

**PRESENTATION TO THE
STANDING COMMITTEE ON
PLANNING AND DEVELOPMENT**

May 7, 2013

WHO SHOULD BE DESIGNING THE CITY WE LIVE IN?



From London's Official Plan:

3.2.3.4.

Compatibility of Proposed Residential Intensification Development:

As part of an application for residential intensification, the applicant shall be required to provide an adequately detailed statement of the compatibility, where it is clearly demonstrated that **the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood** based on, but not limited to, a review of both the existing and proposed built form, massing and architectural treatments as outline in section 3.7.3.1. of the plan

“...Wilson Street is a local street with light traffic leading out of the neighbourhood.”

- during rush hours, turning out onto Riverside and Wharncliffe is difficult.
- on event days at Labatt Park and Budweiser Gardens, traffic is heavy and parking anywhere on Wilson is hard.

“....parking at the rear of the building screens the parking from the public’s view and allows the front of the building to be free of obstructions.”

- there is no on-street parking in front of the proposed duplex. It is allowed on the east side of Wilson but is limited to two hours.
- 4 paved parking spaces for a 10 bedroom duplex means increased competition for the few existing spaces on Wilson and Leslie.
- a second proposed duplex two doors away on Leslie doubles the difficulty

“... the duplex’s two storey height is similar to existing homes in the area.”

- there are only a couple of two storey homes. The majority of homes are single storey or $1 \frac{3}{4}$

“... the front façade of the proposed building reflects the existing character of the neighbourhood and is an effective terminus view..... The overall design engages the streetscape.”















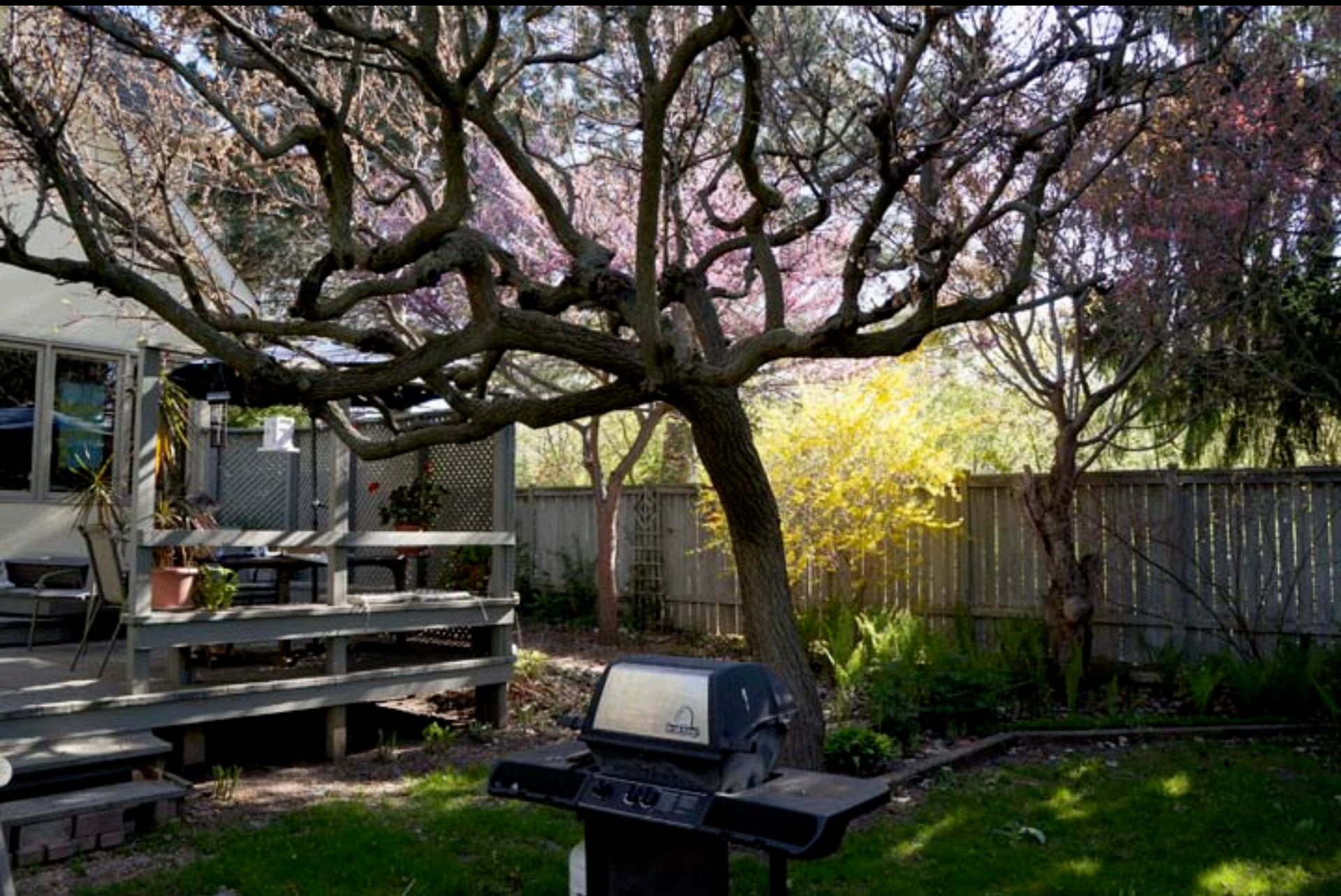




“INTENSIFICATION”



PLANNING FOR OUR FUTURE











James Bolton
CARPENTER
c. 1874
Petersville

