b>Concurred in by:</b>	<b>Paul Yeoman, RPP, PLE Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P. Eng. Managing Director, Development and Compliance Services and Chief Building Official</b>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

CC: Matt Feldberg, Manager, Development Services (Subdivisions)

August 31, 2018  
GK/PY/LP/LM/lm

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## Appendix A

Bill No. (number to be inserted by  
Clerk's Office)  
(2018)

By-law No. Z.-1-18\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 459  
Hale Street.

WHEREAS Artisan Homes Inc. has applied to rezone an area of land  
located at 459 Hale Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of  
London enacts as follows:

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to  
lands located at 459 Hale Street, as shown on the attached map, from a Residential  
R1 (R1-5) Zone to a Residential R6 Special Provision (R6-2(\_)) Zone.
- 2) Section Number 10.4 of the Residential R6 Zone is amended by adding the following  
Special Provision:
  - ) R6-2 (
    - a) Regulations
      - i) Lot Frontage (Minimum) 8.0 metres
      - ii) Density (Maximum) 22 units per hectare

This By-law shall come into force and be deemed to come into force in accordance with  
Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage  
of this by-law or as otherwise provided by the said section.

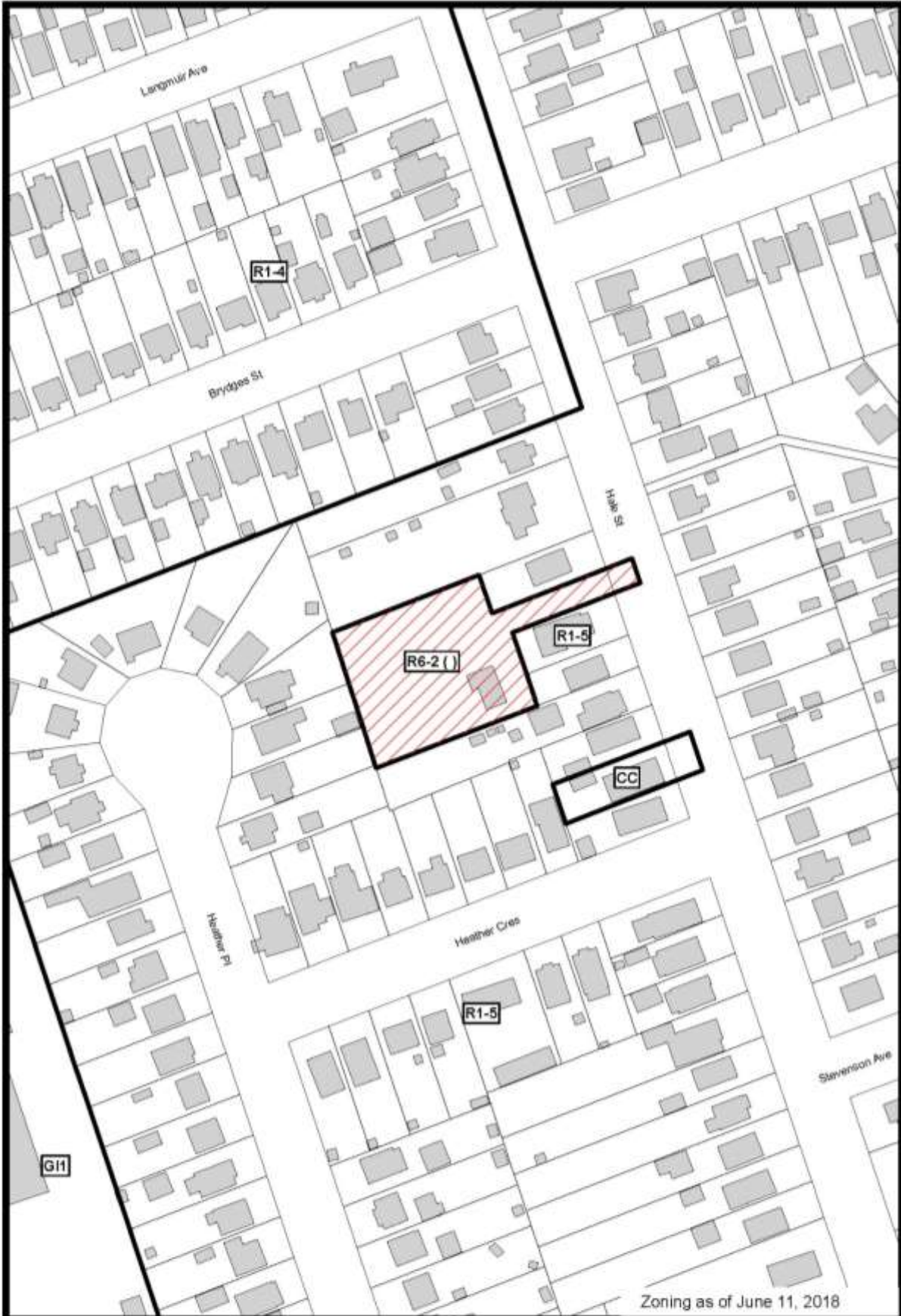
PASSED in Open Council on September 18, 2018

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – September 18, 2018  
Second Reading – September 18, 2018  
Third Reading – September 18, 2018

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)




File Number: 39CD-18503/Z-8886

Planner: LM

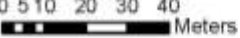
Date Prepared: 2018/08/14

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

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 Meters



## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On April 18, 2018, Notice of Application was sent to 129 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on April 19, 2018. A “Planning Application” sign was also posted on the site.

**Responses:** 3 telephone calls, 1 counter inquiry, and 13 written replies were received.

**Nature of Liaison:** Consideration of an application for approval of a proposed draft plan of vacant land condominium consisting of 6 single detached residential units and a common element for private access driveway and services to be registered as one Condominium Corporation. Application has also been made for approval of a Zoning By-law Amendment to change the zoning from a Residential R1 (R1-5) Zone to a Residential R6 Special Provision (R6-2( )) Zone to permit cluster housing in the form of single detached dwellings, with a special provision to permit a minimum lot frontage of 8.0 metres, maximum lot coverage of 40%, and maximum density of 22 units per hectare.

**Responses:** A summary of the various comments received include the following:

- The site is too small for the proposed form and intensity of development
- It does not fit within the context of the established neighbourhood
- It will result in overcrowded conditions and will add to already heavy traffic volumes at peak times on Hale Street
- It will impact resident’s privacy, quiet enjoyment of their property, and property values
- The narrow roadway from Hale Street is not wide enough for fire trucks, garbage trucks and other essential vehicles
- Previous attempts have been made to get permission to build on this property and were refused by the City

### Responses to Notice of Application and Publication in “The Londoner”

Telephone or In Person	Written
Gord McIntosh – 87 Heather Place	Carol Hepting – 483 Hale Street
Bob McEachnie – 1349 Brydges Street	Carol Smith – 83 Heather Place
Kevan Angar – 85 Heather Street	Darlene Pigeau – 63 Heather Place
Darrell Laraway – 465 Hale Street	Homeowner – 81 Heather Place
	Josh A. Monk – 1357 Brydges Street
	Larry Graham and Nancy Stilwell
	Lawrence and Jean Ruth Rath – 99 Heather Crescent
	Linda Holmes
	Lisa Bailey-Moore – 1356 Brydges Street
	Lisa O’Brien – resident Heather Place
	Robert Mitchell
	Shawn Lewis – 67 Trapper Street
	Tracy Rath – 485 Hale Street

## **Agency/Departmental Comments:**

### Environmental and Parks Planning

- *Parkland dedication has not been collected for the subject lands. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-9.*
- *Urban Forestry agrees with the recommendations within the submitted Tree Preservation Plan noting tree preservation fencing should be included around the boulevard tree in front of 459 Hale. All recommendations within the plan are to be implemented as part of the site plan and the condominium plan.*
- *We are requesting that the developer register all trees being planted with the Million tree website or seek to register them on their behalf. It is a free service that only takes a few minutes and can be found at [www.milliontrees.ca](http://www.milliontrees.ca). There would be recognition for the developer on this site and they would be contributing to the Million tree challenge of which the City of London is a partner with Re-Forest London.*

### Stormwater Engineering Division (SWED)

*The Owner acknowledges that the subject lands are located within the Central Thames Subwatershed and that the minor storm outlet for this plan is the existing 300 mm diameter storm sewer on Hale Street.*

*The Owner agrees to have a consulting professional engineer design and construct proposed storm/drainage and SWM servicing works for the subject lands all to the satisfaction of the City Engineer and according to the requirements of the following:*

- i) The SWM criteria and environmental targets for the Central Thames Subwatershed;*
- ii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;*
- iii) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.*
- iv) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;*
- v) The Ministry of the Environment and Climate Change (MOECC) SWM Practices Planning and Design Manual (2003); and*
- vi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.*

*The Owner agrees that, prior to issuing a Certification of Conditional Approval for this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria, all to the satisfaction of the City Engineer.*

*Prior to issuing a Certification of Conditional Approval, the Owner's professional engineer shall identify major and minor storm flow routes for the subject lands and those flow routes shall be constructed and be operational, all to the satisfaction of the City Engineer.*

*The Owner agrees to promote the implementation of SWM soft measure Best Management Practices (BMP's) including Low Impact Development (LIDs) solutions within the subject lands, where possible, to the satisfaction of the City Engineer. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within the subject plan and the approval of the City Engineer.*

*The Owner shall ensure that increased and accelerated Stormwater runoff from this development shall not cause damage to downstream lands, properties or structures beyond the limits of this plan and notwithstanding anything to the contrary of any requirements of the city or any approval given by the City Engineer, the indemnity provided shall apply to any damage or claim for damages arising out of, or alleged to have arisen out of such increased or accelerated Stormwater runoff from the subject lands.*

*The Owner agrees to provide all adequate easements, if required, at no cost to the City, in relation to stormwater/drainage and SWM servicing works of the subject lands, all to the satisfaction of the City Engineer.*

*The Owner agrees to develop an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands and that will be in accordance with City of London and MOECC standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. Prior to any work on the site, the Owner's professional engineer shall submit these measures as a component of the Functional Storm/Drainage Servicing Report and is to have these measures established and approved all to the satisfaction of the City Engineer. Further, the Owner's Professional Engineer must confirm that the required erosion and sediment control measures were maintained and operating as intended during all phase of construction.*

*The Owner agrees to have a qualified geotechnical consultant provide a report, at the detailed design engineering submission, confirming the existing soil characteristics to support the proposed design of the infiltration basin for the development, to the satisfaction of the City Engineer.*

*The Owners professional engineer shall provide, at the detailed design engineering submission, a maintenance and operation manual for the proposed infiltration basin (LID) facility.*

*The Owners professional engineer shall provide, at the detailed design engineering submission, a report outlining the required 5 years of monitoring program to assess performance of the infiltration basin to ensure that it stays viable as a long term SWM LID solution.*

*The Owners professional engineer shall provide, at the detailed design engineering submission, an alternate piped stormwater solution for the development in case the proposed infiltration basin ceases to function as per the original design. This alternate design shall be provided in the SWM report and shall demonstrate compliance with the City Design Requirements for Permanent Private Stormwater Systems.*

*The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of any existing stormwater conveyance systems. In an event, where the above condition cannot be met, the Owner agrees to provide SWM on-site controls that comply to the accepted Design Requirements for Permanent Private Stormwater Systems.*

*The Owner's professional engineer shall ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design and shall demonstrate this in the detailed design engineering submission, all to the specification and satisfaction of the City Engineer.*



## Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this proposal. The most relevant policies, by-laws, and legislation are identified as follows:

### The London Plan

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex, triplex, and townhouse dwellings, and small-scale community facilities. The proposed infill development in the form of cluster single detached dwellings falls within this Place Type. Hale Street is identified on Map 3 – Street Classifications as a Neighbourhood Connector.

The Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed Draft Plan of Vacant Land Condominium and Zoning By-law Amendment contributes to achieving those policy objectives, including the following specific policies:

### **Our Strategy**

*Key Direction #5 - Build a Mixed-Use Compact City*

- 5. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*

*Key Direction #8 Making Wise Planning Decisions*

- 9. Ensure new development is a good fit within the context of an existing neighbourhood.*

This proposal represents a small-scale infill development which contributes to broader strategic objectives of building a mixed-use compact City of London. The proposed development is not identical; however, it is compatible with the scale and the form of housing in the surrounding area, and a good fit within the context of the existing neighbourhood.

### **City Building and Design Policies**

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

Based on our review of the applicant’s Neighbourhood Character Statement and Compatibility Report, and supporting documents, this proposal represents a small-scale infill development which satisfies the City Building and Design, Our Tools and Residential Intensification policies of the London Plan.

### **Neighbourhood Place Type**

*Vision for the Neighbourhoods Place Type*

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

- 1. A strong neighbourhood character, sense of place and identity.*
- 2. Attractive streetscapes, buildings, and public spaces.*
- 3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.*
- 4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.*

5. *Lots of safe, comfortable, convenient, and attractive alternatives for mobility.*
6. *Easy access to daily goods and services within walking distance.*
7. *Employment opportunities close to where we live.*
8. *Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.*

This proposal is generally in keeping with the Neighbourhood Place Type vision and its key elements, including a strong neighbourhood character and sense of identity, diversity of housing choices and affordability, safe and convenient alternatives for mobility, and close proximity to employment and recreational opportunities.

*947\_ These policies relate only to lot creation on vacant or underutilized sites in established neighbourhoods, and will not include blocks of land that have been established in plans of subdivision registered after July 2, 1996. Consents to sever lots will conform with the consent policies in the Our Tools part of this Plan. If conceptual site and elevation plans exist at the time of the consent application, these plans will be evaluated based on the policies of this Plan and if deemed appropriate may be included as a condition of the consent approval to be addressed through the building permit stage.*

*If plans are not available at the time of consent, the approval authority may establish a condition to require that future development on the severed and retained properties will be subject to site plan approval. A condition for a public site plan meeting may also be required at the discretion of the approval authority.*

This proposal represents a lot creation of a vacant or underutilized site in an established neighbourhood. In this case, the lot creation results from the process of approval of the vacant land condominium. The applicant has provided a conceptual site and elevation plans which have been reviewed by staff in conjunction with the application for draft plan of vacant land condominium approval and zoning by-law amendment. The proposal will still require a formal application to be made for Site Plan Approval.

*948\_ The creation of rear-lot development (flag-shaped lots) will be discouraged in the Neighbourhoods Place Type unless the intensification policies in this Plan are met and the following urban design considerations are addressed:*

- 1. Access to the new property will be wide enough to provide:*
  - a. Separate pedestrian/vehicular access.*
  - b. Sufficient space beside the driveways for landscaping and fencing to buffer the adjacent properties.*
  - c. Adequate space at the street curb for garbage and blue box pickup.*
  - d. Snow storage for the clearing of these driveways.*
- 2. In laying out a rear-lot development project, care should be taken to avoid creating front to back relationships between existing and proposed dwelling units. To support a reasonable level of privacy and compatibility, the front doors of the new units should avoid facing onto the rear yards of existing homes.*
- 3. Where existing dwellings fronting onto the street are not incorporated into the infill project, adequate land should be retained in the rear yard of these dwellings to provide:*
  - a. Appropriate outdoor amenity space.*
  - b. Adequate separation distance between the existing dwellings and the habitable areas of the infill project.*
  - c. Sufficient space for landscaping in the rear yards for visual separation if required.*
  - d. Parking and vehicular access for the existing dwellings, so as not to introduce parking into the front yards of the existing dwellings.*

The rear-lot development policies are essentially the same in the current Official Plan, and are covered off in the next section of this report.

953-2. *Compatibility and fit, from a form perspective, will be evaluated based on such matters as:*

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

953-3 *The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas.*

The applicant has provided a Compatibility Report which describes the site layout and design in the context of the surrounding neighbourhood, including building orientation, setbacks from the street, and transition of building height. Massing models were provided to demonstrate how the proposal fits with the scale of the surrounding neighbourhood. The intensity of the proposed development is considered appropriate for the site in order to accommodate driveways, adequate parking, landscaped open space, outdoor amenity areas, buffering and setbacks.

## **Our Tools**

### *Evaluation Criteria for Planning and Development Applications*

1578\_ 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.*
  - b. Noise.*
  - c. Parking on streets or adjacent properties.*
  - d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
  - e. Lighting.*
  - f. Garbage generated by the use.*
  - g. Loss of privacy.*
  - h. Shadowing.*
  - i. Visual impact.*
  - j. Loss of views.*
  - k. Loss of trees and canopy cover.*
  - l. Impact on cultural heritage resources.*
  - m. Impact on natural heritage features and areas.*
  - n. Impact on natural resources.*
- The above list is not exhaustive.*

- Hale Street is classified as a Neighbourhood Connector carrying on average 10,000 vehicle trips per day, and under the 15,000 vehicles per day capacity. The proposed development is not expected to contribute significantly to traffic volumes, and the site plan approval process will ensure safe vehicular access is achieved.

- All required parking will be provided on-site.

- The proposed development is not expected to generate excessive noise and emissions.

- On-site exterior lighting can be managed and mitigated so as not to overcast on adjacent properties.

- Individual units will have 2-car garages which should be large enough for storage of domestic garbage.

- Perimeter fencing and landscape planting buffers will be incorporated for screening and privacy.

- The proposed 2-storey dwellings with pitched roof design is expected to result in minimal

loss of sunlight or shadowing on adjacent properties.

- Architectural treatment (covered in the next section of this report) is of a more contemporary style than existing homes in the neighbourhood, but is not expected to be visually impacting.
- The topography is relatively flat so there will be no loss of natural view corridors or vistas.
- A Tree Preservation Assessment report was prepared by RKLA Landscape Architects and submitted with the application. Although the site is devoid of any significant trees, the perimeter has some mature boundary trees that are to be retained as much as possible. The response from Urban Forestry indicated they were in agreement with the recommendations within the submitted Tree Preservation Plan noting tree preservation fencing should be included around the boulevard tree in front of 459 Hale Street. All recommendations within the plan are to be implemented as part of the Site Plan Approval.
- There are no natural heritage features, and no concerns for cultural heritage or natural resources.

*1578\_7. The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

The next section of this report draws from the applicant's Neighbourhood Character and Compatibility Report and discusses the various components listed above, including neighbourhood and streetscape character, massing, building placement, setbacks, and architectural attributes. Based on our review of The London Plan policies, Staff would agree that this proposal represents a good fit within the neighbourhood because of the type and form of housing, tenure (owner-occupied), similar lot/unit frontages, and spatial separation between buildings. It is recognized that there are also some differences, such as the proposed attached 2-car garages, shallower rear yards, narrower street (private road), and while there are examples of 2-storey homes, 1 and 1-1/2 storey dwellings are more predominant in the neighbourhood. Despite the differences, this infill development represents a cluster of new built homes that will contribute to the diversity and the rich mix of housing in the neighbourhood.

### **Official Plan**

These lands are designated "Low Density Residential" on Schedule 'A' of the City's Official Plan. This land use designation permits single detached, semi-detached, and duplex dwellings as the primary permitted uses up to a maximum density of 30 units per hectare. The proposal to develop this parcel with six single detached dwelling units is a permitted and will result in an overall density of 22 units per hectare which is within the density limits prescribed in the Low Density Residential policies.

The proposal also represents a form of residential infill of a vacant or underutilized site within an established neighbourhood which may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to the

Residential Intensification policies of the Official Plan. These policies require that a Statement of Neighbourhood Character and Compatibility be submitted by the proponent in accordance with Section 3.2.3 Residential Intensification and Section 3.7.3 Planning Impact Analysis.

A Neighbourhood Character and Compatibility Report was prepared and submitted by Artisan Homes Inc. including concept site plan, building floor plans and elevations, colour renderings, and 3D massing model showing the proposed development within the context of the neighbourhood. A Tree Assessment Report and Servicing Brief also accompanied the formal application submission. The Official Plan policies have been reviewed and consideration given to how the proposal contributes to achieving those policy objectives, including the following specific policies:

### **3.7.3 (a) Neighbourhood Character Statement**

#### *Character & Image*

*i) description of the existing street character;*

The street character in the Brydges and Hale Street area is generally described as a grid pattern that also incorporates a number of crescents and cul-de-sacs (Heather Place). Road allowances are 20 metres with approximately 8 to 10 metres pavement width, curb and gutter, and sidewalks on both sides of the street. A mixture of one and two storey, single detached dwellings on freehold lots are the dominant built form and use. Lot sizes are typically 12-13 metres wide with lot depths ranging on average 37 metres along Brydges Street and Heather Crescent, 40 metres on Heather Place, 45 metres on the east side of Hale Street, with several unusually deep lots on the west side of Hale Street that measure up to 90 metres deep, including the subject property.

*ii) description of the project in the context of the neighbourhood;*

The applicant's proposal is a six (6) unit cluster of two-storey, single detached condominium dwellings (vacant land condominium) located on the vacant rear portion of the property. Access would be provided by a 6.7 metre wide access driveway providing ingress and egress from Hale Street approximately 50 metres in length. Surrounding the project would be single detached homes which front onto Hale Street, and Heather Place. Three residences on Heather Place would have rear yards facing the rear yards of four of the proposed dwelling units. Four residences on Hale Street would have their rear yards backing or siding on rear and interior side yards of the proposed dwelling units. No front or rear yards would face into the front yards of adjacent dwelling lots. The existing home will be retained on its own lot and thereby maintains the lot fabric and continuity of the Hale Street streetscape.

*iii) visual components;*

Topographically the site is very flat with no natural view corridors or vistas.

*iv) retention and role of natural environment.*

There are no natural heritage features present. A Tree Preservation Report was prepared by RCLA Landscape Architects and submitted with the application. Although the site is devoid of any significant trees, the perimeter has some mature boundary trees that are to be retained as much as possible. The response from Urban Forestry indicated they were in agreement with the recommendations within the submitted Tree Preservation Plan noting tree preservation fencing should be included around the boulevard tree in front of 459 Hale Street. All recommendations within the plan are to be implemented as part of the site plan and the condominium plan.

#### *Site Design*

*i) the location of buildings, as well as their orientation to the street edge and sidewalks;*

The bulk of the building stock is made up of single detached dwellings throughout the neighbourhood. Most buildings are typically setback from the front lot line (and the boulevard containing street edge and public sidewalks) on average 6.0 to 8.0 metres. Side yards are in the average range of 1.2 to 3.0 metres, providing building separation on average of approximately 2.4 to 5.0 metres.

*ii) the location of building entrances;*

All buildings have front entrances with some having front porches and steps to the sidewalk or driveway, all oriented to the public streets.

*iii) how the design relates to its site and greater surrounding area;*

The proposed development represents a small cluster of single detached homes fronting a common private driveway. Each dwelling would have front door entrances and building face width similar to many homes in the surrounding area, as well as double-driveways and attached two-car garages for parking, and for domestic storage that would otherwise be located outside.

*iv) views in to and out of the site – how does the building function as a view terminus – provide pedestrian perspectives (at-grade views) and important views;*

Views into the site from Hale Street would be along the common driveway terminating at the front entrances of two of the six residential dwellings. Views out of the site to the north and south along the common driveway would be shielded by fencing and landscaping to protect the privacy of neighbouring property owners.

*v) vehicular and pedestrian circulation*

*Vehicular and pedestrian movement on a 6.7 metre wide paved common driveway connection to Hale Street.*

### *Servicing*

*i) accessibility and connectivity of the site to the adjacent neighbourhood, community facilities and destinations, including consideration of the circulation for automobile, pedestrians, cyclists and persons with disabilities;*

The site will have full accessibility and connectivity to neighbourhood facilities, including schools, neighbourhood parks, and multi-purpose pathways all within close proximity for walking, biking or driving via Hale Street, Brydges Street, and the local street network.

*ii) access to transit;*

There is access to London Transit bus routes on both Hale Street and Brydges Street.

*iii) shared service locations, parking, ramps, drop-offs, service areas for garbage, loading, utilities, etc.*

Only the common access driveway, utilities and services are shared within the condominium common element.

### **3.7.3 (b) Compatibility Report**

#### *Built Form Elements:*

- i) how the building(s) addresses the street;*
- ii) street wall and treatment of grade level;*

- iii) *roof top and cornice lines;*
- iv) *location of entrances and other openings;*
- v) *relationship of the building(s) to the street at intersections;*
- vi) *design for comfort and safety (i.e. privacy, lighting, sun and wind protection, etc.)*

The applicant's concept plans and renderings illustrate how buildings will address the private driveway similar to the building relationship to streets in the surrounding neighbourhood. At relatively level grades, the front of each building will be setback at 5.8 metres on an 11 metre wide lot, providing for a 2-car driveway, lawn area, and front doors with covered front porches. Pitched roofs with dormers are proposed which are a common roof style for the area. The east-west orientation of four of the homes would enable front and rear yard exposure to sunlight. The north-south orientation of two other homes provide for southerly exposed rear yards to capture sunlight.

*Massing and Articulation:*

- i) *the rhythm of at-grade openings;*
- ii) *setbacks;*
- iii) *transition to adjacent uses/buildings, and among buildings within the site;*
- iv) *transition of scale;*
- v) *street proportion / street sections (building to street ratio);*
- vi) *shadowing caused by mid-rise and tall buildings should be minimized and impacts on adjacent private amenity areas (natural light and privacy for example) should be minimized.*

The applicant's Neighbourhood Character and Compatibility Report indicates that the architectural rhythm of at-grade building openings would be well defined because of the architectural harmony and similarity of the six buildings. The similarities are with respect to front doors and porches, and building separation spaces. The primary differences relate to the attached 2-car garages; however, it is noted that this adds to the diversity and interest of the development in its contribution to the area.

Building setbacks are similar in terms of front yards and side yards. The rear yards that are proposed are much shallower than the surrounding neighbourhood at just over 6.0 metres (versus 15-20 metre rear yards common in the neighbourhood). This is typical of 1950's suburban residential development, notwithstanding that the R1-5 zoning presently permits a minimum rear yard depth of 7.0 metres.

With respect to building scale and height, staff would agree with the compatibility report that transition with adjacent uses works fairly well for several reasons:

- the 2-storey dwellings are adjacent very deep rear yards to the north and south, and the site is lower in elevation to the rear yards to the west;
- it includes minimum 3 metres to 6 metres side and rear yards around the outer edges of the development, adjacent neighbouring properties;
- it is inward looking upon itself such that overlooking is avoided (certainly for living areas, not for all upper bedroom windows necessarily);
- it would have building foot prints that are not markedly different from that of the neighbourhood;
- it would not cast any significant shadows being only 2 storey buildings.

*Architectural Treatment:*

- i) *style;*
- ii) *details;*
- iii) *materials;*
- iv) *colours.*

Architectural details include greater use of brick work, siding applications and artificial shingle gable end façade, together with multiple roof segments and dormers. The style and appearance will obviously be more modern than many of the residences in the neighbourhood that were built in the 1950-60's era. However, staff agree that this diversity contributes to the overall character of the neighbourhood. Exterior building

materials are proposed to be a combination of brick and siding. Material colour is proposed to be mainly grey and brown earth tones, which are somewhat more subtle than the prevailing building materials with tones of red, yellow, white, and beige.

### **Section 3.2.3.5 Public Site Plan Review and Urban Design**

*(a) Sensitivity to existing private amenity spaces as they relate to the location of proposed building entrances, garbage receptacles, parking areas and other features that may impact the use and privacy of such spaces;*

The site concept plans indicates sensitivity to existing private amenity space. Building front entrances, driveways, and garages sized to accommodate indoor storage of garbage receptacles are all oriented internally to the site so that impact on adjacent properties is minimized.

*(b) The use of fencing, landscaping and planting buffers to mitigate impacts of the proposed development on existing properties; and,*

Perimeter fencing and landscape planting buffers will be incorporated into the approved site plan and landscape plan.

*(c) Consideration of the following Urban Design Principles:*

*(i). Residential Intensification projects shall use innovative and creative standards of design for buildings to be constructed or redeveloped;*

There is expected to be a reasonable level of innovation and creative design as discussed in the compatibility assessment above. The Site Plan process will ensure that appropriate levels of design and innovation are included as part of this development project.

*(ii). The form and design of residential intensification projects should complement and/or enhance any significant natural features that forms part of the site or are located adjacent to the site;*

The site consists of maintained lawn and several mature trees around the property boundary. There are no significant natural heritage features.

*(iii). New development should provide for a diversity of styles, continuity and harmony in architectural style with adjacent uses;*

The applicant's site concept plans, building elevations and renderings demonstrate appropriate levels of diversity, continuity and harmony of architectural style.

*(iv). New development should include active frontages to the street that provide for the enhancement of the pedestrian environment;*

The development proposal emphasizes active residential frontages to a common private driveway which will provide vehicular and pedestrian connection to the public street and sidewalk.

*(v). The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets;*

The proposed 2-storey dwellings with pitched roof design is expected to result in minimal loss of sunlight on adjacent properties and streets.

*(vi). Buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units;*

Building positioning has been laid to provide for a common open space area, as well



as individual private outdoor amenity areas.

*(vii). Parking and driveways should be located and designed to facilitate maneuverability on site and between adjacent sites, and to reduce traffic flow disruption to and from the property; and,*

Vehicle maneuverability and traffic volumes from this small six unit infill development are not expected to create traffic flow disruption either internally or externally.

*(viii). Projects should have regard for the neighbourhood organizing structure. Building and site designs should facilitate easy connections to and around the site to public transit and destinations.*

The site facilitates easy access and connectivity to the greater neighbourhood, and to public transit on Hale Street and Brydges Street.

### **3.2.3.7 Supporting Infrastructure**

- i) Off-street parking supply and buffering;*
- ii) Community facilities, with an emphasis on outdoor recreational space;*
- iii) Traffic impacts and Transportation infrastructure, including transit service;*
- iv) Municipal services.*

The site concept plan demonstrates that the minimum off-street parking requirements as set out in the zoning by-law can be met. Public outdoor recreational space is located within a 400 metre radius of the site (Kiwaniis Park - open space and multi-use trail corridor), and just beyond that is Lions Park consisting of outdoor swimming pool, playing fields, playgrounds, and tennis courts located within an 1100 metre radius. As noted above, low volumes of traffic are expected to be generated from this small infill development. Hale Street is classified as a Secondary Collector (Neighbourhood Connector in The London Plan) carrying on average 10,000 vehicle trips a day, and under the 15,000 vehicles per day capacity. Municipal water, sanitary and storm sewers are available at the front of the property on Hale Street.

Due to capacity constraints in the existing storm sewer system, an on-site infiltration basin is proposed as shown on the site concept plan as a landscaped area north of the common driveway. A preliminary design for the infiltration system accompanied the servicing brief for this development proposal. As noted in the response from the City's Stormwater Engineering Division, the owner will be required as part of the detailed engineering submission to provide a geotechnical report confirming the existing soil characteristics are present to support the proposed design of the infiltration basin, to the satisfaction of the City Engineer. A maintenance and operation manual for the proposed infiltration basin (LID) facility, and a report outlining a 5 year monitoring program to assess the performance of the infiltration basin, will also be required as conditions of approval of the site plan and servicing drawings.

#### **Section 3.2.3.11 Rear-Lot Development**

- i) Access to the new project shall be widen enough to provide:*
  - separate pedestrian/vehicular access;*
  - sufficient space beside the driveways for landscaping and fencing to buffer the adjacent properties;*
  - adequate space at the street curb for garbage and blue box pickup; and*
  - snow storage for the clearing of these driveways.*

There is sufficient width for a standard 6.7 metre wide access driveway. The applicant is not proposing a separate sidewalk due to the small number of units and the scale of the development. Access requirements including sidewalks will be reviewed when a detailed access plan is provided as part of the applicant's Site Plan Approval submission. There will be a requirement for a 1.8 metre high board-on-board fence and landscaping to buffer the adjacent properties. Snow storage areas are identified on the site concept plans, and the applicant will be required to prepare and submit a plan for private garbage collection

as part of the conditions for Site Plan Approval.

*ii) In laying out a rear-lot development project, care should be taken to avoid creating front to back relationships between existing and proposed dwelling units. To support privacy the front doors of the new units should not face onto the rear yards of existing homes. As well, depending on the scale of the development and the building types proposed internally, front doors should face front doors.*

The project avoids front to back relationships between existing and proposed dwelling units. Building front entrances and garages are oriented internally to the site so that impact on privacy of adjacent properties is minimized.

*iii) Where existing dwellings fronting onto the street are not incorporated into the infill project, adequate land should be retained in the rear yard of these dwellings to provide:*

- Appropriate outdoor amenity space;*
- Adequate separation distance between the existing houses and the habitable areas of the infill project;*
- Sufficient space for landscaping in the rear yards for visual separation if required; and provision for parking and vehicular access for the existing houses, so as not to introduce parking into the front yards of the existing house.*

The existing dwelling will be retained on its own lot separate from the condominium development and will be required to meet the minimum lot size and yard regulations in Zoning By-law No. Z.-1. The minimum rear yard depth requirement in the R1-5 Zone is 7.0 metres. The proposed retained lot meets the yard depth requirement and is considered adequate for providing outdoor amenity area, separation distance, and landscape screening. A separate driveway and parking already exists in the southerly interior side yard.

In conclusion, the proposal represents a small-scale infill development that satisfies the residential intensification and relevant planning policies of the Official Plan, as outlined above. The development is compatible with the scale and type of housing existing in the immediate area. Based on Staff's review, the proposed use, form and intensity conform to the City's Official Plan policies.

### **Vacant Land Condominium Application**

The same considerations and requirements for the evaluation of Draft Plans of Subdivision also apply to Draft Plans of Vacant Land Condominiums, such as:

- This proposal is consistent with the objectives and policies of The London Plan and the Official Plan.
- Sewer and water services will be provided in accordance with an approved Site Plan and Development Agreement in order to service this site.
- The proposed development is in close proximity to employment areas, community facilities, neighbourhood parks, and open space.
- The Draft Plan of Vacant Land Condominium illustrates how these lands are to develop for cluster single detached housing. Building elevation plans will be reviewed as part of site plan submission. The size and style of dwellings are anticipated to meet the community demand for housing type, tenure and affordability.
- The applicant must ensure that the proposed grading and drainage of this development does not adversely impact adjacent properties. All grading and drainage issues will be addressed by the applicant's consulting engineer to the satisfaction of the City through the accepted engineering and servicing drawings to be included in an approved Site Plan and Development Agreement.

The City may require applicants to satisfy reasonable conditions prior to Final Approval and registration of the plan of condominium, as authorized under the provisions of subsection 51(25) of the Planning Act. In order to ensure that this Vacant Land Condominium development functions properly, the following issues at a minimum will be addressed through conditions of draft approval:

- That site plan approval has been given and a Development Agreement has been entered into;

- Completion of site works in the common element and the posting of security in addition to that held under the Development Agreement (if applicable), in the event these works are not completed prior to registration of the plan of condominium;
- Installation of fire route signs prior to registration;
- Confirmation of addressing information;
- Payment of outstanding taxes or local improvement charges, if any;
- Provision of servicing easements for utility providers (such as London Hydro, Union Gas, Bell, etc.);
- A warning clause provision in the Condominium Declaration if the water service for the site is determined to be a regulated drinking water system by the MOECC, the Owner or Condominium Corporation may be required to meet the regulations under the Safe Drinking Water Act and the associated regulation O.Reg. 170/03.
- Arrangements be made dealing with rights of access to and use of joint facilities, and responsibility for and distribution of costs for maintenance of joint facilities.
- Ensuring that the Condominium Declaration to be registered on title adequately addresses the distribution of responsibilities between the unit owners and the condominium corporation for the maintenance of services, the internal driveway, amenity areas, and any other facilities and structures in the common elements.

### **Z.-1 Zoning By-law**

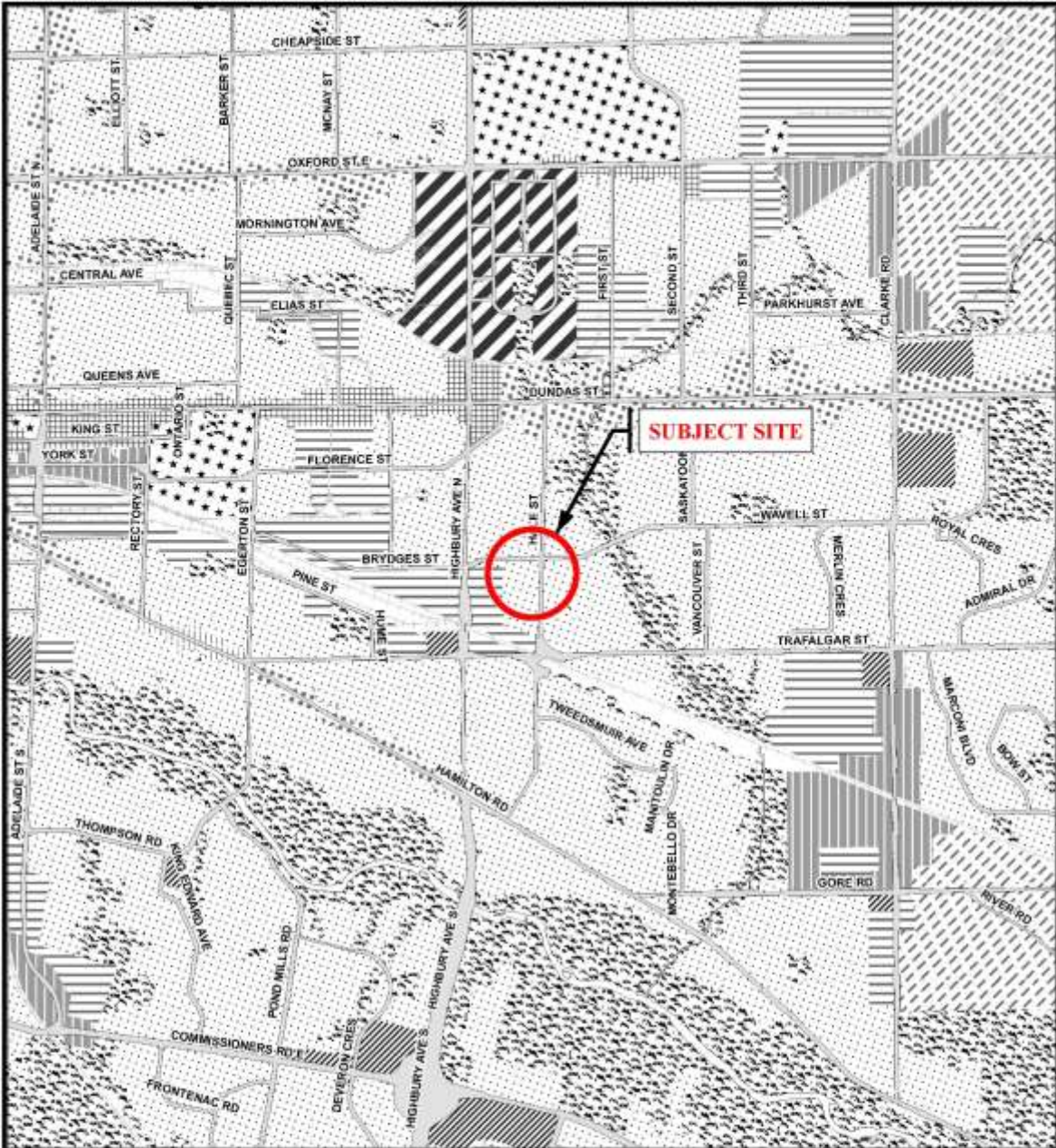
The zoning is currently Residential R1 (R1-5) which permits single detached dwellings on lots with a minimum lot area of 415 square metres and minimum lot frontage of 12 metres. The recommended zoning is a Residential R6 Special Provision (R6-2( )) Zone. The recommended Zone permits cluster housing in the form of single detached dwellings. In addition, a special provision to permit a minimum lot frontage of 8.0 metres and maximum density of 22 units per hectare has been requested. The standard lot frontage requirement is 22 metres minimum; however, it is recognized that this is an irregularly shaped parcel, with a large lot area, but minimal lot frontage on a public road, and the requested 8.0 metres is sufficient to accommodate the standard 6.7 metre wide private driveway. The increase in density from the R6-2 Zone standard of 20 units per hectare to 22 unit per hectare represents a minor increase of 10%, and is considered appropriate for an infill development such as this. The maximum lot coverage requirement is 30%. Based the site concept plan information provided by the applicant, the total building coverage for the six proposed dwellings on the site is 22% which meets the R6-2 Zone requirement. The original submission from the applicant included a request for a special provision to increase the lot coverage from 30% to 40%; however, it has been determined by Development Services staff that that will not be necessary. The recommended zoning amendment and special provisions are considered appropriate and conform to the Official Plan and The London Plan.

### **Provincial Policy Statement, 2014**

As this proposal represents a form of residential infill of vacant or underutilized lands, it is supported by the PPS which contains strong policies to direct growth to settlement areas, encourage a diversity of densities and land uses within settlement areas, and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and availability and suitability of infrastructure and public service facilities required to accommodate projected needs (Section 1.1.3). It also achieves objectives for compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and maintains appropriate levels of public health and safety. There are no natural heritage features present and there are no concerns with respect to cultural heritage or archaeological resources (Section 2.1 and Section 2.6). As well, there are no natural hazards or known human-made hazards present on the subject site (Section 3.1 and Section 3.2). Therefore, the proposed Zoning By-law Amendment and Draft Plan of Vacant Land Condominium are found to be consistent with the Provincial Policy Statement.

# Appendix D – Relevant Background

## London Plan Map Excerpt



### Legend

Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhood	Green Space	

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

### CITY OF LONDON

Planning Services /  
Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000



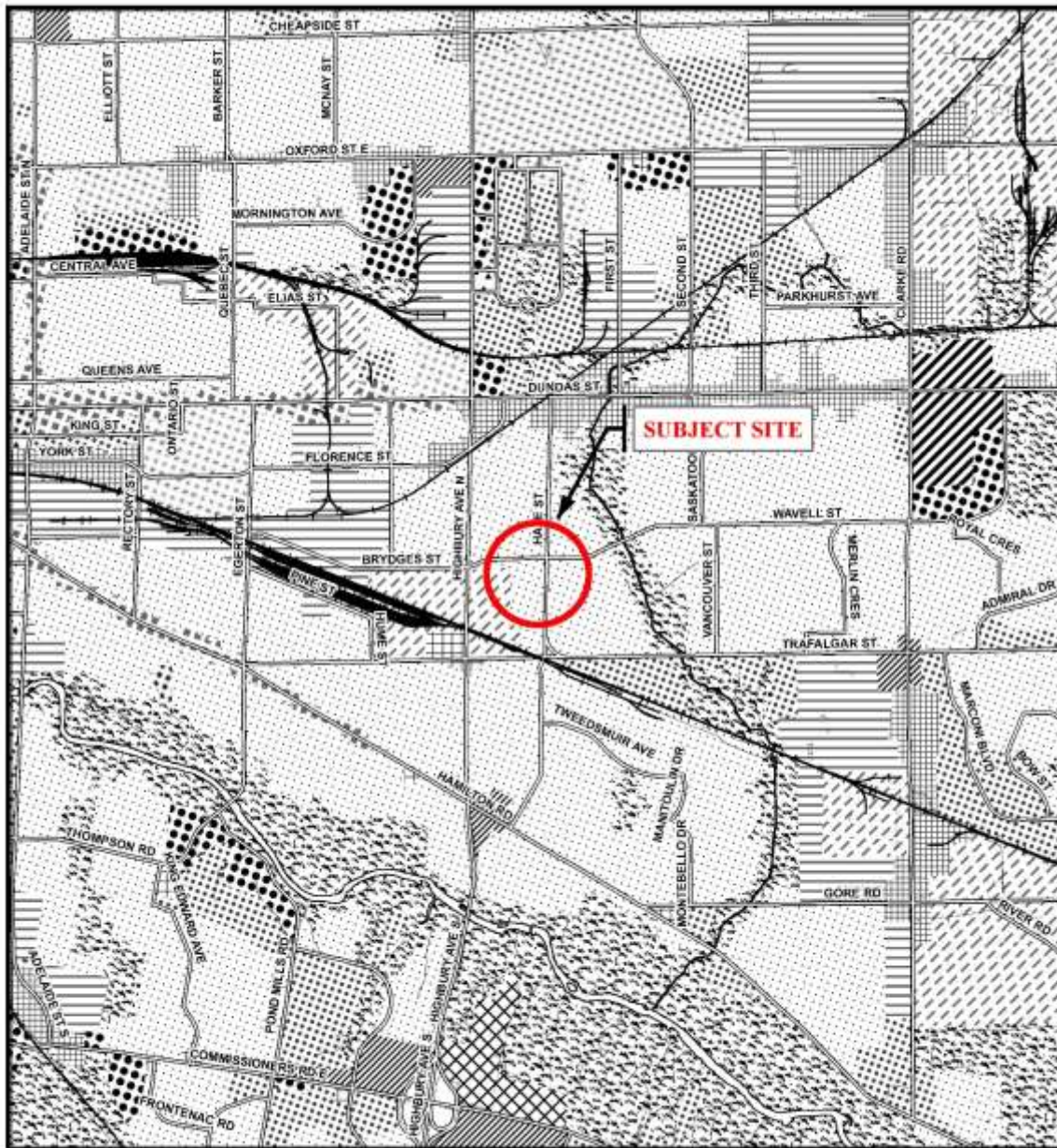
File Number: 39CD-18503/Z-8888

Planner: LM

Technician: RC

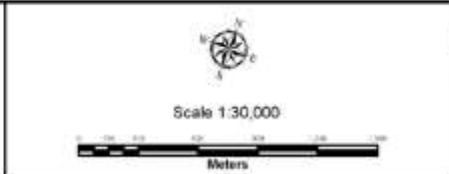
Date: August 14, 2018

**Official Plan Map Excerpt**



Legend		
	Downtown	
	Wonderland Road Community Enterprise Corridor	
	Enclosed Regional Commercial Node	
	New Format Regional Commercial Node	
	Community Commercial Node	
	Neighbourhood Commercial Node	
	Main Street Commercial Corridor	
	Auto-Oriented Commercial Corridor	
	Multi-Family, High Density Residential	
	Multi-Family, Medium Density Residential	
	Low Density Residential	
	Office Area	
	Office/Residential	
	Regional Facility	
	Community Facility	
	Open Space	
	Urban Reserve - Community Growth	
	Urban Reserve - Industrial Growth	
	Office Business Park	
	General Industrial	
	Light Industrial	
	Commercial Industrial	
	Transitional Industrial	
	Rural Settlement	
	Environmental Review	
	Agriculture	
	Urban Growth Boundary	

**CITY OF LONDON**  
 Planning Services /  
 Development Services  
 OFFICIAL PLAN SCHEDULE A  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: 39CD-19503/Z-8886  
 PLANNER: LM  
 TECHNICIAN: RC  
 DATE: 2018/08/14

# Zoning By-law Map Excerpt



Zoning as of June 11, 2018



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>CC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"Y" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
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**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
BY-LAW NO. Z-1  
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:  
39CD-18503/Z-8886 LM

MAP PREPARED:  
2018/08/14 RC

