

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers, MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: Application by Craig Linton (Norquay Developments)
1345 Cranbrook Road and 1005 Longworth Road
Public Participation Meeting

Date: May 9, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, based on the application by Craig Linton (Norquay Developments), relating to lands located at 1345 Cranbrook Road and 1005 Longworth Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on May 24, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** an Urban Reserve UR2 Zone **TO** a Residential R1 Special Provision (R1-8()) Zone.

Executive Summary

Summary of Request

The request is for approval of a zone change from an Urban Reserve UR2 Zone to a Residential R1 (R1-8) Zone to facilitate creation of eight (8) single detached dwelling lots fronting Cranbrook Road and Longworth Road.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that Municipal Council approve the recommended zoning by-law amendment.

Rationale of Recommended Action

1. The recommended zoning by-law amendment is consistent with the Provincial Policy Statement.
2. The recommended zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The recommended zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Low Density Residential designation.
4. The zoning will permit single detached dwellings which are appropriate and compatible with existing and future planned development in the area, and consistent with zoning applied to residential uses along Cranbrook Road and Longworth Road within Crestwood West Subdivision - Phase 2.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London's growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

May 7, 2012 – Report to Planning and Environment Committee – 890 Southdale Road West – Highland Ridge Land Corporation – Request for Extension of Draft Plan Approval (File No. 39T-07503).

November 26, 2007 – Report to Planning Committee – 890 Southdale Road West – Highland Ridge Land Corporation – Crestwood Phase 2 - Application for approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments (39T-07503/OZ-7345/O-7379).

2.0 Discussion and Considerations

2.1 Property Description

The site consists of two vacant blocks within a registered plan of subdivision (Blocks 28 & 29 Plan 33M-657). The topography is gently sloping from north to south (Block 28) and west to east (Block 29). These blocks have previously been graded and serviced for future development and currently there is little to no vegetation. A large stand of mature trees exists on adjacent lands to the west, and to the north is gently rolling topography consisting of open fields with scattered patches of vegetation. Further to the west and north is a former gravel pit that is in the process of being filled in and rehabilitated. Single detached homes exist to the east and south within the now developed Phases 1 & 2 portions of the Highland Ridge (Crestwood) subdivision.

2.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Low Density Residential
- Zoning – Urban Reserve UR2

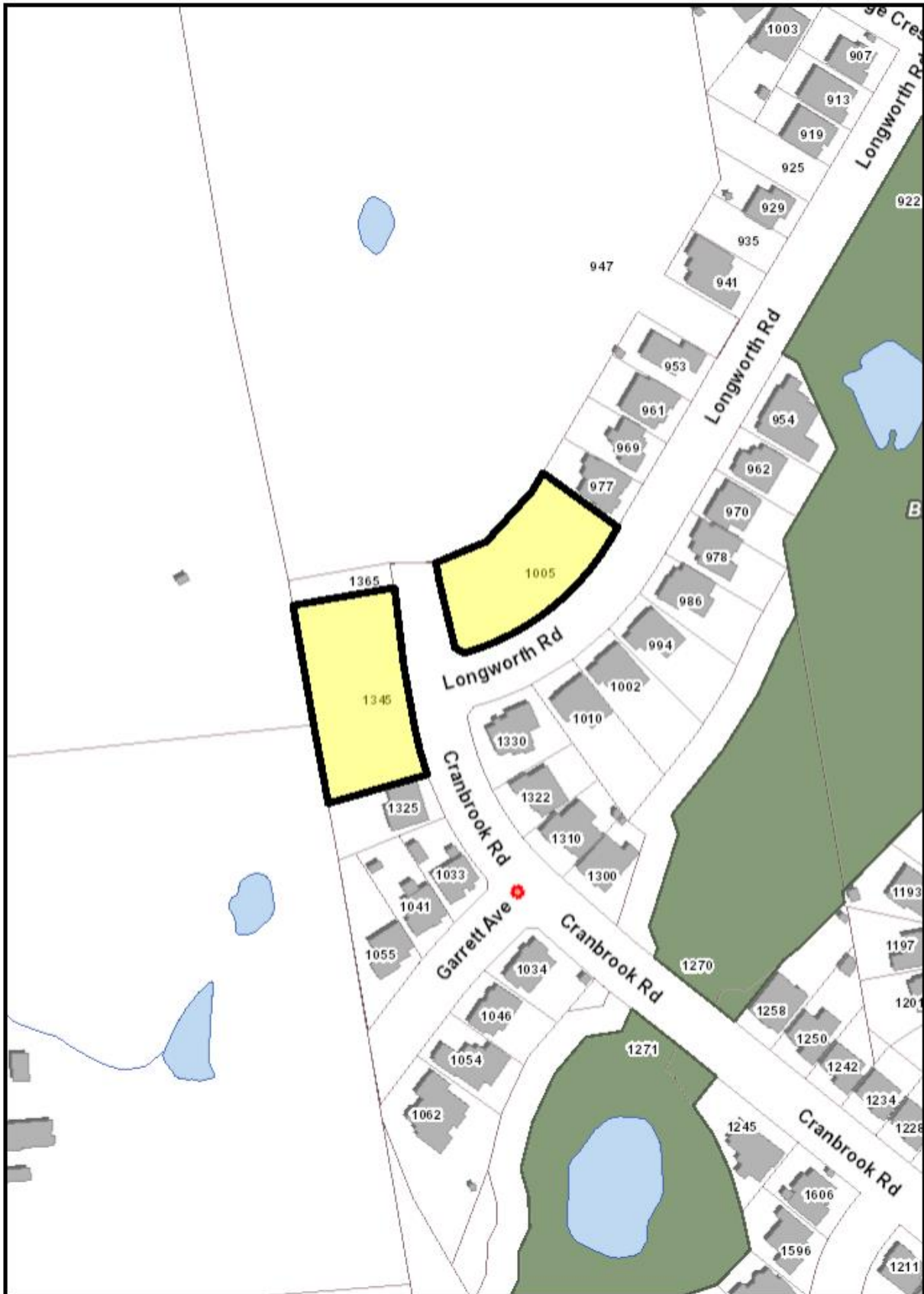
2.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 81 metres on Longworth Road; 75 metres on Cranbrook Road
- Depth – approx. 37 to 41 metres
- Area – approx. 5,628 sq.m.
- Shape – Irregular

2.4 Surrounding Land Uses

- North – vacant lands for future development
- East – residential single detached dwellings
- South – residential single detached dwellings
- West – open space and former gravel pit

2.5 Location Map



Location Map

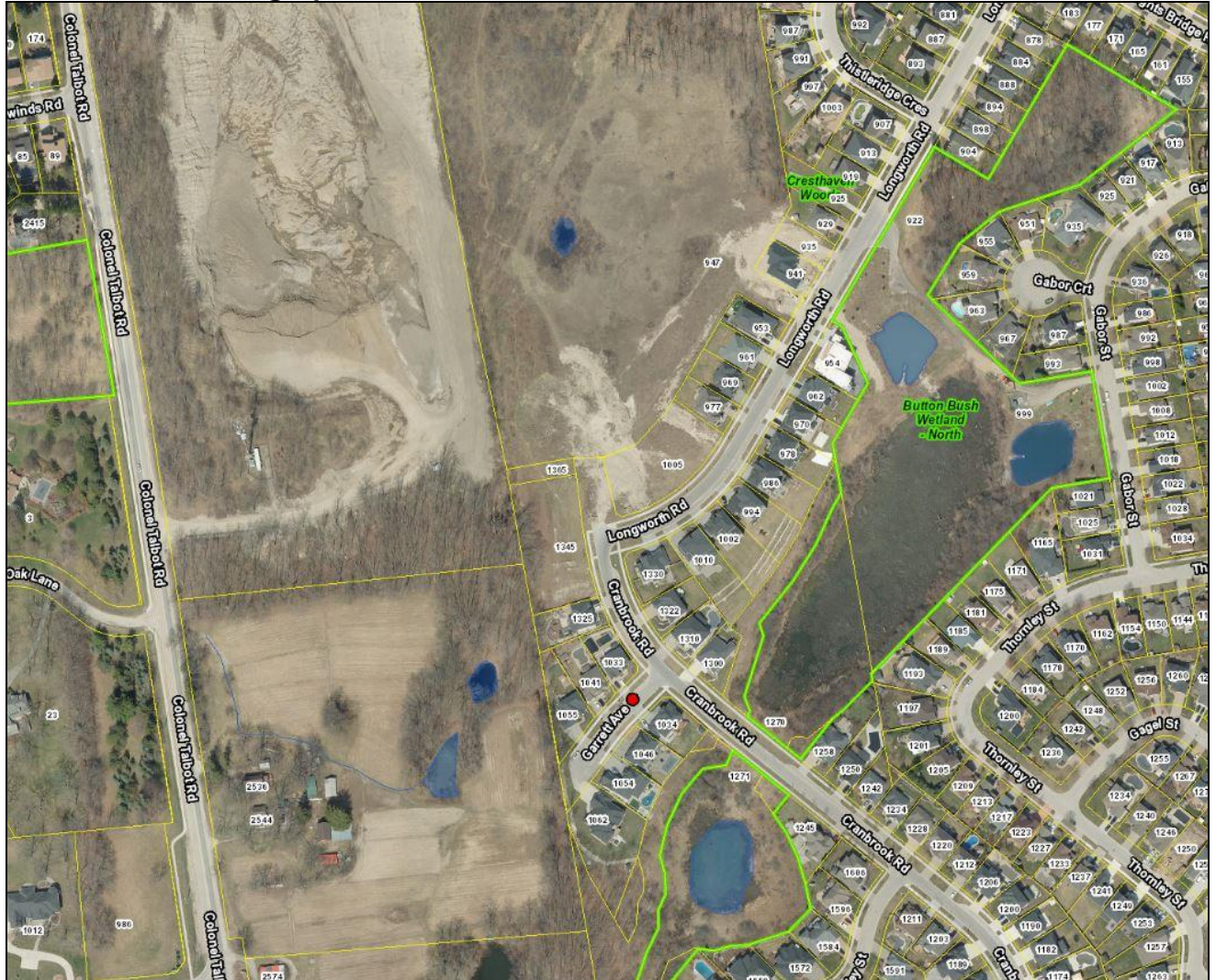
Subject Property: 1345 Cranbrook Road
 Applicant: Highland Ridge Land Corp
 File Number: Z-9487
 Created By: Larry Mottram
 Date: 3/11/2022
 Scale: 1:2000

Legend

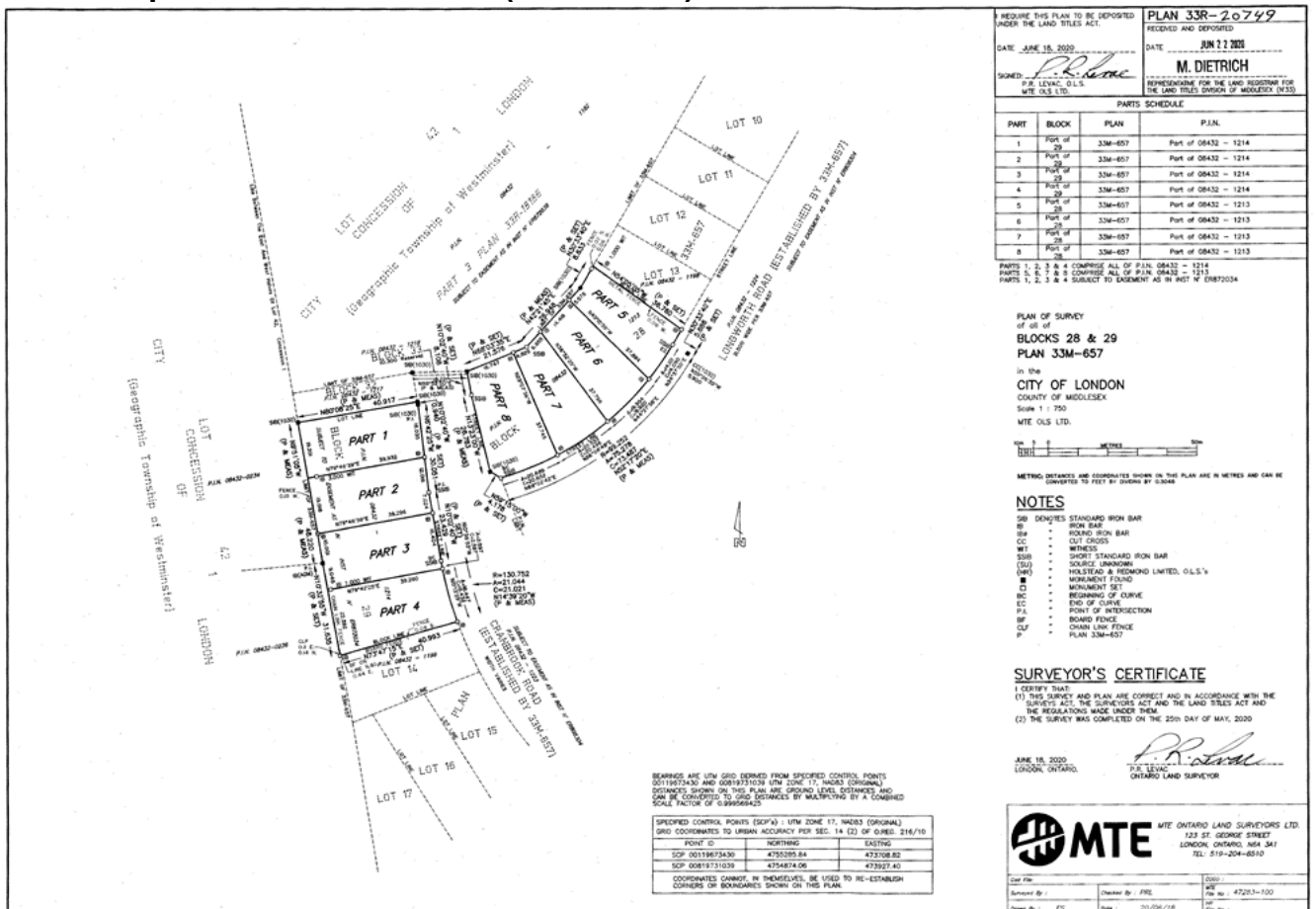
-  Subject Property
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



2.6 Aerial Photograph



2.7 Proposed Residential Lots (Parts 1 to 8)



2.8 Planning History

On March 26, 2007, Highland Ridge Land Corporation submitted a draft plan of subdivision application for a 4.7 ha. (11.6 acre) parcel of land located north of Southdale Road W., east of Colonel Talbot Road. A revised plan was submitted for approval on May 29, 2007. The proposed residential plan included 28 single detached dwelling lots, two open space blocks and three park blocks, served by an extension of Longworth Road and Cranbrook Road, and a secondary collector road.

A report was presented to a public participation meeting at Planning Committee on November 26, 2007. At the request of Council, a follow-up report was submitted to Planning Committee on January 28, 2008, to address issues relating to the open space configuration, adjacent road alignments and claims/revenue information for the subdivision. Council adopted Official Plan and Zoning By-law amendments for the subdivision on February 5, 2008.

On March 6th, 2008, the owner (Highland Ridge Land Corp. appealed the failure by the Approval Authority to draft approve the plan of subdivision within 180 days of submitting the application (the Approval Authority could not make a decision within the prescribed period as the Official Plan Amendment had not yet come into effect).

The Official Plan Amendment (OPA 432) and Zoning By-law Amendment were appealed to the OMB by an area resident, citing concerns with the impact of the proposed development on Provincially Significant Wetlands and woodlands in the area, an flooding in the area. This appeal was subsequently resolved and withdrawn prior to the hearing date. The Ministry of Municipal Affairs was added as a party to the hearing based on concerns that the proposed plan of subdivision could negatively impact the adjacent aggregate operations.

The OMB, in its' decision dated June 4, 2009, approved an amended Official Plan amendment, Zoning By-law amendment and draft plan of subdivision which excluded lots within 150 metres of the limits of aggregate extraction. Blocks 28 & 29 of the Highland Ridge Land Corp. (also known as Crestwood West Subdivision - Phase 2) lands which are the subject of this application for zoning by-law amendment have remained undeveloped since the Phase 2 lands were registered as Plan 33M-657 on April 4, 2013.

2.9 Requested Amendment

Request for consideration of an amendment to the zoning by-law to change the zoning from an Urban Reserve UR2 Zone which permits a range of uses such as existing dwellings, agricultural uses (except for mushroom farms, commercial greenhouses, livestock facilities, and manure storage facilities), conservation lands, and passive recreation uses on lots having a minimum lot area of 6 hectares or as existing on the date of passage of the by-law, whichever is less, and minimum lot frontage of 40 metres or as existing on the date of passage of the by-law, whichever is less, to a Residential R1 (R1-8) Zone which permits single detached dwellings on lots having a minimum lot area of 600 square metres and minimum lot frontage of 15 metres. The requested zoning will facilitate creation of eight (8) single detached dwelling lots, four (4) fronting Cranbrook Road and four (4) fronting Longworth Road. An application has also been submitted for an Exemption from Part Lot Control (File No. P-9488) to be able to divide the blocks into residential building lots.

2.10 Community Engagement (see more detail in Appendix B)

There were no responses from the public received to the Notice of Application.

2.11 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2020

The proposal must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,

3. Protecting Public Health and Safety.

A few of the policy objectives to highlight here are the importance of promoting efficient development and land use patterns and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4). To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Sections 1.4.3(c)). The policies promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)).

The PPS also addresses the long term protection of mineral aggregate resources (sand and gravel). Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact (Section 2.5.2.4). In known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if: a) resource use would not be feasible; or b) the proposed land use or development serves a greater long-term public interest; and c) issues of public health, public safety and environmental impact are addressed. (Section 2.5.2.5)

The development proposal has been reviewed for consistency with the Provincial Policy Statement.

The London Plan

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, converted dwellings, townhouses, secondary suites, home occupations, and group homes, as the main uses. The application has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, Environmental Policies, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types* is found at Appendix D.

(1989) Official Plan

These lands are designated Low Density Residential on Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. This proposal has been reviewed with the applicable policies of the (1989) Official Plan. An excerpt from Land Use Schedule ‘A’ is found at Appendix D.

As further described in Appendix C – Policy Context, Staff are of the opinion that the recommended zoning is generally consistent with the PPS, The London Plan, and the 1989 Official Plan.

Z.-1 Zoning By-law

The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These lands are currently zoned Urban Reserve UR2 which provides for and regulates existing uses on lands which are primarily undeveloped and intended for future urban uses. A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found at Appendix D.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Use

The recommended zoning amendment will facilitate the creation of eight (8) single detached dwelling lots, four (4) fronting Cranbrook Road and four (4) fronting Longworth Road. The R1 (R1-8) Zone permits single detached dwellings on lots having a minimum lot area of 600 square metres and minimum lot frontage of 15 metres. Based on the proposed lotting plan, actual lot areas and frontages will be in the range of 700 to 750 square metres lot area and 18 to 19 metres lot frontage. These lots sizes are generally compatible and consistent with the existing subdivision which is composed of predominantly single detached dwellings to the south and east. Planning staff recommend a special zone provision in order to reinforce The London Plan policies which discourgae projecting garages. Similar to other special provision regulations approved by Council, this special provision would require that garages not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of the lot frontage.

There is an inactive portion of the Byron Gravel Pits on adjacent lands to the west where extraction operations have ceased and for several years the pit excavation has been progressively filled in. In response to initial concerns regarding potential for noise and dust impacts from filling activities (dump trucks and earth moving equipment on-site), an environmental noise and dust assessment was prepared by SLR Consulting (Canada) Ltd. (dated September 20, 2021) and submitted with the application confirming that extraction operations have ceased, there are no operational stationary noise sources present, and the pit has undergone or is undergoing the rehabilitation phase of closing the operation. No adverse impacts from noise and dust are anticipated provided the remaining rehabilitation activities are in compliance with the noise emission levels and day time operation requirements of the Ministry of Environment, Conservation and Parks (MECP) and the City's Noise By-law, and that the owner follows their required Best Management Control Practices for control of dust.

4.2 Intensity

This rezoning will permit single detached dwelling lots and it is expected to maintain continuity and a reasonable level of compatibility and fit within the context of the existing Crestwood West - Phase 2 subdivision, as well as a future phase which will include the extension of Cranbrook Road to the north. The minimum and maximum permitted building heights (shown on Table 11*) are 1 to 2.5 storeys for neighbourhood streets and neighbourhood connectors, and 2 to 3 storeys at the intersection of two neighbourhood connectors (bonus up to 4). As this application represents blocks that were intended for development of single detached dwellings within a residential plan of subdivision, the proposed lots are considered appropriate and compatible in terms of scale and intensity with existing and future development planned for the surrounding area.

4.3 Form

The proposed lot pattern along Longworth Road and Cranbrook Road will maintain building alignment and continuity of the streetscape. The building setback requirements are governed by the zoning by-law. The R1-8 zone requires a minimum front and exterior side yard depth of 5.0 metres to main building and 6.0 metres to garage. Urban design and placemaking principles with respect to requirements for building elevations to provide for street-oriented design and discouraging garages that project beyond the building façade will be implemented through the recommended special provision zoning and conditions for creating the proposed lots through Exemption from Part Lot Control.

Through the Exemption from Part Lot Control process, staff recommend a condition for the corner lot at Cranbrook Road and Longworth Road (identified as Part 8 on the proposed reference plan) that would require concept plans and elevations be provided prior to the application for a building permit which demonstrate that both elevations facing the streets (the front and exterior side elevations) are designed as front elevations. Both elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage.

The recommended zoning will permit single detached dwellings on lots which are compatible with existing and planned residential development, consistent with the planned vision of the Neighbourhood Place Type, and a built form that contributes to a sense of place and character.

Conclusion

The recommended zoning amendment is consistent with the Provincial Policy Statement, and conforms to The London Plan and (1989) Official Plan. The zoning will permit single detached dwelling lots that are considered appropriate and compatible with existing and future land uses planned for the surrounding area. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

Prepared by: Larry Mottram, MCIP, RPP
Senior Planner, Subdivisions and Condominiums

Reviewed by: Bruce Page, MCIP, RPP
Manager, Subdivision Planning

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P. Eng.
Deputy City Manager, Planning and Economic Development

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 Planning and Development.

CC: Matt Feldberg, Manager, Subdivisions and Development Inspections

May 2, 2022
SM/GB/BP/LM/lm

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Appendix "A"

Bill No. (number to be inserted by
Clerk's Office)
(2022)

By-law No. Z.-1-22_____

A bylaw to amend By-law No. Z.-1 to
rezone lands located at 1345
Cranbrook Road and 1005 Longworth
Road.

WHEREAS Craig Linton (Norquay Developments) has applied to rezone lands located at 1345 Cranbrook Road and 1005 Longworth Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1345 Cranbrook Road and 1005 Longworth Road, as shown on the attached map, FROM an Urban Reserve UR2 Zone TO a Residential R1 Special Provision (R1-8()) Zone.
- 2) Section Number 5.4 of the Residential R1 Zone is amended by adding the following special provision:
 - R1-8()
 - a) Regulations:
 - i) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.

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.

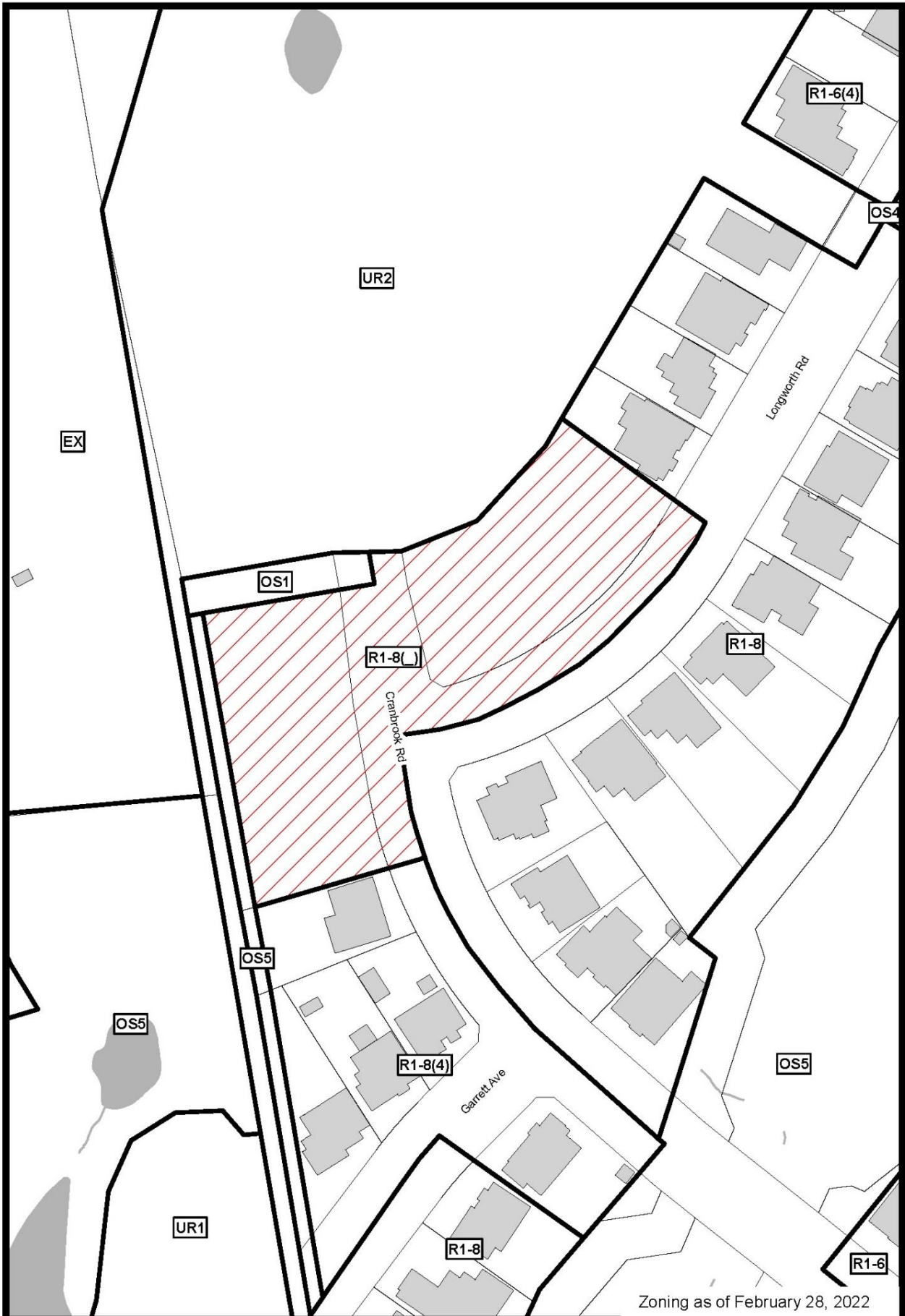
PASSED in Open Council on May 24, 2022

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – May 24, 2022
Second Reading – May 24, 2022
Third Reading – May 24, 2022

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



File Number: Z-9487

Planner: LM

Date Prepared: 2022/03/29

Technician: rc

By-Law No: Z.-1-

SUBJECT SITE



1:1,250

0 5 10 20 30 40 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On March 22, 2022, Notice of Application was sent to 31 property owners in the surrounding area. A Planning Application sign was also posted on site. Notice of Application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 24, 2022. A Notice of Public Meeting was published in *The Londoner* on April 21, 2022.

Responses: No replies received

Nature of Liaison: Application to change the zoning from an Urban Reserve UR2 Zone which permits a range of uses such as existing dwellings, agricultural uses (except for mushroom farms, commercial greenhouses, livestock facilities, and manure storage facilities), conservation lands, and passive recreation uses on lots having a minimum lot area of 6 hectares or as existing on the date of passage of the by-law, whichever is less, and minimum lot frontage of 40 metres or as existing on the date of passage of the by-law, whichever is less, to a Residential R1 (R1-8) Zone which permits single detached dwellings on lots having a minimum lot area of 600 square metres and minimum lot frontage of 15 metres. The purpose and effect of this zone change is to facilitate the creation of eight (8) single detached dwelling lots fronting Cranbrook Road and Longworth Road.

Response to Notice of Application and Publication in “The Londoner”

| <u>Telephone</u> | <u>Written</u> |
|------------------|----------------|
| None | None |

Agency/Departmental Comments:

City of London - Stormwater Engineering Division:

1. Inlet protection (sediment control) is required for CBs on Longworth Road and Cranbrook Road within vicinity of the blocks/parts.
2. The grading strategy does not appear to accommodate overland flows from the 4.93ha external lands to the west. Please ensure the 250-yr storm event can safely be conveyed from the external lands to the designated OLFR on Cranbrook Road.

Upper Thames River Conservation Authority (UTRCA):

Please be advised that the subject lands are not located within the regulation limit of the UTRCA. As a result, we have no objections to this application and a Section 28 permit application is not required.

Appendix C – Policy Context

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

Provincial Policy Statement, 2020

The land use planning proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, ensuring effective use of infrastructure and public service facilities, and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4).

There are several policies directed at promoting healthy, livable and safe communities, including the goal of promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Section 1.1.1 (e)).

To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Section 1.4.3(c)). These policies promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)).

The proposed zoning amendment achieves objectives for efficient and resilient development and land use patterns. It represents development of low density forms of housing in the form of single detached dwelling lots taking place within the City's urban growth area and within a previously draft-approved and registered plan of subdivision. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allows for the efficient use of land, infrastructure and public service facilities. The proposed lots are part of a phased subdivision plan which provides a high degree of community connectivity, supports the use of public transit, promotes cycling and pedestrian movement, and provides opportunities for active transportation.

In known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if: a) resource use would not be feasible; or b) the proposed land use or development serves a greater long-term public interest; and c) issues of public health, public safety and environmental impact are addressed (Section 2.5.2.5). This policy is highlighted as there is an inactive licensed gravel pit on adjacent lands to the west. However, aggregate extraction operations have ceased and for the past several years the pit has been progressively filled in.

In response to initial concerns regarding potential for noise and dust impacts from filling activities (dump trucks and earth moving equipment on-site), an environmental noise and dust assessment was prepared and submitted with the application confirming that extraction operations have ceased, there are no operational stationary noise sources present, and the pit has undergone or is undergoing the rehabilitation phase of closing the operation. No adverse impacts from noise and dust are anticipated provided the remaining rehabilitation activities are in compliance with the noise emission level and time-of-day operation requirements of the Ministry of Environment, Conservation and Parks (MECP) and City's Noise By-law, and that the owner follows their required MECP Best Management Practices for dust control.

There are no other concerns from the perspective of natural heritage, archaeological or cultural heritage resources. Based on our review, the proposed zoning by-law amendment is found to be consistent with the Provincial Policy Statement.

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 *Ontario Land 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.

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, converted dwellings, townhouses, secondary suites, home occupations, and group homes, as the main uses. Where two Neighbourhood Connectors (Cranbrook Road and Longworth Road) intersect the range of permitted uses may be broadened to include mixed-use buildings, fourplexes, stacked townhouses, and low-rise apartments. Zoning on individual sites may not allow for the full range of uses or intensity.

The Our Strategy, City Building and Design, Neighbourhoods Place Type, Environmental and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed zoning amendment contributes to achieving those policy objectives, including the following specific policies:

Our Strategy

Key Direction #4 – Become one of the greenest cities in Canada

- 4. Protect and enhance the health of our Natural Heritage System.*
- 9. Strengthen our urban forest by monitoring its condition, planting more, protecting more, and better maintaining trees and woodlands.*

Key Direction #5 – Build a mixed-use compact city

- 4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*
- 7. Build quality public spaces and pedestrian environments that support walking.*

Key Direction #6 – Place a new emphasis on creating attractive mobility choices

- 1. Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities.*
- 7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.*

Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone

- 1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.*
- 3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.*

These strategic directions are generally reflected in the zoning and overall design of the Crestwood Subdivision - Phase 2. As part of the subdivision approval process, a 4.0 metre wide Open Space OS5 buffer strip was implemented along the west side of Block 29 to recognize the presence of existing trees and protect the adjacent wooded area. Infilling of Blocks 28 and 29 with low density residential lotting as proposed is consistent with the previous planning and servicing for the subdivision. The subdivision design includes an open space/walkway block immediately north of Block 29 intended to form part of a continuous multi-use pathway connection to Colonel Talbot Road. There are multiple existing and planned street connections resulting in ease of mobility and a

neighbourhood that is more walkable, healthy, and connected. Urban design and placemaking principles with respect to requirements for building elevations to provide for street-oriented design and discouraging garages that project beyond the building façade will be implemented through the recommended special provision zoning and conditions for creating the proposed lots through Exemption from Part Lot Control.

City Building and Design Policies

197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

The recommended zoning will permit single detached dwellings on lots which are compatible with existing and planned residential development, consistent with the planned vision of the Neighbourhood Place Type, and a built form that contributes to a sense of place and character.

222A_ 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.

256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.

260_ Projecting garages will be discouraged.

The proposed lot pattern along Longworth Road and Cranbrook Road will maintain building alignment and continuity of the streetscape. The building setback requirements are governed by the zoning by-law. The R1-8 zone requires a minimum front and exterior side yard depth of 5.0 metres to main building and 6.0 metres to garage. In conjunction with the minimum building setbacks and yard requirements, a special zoning provision is also recommended in order to prevent projecting garages from dominating the streetscape. Parking bays have been incorporated into the road allowance along the south side of Longworth Road and east side of Cranbrook Road, and boulevard street tree planting is provided for under the current Subdivision Agreement.

242_ Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.

The street and lotting pattern in this subdivision phase has been designed to establish neighbourhood connections and access to future multi-use pathways and public open spaces.

261_ Buildings at corner sites should be oriented towards the higher-order street classification.

290_ Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.

Through the Exemption from Part Lot Control process, staff recommend a condition for the proposed corner lot at Cranbrook Road and Longworth Road that would require concept plans and elevations be provided prior to the application for a building permit which demonstrate that both elevations facing the streets (the front and exterior side elevations) are designed as front elevations. Both elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features,

or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage.

Neighbourhoods Place Type

The subject lands are located within the Neighbourhoods Place Type permitting a range of uses such as single detached, semi-detached, duplex, and converted dwellings, townhouses, secondary suites, home occupations, and group homes as the main permitted uses. The minimum and maximum permitted building heights (shown on Table 11*) are 1 to 2.5 storeys for neighbourhood streets and neighbourhood connectors, and 2 to 3 storeys at the intersection of two neighbourhood connectors (bonus up to 4).

916_1. A strong neighbourhood character, sense of place and identity.

916_2. Attractive streetscapes, buildings, and public spaces.

916_4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.

916_8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

As noted above, the recommended zoning is consistent with the planned vision of the Neighbourhood Place Type. The proposed lotting will maintain an attractive and continuous neighbourhood streetscape. The subdivision plan also incorporates a high degree of neighbourhood connectivity with a planned cycling and walking route as identified on the Active Mobility Network mapping (Map 4).

935_3. Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space.*

As discussed below under the Zoning By-law section, the recommended R1-8() special provision zoning provides for an appropriate level of intensity within the neighbourhood context, and is in keeping with the Place Types policies.

Environmental Policies

Byron Gravel Pits and Adjacent Lands

1542_ The development of lands within the vicinity of the extractive industrial areas or aggregate resource areas, as identified on Map 6 for residential uses shall have regard for the mitigation of the noise and dust impact of extraction operations on the proposed residential development. The review of applications for rezoning or plan of subdivision approval will include the following considerations:

1. Prior to a zoning by-law amendment or final approval of a plan of subdivision within 300 metres of lands identified as extractive industrial areas or aggregate resource areas on Map 6, a noise and dust impact study shall be completed and any recommended mitigation measures contained therein will be carried out to the satisfaction of the City of London, the Ministry of the Environment and Climate Change and the Ministry of Natural Resources and Forestry. Furthermore, the subdivider will notify prospective lot purchasers, in agreements of purchase and sale and in notices registered on title that are binding on successors and assigns to the subdivision lands and in a separate agreement with the City, of the potential for new licences in the identified aggregate resource area and of the long-term continuation of active aggregate operations in

the Byron Gravel Pits and of the noise and dust impacts associated with extraction and related operations.

2. Residential subdivisions will be developed in phases so that the maximum possible separation distance between areas of residential development and extraction operations is maintained. A minimum separation distance of 150 metres between residential development and the maximum extent of extraction activity (this separation distance being measured from the limit of extraction, not the licensed area boundary) will normally be required.

3. As peripheral portions of the extraction area are rehabilitated, the separation area could shift to reflect any adjusted limits of active extraction operations. Any deviation from the 150 metre norm will be considered only on the basis of studies undertaken by a qualified consultant which demonstrate to the satisfaction of the City of London, the Ministry of the Environment and Climate Change and the Ministry of Natural Resources and Forestry that the deviation is satisfactory to protect the residential development from adverse impacts of extraction operations.

The current Subdivision Agreement included warning clauses to be registered on title for all lots and blocks with the subdivision regarding sound and dust levels due to the proximity of aggregate extraction operations. Furthermore, a condition required that Blocks 28 and 29 be held out of development since these blocks were located within the 150 metre setback from the limit of extraction of the nearby Aggregate Resource Area known as the Byron Gravel pits. There currently is an inactive licensed gravel pit on adjacent lands to the west where extraction operations have ceased and for the past several years the pit has been progressively filled in.

In response to initial concerns regarding potential for noise and dust impacts from filling activities (dump trucks and earth moving equipment on-site), an environmental noise and dust assessment was prepared by SLR Consulting (Canada) Ltd. (dated September 20, 2021) and submitted with the application confirming that extraction operations have ceased, there are no operational stationary noise sources present, and the pit has undergone or is undergoing the rehabilitation phase of closing the operation. No adverse impacts from noise and dust are anticipated provided the remaining rehabilitation activities are in compliance with the noise emission levels and time-of-day operation requirements of the Ministry of Environment, Conservation and Parks (MECP) and the City's Noise By-law, and that the owner follows their required Best Management Control Practices for dust in accordance with their pit license.

Our Tools

Evaluation Criteria for Planning and Development Applications

1578_5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.

Development will be required to connect to existing municipal sanitary and storm sewer outlets and watermains. The proposed lots fronting on the built-out portions of Cranbrook Road and Longworth Road have access and ability to connect to existing services. Engineering plans have been submitted and are being reviewed by City staff to determine any required updates to the subdivision servicing drawings.

1578_6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

- a. Traffic and access management.*
- b. Noise.*
- c. Parking on streets or adjacent properties.*

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

- There will be multiple access points within the subdivision plan to disperse vehicular traffic evenly and lessen the impact on the neighbourhood. Traffic calming measures will also be implemented to calm traffic and slow vehicle speeds.
- On-site parking will be required as per the Zoning By-law minimum requirements for single detached dwellings. Parking bays on the east side of Cranbrook Road and south side of Longworth Road provide for adequate on-street parking.
- The proposed residential uses are not expected to generate excessive noise and emissions.
- There are no concerns with respect to lighting, garbage, visual and privacy impacts; or any issues with loss of views and tree cover.
- Shadowing is not expected to impact nearby properties.
- An archaeological assessment for the subdivision was previously undertaken and a letter of clearance was issued. In a memo dated May 1, 2005, the Ministry of Culture indicated that they concurred with recommendations prepared by Mayer Heritage Consultants Inc. that no further investigations were warranted for the subject property.
- Open Space (OS5) zoning has been applied to a 4.0 metre wide strip along the west side of Block 29 to protect existing mature trees and to buffer an adjacent wooded area further to the west. Outside of this buffer strip, both Blocks 28 and 29 have undergone preliminary grading for development and there is little to no vegetation or natural heritage features present.

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

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

This rezoning will permit single detached dwelling lots and is expected to maintain continuity and a reasonable level of compatibility and fit within the context of the existing Crestwood West - Phase 2 subdivision, as well as a future phase which will include the

extension of Cranbrook Road to the north.

Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, Environmental and Our Tools policies.

(1989) Official Plan

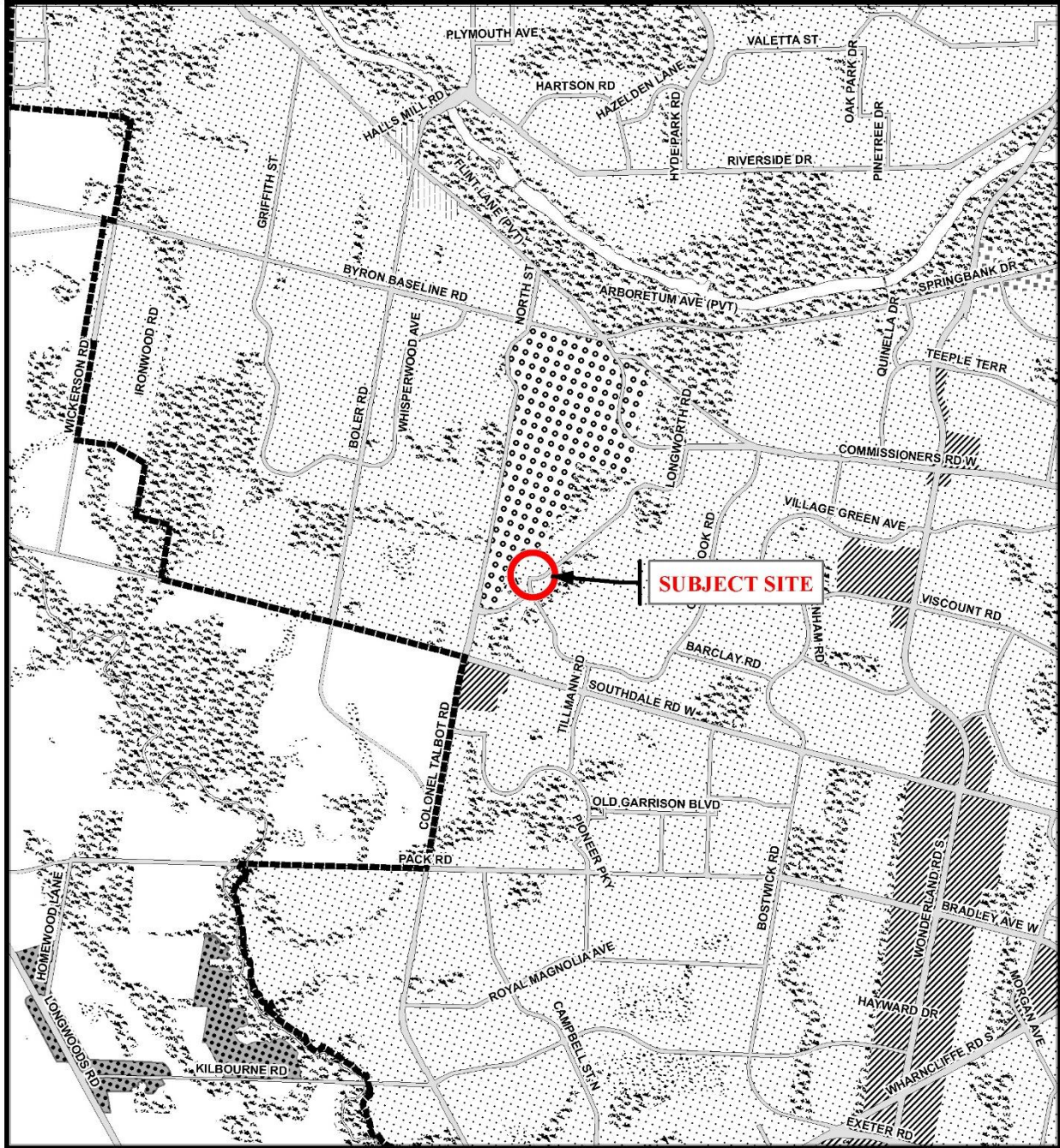
These lands are designated Low Density Residential as shown on Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. The recommended zoning to permit single detached dwellings is consistent with and conforms to the 1989 Official Plan.

Zoning By-law

The recommended zoning amendment will facilitate the creation of eight (8) single detached dwelling lots, four (4) fronting Cranbrook Road and four (4) fronting Longworth Road. The R1 (R1-8) Zone permits single detached dwellings on lots having a minimum lot area of 600 square metres and minimum lot frontage of 15 metres. Based on the proposed lotting plan, actual lot areas and frontages will be in the range of 700 to 750 square metres lot area and 18 to 19 metres lot frontage. These lots sizes are generally compatible and consistent with the existing subdivision which is composed of predominantly single detached dwellings to the south and east. Planning staff recommend a special zone provision intended to implement The London Plan policies with respect to projecting garages that they not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.

Appendix D – Relevant Background

The London Plan Map Excerpt



Legend

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

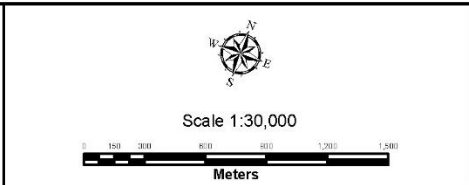
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

CITY OF LONDON
 Planning Services /
 Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services



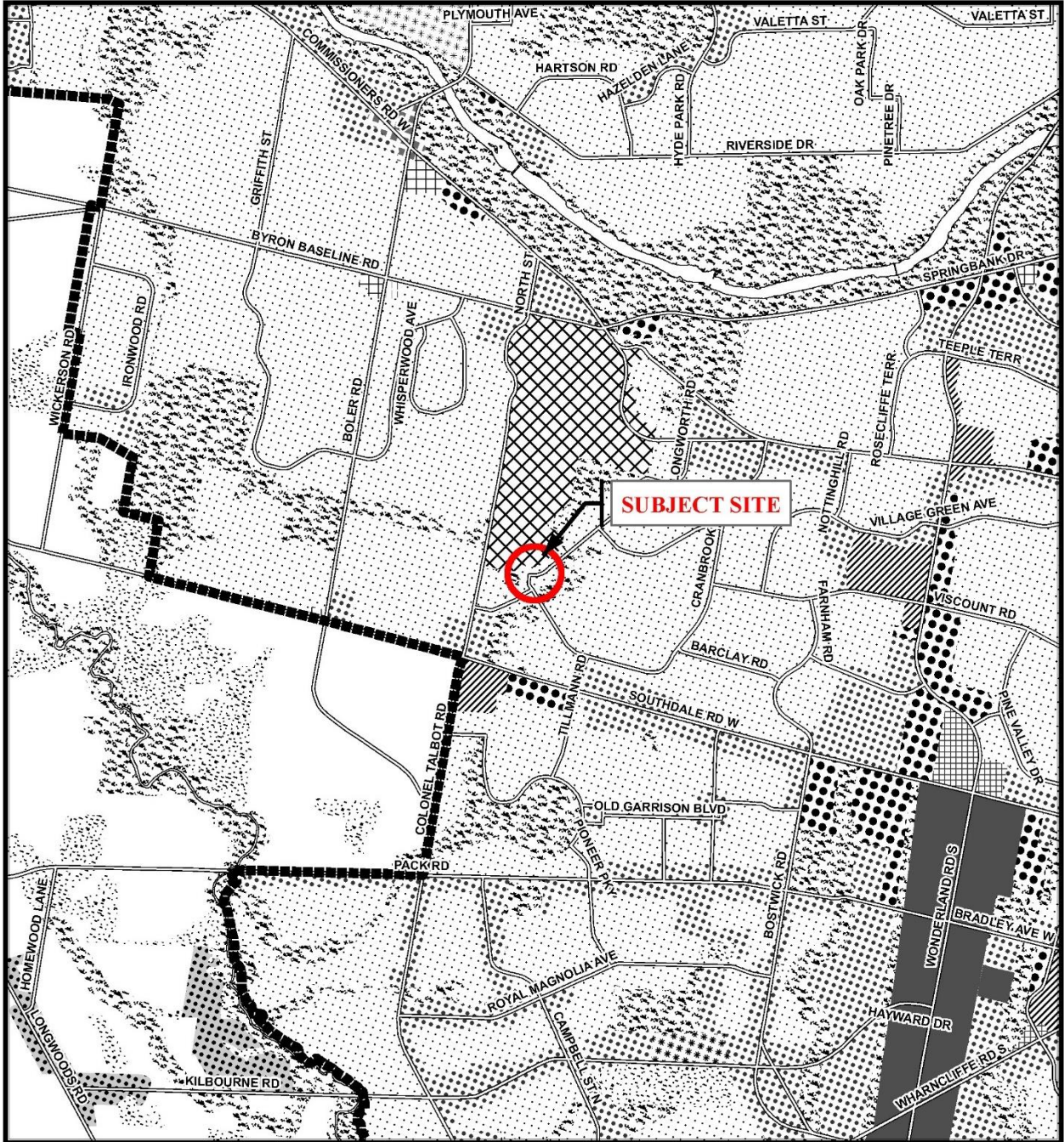
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Planner: LM

Technician: RC

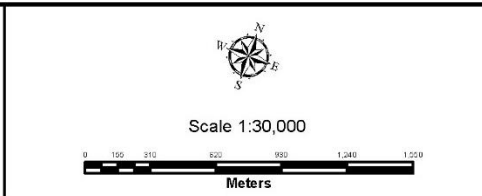
Date: March 29, 2022

1989 Official Plan Map Excerpt



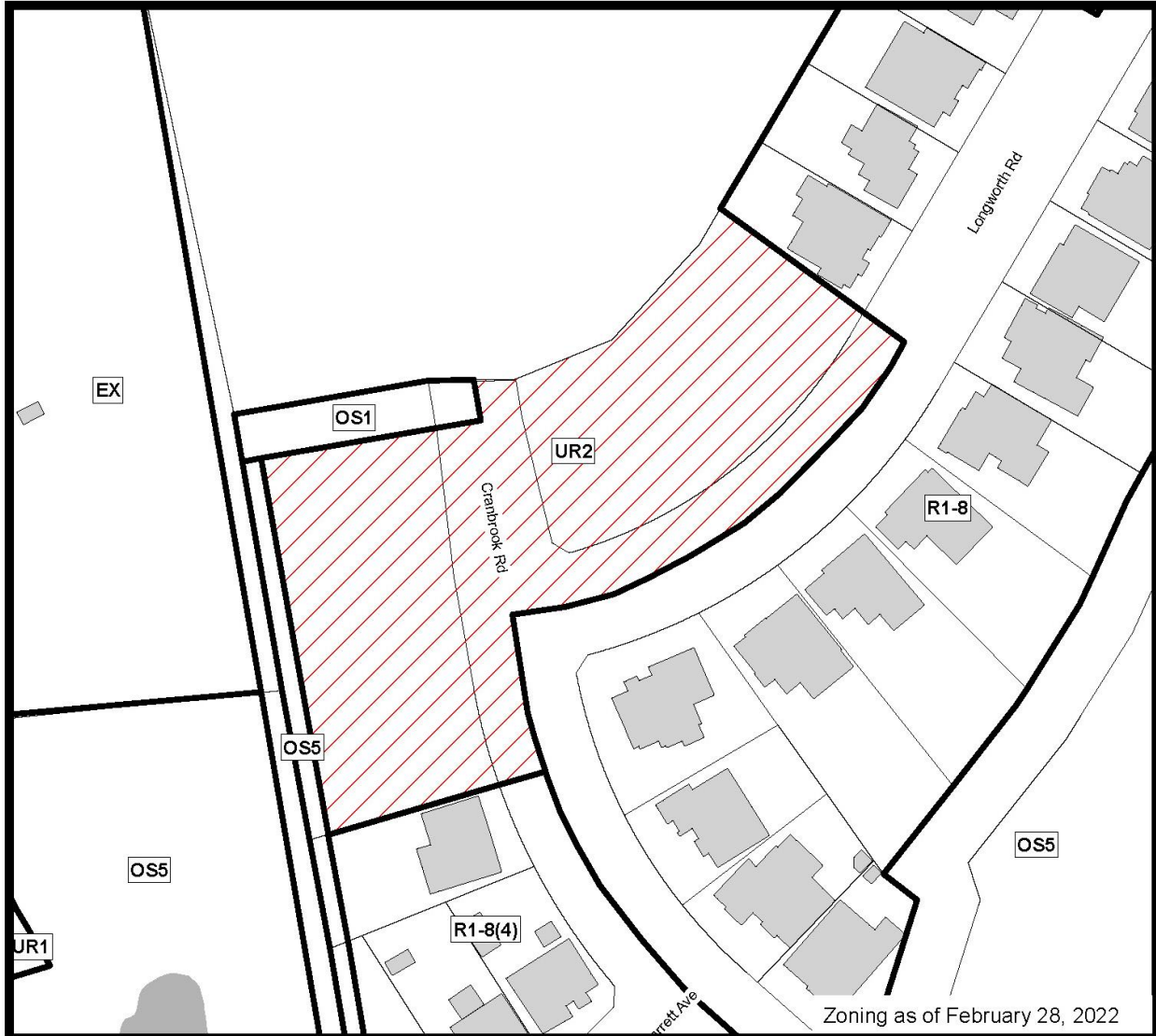
| Legend | | | | | |
|--------|---|--|--|--|-------------------------|
| | Downtown | | Multi-Family, Medium Density Residential | | Office Business Park |
| | Wonderland Road Community Enterprise Corridor | | Low Density Residential | | General Industrial |
| | Enclosed Regional Commercial Node | | 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 |

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



FILE NUMBER: Z-9487
 PLANNER: LM
 TECHNICIAN: RC
 DATE: 2022/03/29

Zoning By-law Map Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z-1

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 "h" - 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



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

FILE NO:

Z-9487

LM

MAP PREPARED:

2022/03/29

rc

1:1,250

0 5 10 20 30 40

Meters