

## Report to Planning and Environment Committee

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

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

**Subject:** 2492222 Ontario Inc.  
536-542 Windermere Road

**Public Participation Meeting on: July 13, 2020**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions **BE TAKEN** with respect to the application of 2492222 Ontario Inc. relating to the property located at 536-542 Windermere Commissioners Road West:

- (a) The Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of two back-to-back townhouse buildings each with six-units; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

## Executive Summary

### Summary of Request

The development for consideration consists of two townhouse buildings, for a total of 12 units on the north side of Windermere Road, between the east and west street connections of Doon Drive accessing Windermere Road. The units are provided in two buildings both featuring a back-to-back formation. The site is to be developed with municipal services and vehicular access from Windermere Road. The development proposal is subject to a public site plan meeting in accordance with the holding (h-5) zone regulations set out in the Zoning By-law.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommendation is to report to the Approval Authority any issues or concerns raised at the public meeting with respect to the application for the Site Plan Approval.

### Rationale of Recommended Action

1. The proposed Site Plan is consistent with the Provincial Policy Statement, 2020, which directs development to designated growth areas and that development be adjacent to existing development.
2. The proposed Site Plan conforms to the policies of the Neighbourhoods Place Type and all other applicable policies of The London Plan.
3. The proposed Site Plan is in conformity with the policies of the Low Density Residential designation of the Official Plan (1989) and will implement an appropriate form of residential intensification for the site.
4. The proposed Site Plan conforms to the regulations of the Z.-1 Zoning By-law.

# Analysis

## 1.0 Site at a Glance

### 1.1 Property Description

The subject lands are located on the north side of Windermere Road between the two ends of the Doon Drive crescent. The property abuts two (2) properties fronting onto Orkney Crescent and one on Angus Court. At present, the subject lands are comprised of two (2) lots, each occupied by a single detached dwelling. The lands are generally flat; however, there is a distinct slop towards the rear and a recognized drainage channel. The eastern border of the property contains the regional water supply line that serve the north half of the City.

Windermere Road is classified as an Arterial Road by the 1989 Official Plan (in effect OP policy) and is intended to move medium to high volumes of traffic at moderate speeds.

### 1.2 Current Planning Information (See Appendix 'D')

- 1989 Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R5 (h-5,h-225,R5-5(3)) with a maximum height of 10.5 metres

### 1.3 Site Characteristics

- Current Land Use – 2 single detached dwellings
- Frontage – 58 metres (189 feet)
- Depth – 46 metres to 49 metres (150 feet to 160 feet)
- Area – 0.28 ha (2771 m<sup>2</sup>)
- Shape – Two offset rectangles.

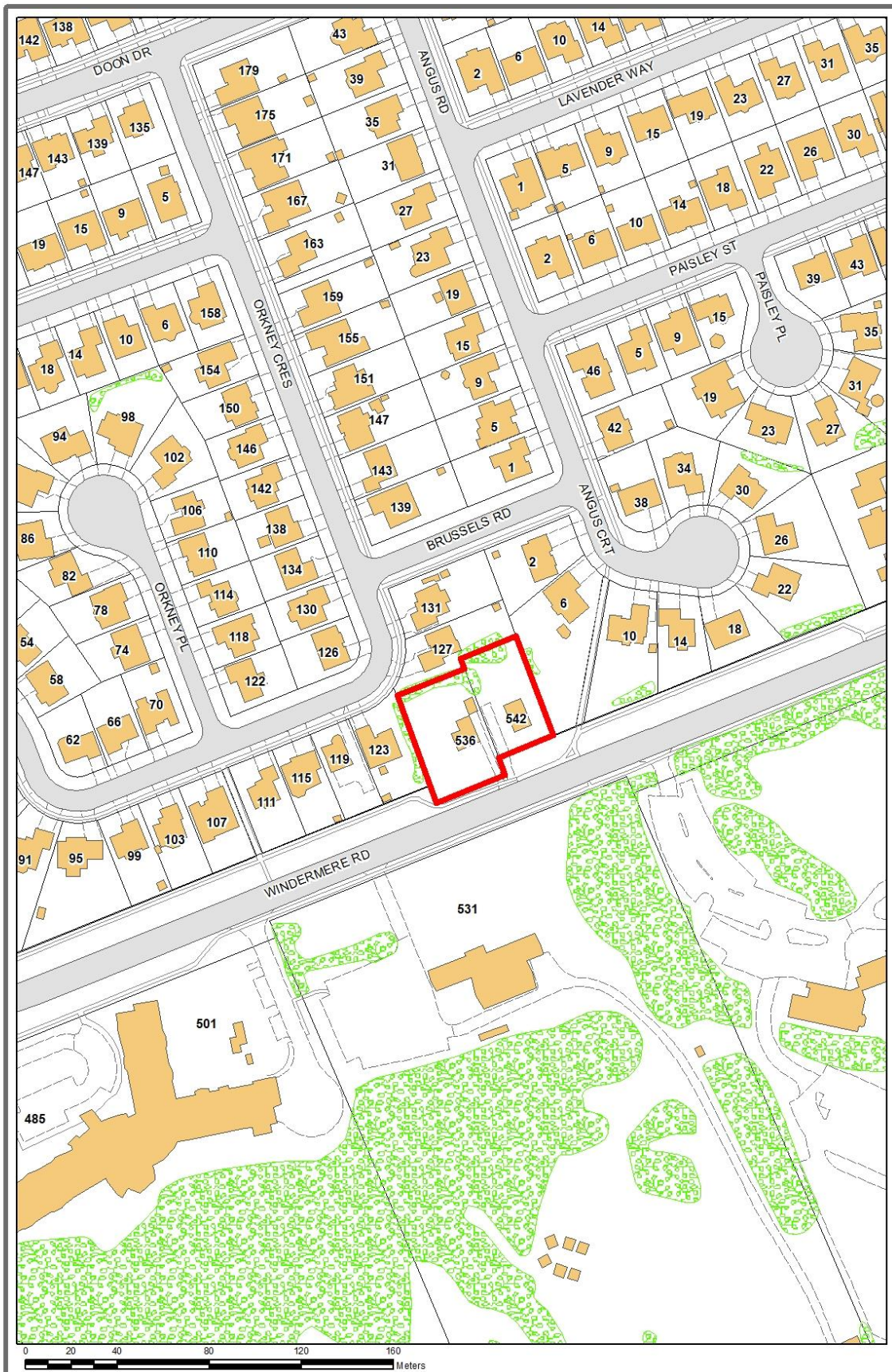
### 1.4 Surrounding Land Uses

- North – Two-storey single-detached
- East – Two-storey single-detached
- South – Scouts Canada, Ivey Leadership Centre, Sister of St. Joseph retirement home (all zoned Regional Facility)
- West – Two-storey single detached

### 1.5 Intensification

- Twelve (12) units within the Built-area Boundary
- Twelve (12) units within the Primary Transit Area

# 1.6 Location Map



<b>LOCATION MAP</b>		
Subject Site: 536-542 Windermere Road File Number: SPA19-098 Planner: Leif Maitland Created By: DM Date: 06/22/2020		
Scale 1:2000		<b>Legend</b> 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 development for consideration is a 12-unit cluster townhouse complex in two buildings of back-to-back townhouses on the north side of Windermere Road. Each building contains six units. The result is three (3) street-facing units, six units facing an internal walkway, and three facing the rear of the property and the side-yard of the neighbour to the north.

The design maximizes the height of 10.5m permitted and is located as far to the west and close to the street as the building envelope allows, 3.0m and 2.1m from the property limits respectively.

The rear yard on the Site Plan shows a setback of 6.5m, where 6.0m is required; this space accommodates seven conifers to provide for screening to the northerly neighbour. Additional landscape screening is proposed for the westerly side yard in the form of a cedar-hedge. Whereas the proposed additional screening in the rear yard is a 2.4m wood board privacy fence, both side yards proposed to use the standard 1.8m high fence.

The two (2) proposed buildings are to be situated 7.0m apart, with walkways and stairs accessing each unit from a sidewalk along the parking area or, in the case of the street-facing units, from the sidewalk.

Amenity areas are provided for each unit in the form of 1.6m (approx.) sunken areas that are ringed by a 1.1m tall railing. The dimensions of these areas are 1.5m by 6.0m and only accessible via a walk-out basement door. These sunken areas are also surrounded by landscape screening including yews and hostas.

The development relies on parking located on the eastern half of the property as a major water pipeline that services the City of London traverses that portion of the site. The required water service easement that contains the pipeline and maintenance area does not allow for any buildings, permanent structures, or new enhanced landscaping to be located within the easement. However, sod treatment and asphalt for parking within the easement is permitted, which allows for easy access and maintenance of the water pipeline by the City.

An overflow garbage storage bin is proposed within the west side of the parking area; however, garbage and recycling are expected to be stored in-unit.

The northeast and southeast corner both feature significant trees to be preserved through the development.

Materials for the exterior include stone veneer, stucco and brick veneer.

Detailed plans of the development are contained in Appendix 'A' of this report.

## 3.0 Relevant Background

### 3.1 Planning History

On April 23, 2019 Municipal Council approved a Zoning By-law amendment to rezone the subject lands to the Holding Residential R5 (h-5\*h-225\*R5-5(3)) which currently applies to the site. This decision was in response to a request from the applicant to rezone the lands from an R1-6 to a R5-7( ) zone, which was deemed by staff to be counter to the policies of *The Official Plan, 1989*, and *The London Plan*, specifically with regards to its intensity and anticipated impacts on the neighbourhood. The resolution to approve the Zoning currently on site included direction that: "*the trees on the westerly and northerly boundary BE PROTECTED AND BE RESERVED with the exception of*

*invasive species or trees that are in poor condition.”* This direction was in response to concerns raised by neighbours concerned about screening and preservation of trees.

Following the decision to approve the zone, the Council-approved Zoning was appealed by a neighbour to the Local Planning Appeals Tribunal. On February 5, 2020 the appeal of the Zoning was withdrawn following negotiations between the applicant and the appellant. In concert with the withdrawal staff prepared a report for Council review outlining the nature of the appeal and the proposed negotiations to withdraw it. Provided with that information Council resolved January 29, 2020:

*a) pursuant to section 13.3 of the Council Procedure By-law, part c) of the resolution of the Municipal Council from the meeting held on April 23, 2019 relating to Item 3.8 of the 7th Report of the Planning and Environment Committee having to do with the property located at 536 and 542 Windermere Road BE RECONSIDERED; it being noted that part c) reads as follows: “c) the trees on the westerly and northerly boundary BE PROTECTED AND BE PRESERVED with the exception of invasive species or trees that are in poor condition;”*

*b) subject to the approval of a) above, the Civic Administration BE AUTHORIZED to consider implementing a vegetated buffer on the westerly and northerly boundary as a result of either retaining existing trees, or new plantings, or the combination of the two, in accordance with a landscape plan to be considered through the Site Plan Approval process;*

In October 2019, the subject application of this report, was received by the City of London for a Site Plan Control Application (file no. SPA19-098) comprising the proposed 12-unit townhouse development. Conditional approval was issued on November 12, 2019. Throughout the planning review process, comments from staff included concerns around the quality of the private amenity spaces provided, the need for articulation of the building façade, request for improvements to perimeter landscaping, request for details on the functioning of the building separation.

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

#### Notice of Application and Public Meeting

On June 25, 2020 Notice of Application and Public Meeting was posted in the Londoner, and circulated by regular mail to 56 residents within 120m of the subject lands.

#### Comments

At the time of this report, 2 responses have been received. The first respondent is seeking a fence of greater than 1.8m and additional landscaping along the western property limit. The second respondent raised concerns with the density of the cedar hedge provided and sought a fence greater than 1.8m.

Concerns raised through the Zoning By-law amendment included:

- the intensity of proposed development too great, and the scale of the proposed buildings too dominate; generally out of character for the neighbourhood;
- townhouse dwellings inconsistent with surrounding properties zoned for single detached dwellings;
- number of variance to standard zone conditions, an indication proposed buildings are too large of site/number of units an over-intensification of the site;
- shadow impact, loss of privacy/overlook, loss of views given scale of the proposed buildings;
- lack of space for proper garage storage and/or snow storage;
- intrusion of boundary fencing and proposed buildings on Orkney Crescent streetscape;

- elevation change will diminish effectiveness of fencing and landscaping to visually screen proposed buildings from adjacent properties;
- diminished quality of life/intrusions of noise, light and traffic, loss of mature trees, garbage (property maintenance);
- insufficient parking for the number of townhouse dwellings and potential off-site parking impacts on adjacent neighbourhood streets;
- insufficient separation distance between proposed buildings on site, and insufficient yard depths/setbacks between proposed buildings and adjacent properties;
- improper classification of Windermere Road as higher-order street/improper location of intensification;
- proposed development exacerbating traffic congestion on Windermere Road
- insufficient front yard depth and encroachment into pedestrian space along Windermere Road affecting safety of pedestrians and cyclists;
- appearance, architectural style of proposed building relative to existing buildings in the area, and the quality and/or durability of materials and/or construction;
- opportunity for crime in confined spaces (Crime Prevention Through Environmental Design);
- reduction in property value; and
- impact of proposed surface parking area/pavement over watermain easement.

### 3.3 Policy Context

#### *Provincial Policy Statement, 2020 (PPS)*

The PPS encourages intensification and redevelopment where it can be accommodated, which takes into account the existing building stock and the suitability of existing or planned infrastructure (1.1.3). The proposal will redevelop an underutilized site that has full access to municipal services within an established mixed-use neighbourhood. Land use within settlement areas shall be based on densities that efficiently use land and resources, and are appropriate for and efficiently use the infrastructure and public service facilities that are planned or available and support active transportation ((1.1.3.2.a) and 1.4.3.d)). The proposal efficiently utilizes public services within an established mixed-use neighbourhood. Further, the proposed redevelopment will assist in achieving an established intensification target for built up areas, consistent with the goals of Municipal Council and in accordance with the PPS (1.1.3.5).

The proposed development is consistent with the policies of the PPS as it will facilitate the redevelopment of an underutilized site within a settlement area. The proposed redevelopment introduces an efficient form of development within a mixed residential area, along an existing Civic Boulevard (Arterial), proximate to transit. No new roads or infrastructure are required to service the site, therefore the development makes efficient use of existing services. As such, the recommended amendment is consistent with the policies of the PPS.

#### *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 site is located within the Neighbourhoods Place Type of The London Plan on a Civic Boulevard.

The Our Strategy section of The London Plan establishes key directions to guide planning and development in our neighbourhoods. The proposal seeks to achieve key

directions by promoting and developing affordable housing options to attract diverse populations to the city; and developing housing options within close proximity to employment lands. Additionally, the proposal seeks to build a mixed-use compact city by providing a development that achieves a compact, contiguous pattern of growth by developing inward and upward; and intensifying development within the Urban Growth Boundary to protect valuable agricultural lands.

Beyond the key directives, the Neighbourhoods Place Type seeks to create a strong neighbourhood character, sense of place and identity; creative attractive streetscapes, buildings, and public spaces; provide a diversity of housing choices; encourage well-connected neighbourhoods; provide opportunities for close employment lands; and locate close to parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering spaces. The proposal achieves the above by providing a new housing option in an established neighbourhood, increases density in close proximity to employment lands particularly the regional centre that is Western University, and the location of the development proximate to park lands.

Taking the above into consideration, the proposed development is considered to be in conformity with The London Plan.

#### *Official Plan, 1989*

The subject site is designated Low Density Residential in the 1989 Official Plan, which permits multiple-unit residential developments having a low-rise profile, with a maximum height of four storeys and a density of 75 units per hectare, which the proposal at 44 units per hectare falls within. The proposal is for a 10.5 metre, 12-unit townhouse complex which through the Zoning By-law amendment (Z-8945) was confirmed to be in keeping with the policies of *The Official Plan, 1989*.

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

The subject lands are zoned Residential holding R5 Special Provision (h-5, h-225, R5-5(3)) Zone. The R5-5(3) Zone permits the proposed cluster townhouse with a maximum height of 10.5 metres, and a maximum density of 45 units per hectare. The Zoning also permits cluster stacked townhousing. Special provisions also require a westerly side yard of 3.0 metres and a front yard of 2.1 metres. Setback, coverage, parking, and area regulations of the By-law are also being met. The proposed development meets the requirements of the Z.-1 Zoning By-law.

## **4.0 Key Issues and Considerations**

### **4.1 Use**

The use is contemplated in *The London Plan* and *The Official Plan, 1989*. The Neighbourhoods Place Type strives for attractive streetscapes, buildings, and public spaces, to create strong neighbourhood character with a sense of identity, diversity in housing choices allowing for affordability and giving people opportunity to remain in neighbourhoods as they age, safe, comfortable convenient and attractive alternatives for mobility, and parks, pathways, and recreational opportunities that strengthen the community and serve as connectors and gathering spaces (\*Policy 916\_). The Site Plan Control application proposes a 12 unit townhouse complex situate at the edge of an established neighbourhood, near park amenities and well served by transit.

### **4.2 Intensity**

The Site Plan Control application proposes a 12-unit townhouse complex (44 units per hectare), which is within the maximum permitted within the zoning for the lands (45 units per hectare). The intensity complies with the Zoning By-law and maximums permitted in *The London Plan* and *The Official Plan, 1989*.

### **4.3 Form**

Under the Neighbourhood Place Type within The London Plan, new residential development should provide for frontage onto streets, and create both vibrant and recreational spaces (\*Policy 919\_ and 920\_). Direct pedestrian access for three units from the public sidewalk are provided to address the policies of The London Plan; however, the bulk of the units (9 of 12) are not accessible from the sidewalk and must be accessed via an internal pedestrian network of the parking area, this orientation is counter to the direction of the \*Policy 291\_.

Policy \*259\_ states that building should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment, which is achieved in the proposed building location; however, the amenity pits located between the front building and the street detract somewhat from the establishment of a functional street edge. The blank eastern facades are highly visible from the street and lack articulation and openings, this is a negative environment by reducing the natural light provision for those residing inside the development as well as a visually unattractive façade for those passing by the site. This issue was raised by the Urban Design Peer Review Panel (memo provided as Appendix D) and has not, to date, been addressed by the applicant. The applicant wrote in their response to the UDPRP memo (see appendix D) that the Zoning prevents the applicant from providing windows; however, with a sideyard setback of 6.0m the provision of windows is permitted. As the eastern sideyard is well in excess of 6.0m there is nothing prohibiting the provision of windows on the eastern sides of the buildings in the current configuration.

Although cluster townhouse form is supported by policy, as established through the prior Zoning By-law amendment, the policy is not supportive of the specific layout and building form proposed, with the lack of quality amenity and architectural design.

### **4.4 Landscaping**

The subject lands are located within a Tree Protection Area. Only the trees in the northeast and southeast corners, and a single conifer in the southwest corner of the site have been preserved given they are located outside the setback area for development. Screening is provided by a cedar hedge along the western property limit and seven columnar conifers along the rear limit. Three sugar maples and four ginkgo trees are proposed in the front yard and within the boulevard. The amenity areas are encircled by a mix of hostas and yews.

With regards to the vegetated buffer, referenced in the council resolution of January 29, 2020 and throughout the rezoning process, the proposal includes a cedar hedge, along the western property edge and white spruce along the northern property limit.

### **4.5 Privacy and Fencing**

Wooden fencing for the site is provided along the westerly and easterly property boundaries at a height of 1.8 metres and along the rear property line at a height of 2.4 metres. The western boundary is enhanced with a cedar hedge, while the rear vegetated area is proposed to include seven columnar conifers following negotiations as a result of the LPAT hearing in regards to the Zoning application for this property.

### **4.6 Garbage**

In accordance with Site Plan Control By-law, the storage of recycling and garbage can be accomplished internal to the dwelling units. An additional in-ground storage container is proposed, to accommodate for overflow garbage. Recycling bins will be required to be returned to units following their use.

### **4.7 Building Facades**



The building facades feature a combination of brick veneer, stone veneer and stucco. The front façade of the street-facing building is the only façade with articulation. All other building facades are flat with the exception of the stairs provided for access to individual units.

#### **4.8 Building Spacing**

The two buildings are spaced 7.0 metres apart, which is a reduction from the Site Plan Control By-law standard of 8.0 metres. Rationale for this reduction has been requested from the applicant by Development Services staff, specifically methods to mitigate the impacts of two units with doors 7.0 metres apart, and considering the units do not have any secondary access or source of light.

Confirmation that the design is able to meet building code requirements has yet to be received.

#### **4.9 Amenity Areas**

The amenity areas provided in a pit and accessed from the basement do not meet Site Plan Control By-law standards. The Site Plan Control by-law directs that for “family-type dwellings” should have private outdoor space at grade or directly related to grade. The Site Plan Control By-law further notes that for private outdoor spaces which are more than 1 m (3 feet) lower than a common parking lot, there should be a separation of not less than 7.5 m (25 feet) with appropriate screening and not less than 15 m (50 feet) without appropriate screening. However, three of the amenity areas provided are less than 5m from the parking area. Parking spaces should be oriented so that headlights and fumes are not directed towards the private outdoor space by using a parallel parking arrangement or by screening with planting or fencing. It has been recommended to the applicant that they explore opportunities to remove the lowered outdoor private amenity areas and provide these spaces at grade. Outdoor amenity areas at grade would allow for larger space for future residents with access to sunlight. While the Site Plan Control By-law does not provide specific dimensions for outdoor amenity areas, staff are of the opinion that the dimensions of the provided amenity areas on the Site Plan are not sufficient to function effectively.

#### **4.10 Parking**

Automobile parking is provided in the form of 22 at-grade spaces including one barrier-free space. This is greater than the 18 spaces required by the Zoning By-law. Design elements which reduce fume and headlight impacts on the private amenity spaces of the units has been recommended.

#### **4.11 Lighting**

The applicant submitted a photometric plan (lighting plan) as part of the second submission. The plans provided show little light infiltration on abutting parcels which is in accordance with standards. The light fixtures proposed are downward facing and function in a manner that has limited light dispersion so as to reduce impact on abutting uses.

However, the photometric plan shows no light provision for the space between the two-buildings of the development proposal, which is a concern and has been flagged to the applicant to be addressed through further submissions.

#### **4.12 Outstanding Site Plan Comments**

Second submission site plan control comments were provided to the applicant June 10, 2020. The comments to the applicant include the following:

- Site Plan Approval is dependent on the applicant meeting all required conditions including the provision of acceptable drawings.

- The Site Plan Approval Authority will be not be able to issue approval until the applicant is able to address outstanding issues including:
  - Provision of a Site Plan with provision of amenity space which are at-grade and sufficiently separated from parking in accordance with the Site Plan Control By-law.
  - Elevations that have provided for articulation and openings (notably the east elevation).
- Photometric – consider a lighting approach that provides some lighting between the buildings comprised in the development. This lighting should be designed to illuminate the space but not be aimed directly towards windows, particularly bedrooms.
- The additional 4 parking spaces proposed be removed to provide communal amenity space. Consideration to removing the parking spaces that would result in headlights between the buildings (into their access) and introducing low landscape screening (max 0.9m) to reduce light and exhaust impacts.
- Amenity space details and dimensions of all elements including stairs, depth, materials, railings, etc. Noting that there are a number of requirements for amenity space under the Site Plan Control by-law, of which the following are not met:
  - Family type dwellings should have private outdoor space at grade or directly related to grade.
  - Private outdoor spaces that are more than 1 m (3 feet) lower than a common parking lot should be separated by not less than 7.5 m (25 feet) with appropriate screening and by not less than 15 m (50 feet) without appropriate screening.
  - Parking spaces should be oriented so that headlights and fumes are not directed towards the private outdoor space by using a parallel parking arrangement or by screening with planting or fencing.

Explore opportunities to remove the lowered outdoor private amenity areas and provide these spaces at grade. This would allow for larger amenity spaces with access to sunlight.

- The Site Plan Control By-law requires a space of 8.0m between habitable walls. As a reduction is considered provide reasoning (such as window offset, screening).
- In keeping with the recommendation of the UDPRP, provide windows on the east elevations of the proposed buildings as these elevations are highly visible from the Windermere Road frontage. Including windows on these facades will also provide for eyes on the parking area and the amenity area to the east of the parking lot. (UDPRP memo is provided as appendix D)
- The ponding associated with the west and north property boundaries appears to exceed City Standards for acceptable ponding. Elevations shown on the grading plan would indicate ponding reaches a depth of nearly 900mm; City Standards only allow for a maximum of 450mm. The consultant should review the grading plan for options to reduce ponding under a 100 year storm event and provide for the safe conveyance of flows. i.e. a swale directed southwards, ensuring the public sidewalk is not affected.
- The ponding areas noted above shall be self-contained within the subject site during the 100 year storm event. Grading shall be adjusted accordingly.
- Separate services will need to be provided for both sanitary and water for the townhouse units. Unless there is a common space, each townhouse unit is to have a separate sanitary service leaving the unit (horizontal sanitary from one unit cannot be installed underneath another unit and leave building as a single sanitary service (OBC 7.1.5.4.(4)). Per Ontario Building Code (OBC), the water service should not run through another unit. One meter fronting each residential unit will need to be installed.
- Provide spatial separation calculations to determine the maximum unprotected openings per OBC to confirm proposed elevations can be built as shown and separated.

## 5.0 Conclusion

The proposed Site Plan is consistent with the Provincial Policy Statement, 2020, has regard for *The London Plan*, and is in conformity with *The Official Plan, 1989*. The application has been reviewed in accordance with the Z.-1 Zoning By-law, and, as proposed, complies with the regulations of the By-law.

As submitted, the proposed Site Plan and elevations would result in development that is not in compliance with the Site Plan Control By-law, further revisions are recommended prior to approval.

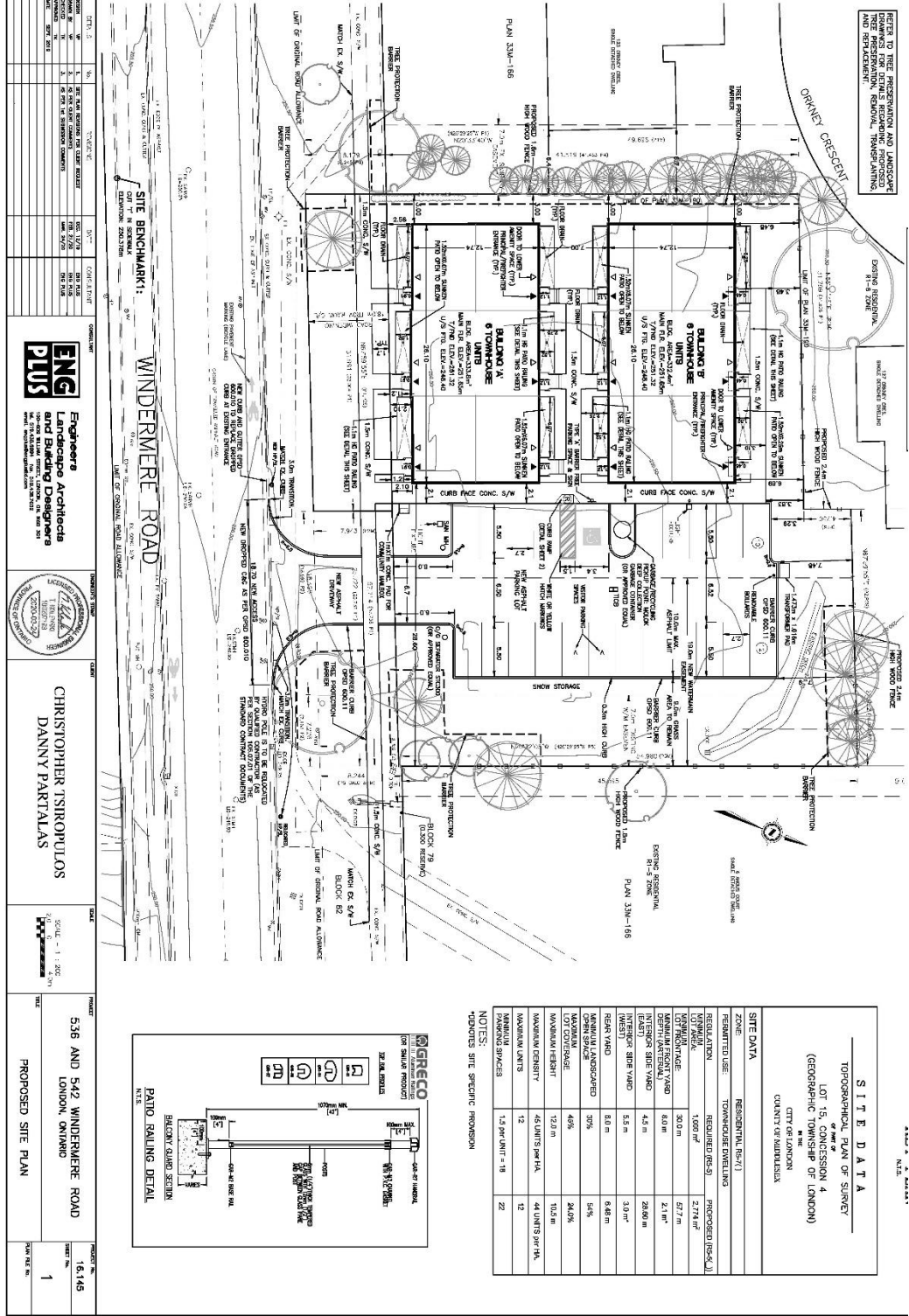
<b>Prepared by:</b>	<b>Leif Maitland Site Development Planner, Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.Eng. Managing Director, Development and Compliance Services &amp; Chief Building Official</b>
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.	

July 3, 2020  
DM/mp

CC: Heather McNeely, Manager, Development Services (Site Plan)  
Michael Pease, Manager, Development Planning  
Ismail Abushehada, Manager Development Engineering



# Site Plan



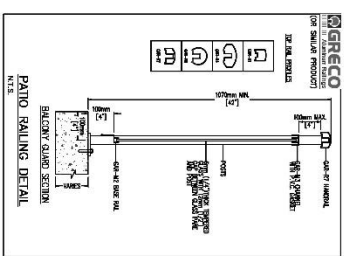
REFER TO THE PRESERVATION AND LANDSCAPE REPORT FOR THE PROPOSED DEVELOPMENT FOR THE PRESERVATION, REMOVAL, TRANSPLANTING AND REPLACEMENT.

DATE: 12/11/2023  
SCALE: 1:200

**SITE DATA**  
 TOPOGRAPHICAL PLAN OF SURVEY  
 OF PART OF  
 LOT 15, CONVESSION 4  
 (GEOGRAPHIC TOWNSHIP OF LONDON)  
 CITY OF LONDON  
 COUNTY OF MIDDLESEX

ZONE	RESIDENTIAL (RS-1)
PERMITTED USE	TOWNHOUSE DWELLINGS
REGULATION	1000 m <sup>2</sup>
LOT AREA	2,774 m <sup>2</sup>
LOT FRONTAGE	30.0 m
MINIMUM FRONT YARD SETBACK	6.0 m
MINIMUM SIDE YARD SETBACK (WEST)	4.5 m
REAR YARD SETBACK	5.5 m
MINIMUM LANDSCAPED	30%
MAXIMUM LOT COVER/BASE	40%
MAXIMUM HEIGHT	12.0 m
MAXIMUM DENSITY	45 UNITS PER HA
MINIMUM PARKING SPACES	15 PER UNIT = 18
	22

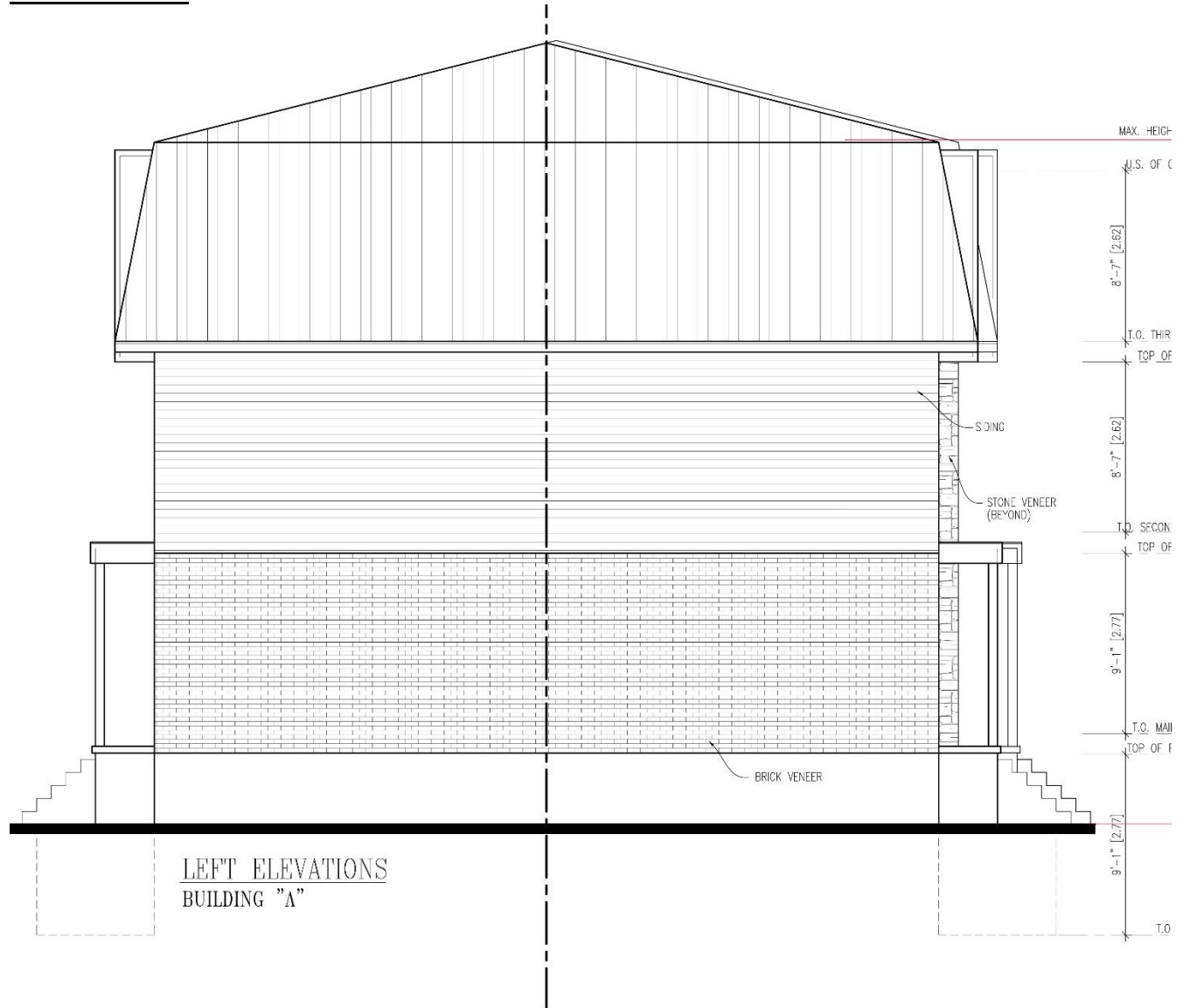
NOTES:  
 \*INDICATES SITE SPECIFIC PROVISION



DATE: 12/11/2023	SCALE: 1:200	PROJECT NO: 16,145
PROPOSED SITE PLAN		SHEET NO: 1
536 AND 542 WINDERMERE ROAD LONDON, ONTARIO		
ENGINEERS <b>ENG PLUS</b> Landscape Architects and Building Designers 1000 SHEPPARD AVENUE EAST, SUITE 100 SCARBOROUGH, ONTARIO M1S 1T5 TEL: (416) 291-1111 WWW.ENGPLUS.COM		
ARCHITECTS <b>CHRISTOPHER TSIROPOULOS</b> DANNY PARTALAS 1000 SHEPPARD AVENUE EAST, SUITE 100 SCARBOROUGH, ONTARIO M1S 1T5 TEL: (416) 291-1111 WWW.CTARCHITECTS.COM		



Side Elevation



The elevation above shows the left-side elevation of the front building and is reflective of all elevations.

## **Appendix B – Public Engagement**

2 responses received at time of report.

### **Nature of Liaison:**

**536-542 Windermere Road – SPA19-098** – Consideration of a site plan to permit 2 banks of back-to-back townhouses for a total of 12-units. The site zoning includes special provisions to require a 2.1m front yard (minimum), a 3.0m westerly side yard (minimum) and a height of 10.5m (maximum). A holding provision is applied to the site that requires a public site plan participation meeting before the Planning & Environmental Committee. The meeting is scheduled for July 13, 2020, not to be heard before 5:15PM. Please submit any written comments to the Site Development Planner noted below.

File: SPA19-098 Site Development Planner: Leif Maitland [lmaitlan@london.ca](mailto:lmaitlan@london.ca) (City hall)

### **Comments Received**

Hi Leif,

Our property (6 Angus Crt) borders the eastern property of this Windermere Rd development. Our concerns with the Site plan are:

- 1) There are no trees along the eastern property line to provide any form of privacy.
- 2) Our property is a much higher elevation, which means we will be looking directly into the proposed parking lot and doubt a 6 foot fence would block the view.

We are aware of the water pipeline easement issues and would like your thoughts/input to provide us with some privacy to this new development.

You are welcome to visit our property, if we are not available.

Please call, if you have any questions.

Regards,

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I received a notice of the Site Plan Control Application File SPA 19-098 this week and wanted to bring forward a couple of my concerns. I currently reside at 123 Orkney Crescent and my property lies to the west of the proposed development.

First, looking at the landscape plan it shows 2 cedar shrubs planted side by side at the southwest corner of building A. I believe the developer assumes these cedars will prevent pedestrian traffic from cutting through the west side of building A to access building B. In my opinion these cedars will not deter those wanting to take a short cut. A better solution to restricting pedestrian access would be a fence or some kind of secure barrier running from the southwest corner of building A to the existing fence that borders my property. The issue of privacy, security and safety must be taken into account.

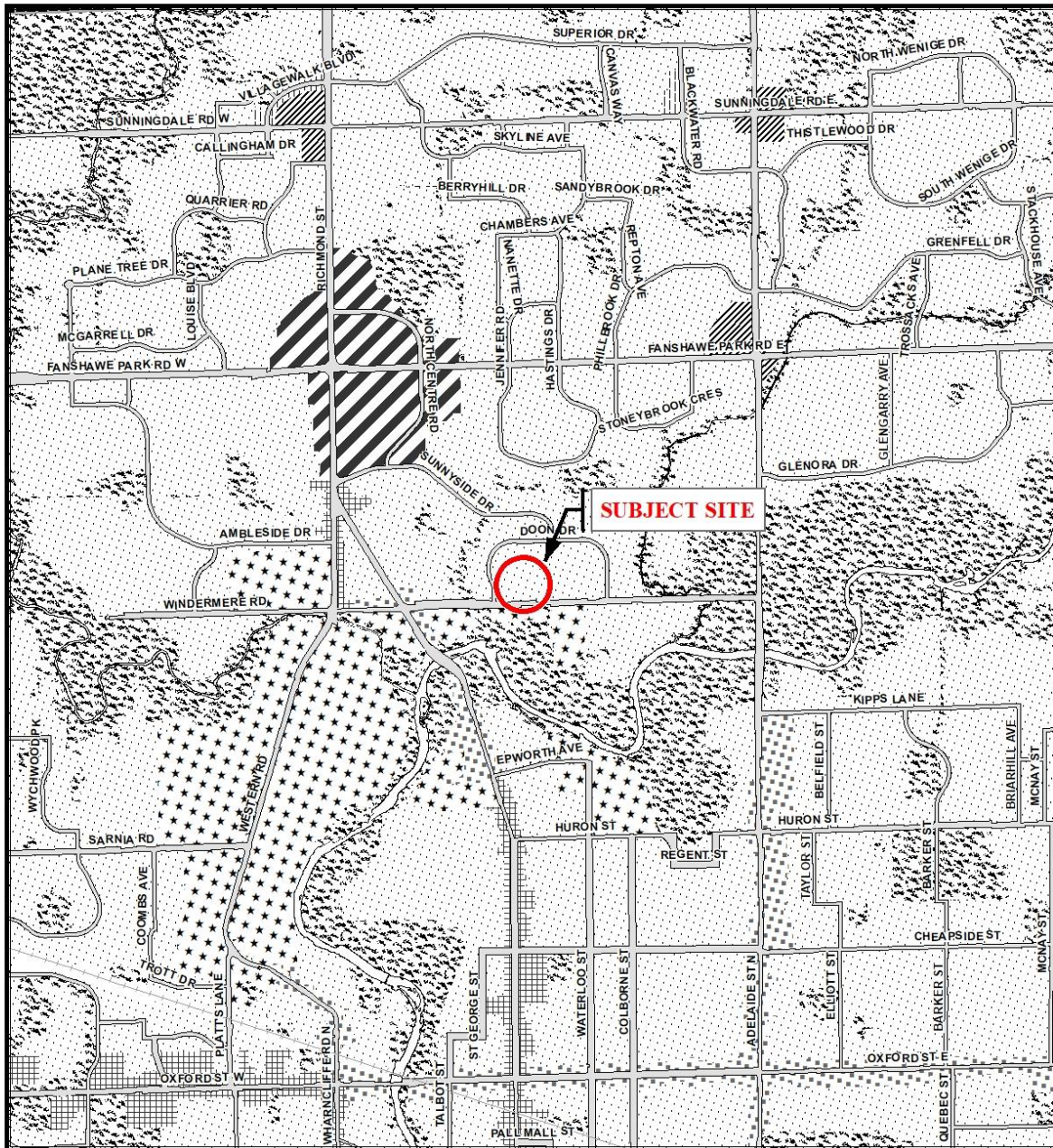
The second concern has to deal with the height of the wooden fence that runs along the west side of 536 Windermere Rd. The developer is planning to install a fence 1.8 m high on the west and a 2.4 m. fence to the north side along 127 Orkney Cr ([REDACTED] property). The 1.8 m fence would not prevent occupants from climbing it to access Orkney Crescent. It would make sense for privacy, security and aesthetics to make the fence a consistent height of 2.4 m and to discourage those from attempting to climb over it.

I would be happy to discuss this further for clarification if needed.



**Appendix C –The London Plan, Official Plan Map and Zoning excerpts**

**The London Plan**



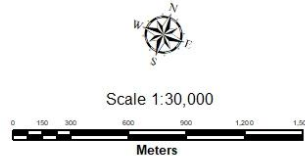
**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| 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.*

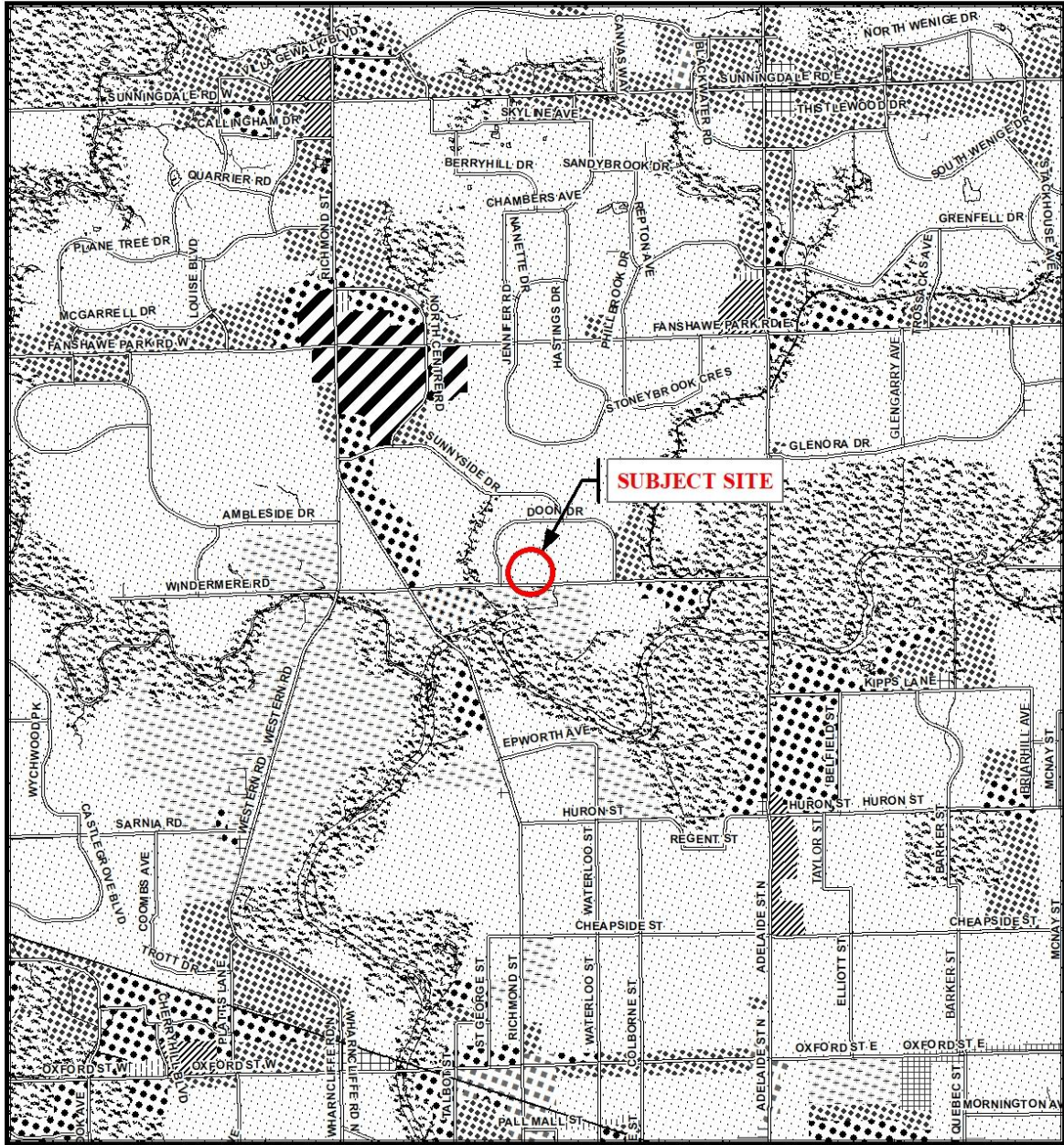
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**  
 Planning Services /  
 Development Services  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning Services



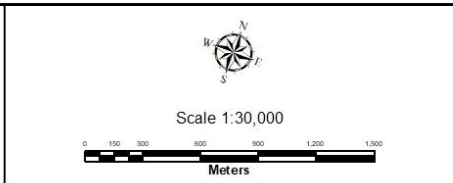
**File Number:** SPA19-098  
**Planner:** LM  
**Technician:** DM  
**Date:** June 22, 2020

**Official Plan Excerpt**



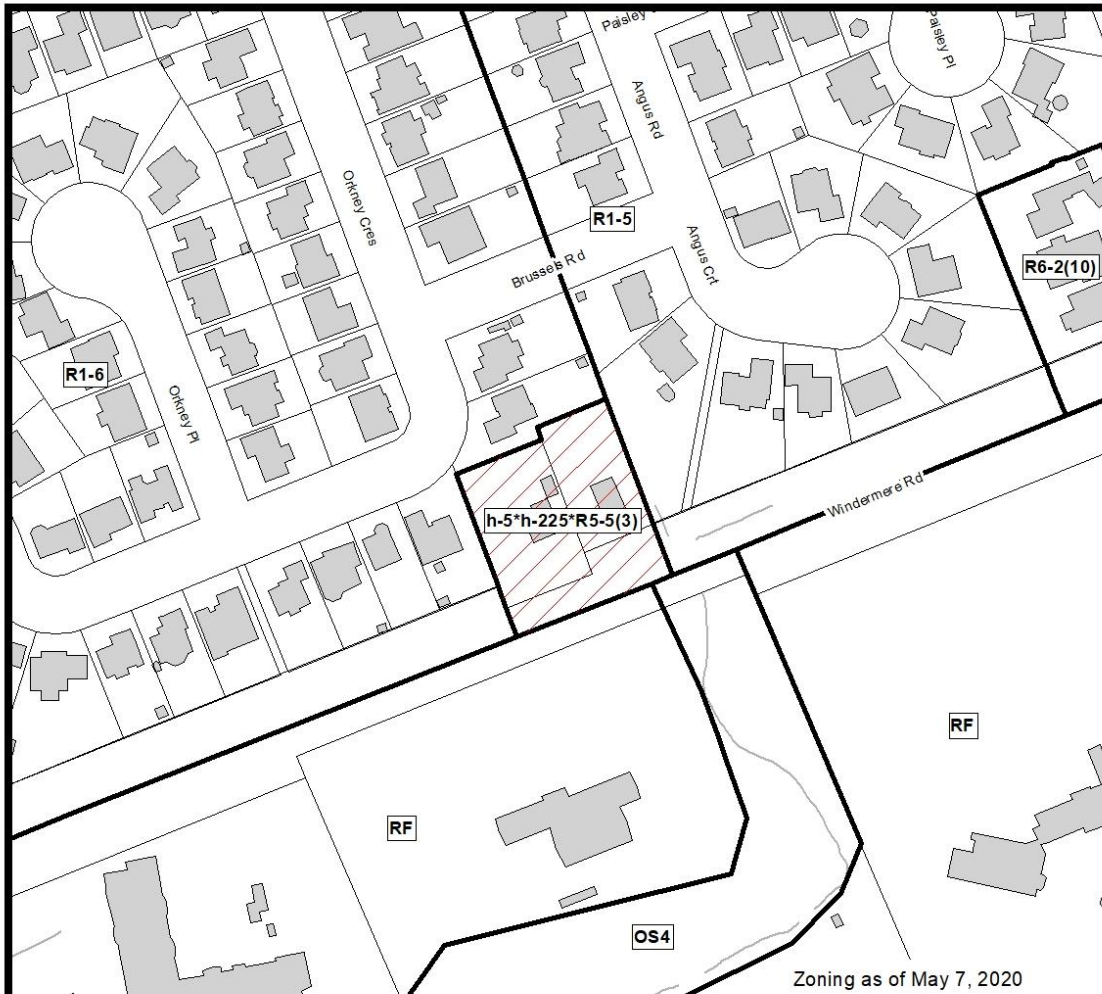
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low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

**CITY OF LONDON**  
 Department of  
 Planning and Development  
 OFFICIAL PLAN SCHEDULE A  
 - LAND USE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: SPA19-098  
 PLANNER: LM  
 TECHNICIAN: DM  
 DATE: 2020/06/22

**Zoning Excerpt**



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: LI1**

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

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            |                                   |
| R7 - SENIOR'S HOUSING                     | OS - OPEN SPACE                   |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | CR - COMMERCIAL RECREATION        |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | ER - ENVIRONMENTAL REVIEW         |
| R10 - HIGH DENSITY APARTMENTS             |                                   |
| R11 - LODGING HOUSE                       | OB - OFFICE BUSINESS PARK         |
|   | LI - LIGHT INDUSTRIAL             |
| DA - DOWNTOWN AREA                        | GI - GENERAL INDUSTRIAL           |
| RSA - REGIONAL SHOPPING AREA              | HI - HEAVY INDUSTRIAL             |
| CSA - COMMUNITY SHOPPING AREA             | EX - RESOURCE EXTRACTIVE          |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | UR - URBAN RESERVE                |
| BDC - BUSINESS DISTRICT COMMERCIAL        |                                   |
| AC - ARTERIAL COMMERCIAL                  | AG - AGRICULTURAL                 |
| HS - HIGHWAY SERVICE COMMERCIAL           | AGC - AGRICULTURAL COMMERCIAL     |
| RSC - RESTRICTED SERVICE COMMERCIAL       | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL               | TGS - TEMPORARY GARDEN SUITE      |
| SS - AUTOMOBILE SERVICE STATION           | RT - RAIL TRANSPORTATION          |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL |                                   |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "B" - BONUS SYMBOL                |
|   | "T" - TEMPORARY USE SYMBOL        |

**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:

SPA19-098

LM

MAP PREPARED:

2020/06/22

DM

1:2,000

0 12.5 25 50 75 100 Meters

## Appendix D – Urban Design Peer Review Panel memo and Response

### UDPRP memo



# Memo

**To: Proponents**

- Matt Campbell, Planner, Zelinka Priamo Ltd.
- Derrick Been, Architect, Eng Plus Ltd.

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

- Mike Davis, Planner
- Leo Lin, Architect
- Tim O'Brien, Landscape Architect
- Ryan Ollson, Architect
- Amelia Sloan, Planner

**Regrets:**

- Tim Wickens, Architect

**RE: Site Plan Approval Application 536 & 542 Windermere Road Presentation & Review, April 15, 2020**

The Panel provides the following comments on the submission:

- The applicant is commended for providing as much built frontage as possible along Windermere Road considering the site restraints presented by the existing easement.
- The panel expressed concern with the width of the pedestrian mews between the two buildings at 7m where best practice is typically 11m-15m (refer to City of Toronto Townhouse and Low-Rise Apartment Guidelines). Concerns include privacy, access to daylight, and general quality of space.
- Due to the site constraints presented by the existing easement, the panel recommends reviewing alternate models for Building 'B' that would provide a more desirable buffer from Building 'A' and improve the quality of space. Reduced density may need to be considered to achieve an appropriate solution.
- Should the space between the two buildings be made more generous, the landscaping strategy should be further developed to create a shared amenity space feature.
- The panel recommends further development of the massing and materiality as follows:
  - Avoid blank east and west facing elevations, especially the east facing elevations as they are exposed to view along Windermere Road and do not overlook an adjacent property.
  - Review the depth of sunken terraces to confirm a desirable living space.

**Concluding comments:**

This UDPRP review is based on City planning and urban design policy, the submitted brief, and noted presentation. It is intended to inform the ongoing planning and design process. Subject to the comments and recommendations above, the proposed design requires further development of the relationship between the two buildings to ensure it is in line with current best practices for creating a safe and desirable living space. Further development of the east facing elevations is required due to the visibility from Windermere Road.

Sincerely on behalf of the UDPRP,

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Ryan Ollson, UDPRP Chair

**UDPRP applicant response**



Development Services  
6th Floor, City Hall  
300 Dufferin Avenue  
London, ON  
N6A 4L9

To: Matt Campbell, Zelinka Priamo Ltd.  
Derrick Been, Eng Plus Ltd.

Date: 05/01/2020

**Re: Urban Design Peer Review Panel Comments – Applicant Response**

Address of Development Site: 536 & 542 Windermere Road

Date of Panel Meeting: 04/15/2020

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As per the Memo provided in conjunction with this letter, the Urban Design Peer Review Panel has the following comments regarding the above-referenced application. In the **Applicant Response** section of the text box, please provide a detailed response that explains how the Panel comments have been addressed.

<b>Comment:</b>
The applicant is commended for providing as much built frontage as possible along Windermere Road considering the site restraints presented by the existing easement.
<b>Applicant Response:</b>
Acknowledged

<b>Comment:</b>
The panel expressed concern with the width of the pedestrian mews between the two buildings at 7m where best practice is typically 11m-15m (refer to City of Toronto Townhouse and Low-Rise Apartment Guidelines). Concerns include privacy, access to daylight, and general quality of space.
<b>Applicant Response:</b>
Acknowledged. While the Panel makes reference to a City of Toronto document, the document applicable to the subject lands is the City of London Site Plan Control By-Law which provides a <i>guideline</i> separation of 8m. Through discussions with City staff, a spatial separation of 7m was agreed upon.

<b>Comment:</b>
Due to the site constraints presented by the existing easement, the panel recommends reviewing alternate models for Building 'B' that would provide a more desirable buffer from Building 'A' and improve the quality of space. Reduced density may need to be considered to achieve an appropriate solution.
<b>Applicant Response:</b>
This site plan has undergone many revisions and completely different design concepts. The current iteration is the result of extensive consultation with City staff and abutting land owners. We do not believe that Building 'B' requires a more desirable buffer from Building 'A'.

<b>Comment:</b>
Should the space between the two buildings be made more generous, the landscaping strategy should be further developed to create a shared amenity space feature.
<b>Applicant Response:</b>
Acknowledged.

<b>Comment:</b>
The panel recommends further development of the massing and materiality as follows: <ul style="list-style-type: none"> <li>• Avoid blank east and west facing elevations, especially the east facing elevations as they are exposed to view along Windermere Road and do not overlook an adjacent property.</li> <li>• Review the depth of sunken terraces to confirm a desirable living space.</li> </ul>
<b>Applicant Response:</b>
No windows are permitted on the east and west faces of the building, as per the regulations of the R5 zone and the Site Plan Control By-Law. The amenity spaces are similar to those of another townhouse building in London which has received a significant amount of praise and accolades. We believe that these amenity spaces are desirable. Additional amenity space is available on the east side of the site.

If you have any questions, please contact Wyatt Rotteau by email at [wrotteau@london.ca](mailto:wrotteau@london.ca) or by phone at 519-661-CITY (2489), extension 7545.

Sincerely,



Wyatt Rotteau  
Urban Design Technician

cc: J. Smolarek, Urban Designer, Development Services  
L. Maitland, Site Development Planner, DevelopmentServices