

## Report to Planning and Environment Committee

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

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

**Subject:** Application By: 2219008 Ontario Ltd (York Developments)  
Address: Zoning By-law Amendment at  
3493 Colonel Talbot Road

**Public Participation Meeting on: June 17, 2019**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2219008 Ontario Ltd relating to the property located at 3493 Colonel Talbot Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 25, 2019 to amend the Official Plan to change Section 20.5 in the Southwest Area Secondary Plan by **ADDING** a policy to section 20.5.10.1.iii – “North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods – Low and Medium Density Residential Built Form and Intensity”;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on June 25, 2019 to amend The London Plan to change section 1565\_5 by **ADDING** a policy to section 20.5.10.1.iii – “North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods – Low and Medium Density Residential Built Form and Intensity”;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on June 25, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R1 Special Provision (R1-8(5)) Zone and a holding Residential R1 Special Provision (h\*h-100\*R1-8(5)), **TO** a Residential R1 Special Provision/Residential R1 Special Provision (R1-8(5)/R1-8(\_)) Zone and **TO** a holding Residential R1 Special Provision/Residential R1 Special Provision (h\*h-100\*R1-8(5)/R1-8(\_)) Zone.

## Executive Summary

### Summary of Request

The requested amendment will allow for an alternative development form of a single detached dwelling as ‘courtyard dwellings’ for a portion of the Silverleaf Subdivision. The proposed courtyard dwellings have an ‘L’ shape with the garage located perpendicular to the main dwelling and principle entrance, and a maximum garage projection of 8m (26.2ft) beyond the principle entrance or front porch.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for a specific policy to allow garages to project in front of the dwelling façade for courtyard dwellings.

## Rationale of Recommended Action

1. The proposed amendment is consistent with the Provincial Policy Statement, which promotes appropriate residential land use within settlement areas;
2. The proposed amendment conforms to the North Lambeth Neighbourhood and low and medium density designations of the Southwest Area Secondary Plan, and will implement an appropriate form of residential development for the site;
3. The proposed amendment conforms to the policies of the Neighbourhoods Place Type and all other applicable policies of The London Plan;
4. The proposed amendment conforms to the policies of the Low Density Residential, and Multi-Family, Medium Density Residential designation of the Official Plan (1989); and,
5. The proposed zoning by-law amendment will provide adequate regulations to mitigate the projection of garages beyond the main dwelling façade for courtyard dwellings and will provide flexibility for housing form and layout.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site forms a portion of lands within the Silverleaf Subdivision which are characterized by generally large single detached dwelling lots. Part of the plan has been registered as plan 33M-742 which is currently under construction (western half), and part of the plan has been draft approved but not yet registered (eastern half). The subdivision provides for larger lot sizes which will address the demands of a certain portion of the London housing market. The property is within the City of London's Southwest Area Secondary Plan and forms part of the North Lambeth Residential Neighbourhood.

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

- The London Plan Place Type – Neighbourhoods
- Official Plan Designation – Low Density Residential & Multi-Family, Medium Density Residential
- Existing Zoning – R1-8(5); h\*h-100\*R1-8(5) Zone

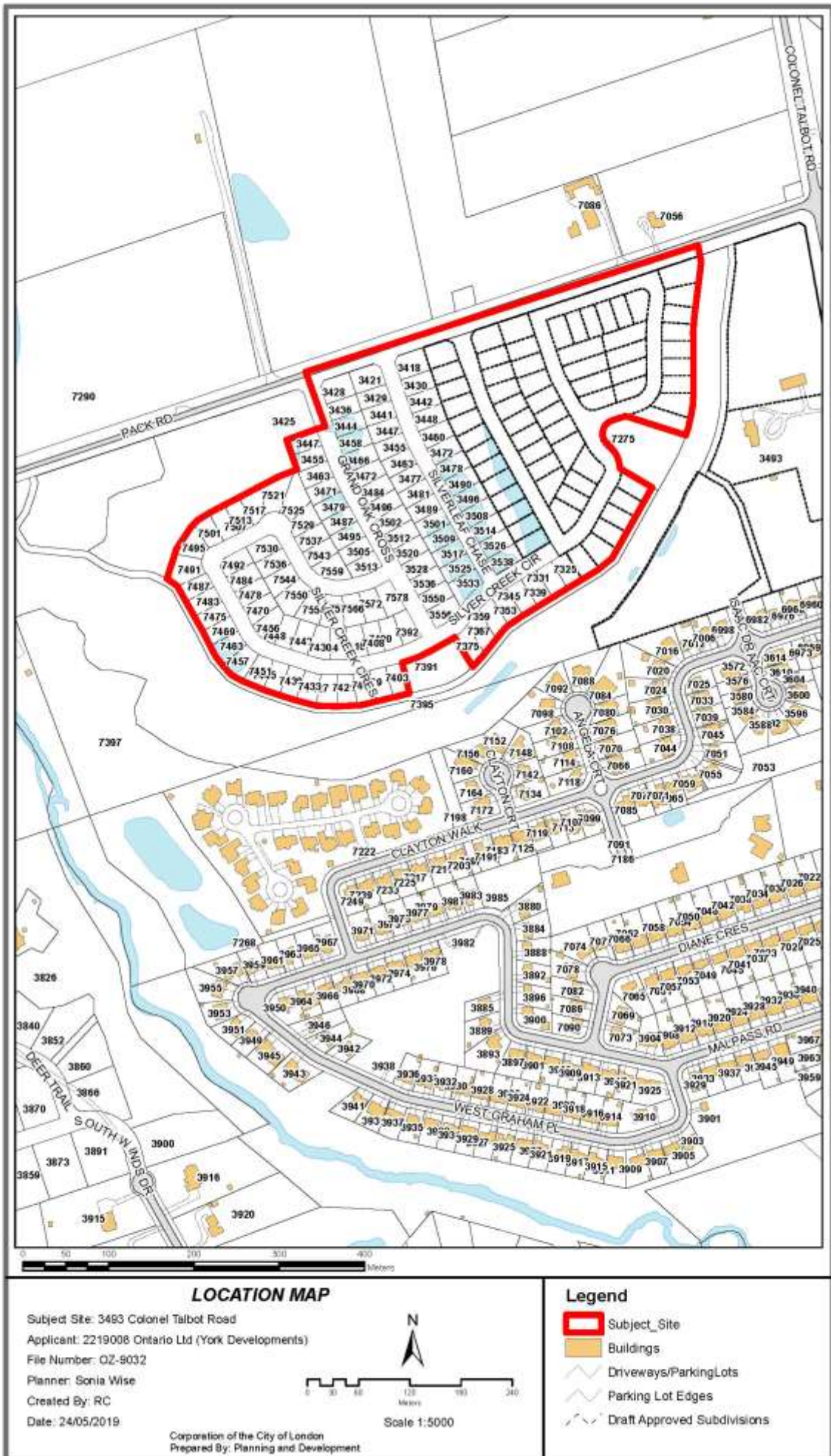
#### 1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 482m (Pack Road)
- Depth – 380m - varies
- Area – 18.3ha
- Shape – Irregular

#### 1.4 Surrounding Land Uses

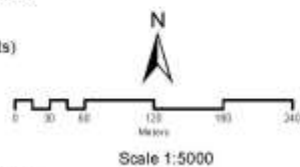
- North – Agricultural & Rural Settlement
- East – Future residential and mixed use
- South – Mathers Stream and Residential
- West – Mathers Stream and Open Space

1.5 Location Map



**LOCATION MAP**

Subject Site: 3483 Colonel Talbot Road  
 Applicant: 2219008 Ontario Ltd (York Developments)  
 File Number: OZ-9032  
 Planner: Sonia Wise  
 Created By: RC  
 Date: 24/05/2019



**Legend**

- Subject Site
- Buildings
- Driveways/Parking Lots
- Parking Lot Edges
- Draft Approved Subdivisions

Corporation of the City of London  
 Prepared By: Planning and Development

## 2.0 Description of Proposal

### 2.1 Development Proposal

The requested amendment is to allow for 'L' shaped single detached dwellings which have attached garages that project beyond the main dwelling façade. The proposal is for 1 – 1.5 dwellings with an attached garage that projects beyond the front façade of the dwelling and is oriented at 90 degrees to the garages.



Figure 1: Indicative design of Courtyard Dwellings

## 3.0 Relevant Background

### 3.1 Silverleaf Subdivision

The subject site is part of the Silverleaf Subdivision (39T-14504) which is situated in the southwest quadrant of the City, and at the southwest corner of Colonel Talbot Road and Pack Road. The total subdivision area is approximately 40.5 ha (100ac) in size and is situated entirely within the City's Urban Growth Boundary with frontage along Colonel Talbot Road and Pack Road (both identified as arterial roads).



Figure 2: Silverleaf Subdivision

The application for Draft Plan of Subdivision was received on September 15, 2014, and was granted draft approval on March 24, 2016. The draft approval included: 172 single detached dwellings lots, three (3) medium density residential blocks, one (1) mixed use block, five (5) walkway blocks, one (1) future development block, two (2) park blocks, two (2) open space blocks, and a stormwater management block; serviced by Pack Road, and six (6) local public streets (including the extension of Isaac Drive to the north).

Phase 1 of the subdivision has been registered as plan 33M-742, which consists of 108 single family detached lots, the Stormwater Management Facility Dingman Tributary B4, six (6) park blocks, one (1) medium density block and several road widening's and 0.3 m (one foot) reserve blocks. Future phase(s) will include the balance of the lands which are draft approved but have not yet received final approval.

### 3.2 Planning History

Municipal Council has led and endorsed numerous initiatives for over the past 20 years to address and minimize the impact of residential garages, driveways and projections on the streetscape. The Small Lot Study (OZ-5767) began in 1999 to address the land use planning impacts for small lot subdivisions, including the impacts of garage widths and projections on small lots. Small lots are considered to have frontages of less than 12m (39.4ft), and were especially susceptible to having a loss of residential amenity due to very large garages occupying the majority of available frontage. The requested amendment will occur on large lots with an average frontage of 20m, though certain learnings from the Small Lot Study regarding the impacts of garage projections and driveways on the streetscape provide relevant considerations for this application.



Figure 3: Examples of typical 'Snout Houses'

The Small Lot Study included recommendations to regulate maximum garage width for small lots to mitigate the effect characterized as a "bland monotony of protruding garages on the streetscape". The Study encouraged a range of different garage projections including: garages with no projection, those that had from 0.5 - 2.5m (half the length of a car), and those that were fully projecting. The intent was to add variety to the streetscape and provide opportunities for presenting the front window and front doors as the focal point of the house. It also added an improved perception of street security by adding more 'eyes on the street'

In July of 2007 a report was submitted to Planning Committee outlining several small lot and subdivision design issues. Council directed that the report be circulated and that a zoning monitoring file be initiated to limit the impacts of garage projections commonly referred to as "snout houses". The Zoning Amendment Application Z-7412 was prepared in response. The amendment complemented one of the goals of the Small Lot Subdivision Design Guidelines "to achieve a functional and visually appealing

streetscape which reduces the visual dominance of the garage on a small lot streetscape". In April, 2008 the Small Lot Subdivision Design Guidelines were introduced, which also included amendments to the General Provisions (Chapter 4) of the Zoning By-law to restrict the location and projection of garages beyond the main front entry features or main front entrance.

The most recent direction from May of 2017 includes the introduction of general provisions in the Zoning By-law for infill and intensification of new residential development in the Primary Transit Area. A garage must now be setback a minimum of 6m, or be in line with the setback of the main building whichever is greater (4.23.1.b.ii). This establishes the current direction for garage location in areas that are not governed by a more specific policy direction like the Southwest Area Secondary Plan, and reinforces the preferred arrangement of minimizing the impacts of garages on the streetscape.

### 3.3 Requested Amendment

The amendment requested is to exempt the lands from certain policies that govern design in the Official Plan (Southwest Area Secondary Plan), and to zone the lands to allow for garages to be located in front of the main dwelling. The requested amendment was to exempt the lands from provision 20.5.3.9.iii.e) which is as follows:

*"In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:*

- *project beyond the façade of the dwelling or the façade (front face) of any porch; or*
- *contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape."*

The requested amendment would potentially allow for the creation of both the proposed built form as courtyard dwellings, but also the creation of traditional garage fronting and projecting 'snout houses'.

The recommended action is instead to separately define the L shaped dwellings as 'courtyard dwellings' and to specifically regulate their form to ensure only the requested dwelling form is permitted instead of introducing less desirable design outcomes that may undermine the intent of the policy. More information is available in section 7.0 'zoning' of this report.

### 3.4 Community Engagement (see more detail in Appendix D)

One call was received requesting more information and clarification between the proposal and previous examples of garage forward buildings.

## 4.0 Policy Context

### Provincial Policy Statement

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. These lands are located within the City's Urban Growth Boundary and in an area of the City where residential growth is planned and appropriate.

### The London Plan

*The London Plan* is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk (\*) throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative

for the purposes of this planning application. The subject lands are located within the Neighbourhoods Place Type in The London Plan, and front primarily neighbourhood streets with some frontage on a Civic Boulevard.

### **1989 Official Plan**

The subject site is located within the Low Density Residential (LDR), and Multi-Family Medium Density Residential designations in the 1989 Official Plan, which primarily permits a range of low to mid-rise residential uses.

### **Southwest Area Secondary Plan**

Both The London Plan and the 1989 Official Plan recognize the need and role of a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556 & 1558\*). The subject site is within the North Lambeth Residential Neighbourhood, and within the Low Density Residential (LDR) and Medium Density Residential (MDR) designations. The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan.

## **5.0 Evaluation**

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

The PPS identifies that settlement areas “shall be the focus of growth and development”, and the subject site is located within the Urban Growth Boundary and within an area of designated residential growth (1.1.3.1). The PPS further directs that “new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities” (1.1.3.6). The lands cater to exclusively large lot single detached dwellings, they are also part of the broader Silverleaf Subdivision that provides for a range of different housing forms and densities, as well as some local convenience commercial uses.

The PPS encourages “a sense of place, by promoting well-designed built form” which emphasizes the importance of urban design in the planning for new neighbourhoods such as Silverleaf (1.7.1.d). Careful attention has been given to the proposed dwelling form, as well as the implementing regulations of the by-law to ensure any adverse development impacts are mitigated to the extent possible and the dwellings contribute to a sense of place.

### **The London Plan**

The London Plan includes criteria for evaluating Applications for Official Plan and Zoning By-law Amendment through policy 1577\* that requires consideration of:

1. Our Strategy
2. Our City
3. City Building policies
4. The policies of the place type
5. Our Tools
6. Relevant Secondary Plans and Specific Policies

### Our Strategy

The Our Strategy policies of The London Plan implements the vision of the plan through the use of overarching key directions (54).

*Direction #7 - to build strong, healthy and attractive neighbourhoods for everyone, promotes neighbourhood design that creates safe, diverse, walkable healthy and connected communities that create a sense of place and character (61).* The proposed

courtyard dwellings will contribute to the sense of identity and place for the new neighbourhood through the style of dwelling, without detracting from the planned safety, health or connectivity.

*Direction #8 - to make wise planning decisions ensures that new development is a "good fit within the context of an existing neighbourhood" and to "ensure health and safety is achieved in all planning processes" (62\_9 & 10).* The proposed built form is an alternative style of single detached dwellings that fully complements nearby traditionally designed single detached dwellings. The proposed design has been considered with respect to the impacts of *Crime Prevention Through Environmental Design* (CPTED) and have not been found to create any health or safety concerns.

### Our City

The City Structure Plan in the Our City section of The London Plan provides a framework for London's growth and change in the future (69). The City Structure Plan is comprised of the following framework policy areas: growth, green, mobility, economic and community. Within the Community Framework, neighbourhoods are categorized by properties that exhibit "an identifiable character and style of development" (143). The Silverleaf subdivision is characterized by newly registered and draft approved large single detached dwelling lots. The proposed alternative single detached dwelling design will be provided as a new style of dwelling in the Silverleaf Subdivision which will contribute to, and form part of, the local character for that neighbourhood.

### City Building

The policies of the City Building section provide the over-arching direction for how the City will grow over the next 20 years (184). The City Design is shaped by both its built form comprised of streets, streetscapes, and buildings, as well as the natural setting (189). The London Plan recognizes that the "way in which our neighborhoods, buildings, streetscapes, public spaces and landscapes are designed will play a major role in supporting and shaping the impact of our city and creating a sense of place" (190). The proposed courtyard dwellings have been evaluated for the cumulative impacts on the streetscape and neighbourhood design and represent an appropriate dwelling form within this subdivision.

### *Streetscapes*

The design of streetscapes will "support the planned vision for the place type and will contribute to character and sense of place" (221). The Silverleaf Neighbourhood streetscape will be comprised of, and characterized by, the large, low density residential single detached dwelling lots that have been recently registered or draft approved. The London Plan identifies that "the proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes" (222A). The recommended by-law will have a minimum requirement for lot frontages of 19m to ensure that the lot is large enough to provide for the various components such as the street trees and on-street parking that make up complete streets. The maximum driveway width as specified by the general provisions of the Z.-1 Zoning By-law will continue to apply for the lands, and an additional special provision will ensure that the driveway does not exceed 8m for the entire width to ensure that forecourts in front of the principle entrance do not become fully hard surfaced.

Neighbourhood streets will be planned and designed to enhance safety by implementing the principles of *Crime Prevention Through Environmental Design*, which encourages greater levels of passive surveillance (228). While the best arrangement for maximum 'eyes on the street' would be for the dwelling and garage to be in line to create unobstructed views from the dwellings to the street, the proposed courtyard dwellings will be located on very large lots with 19m minimum frontage which preserves partial sightlines to the street from the main dwelling façade. If the dwellings were located on smaller lots, the obstruction of the protruding garages to the natural surveillance would be more pronounced as the dwellings would be closer to one



another, which would constrain and 'squeeze' the available views to the street. Additionally, the by-law is recommending minimum amounts of glazing on the front façade of the garage that is closest to the street, as well as the exterior façade of the garage which is opposite to the garage doors. The assurance of windows will activate the space when it is in use, and provide opportunities for visual connection to the street.

### *Site Layout*

Buildings should be sited so that they "maintain and reinforce the prevailing street wall or street line of existing buildings" (256). The recommended by-law will include a reduced front yard setback of 4.5m for the front façade of the garage to be aligned with the rest of the built form in the subdivision which also includes a 4.5m reduced front yard setback for dwellings. Policy 260 identifies that "projecting garages will be discouraged", which reflects the preferred arrangement for aligned dwelling and garages spaces instead of traditional 'snout houses' that have a garage located closer to the street and tend to dominate the streetscape. The courtyard dwellings represent a unique style of dwelling that includes a projected garage, but one that is on an angle that does not directly address the street, to preserve residential amenity. Buildings should be sited to "minimize the visual exposure of parking areas to the street" (269). The courtyard dwellings will have the garage space located on a perpendicular angle from the street, which will minimize the exposure of the garage area for views directly from the street.

### *Buildings*

To support pedestrian activity and safety, "blank wall will not be permitted along the street edge" (285\*). The by-law is recommended to have a minimum proportion of windows (glazing) along the street edge to ensure there is not a blank wall as the closest façade to the street.

### *Urban Design Peer Review Panel*

The Urban Design Peer Review Panel (UDPRP) may provide advice to development applicants, planning and development staff, and Municipal Council through the evaluation of *Planning Act* applications (306). The requested amendment was brought to the UDPRP for their consideration on March 20, 2019 to receive feedback on the proposed change. The comments provided by the panel and how it has been addressed or incorporated is as follows:

- *The Panel would like to commend the applicant for offering to prepare a Design Guideline document that would illustrate the design intent of the subdivision. This would include ensuring a high-quality designed elevation, increased landscaping, more windows, better materials on the side of the garage.*
- *It would be worth considering how these Guidelines could work with the Zoning. Are there ways the Zoning could be adjusted to accommodate a variation in building type?*

The implementation of any Urban Design Guidelines would be achieved through the Site Plan Approval Process. Single detached dwellings are not required to go through the site plan process unless they represent infill and intensification in an established residential neighbourhood, which is not the case with the newly approved greenfield development of the Silverleaf Subdivision. The various actionable items that are implementable by the Zoning By-law have been incorporated where possible. The design guidelines that were prepared by the applicant can be used for their own external review and guidance prior to submission of permits to the City.

- *The presentation illustrated good examples of this type of house in a streetscape.*
- *All lots can accommodate this style of home, but they anticipate only 25% of them would be of this design style.*

The recommended zoning by-law will allow for both the existing permitted dwelling style, as well as the new courtyard dwellings to provide flexibility in choice and style lot by lot. The intent is to introduce the courtyard dwellings as a style option in the subdivision without specifically identifying which lots may or may not be constructed in this style.

- *In order to make a recommendation, it would be important to see what the alternative model would look like.*

Noted.

- *The Panel has noted concern over the visual experience of the proposed garage(s) when approaching from either side. One would either see the garage, or the back of the garage. It is still very much garage focused on the streetscape.*

Noted. The exterior façade (back) of the garage (opposite to the garage doors) is recommended to have a certain percentage of the façade provided as windows/glazing to minimize the potential for a blank wall presented to that view from the street.

- *There is apprehension that with this house type, the front door is pushed further back from the street, which will reduce street activity and eyes on the street.*

A special provision is proposed to ensure that the garage depth or projection in front of the main dwelling façade and principle entrance is limited to 8m to ensure the front door is not pushed unreasonably far from the street to ensure there is still connection and activation of the dwelling to contribute to passive surveillance.

- *Although windows are provided at the end of the garage, they are not connected to the main living spaces and as such would likely not contribute to an 'eyes on the street' approach from a safety (CPTED) perspective.*

Noted. The windows will provide 'eyes on the street' when in use, but will not function the same way as habitable or active living space. The generous frontages proposed for the courtyard dwellings will help provide eyes on the street by maintaining partial views from the main dwelling, which would not be possible from smaller lots.

- *Ideally, these homes would be shown on a site plan before approval could be given. Though we recognize this is not always possible.*

Noted.

### Place Type

The subject site is within the Neighbourhoods Place Type which primarily allows for low and mid-rise residential uses. Neighbourhoods are intended to be vibrant, exciting places to live which will be delivered through: a strong neighbourhood character, sense of place and identity; and attractive streetscapes, buildings and public spaces (916\_1 & \_2\*). The requested amendment is proposed to be implemented on a neighbourhood basis, which will contribute to a sense of neighbourhood character for the Silverleaf Subdivision. The alternative dwelling forms proposed will influence the streetscape and development pattern in this location. The Neighbourhoods role within the City is that "each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, and urban vs. suburban character" (917\*). The subject site represents very large lots and subsequently large homes which contributes to the housing choice for the City in this suburban/periurban context without requiring those wishing to find a large home with a large lot to leave the City limits. The dwelling and lot sizes are not geared to providing affordable options, but serve a

purpose providing housing variety for those looking for additional space or with large families.

Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing forms (918\_2\*). The proposed approach would allow for a mix of dwelling forms with both traditional and courtyard dwellings without broadly segregating the forms or specifying how each individual lot would be constructed. Approximately 25% of the Silverleaf subdivision that is registered has been constructed which ensures the mix will be provided.

### *Form and Intensity*

The intensity of the subdivision is not proposed to change which will be consistent with the planned intent of Silverleaf. The form of the dwelling will be regulated through the zoning to ensure the development is appropriate to the neighbourhood context with respect to setbacks, frontage, driveway location and width and glazing.

### Our Tools

The evaluation criteria for planning and development applications in addition to consideration for use, intensity and form include potential impacts on adjacent lands and nearby properties, and the degree to which the impacts can be managed and mitigated (1578\_6\*). An analysis of potential impacts on nearby properties may include such things as:

#### h. Shadowing

The shadow impacts will be similar to that of a traditional single detached dwelling as the proposal is for one storey dwellings, with the potential for the same massing to occur if the garage was instead habitable floor space.

#### i. Visual impact

The courtyard dwellings represent a different architectural form than the traditional layout of single detached dwellings in the southwest area which will collectively influence the visual impact of the streetscape. The proposal is specific to single or 1.5 storey dwellings, as two storey dwelling forms that have a similar 'L' shape layout, but an active habitable living area above the garage are currently permitted. The visual impact on the streetscape will be the most noticeable impact, however the form proposed is still a single detached dwelling, which is compatible with other single detached dwellings, and allows for different styles and design choices.

#### j. Loss of views

The proposed courtyard dwellings with the projecting garages will result in a partial loss of views from the street to the main dwelling, from certain perspectives, i.e.- the exterior garage wall. The impacts of the loss of views are mitigated by the large frontage requirements which ensures that more of the main dwelling is visible instead of having the majority of the frontage occupied by the garage which is characterized as inactive space.

#### k. Loss of trees and canopy cover

The minimum requirement for a large frontage ensures that there will be adequate space for tree planting on private lands in addition to street trees. Additionally, a special provision will restrict the location of driveways and garage doors in front of the front garage façade, which will ensure landscaped open space and tree planting is available at that location.

An analysis of the degree to which the proposal fits within its context may include such things as:

#### e. Street Wall

The street wall will be maintained in this location with a consistent front yard setback for both dwellings and the front projecting garages with 4.5m setback from the street edge. The consistent setback will provide a more cohesive streetscape and establish a consistent built edge among properties.

f. Proposed architectural attributes such as windows, doors and rooflines

The by-law will require the provision of a certain percentage of glazing for both the front garage façade that faces the street, as well as the exterior garage façade that is opposite to the garage doors. The use of glazing will provide the same materials and design as the dwelling which will reduce the impact of the garage space and instead enhance the residential character.

### Southwest Area Secondary Plan

The Southwest Area Secondary Plan contains general policies that are applicable for all designations within the plan area. Section 20.5.3.9 contains the plan's urban design policies which emphasize a strong reliance on a high quality public realm delivered by buildings and public spaces.



Figure 4: Proposed floor plan

The SWAP acknowledges that buildings constructed within the study area “will directly respond to the design of the public right of way” which is why there is a strong reliance on a high quality public realm (20.5.3.9). The integration between the private and public realm ensures that neighbourhoods are vibrant, dynamic and with “a character that encourages social interaction” (20.5.3.9). Design that encourages social interaction can be achieved through features such as front porches as well as providing passive opportunities where interaction can occur between neighbours.

While the garage location will occupy a portion of the front yard that would not be activated in the same way as habitable dwelling space would be, the frontage will be large enough for the proposed design to ensure there is still adequate front dwelling façade that is visually connected and can interact with the street.

The general policies apply to the entire study area including section 20.5.3.9.iii.e) which provides specific policies for the design and location of garages:

*“In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:*

- *project beyond the façade of the dwelling or the façade (front face) of any porch; or*
- *contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.”*

The SWAP policy provides clear direction for the location and size of garages within the study area to ensure they do not become the dominant feature on the streetscape. The proposed courtyard dwellings are requesting to have the garage project beyond the dwelling façade and any habitable dwelling floor area which requires relief from policy 20.5.3.9.iii.e). The angle of the garage to the dwelling removes the direct visual of the garage doors from the streetscape, and the requirement for similar treatment of the garage front façade as the dwelling will minimize the impact of the non-habitable floor space from the public realm. Zoning regulations will effectively implement the requested design and mitigate the impacts of the courtyard dwellings on the streetscape to ensure a positive fit, and maintenance of the residential amenity.

The site is within the North Lambeth Neighbourhood in the Southwest Area Secondary Plan (SWAP) and within the low and medium density residential designations. The intent of the low and medium density residential designations is to “encourage a mix of housing types, forms and intensities throughout”, which is achieved on a subdivision-wide basis for Silverleaf (20.5.10.1.i). The subject lands and proposed amendment relate only the single detached dwelling lots associated with the subdivision, and not the medium density or mixed use blocks.

### **(1989) Official Plan Amendment: Chapter 10 Site Specific Policy**

The requested amendment is for a specific policy to allow for an exemption from a policy that restricts the projection of garages from single detached dwellings, without re-designating the lands. Policies for Specific Areas may be applied where the application of existing policies would not accurately reflect the intent of Council with respect to the future use of the land. The adoption of policies for Specific Areas may be considered where one or more of the following conditions apply (10.1.1):

*i) The change in land use is site specific, is appropriate given the mix of uses in the area, and cannot be accommodated within other land use designations without having a negative impact on the surrounding area.*

The proposed courtyard dwellings are only intended for the Silverleaf Subdivision. The Low Density and Medium Density Residential designations are appropriate to implement the desired built form, and the specific policy will allow relief from existing specific policy direction that restricts the garage projection in front of the dwelling where it is located perpendicular to the main dwelling and principle entrance.

*ii) The change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.*

The proposed use is only for single detached dwellings and courtyard dwellings which are appropriate for the low and medium density residential designations. The specific policy will allow for the alternative design for the dwellings, but the underlying designations continues to be appropriate for the lands.

Applications for new specific policy areas require a planning impact analysis to determine the potential impacts on surrounding land use designations. The relevant criteria from the Planning Impact Analysis for residential designations is as follows:

*a) Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;*

The proposed amendment will provide for a mix of dwelling styles throughout the subdivision of both courtyard dwellings and traditional single detached dwellings. The various single detached residential dwellings are compatible and the zoning will ensure minimum design considerations are employed for the courtyard dwellings.

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

The courtyard dwellings will only be permitted for lots that have 19m frontage or greater which is the prevailing lot fabric in the Silverleaf Subdivision. The frontage requirement directly correlates to the functionality of the site and impact on the streetscape and provides an important measure of the appropriateness of a courtyard dwelling.

- c) *The supply of vacant land in the area which is already designated and/or zoned for the proposed use;*

The proposed single detached dwelling use is found as planned and future land uses within the general area, however as all lands within the Southwest Area Secondary Plan are subject to its policies, there are no zoned lands available for the proposed use that have not already been developed.

- f) *The height, location and spacing of any buildings on the proposed development, and any potential impacts on surrounding land uses;*

The garage forward design creates the focus from the street on the garage instead of the dwelling. This can result in a loss of residential presence, a garage dominated streetscape, and a loss of natural surveillance. The recommended zoning by-law amendment provides sufficient regulations to ensure that the impacts from this arrangement are mitigated to the extent feasible, and that alternative traditional dwelling forms are also permitted in this area.

- i) *The exterior design in terms of the bulk, scale and layout of buildings, and the integration of these uses with present and future land uses in the area; and*

The Silverleaf Subdivision is generally contained by the Mather's Stream to the west, south and east, with Pack Road to the north. The requested amendment will only apply to the single detached dwelling lots within this subdivision, which will contribute to the local character for Silverleaf, without having any impact on future uses in the area.

- m) *Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis.*

The applicant has identified certain design guidelines that will be considered by the proponent (externally) prior to submission to the City for a courtyard dwelling. The extra consideration may help certain design targets are met and that zoning is implemented prior to submission for a building permit.

## **6.0 Key Issues and Considerations**

### **6.1 Garages Dominating the Streetscape**

The intent of the policy is to ensure that garages are not the dominant feature in the streetscape, or the dominant feature of a dwelling or lot. The policy includes a restriction of no more than 50% of the frontage to be occupied by a garage, which is in place to address designs where garages face the street. The proposed 'L' shaped dwellings do not have garage doors facing the street, as the garage is turned 90° from the street edge. The design of the garage along the street is proposed to be in keeping with the design of the dwelling portion, which creates a more attractive streetscape than the typical approach of garage doors facing the street which results in a garage dominated streetscape. Further, that the side of the garage that does face the street will be designed as an extension of the design of the home, including windows and other architectural details that will read as part of the house. When viewed directly from the sidewalk, the garage doors are not visible from the street.

## 6.2 Crime Prevention Through Environmental Design (CPTED)

*Crime Prevention Through Environmental Design* (CPTED) is a multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. The London Plan requires that Neighbourhood Streets be planned and designed to enhance safety by implementing the principles of *Crime Prevention Through Environmental Design*, to encourage greater levels of passive surveillance (228). One way to facilitate natural surveillance is to ensure there are sufficient opportunities for it to occur through building design to provide clear sightlines where visual obstructions are minimized or eliminated. Garages that are set in line with dwellings, or have habitable space above the ground floor maintain a broad visual connection to the street and bolster the ability to naturally survey the area.

Additionally, the principle of natural surveillance can be enhanced with the inclusion of front porches, windows overlooking sidewalks of habitable spaces, and designing streets to encourage pedestrian and bicycle traffic. The turned garage design provides large garage windows facing the street, and will have similar impacts as a street facing garage which is typically designed without windows facing the street, or only having minimal windows at the top of garage doors. Further, there is still a large portion of the frontage occupied by the habitable floor space of the dwelling which ensures the front door has a clear sightline to the street.

## 6.3 Current Permissions

The proposed provisions relate specifically to a one-storey or 1.5 storey dwelling form without any habitable floor area above the garage. For dwellings with a second storey of habitable floor area above the garage, the garage is aligned with the habitable space of the dwelling edge and is permitted. The second storey provides active space above the garage and allows for the overlooking, clear sightlines, and activation associated with passive surveillance. Without this active habitable space above the garage provided by the second storey, the garage projection could result in the same negative impacts as the common 'snout house' without appropriate regulation.

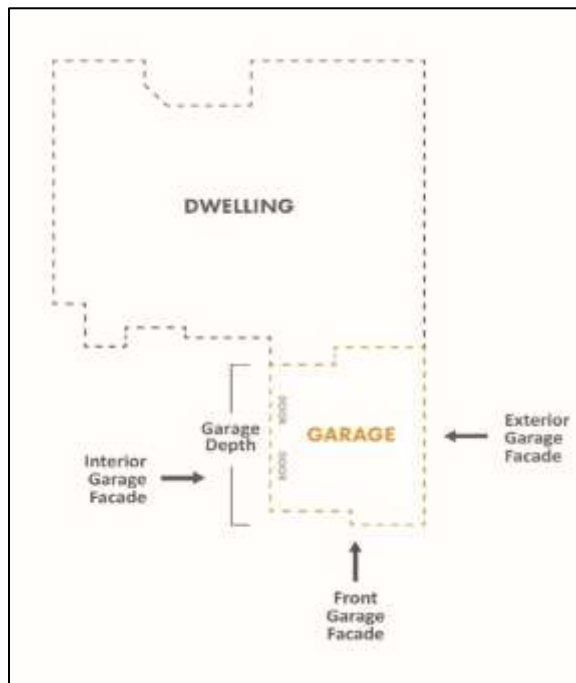


Figure 5: Example of 'L' shaped dwelling with active floor space in front of garage

Additionally, there have been some instances where a small portion of habitable space has been proposed at the front of the garage on the ground floor (i.e.-gym/workout space) that constitutes habitable space associated with the dwelling. The interpretation is that the garage is then located behind the habitable dwelling space which does not contradict the policies. This approach results in a partial activation of the space when in use, though could result in a loss of the habitable space through future conversion to additional garage or storage space.

## 7.0 Zoning By-law Amendment

The proposal is to have an alternative design for single detached dwellings which is implemented by the Zoning By-law and eventually building permits. Single detached dwellings are not subject to the requirements of Site Plan Approval unless they are proposed in an infill and intensification context. As such, the approach is to ensure the Zoning By-law Amendment will be able to facilitate the building outcome through the delivery of various special provisions.



The Urban Design Peer Review Panel suggested an alternative approach with the preparation and implementation of design guidelines to shape the Courtyard dwellings. The applicant has prepared some design guidelines that they are suggesting could be applied to the satisfaction of the developer prior to submission of any building permits. This approach, however, does not provide certainty and would be up to the developer's interpretation of the consistency with design goals. Having the by-law crafted in a more specific manner provides greater certainty to the eventual built form and ensures that only the specific design of the courtyard dwellings eventuates.

### Frontage

The impacts of garage width and projections are more pronounced for lots with small frontages, which typically includes lots with less than 12m frontage, as the garage would occupy a substantial portion of the available frontage, leaving less room for the entrance and dwelling to be a prominent feature of the streetscape. One unique feature of the Silverleaf Subdivision is the generous lot pattern which is able to support the proposed dwelling design. The proposed by-law amendment is specific for only those lots with a minimum of 19m frontage which is considered to constitute a large lot, and able to provide adequate space to ensure the dwelling is equally present in the streetscape. Additionally, it provides the necessary space for manoeuvring to and from the perpendicular garage, and also provides sufficient area for landscape open space and snow storage. The minimum frontage is a critical element in allowing for the exemption from the projection regulation as only larger lots would be able to increase the proportion of frontage occupied by the habitable dwelling floor space.

### Driveway Width

For courtyard dwellings, there is a risk of having a large amount of hard surfacing occupying the front yard due to the perpendicular location of the garage and requirement for vehicle manoeuvrability. A maximum driveway width of 8m is recommended which will extend from the street edge to the width as extended from the interior garage façade (garage doors). The 8m width allows for adequate turnaround room, which is a slightly greater width than the two way drive aisle requirement of 6.7m from the site plan approval by-law to ensure adequate space for functionality. The 8m width will ensure that the entire forecourt area in front of the dwelling and garage does not become fully hard surfaced.

### Garage Projection

The greater the distance the front door, windows and dwelling façade are from the street, the greater the impacts will be for reduced natural surveillance, reduced



residential presence and activation associated with the habitable space of the dwelling, and the more dominant the garage becomes on the streetscape. The by-law is recommending a maximum garage depth regulation to ensure that though the garage may project in front of the dwelling, it is not at an unreasonable or unmitigated level to control impacts. The recommendation is for a maximum of 8m (26.2ft) which would allow for a double car garage width in front of the dwelling. The maximum garage depth plus the required front yard setback results in the front dwelling portion located approximately 12.5m (41 ft) from the street edge, which would be exacerbated if additional projection were allowed.

### Glazing

The front garage wall or façade of the garage will be the closest portion of the building that addresses the street, and will require enhanced design and detail to contribute positively to the streetscape. A special provision requires 25% of clear glazing (windows) on the front garage façade to avoid having a blank wall present to the street and to mimic traditional dwelling features so the garage use is not immediately obvious. A similar approach is also required for the exterior garage wall (opposite to the garage doors) for a minimum of 8% glazing to mitigate the impact of having a blank wall along the extent of that façade.

More information and detail is available in the appendices of this report.

## **5.0 Conclusion**

The proposed amendment is consistent with the Provincial Policy Statement, and conforms to the policies of The London Plan, the Southwest Area Secondary Plan and the (1989) Official Plan. The proposal implements an appropriate form of residential development for the lands, and mitigates the impacts of the courtyard dwellings through the Zoning By-law regulations.

<b>Prepared by:</b>	<b>Lou Pompili, MPA, RPP Manager – Development Planning</b>
<b>Recommended 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.	

May 30, 2019

/sw

Cc: Matt Feldberg, Manager of Development Services (Subdivisions)

Cc: Ismail Abushehada, Manager of Development Engineering

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## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2019

By-law No. C.P.-1284-  
A by-law to amend the Official Plan for  
the City of London, 1989 relating to 3493  
Colonel Talbot Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on June 25, 2019.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – June 25, 2019  
Second Reading – June 25, 2019  
Third Reading – June 25, 2019

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 20.5.10.1.iii to the Official Plan (Southwest Area Secondary Plan) for the City of London to permit an alternative form of single detached dwelling.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3493 Colonel Talbot Road in the City of London.

C. BASIS OF THE AMENDMENT

Section 20.5 of the Official Plan is the Southwest Area Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will permit an alternative dwelling form that what is permitted by the Southwest Area Secondary Plan policies.

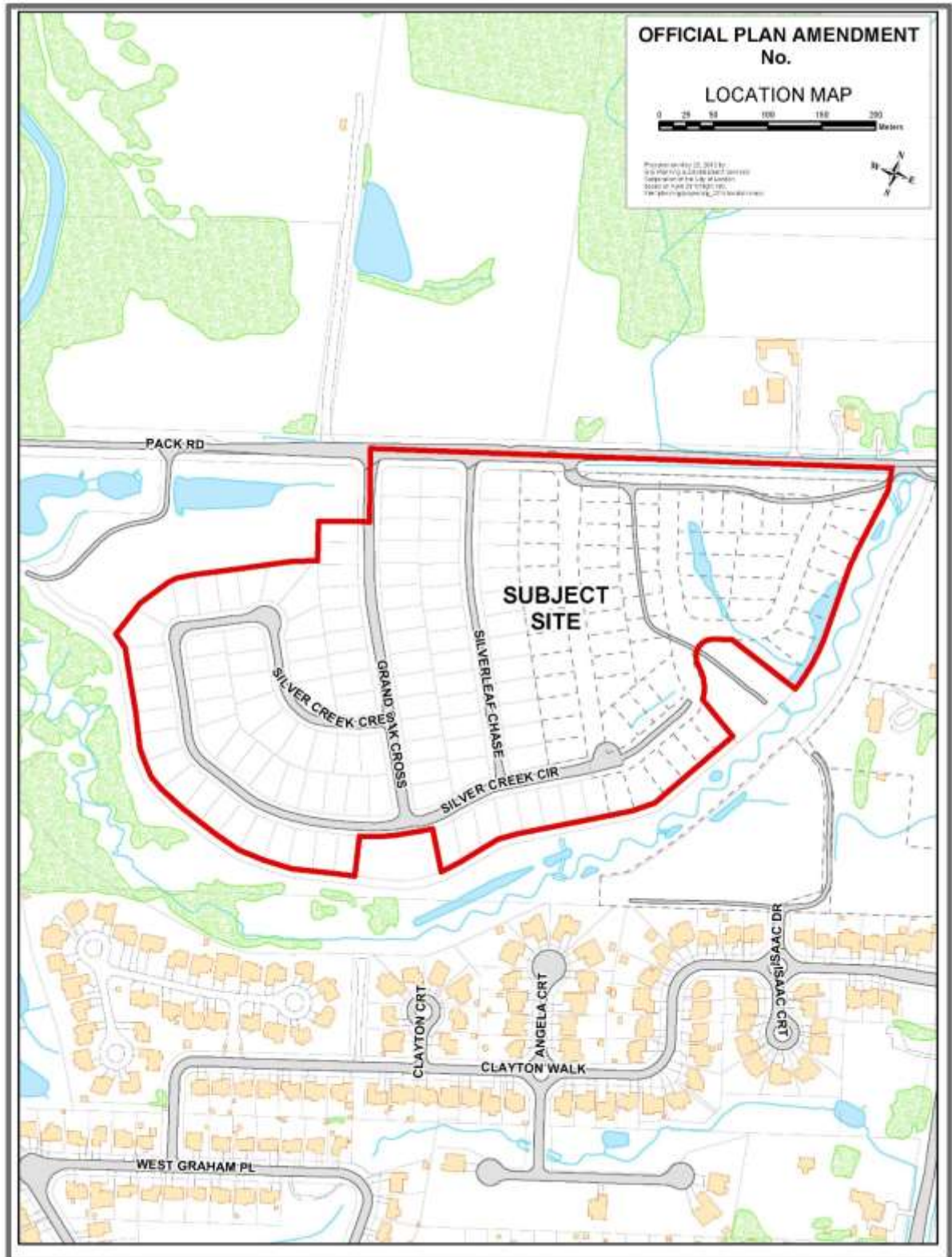
D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Section 20.5.10.1.iii “North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods – Low and Medium Density Residential Built Form and Intensity” of the Official Plan – Southwest Area Secondary Plan for the City of London is amended by adding the following:

3493 Colonel Talbot Road

For the single detached dwellings lots within the Silverleaf Subdivision Phase 2 and registered plan 33M-742, notwithstanding policy 20.5.3.9.iii.e), for courtyard dwellings, garages may project beyond the façade of the dwelling, or the façade (front face) of any porch, where the interior garage façade that includes the garage door(s) is located at no more than 90 degrees to the main building and principle entrance.



## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2019

By-law No. C.P.-XXXX-\_\_\_\_

A by-law to amend The London Plan for  
the City of London, 2016 relating to 3493  
Colonel Talbot Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for  
the City of London Planning Area – 2016, as contained in the text attached hereto and  
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of  
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on June 25, 2019.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – June 25, 2019  
Second Reading – June 25, 2019  
Third Reading – June 25, 2019

**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 1565\_5 of The London Plan (Southwest Area Secondary Plan) for the City of London to permit an alternative form of single detached dwelling.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3493 Colonel Talbot Road in the City of London.

C. BASIS OF THE AMENDMENT

Section 1565\_5 of The London Plan is the Southwest Area Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will permit an alternative dwelling form that what is permitted by the Southwest Area Secondary Plan policies.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Section 20.5.10.1.iii “North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods – Low and Medium Density Residential Built Form and Intensity” of the Official Plan – Southwest Area Secondary Plan for the City of London is amended by adding the following:

3493 Colonel Talbot Road

For the single detached dwellings lots within the Silverleaf Subdivision Phase 2 and registered plan 33M-742, notwithstanding policy 20.5.3.9.iii.e), for courtyard dwellings, garages may project beyond the façade of the dwelling, or the façade (front face) of any porch, where the interior garage façade that includes the garage door(s) is located at no more than 90 degrees to the main building and principle entrance.

**Appendix C**

Bill No. (number to be inserted by Clerk's Office)  
(2019)

By-law No. Z.-1-19 \_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 3493  
Colonel Talbot Road.

WHEREAS 2219008 Ontario Ltd has applied to rezone an area of land located at 3493 Colonel Talbot Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform 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 3493 Colonel Talbot Road, as shown on the attached map, from a Residential R1 Special Provision (R1-8(5)) Zone and a holding Residential R1 Special Provision (h\*h-100\*R1-8(5)) Zone to a Residential R1 Special Provision/Residential R1 Special Provision (R1-8(5)/R1-8(\_)) Zone and a holding Residential R1 Special Provision/Residential R1 Special Provision (h\*h-100\*R1-8(5)/R1-8(\_)) Zone.
- 2) Section Number 5.4 of the Residential R1 Zone is amended by adding the following Special Provision:

R1-8 ( )

- a) Additional Permitted Use

Courtyard Dwelling: means a single detached dwelling, less than 2 storeys in height that has an attached garage projecting beyond the principle entrance or front façade of any porch. For the purpose of this definition, the definition of garage shall be comprised of an interior garage façade that includes the garage door(s) located at no more than 90 degrees to the main building and principle entrance, an exterior garage façade located opposite to the interior garage façade, and a front garage façade being parallel to the street.

- b) Regulations for Courtyard Dwellings

- i) Notwithstanding Section 5.3.1) or anywhere else in this by-law to the contrary, the lot frontage shall be as follows:

Lot Frontage (Minimum)	19m (62ft)
---------------------------	------------

- ii) Garage door(s) to be located perpendicular (not more than 90 degrees) to the main building façade and principle entrance
- iii) Garage door(s) and driveways are prohibited between the street and the front garage façade

- |       |   |               |
|-------|---|---------------|
| iv)   | Garage projection (depth) from the principle entrance or the façade (front face) of any porch, whichever is closer to the street. (Maximum)   | 8m (26.2ft)   |
| v)    | Amount of transparent glazing (windows) on first storey of front garage façade (façade parallel to street) (Minimum)  | 25%           |
| vi)   | Amount of transparent glazing (windows) on first storey of exterior garage façade (façade opposite to interior garage façade and garage door(s)) (Minimum)                                    | 8%            |
| vii)  | Front yard depth of garage (Minimum)  | 4.5m (14.7ft) |
| viii) | Notwithstanding section 4.19.6.a) paragraph 2, the maximum driveway width shall not exceed 8m maximum for any portion of the driveway between the street line and the interior garage façade. |               |

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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.

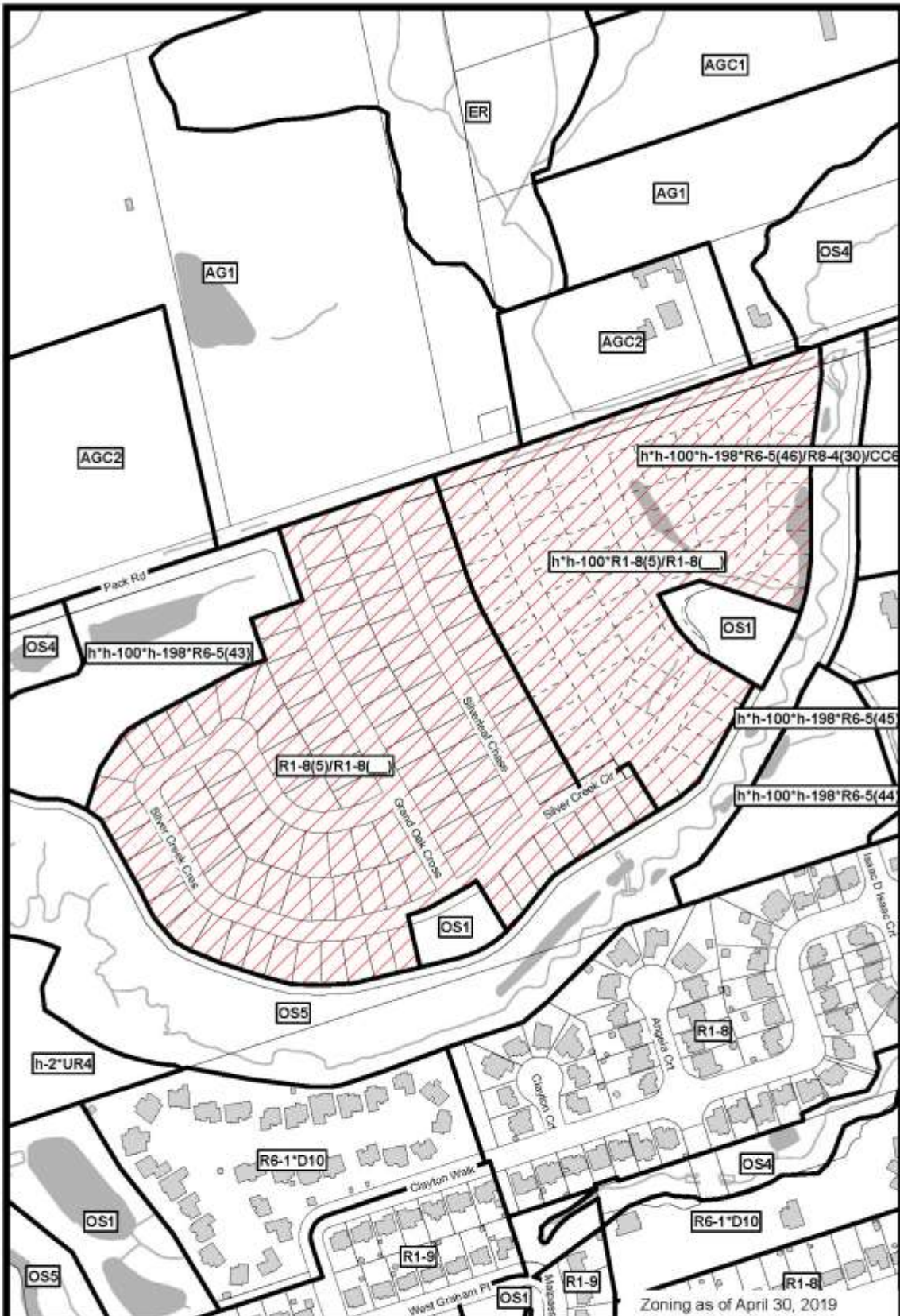
PASSED in Open Council on June 25, 2019.

Ed Holder  
Mayor


Catharine Saunders  
City Clerk



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




File Number: OZ-9032  
Planner: SW  
Date Prepared: 2019/05/28  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:4,000

0 20 40 80 120 160 Meters



## Appendix D – Public Engagement

### Community Engagement

**Public liaison:** On March 6, 2019, Notice of Application was sent to 79 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 7, 2019.

One call was received requesting more information and clarification between the proposal and previous examples of garage forward buildings.

**Nature of Liaison:** The request is to permit single detached dwellings with attached garages that may extend beyond a dwelling façade and include doors that may exceed 50% of the lot frontage. Possible amendment to the Official Plan to exempt the lands from the provisions of section 20.5.3.9 iii. e), which restricts garages from projecting beyond the façade of the dwelling or porch, and restricts garage doors from occupying more than 50% of the frontage of a lot. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 Special Provision (R1-8(5)) **TO** a Residential R1 Special Provision (R1-8(\_)) Zone to exempt the lands from the regulation that restricts garages from projecting beyond the façade of the dwelling or porch and occupying more than 50% of the lot frontage.

### Agency/Departmental Comments

#### London Hydro – March 22, 2019 – Memo Excerpt

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

#### Urban Design Peer Review Panel – March 14, 2019

### URBAN DESIGN PEER REVIEW PANEL

#### To: Proponents

- Ali Soufan, York Developments
- Andrea Sinclair, Urban Designer, MHBC
- Scott Allen, Planner, MHBC

#### City of London Personnel

- Sonia Wise, Senior Planner
- Jerzy Smolarek, Urban Designer

#### From: Urban Design Peer Review Panel (UDPRP)

- Steven Cooper, Architect (declared conflict)
- Andrew Bousfield, Urban Designer
- Heather Price, Urban Designer
- McMichael Ruth, Architect
- Tim O'Brien, Landscape Architect
- Ryan Ollson, Architect

### RE: Site Plan Application: 3493 Colonel Talbot Road Presentation & Review, March 20, 2019

The Panel provides the following feedback on the submission to be addressed through the Site Plan application:

- The Panel would like to commend the applicant for offering to prepare a Design Guideline document that would illustrate the design intent of the subdivision. This would include ensuring a high-quality designed elevation, increased landscaping, more windows, better materials on the side of the garage.

- It would be worth considering how these Guidelines could work with the Zoning. Are there ways the Zoning could be adjusted to accommodate a variation in building type?
- The presentation illustrated good examples of this type of house in a streetscape.
- All lots can accommodate this style of home, but they anticipate only 25% of them would be of this design style.
- In order to make a recommendation, it would be important to see what the alternative model would look like.
- The Panel has noted concern over the visual experience of the proposed garage(s) when approaching from either side. One would either see the garage, or the back of the garage. It is still very much garage focused on the streetscape.
- There is apprehension that with this house type, the front door is pushed further back from the street, which will reduce street activity and eyes on the street.
- Although windows are provided at the end of the garage, they are not connected to the main living spaces and as such would likely not contribute to an 'eyes on the street' approach from a safety (CPTED) perspective.
- Ideally, these homes would be shown on a site plan before approval could be given. Though we recognize this is not always possible.

**Concluding comments:**

The Panel requests that urban design guidelines be prepared and adopted in support of the draft plan of subdivision and zoning bylaw amendments. The Panel requests the opportunity to review and comment on the urban design guidelines. Additionally, the Panel will provide detailed comments at the time of the overall development submission.

Urban Design – May 27, 2019



# Memo

**To:** Sonia Wise  
Senior Planner

**From:** Jerzy Smolarek  
Urban Designer

**Date:** May 27, 2019

**RE:** OZ 9032 – L-Shaped Houses in  
Silverleaf Subdivision

Sonia,

I have reviewed the proposed Official Plan and Zoning By-Law Amendment application and provide the following comments consistent with the Southwest Area Secondary Plan, the Official Plan, applicable By-Laws and guidelines, as well as the recommendations from the Urban Design Peer Review Panel:

- Urban design staff have been working closely with the planner assigned to the file to ensure the following concerns have been addresses through the proposed Zoning By-Law regulations;
  - Reduce the potential of blank wall facades visible from the street by including a minimum percentage of transparent glazing on both the street facing façade and the side yard facing façade of the garage;

- Reduce the appearance of a “snout house” and ensure that the livable portions of the house are visible from and as close as possible to the street by including a minimum lot frontage as well as a maximum garage projection, beyond the main portion of the house;
- Further reduce the appearance of a “snout house” by ensuring that the garage doors must be perpendicular to the main building façade and principle entrance with no garage on the front (street facing) façade.
- Ensure that the front yard, in front of the main house, does not become a hard surface area for parking cars by including a maximum driveway width for the entire driveway.

If you have any questions or concerns please do not hesitate to get in touch with me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerzy'.

Jerzy Smolarek, MAUD  
Urban Designer

## Appendix E – Policy Context

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

### Provincial Policy Statement, 2014

- 1.1.3.1 – settlement areas
- 1.1.3.6 – compact form, mix of uses
- 1.7.1.d – sense of place

### The London Plan

- 54 – key directions
- 62 – development fits neighbourhood
- 69 – city structure
- 143 – identifiable character
- 184 – city growth over next 20 years
- 189 – built form and natural form
- 190 – sense of place
- 221 – design of streetscapes
- 222A – driveway and garage proportions should be minimized
- 228 – CPTED
- 256 – street wall
- 260 – projecting garages will be discouraged
- 269 – minimize visual exposure of parking
- 285 – blank walls
- 306 – UDPRP
- 916 – Neighbourhoods place type
- 917 – different character and mix of neighbourhoods
- 918 – avoid the broad segregation of forms
- 1556 Status of Secondary Plans
- 1577 evaluation criteria for amendments
- 1578 – impacts on nearby properties and context

### 1989 Official Plan

- 3.7 – Planning Impact Analysis
- 10.1.1 – criteria for specific policy

### Southwest Area Secondary Plan

- 20.5.3.9 – public realm and social interaction
- 20.5.3.9.iii.e – garages shall not project beyond the dwelling
- 20.5.10.1 – north Lambeth neighbourhood

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

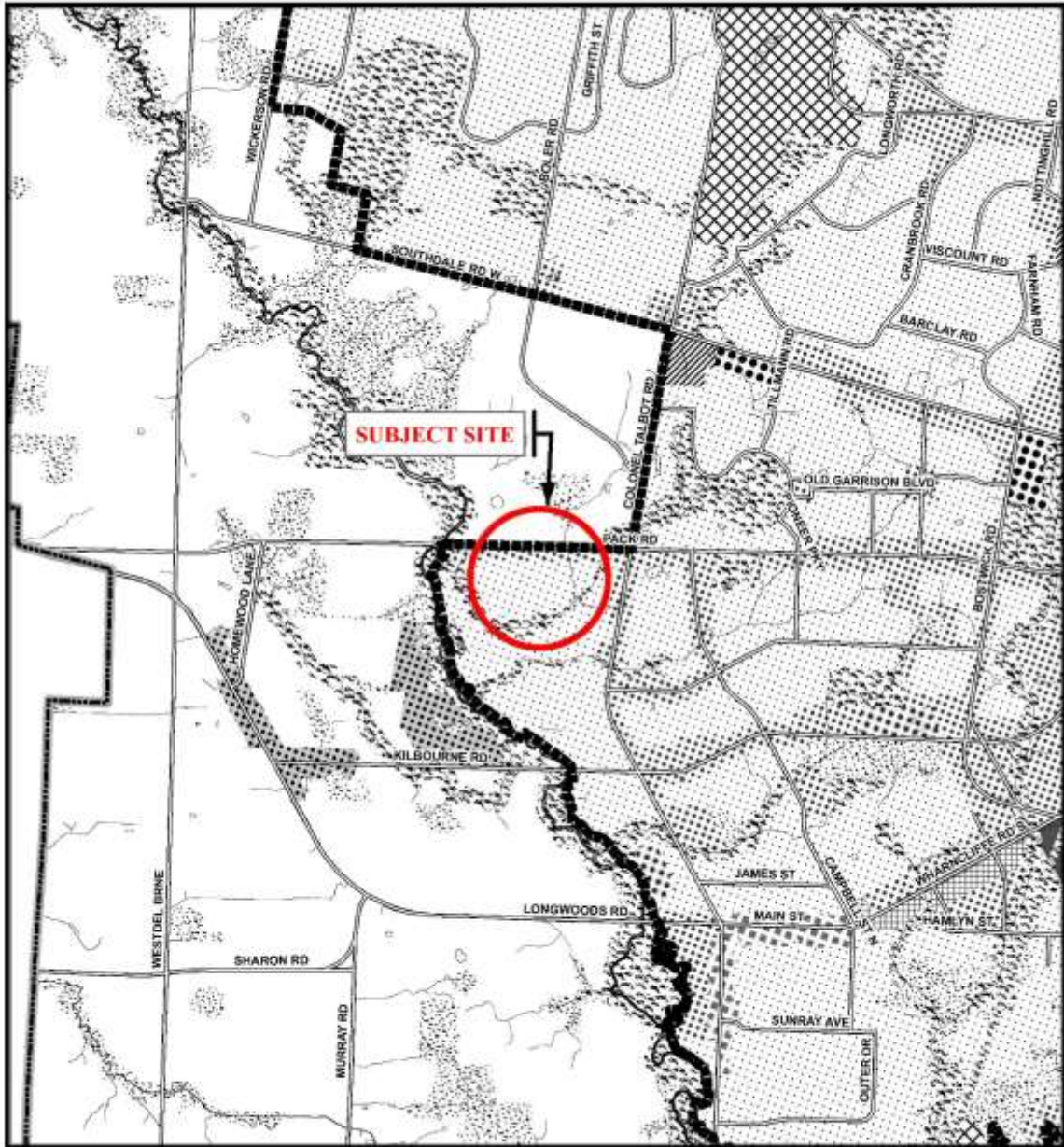
- Chapter 2 – Definitions
- Chapter 4 – General Provisions
- Chapter 5 – Residential R1 Zone

### Site Plan Control Area By-law

**Appendix F – Additional Maps**

**Additional Maps**

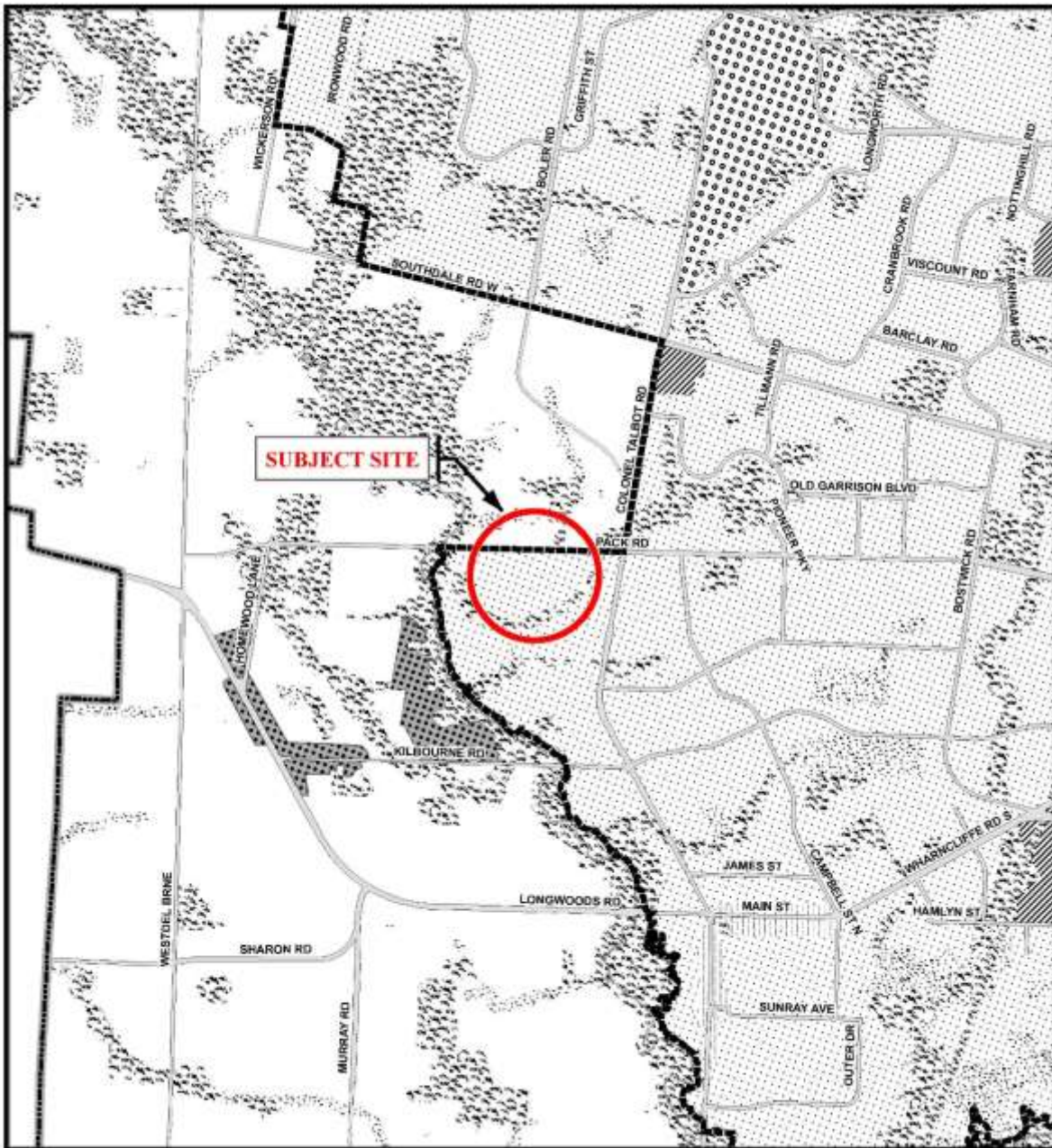




Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial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

<p><b>CITY OF LONDON</b> Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9032</p>
		<p>PLANNER: SW</p> <p>TECHNICIAN: RC</p> <p>DATE: 2019/05/27</p>



**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



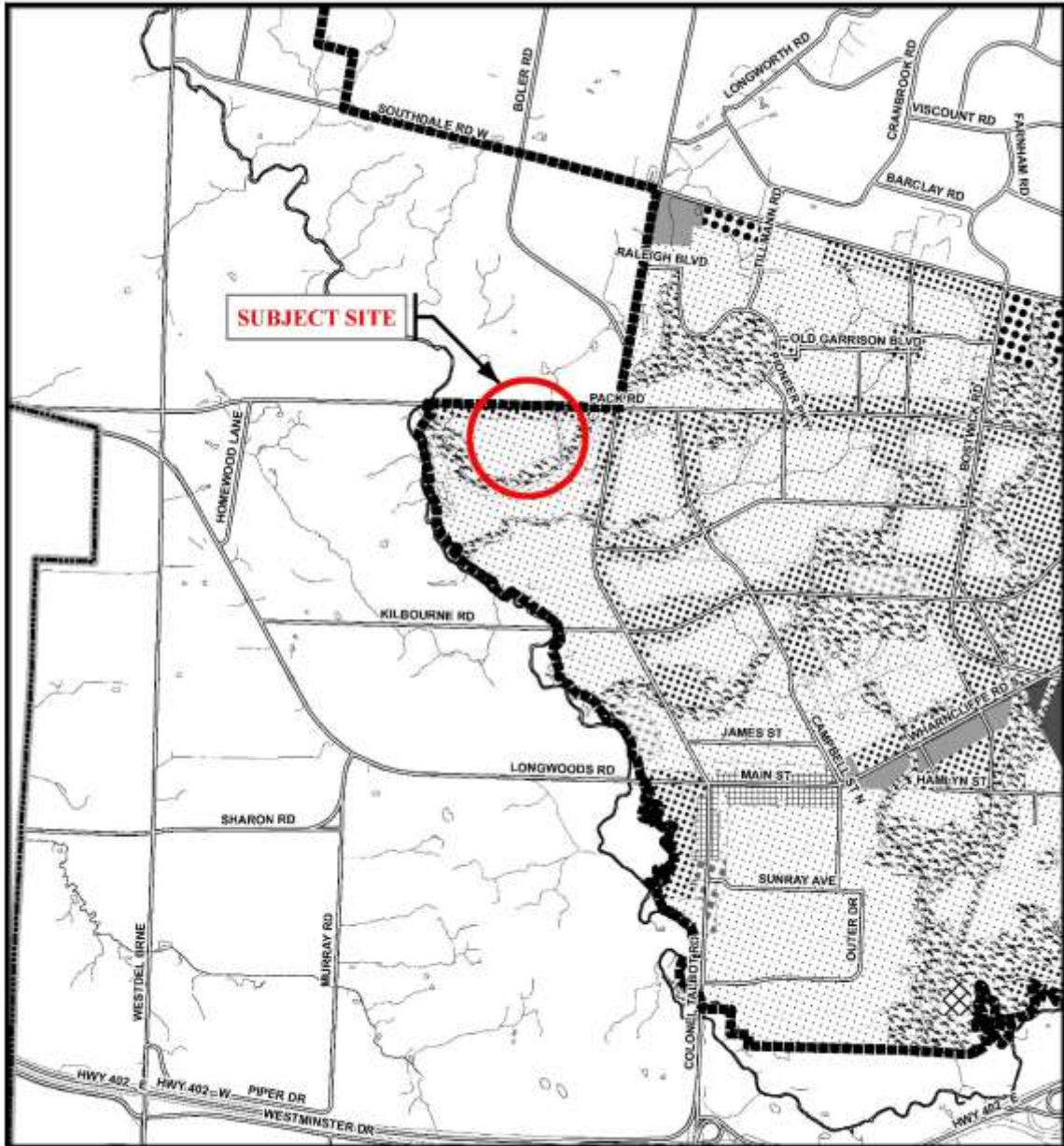
**File Number:** OZ-9032

**Planner:** SW

**Technician:** RC

**Date:** May 27, 2019

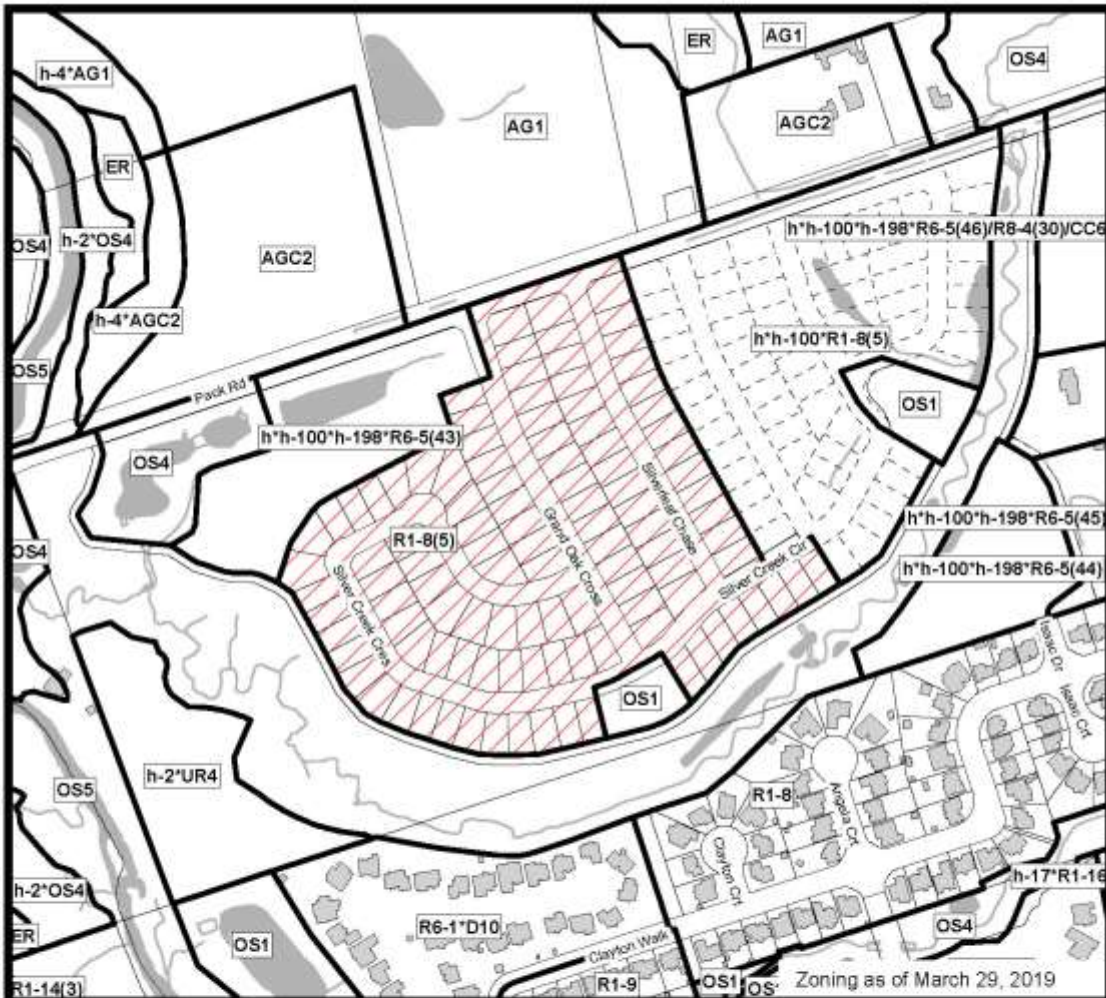




Legend	
	High Density Residential
	Medium Density Residential
	Low Density Residential
	Commercial
	Office
	Wonderland Road Community Enterprise Corridor
	Main Street Lambeth North
	Main Street Lambeth South
	Open Space
	Institutional
	Industrial
	Commercial Industrial
	Transitional Industrial
	Urban Reserve Community Growth
	Urban Reserve Industrial Growth
	Rural Settlement
	Urban Growth Boundary

<p><b>CITY OF LONDON</b> Planning Services / Development Services SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>		FILE NUMBER: OZ-8032
		PLANNER: SW
		TECHNICIAN: RC
		DATE: 2019/05/28



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

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "N" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

OZ-9032

SW

MAP PREPARED:

2019/05/28

RC

1:5,000

0 25 50 100 150 200  
Meters

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

**Additional Reports**

OZ-5767: 1999 Small Lot Study

Z-7412: 2007 Small Lot Design Guidelines Subdivision Design Guidelines

39T-14504/OZ-8417: Silverleaf Subdivision Public Participation Meeting