

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: Farhi Holdings Corp.
A Portion of 4519, 4535, & 4557 Colonel Talbot Road
File No. Z-9433
Public Participation Meeting

Date: August 22, 2022

Recommendation

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Farhi Holdings Corp. relating to a portion of the property located at 4519, 4535 & 4557 Colonel Talbot Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 6, 2022 to amend Zoning By-law No. Z.-1, to change the zoning on a portion of the subject property **FROM** an Arterial Commercial (AC) Zone, a Residential R1 (R1-11) Zone and a holding Residential R1 (h-4.R1-11) Zone, **TO** a Residential R6-5 Special Provision (R6-5(*)) Zone, Residential R8-4 Special Provision (R8-4(*)) Zone, a holding Residential R6-5 Special Provision (h-(*).R6-5(*)) Zone, a holding Residential R8-4 Special Provision (h-(*).R8-4(*)) Zone and an Open Space (OS5) Zone;

IT BEING NOTED that the following site plan and urban design matters were raised during the application review process:

- i) Provide the communal amenity space for the stacked townhomes, with a direct pedestrian connection from the stacked townhomes, to be maintained under the same ownership as the stacked townhomes;
- ii) Proposed 2.5 metre setbacks to only apply to the northwest corner of the development. Proposed 0.5 m landscape strip to only apply to the southwest portion of the internal drive;
- iii) Provide enhanced architectural details on the end units that are highly visible from Colonel Talbot Road including wrapping materials, windows, and porches. Break up the width of the end unit facades through vertical articulation and material changes that create a more human scale rhythm (i.e. every 5-7m). The composition of the front façade is very successful at achieving this - consider replicating this rhythm on the side facades);
- iv) Incorporate architectural elements and massing on the buildings located adjacent to Dingman Creek so that is compatible with the feature. Consider orienting the buildings to take advantage of their location adjacent to the creek;
- v) Provide enhanced architectural details for portions of the end units that are highly visible from the main gateways into the development (i.e. 53, 80) and from the Dingman Creek corridor (i.e., 1, 54, 59, 60, 66, 67). (Note: unit numbers may change as a result of pathways and units being shifted or reconfigured);
- vi) Consider more variation in the colours and materials across townhouse blocks and between individual units to create unique identities for blocks and units, add character and assist with wayfinding;

- vii) Connect the proposed city sidewalk (in its ultimate location) to the existing sidewalk to the north as an interim condition prior to any future redevelopment of the neighbourhood sites or reconstruction of the road;
 - viii) Shift the parking to ensure it is in line with or behind the proposed building. Use landscaping or low landscape walls to screen any parking that is visible from Colonel Talbot Road;
 - ix) Provide details and expected use of the proposed concrete pad located behind the stacked townhouses. All outdoor garbage storage should be fully enclosed;
 - x) The applicant needs to be aware that The London Plan Policy 399 will be applied to the development. The London Plan Policy 399 requires 1 replacement tree to be planted for every 10cm dbh [diameter at breast height] removed for development. A tree preservation report will be required at Site Plan to determine the number of replacement trees; and
 - xi) Convey of all or part of the zoned Open Space lands to the City.
- (b) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning generally implements the site concept submitted with the application. As part of the application review process a revised site plan concept was submitted with minor revisions including a new interior side yard setback and rear yard setback of 2.5 metres whereas 5.0m was proposed, a new density of 83 units per hectare whereas 81 was proposed, and a landscaped area of 0.5m whereas 1.5m was proposed in the notice of application and public meeting.

Executive Summary

Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of a portion of the subject lands to permit the development consisting of 80 townhouses and 62 back-to-back stacked townhouses.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development consisting of 80 townhouses and 62 back-to-back stacked townhouses. Special provisions establishing increased density to 83 units per hectare for the stacked townhouse zones and a reduced interior side yard setbacks of 2.5 metres, a reduced rear yard setback of 2.5 metres and a reduced landscaped area to the townhouse zones from 1.5m to 0.5m for a specified location of the site to accommodate the functionality of an internal driveway.

The recommendation also includes urban design and site design matters that were raised during the application review process. Also, the recommendation will provide additional protection to the ecological features and functions associated with the Dingman Creek Corridor, and ensure development remains outside of hazard lands associated with slope stability.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future.

2. The recommended amendment conforms to the policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type.
3. The recommended amendment conforms to the 1989 Official Plan.
4. The recommended amendment facilitates the development of a site within the Built-Area Boundary and supports the City's commitment to reducing and mitigating climate change by supporting efficient use of existing urban lands and infrastructure and regeneration of existing neighbourhoods to limit outward growth.
5. The recommended amendment facilitates the development of a site within the Southwest Area Secondary Plan, Schedule 6, Lambeth Residential Neighbourhood
6. The recommended holding provision will ensure that all issues regarding hydrogeology, erosion setback maintenance, erosion structural, geotechnical setbacks and all matters relating to slope stability will be dealt with through the site plan approval process to the satisfaction of the City of London and the Upper Thames Conservation Authority (UTRCA).

Linkage to the Corporate Strategic Plan

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

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Property Description

The subject site is located on the west side of Colonel Talbot Road, south of Longwoods Road. The whole site has a frontage of approximately 156 metres along Colonel Talbot Road, and a total lot area of 61 hectares. The property is divided by the Dingman Creek with the front portion, along Colonel Talbot Road, as being within the Urban Growth Boundary (UGB). Approximately 6 hectares is within the boundary, including some developable lands and a portion identified as having significant features and functions and/or associated with steep slopes and erosion allowance adjacent to the Dingman Creek. The balance of the lands located outside of the UGB will remain as agricultural lands and natural heritage lands.



Figure 1: Arial Photo of Lands

Colonel Talbot Road is an arterial road with an average annual daily traffic volume of 15,500 vehicles per day. In this area, Colonel Talbot Road has four traffic lanes, two north bound traffic lanes and two south bound lanes with public sidewalks along the east side, north of the site, and on the west side of the development frontage along Colonel Talbot Road. Access to transit is within walking distance at the Colonel Talbot Road and Broadway Ave intersection. The pedestrian and bicycle connectivity in the neighbourhood provides for convenient access to active mobility in the area. A multi-use trail is located along the south and western edge of the Dingman Creek ravine.

Generally, the surrounding uses consists of predominantly agricultural lands to the west and south of the subject lands. The Lambeth community is located to the east of the site of Colonel Talbot Road, and predominantly composed of single detached dwellings. Along Colonel Talbot Road to the north and south, and along the east side, there are a mix of low density residential and commercial uses. Immediately to the north, the property located at 4509 Colonel Talbot Road contains an existing dwelling that is identified as being of heritage interest under the City’s Register of Cultural Heritage Resources.



Figure 2: 4509 Colonel Talbot Road - Heritage Interest.

1.3 Current Planning Information (see more detail in Appendix E)

- The London Plan Place Type – Neighbourhoods Place Type fronting an Urban Thoroughfare
- Official Plan Designation – Low Density Residential/Multi-Family, Medium Density Residential
- Southwest Area Secondary Plan (Lambeth Residential Neighbourhood) – Low Density Residential/Medium Density Residential
- Existing Zoning – Arterial Commercial (AC), Residential R1 (R1-11) Zone and a holding Residential R1 (h-4.R1-11) Zone

1.4 Site Characteristics

- Current Land Use – Agriculture/Vacant
- Frontage – 156 metres
- Area – 61 hectares (approx. 6 hectares of developable land)
- Shape – irregular

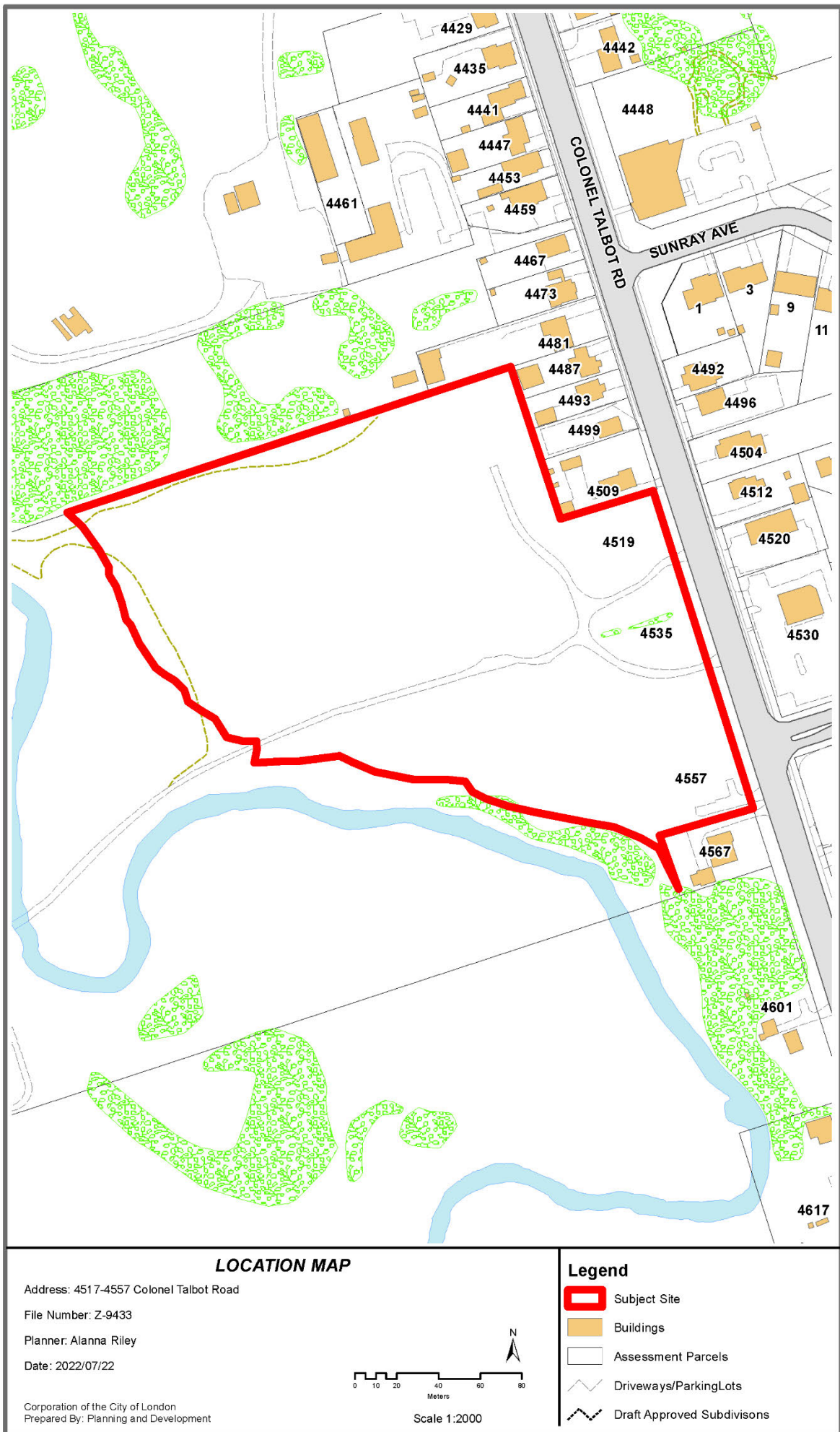
1.6 Surrounding Land Uses

- North – agricultural/residential
- East – residential
- South – agricultural/residential
- West – remainder of the identified lands comprised of agricultural and natural heritage portion of the lands (not subject to the proposed zoning amendment)

1.7 Intensification

The proposed 142 residential units contribute to residential intensification within and the Built-Area Boundary.

1.8 Location Map of Proposed Development Area



LOCATION MAP

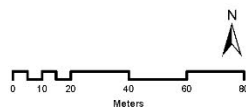
Address: 4517-4557 Colonel Talbot Road

File Number: Z-9433

Planner: Alanna Riley






Date: 2022/07/22

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



Scale 1:2000

Legend

-  Subject Site
-  Buildings
-  Assessment Parcels
-  Driveways/Parking Lots
-  Draft Approved Subdivisions

2.0 Discussion and Considerations

2.1 Development Proposal

In November 2021, the City accepted a complete application that proposed the development consisting of 80 townhouses towards the rear of the site and 62 back-to-back stacked townhouses along the Colonel Talbot Road frontage. Access to residential dwellings is proposed via a looped private road network with two entrances to Colonel Talbot Road, and the south access is aligned with Southland Drive. Resident and visitor parking is proposed to be located to the rear of the stacked townhouse units, centrally located within the site, and screened from the public realm and surrounding properties. Two amenity spaces are proposed with the larger space located next to the private stormwater management pond. Pedestrian walkways are provided throughout the site with a connection to Colonel Talbot Road and to the multi-use pathways adjacent to the Dingman Creek natural heritage area.

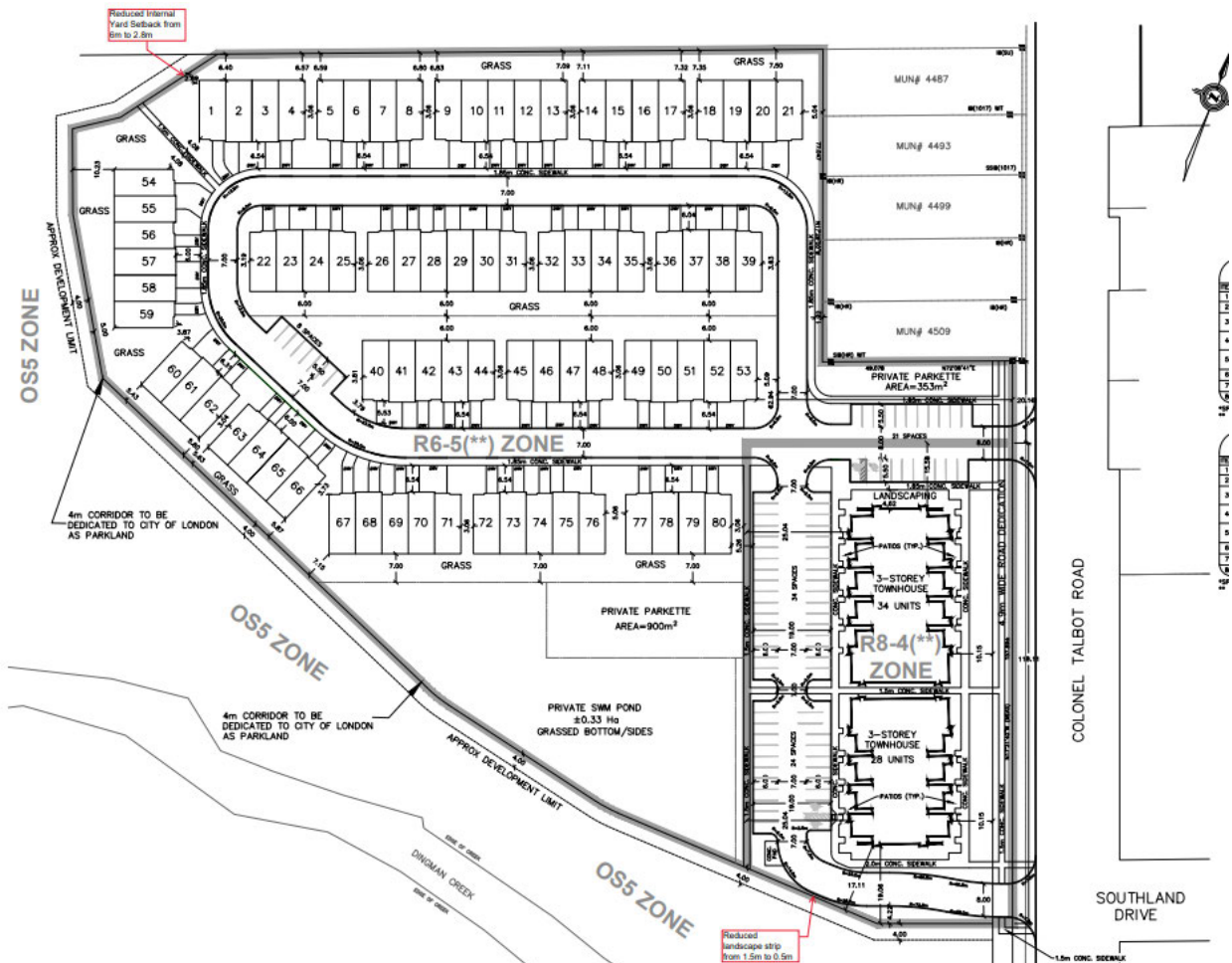


Figure 3 - Proposed Revised Site Concept Plan



Figure 4 - Front view of townhouses



Figure 5 - Front view of stacked townhouses

2.4 Requested Amendment

The applicant originally requested a change in zoning from an Arterial Commercial (AC) Zone, a Residential R1 (R1-11) Zone and a holding Residential R1 (h-4.R1-11) Zone, to a holding Residential R6-5 Special Provision (h-151.R6-5(*)) Zone, a holding Residential R8-4 Special Provision (h-151.R8-4(*)) Zone, a Residential R6-5 Special Provision (R6-5(*)) Zone, and a Residential R8-4 Special Provision (R8-4(*)) Zone.

Special zoning provisions were requested for:

Townhouses

- An interior and rear yard setback of 5.0m whereas 6.0m is required.

Stacked Townhouses

- A density of 81 units per hectare whereas 75 maximum is required.

An update to the requested zoning amendment included an Open Space (OS5) Zone and special provisions were also requested as a result of some revisions made to the proposal, in response to urban design, site plan, parks and ecology concerns, as follows:

Townhouses

- An interior and rear yard setback of 2.5m whereas 6.0m is required.

Stacked Townhouses

- A density of 83 units per hectare whereas 75 maximum is required; and
- A landscaped strip of 0.5m whereas 1.5m is required to accommodate an internal driveway access

2.6 Community Engagement (see more detail in Appendix C)

Written responses were received from, or on behalf of, 4 households in the area. The expressed concerns from the public generally dealt with the following matters:

- Intensity
- Traffic
- Sanitary
- Environmental

The applicant also held a community meeting to respond to the public's concerns.

2.4 Policy Context

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of

provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The PPS protects natural features and areas for the long term. Development and site alteration shall not be permitted in significant valleylands. Development and site alteration shall not be permitted on adjacent lands to these natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. (2.1 Natural Heritage – 2.1.1, 2.1.5, and 2.1.8).

The London Plan

The London Plan is the new official plan for the city of London. It contains objectives and policies to direct land use, growth, and development in the municipality, consistent with the PPS.

The London Plan provides Key Directions (54_) that must be considered to help the city effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to become one of the greenest cities in Canada by:

- Protecting and enhancing our Thames Valley corridor and other major tributaries of the Thames River, and its ecosystem
- Strengthen our urban forest by monitoring its condition, planting more, protecting more, and better maintaining trees and woodlands.
- Continually expand, improve, and connect our parks resources. (Key Direction #4, Directions 3, 9 and 10)

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
- Planning 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; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Protecting what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.
- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Directions 5 and 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The portion of the site proposed to be developed is within the Neighbourhoods Place Type on an Urban Thoroughfare, as identified on *Map 1 – Place Types and Map 3 –

Street Classifications. Permitted uses within this Place Type include a range of low rise residential uses, such as townhouses, stacked townhouses, triplexes, fourplexes, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 2 storeys, and the maximum permitted height is 4 storeys, with the potential to bonus up to the upper maximum height of six storeys. (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type) Note that through the May 25, 2022, OLT decision the term “Bonus Zoning” has been replaced with “Upper Maximum Height” in recognition of changes to section 37 of the Planning Act that will take effect in September 2022.

The Green Framework policies of the City Structure Plan within The London Plan highlights the Thames Valley Corridor and its tributaries as a feature that has played a major role in the human settlement and development of London and Southwestern Ontario. It is considered London’s most important natural, cultural, recreational and aesthetic resource. The Dingman Creek corridor is a tributary. Recognizing the importance of the Thames Valley Corridor and other major tributaries of the Thames River, a number of actions are identified, including:

- Protect, enhance, and restore the natural and cultural heritage of the Thames Valley Corridor and other major tributaries of the Thames River in all the planning we do.
- Develop a continuous multi-use pathway network connecting parks and natural areas along the Thames Valley Corridor and other major tributaries of the Thames River as the outdoor recreational spine of the City.
- As appropriate, acquire lands along the Thames Valley Corridor and other major tributaries of the Thames River to support ecological, cultural, and/or recreational objectives of the Plan. (121 – 123)

The site is identified as being within a Significant Valleylands on Map 5 – Natural Heritage, and within the Riverine Erosion Hazard Line for Confined Systems, the Regulatory Floodline, Highly Vulnerable Aquifers and the UTRCA Regulation limit on Map 6 – Hazards and Natural Resources of The London Plan.

1989 Official Plan

The portion of the subject site proposed to be developed is designated Low Density Residential and Multi-Family, Medium Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2). The Multi-Family, Medium Density Residential designation permits multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood. Normally height limitations will not exceed four (4) storeys. In some instances, height may be permitted to exceed this limit, if determined through a compatibility report, or subject to a site-specific zoning by-law amendment and/or bonus zoning provisions. Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre).

The site is identified as being within the Big-picture Meta-cores/Meta-corridors policy area of the 1989 Official Plan and is affected by the Significant Corridor, and Maximum Hazard Line on Schedule B-1, and the Riverine Erosion Hazard Line for Confined Systems, Regulatory Floodline, and the Upper Thames River Conservation Authority regulated area on Schedule B-2 of the 1989 Official Plan. The Environmental Policies of this Plan require the submission of environmental impact studies to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage System. The City will require that an environmental impact study be completed to its satisfaction, and in accordance with provincial policy, in consultation with the relevant public agencies prior to the approval of an Official Plan amendment, Zoning By-Law amendment, subdivision application,

consent application or site plan application, where development is proposed entirely or partially within the distances adjacent to Natural Heritage System components set out in Table 15-1. (15.5.1)

Southwest Area Secondary Plan (SWAP)

The subject site is located within the Southwest Area Secondary Plan Lambeth Residential Neighbourhood. The primary permitted uses in the Low Density Residential and Multi-Family Medium Density Residential designations of the Official Plan shall apply. (20.5.7.1, 20.5.7.2). The Low Density Residential (LDR) policies require residential development to be at a minimum density of 18 units/ha and a maximum density of 35 units/ha. The Medium Density Residential (MDR) policies require residential development to be at a minimum density of 30 units/ha and a maximum density of 75 units/ha.

Housekeeping amendments were recently completed to align the 1989 Official Plan with The London Plan to remove bonusing and permit a density of up to 100 uph through a site-specific zoning by-law amendment.

Where development occurs within distances adjacent to natural heritage features that trigger the need for an Environmental Impact Study (EIS) as set out in Table 15-1 of the Official Plan, an EIS will be scoped to confirm and delineate the natural feature, to determine the appropriate ecological buffer and to provide details on the Open Space system and naturalization opportunities to integrate the system with the adjacent features to be protected. Where different natural heritage system components overlap, the limit of development will be established as the maximum corridor or ecological buffer width as determined by application of these policies. Where the limits of Natural Hazards shown on Schedule B-2 exceed the identified corridor or buffer widths for natural heritage features, the development limit shall be established at the hazard limit (20.5.3.6)

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use

Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes 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 (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The London Plan

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they

age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The proposed development would contribute to the existing mix of housing types currently available in the area.

The subject site is in the Neighbourhoods Place Type of The London Plan fronting on an Urban Thoroughfare. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of a range of low rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

Southwest Area Secondary Plan (SWAP)

The principles of the SWAP include providing for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities (20.5.1.4 a)). SWAP is based on a design in which one of the key goals is to maximize the potential for sustainable development, which can be achieved through such features as enhanced connectivity to transit, mixed-use development, a modified grid road system, and a connected open space system (20.5.3.2 i)).

New development within the Lambeth Neighbourhood will focus on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings. In addition to residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and churches, and live-work uses may also be permitted.

1989 Official Plan

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii). The subject property is designated Low Density Residential in the 1989 Official Plan. This designation contemplates primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments. The subject property is also designated Multi-family, Medium Density Residential in the 1989 Official Plan. The MDR designation contemplates multiple-attached dwellings, such as row houses or cluster houses, low-rise apartments buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged.

Analysis:

Consistent with the PPS, and in conformity to The London Plan, Southwest Area Plan and 1989 Official Plan, the recommended development will contribute to the existing range and mix of housing types in the area. The recommended amendment facilitates the development of an underutilized site within a settlement area. The proposed 142 townhouse and stacked townhouse dwellings will provide choice and diversity in housing options for both current and future residents within an area that is comprised of predominantly single detached, semi-detached and duplexes in the immediate vicinity. The mixing of residential forms of housing is generally encouraged in the Southwest Area Plan.

No new roads are required to service the site and transit is close by, which makes efficient use of land and some existing services. The property has suitable access to open space, transit, community facilities and shopping areas, as further detailed in the Planning Impact Analysis in Appendix C of this report.

Overall, the proposed development would contribute to a mix of housing choices in a compact form and is street oriented, which also contributes to an active street edge along Colonel Talbot Road. Furthermore, while the recommended townhouse development has a different intensity and built form than existing surrounding

development, the analysis of intensity and form below demonstrates that townhouses can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). 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, are promoted by the PPS (1.4.3d)).

The London Plan

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (83_, 937_, 939_ 2. and 5., and 953_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height 4 storeys, with bonusing up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property has frontage on an Urban Thoroughfare. (*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (953_3.). Note that through the May 25, 2022, OLT decision the term “Bonus Zoning” has been replaced with “Upper Maximum Height” in recognition of changes to section 37 of the Planning Act that will take effect in September 2022.

1989 Official Plan

The subject site is designated Low Density Residential and Multi-Family, Medium Density Residential in the 1989 Official Plan.

Development within the Low Density Residential designation shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. While residential densities are generally limited to 30 units per hectare, the Plan also provides for residential intensification through the development of vacant and/or underutilized lots within previously developed areas. (3.2.1. and 3.2.3.). Such residential intensification is permitted in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments in a range up to 75 units per hectare (3.2.3.2.). Zoning By-law provisions, as recommended, will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area.

Development in the Multi-family, Medium Density Residential designation shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Medium density development will not exceed an approximate net density of 75 units per hectare.

Southwest Area Plan (SWAP)

As mentioned, the subject site is located within the Southwest Area Secondary Plan Lambeth Residential Neighbourhood. The Low Density Residential (LDR) policies require residential development to be at a minimum density of 18 units/ha and a maximum density of 35 units/ha. The Medium Density Residential (MDR) policies require residential development to be at a minimum density of 30 units/ha and a maximum density of 75 units/ha.

Housekeeping amendments were recently done to align this plan with The London Plan to remove bonusing and permit a density of up to 100 uph through a site-specific zoning by-law amendment.

Analysis:

The subject lands have frontage on an Urban Thoroughfare which is a higher-order street, to which higher-intensity uses are directed. The portion of the subject property to be developed is of a size and configuration capable of accommodating a more intensive redevelopment of an underutilized site within a settlement area. As part of the site is currently vacant with the remainder as agricultural, the proposed development represents a form of intensification with development proposed only on the vacant portion. Consistent with the PPS, the recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. The increased intensity of development on the site will make use of existing transit services, nearby passive recreation opportunities, and public service opportunities. This would also support alternative modes of transportation, such as walking and bicycling. The subject lands are sited in an area where The London Plan, 1989 Official Plan, and Southwest Area Plan direct and support residential intensification and redevelopment.

Based on the designations under SWAP the development potential for low and medium density residential on the developable portion of the site is a total of 102 units minimum and 225 units maximum. The proposed townhouse development has 142 units and yields an overall density of 40 units per hectare which meets the intent of SWAP. In addition, the proposed 2 – 3 storey height is less than the maximum supported by The London Plan, 1989 Official Plan and SWAP policies. The intensity achieves the overall objectives of development potential for these lands as identified in SWAP. As such, staff is satisfied the proposed intensity and scale of development is in conformity with the City's Official Plans.

The available developable area on the site is constrained by the stable slope setback associated with the Dingman Creek. The intensity of development within the remaining developable area is suitable for the site. It is noted that the only special provisions related to the relationship of the proposed development to neighbouring developed properties is a reduction from a 6.0 metre rear yard depth and interior yard depth to 2.5 metres, along with a reduced landscaped area from 1.5m to 0.5m on a defined location as shown on the site plan concept to accommodate a small portion of an internal driveway these reduced yard depths are sufficiently compensated by the intervening pathway lands and proposed Open Space (OS5) Zone.

The impact of addition of traffic volume from a 142 unit development on a higher-order road that currently experiences high traffic volumes is negligible and is not an impediment to the proposed development. Furthermore, in consultation with the City's Transportation Division there are no identified concerns with the proposed development from a transportation perspective and any outstanding issues can be addressed through the site plan approval process.

The proposed development is of a suitable intensity for the site and is consistent with the PPS, the City's Official Plans and SWAP.

4.3 Issue and Consideration #3: Form

Provincial Policy Statement, 2020

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that

long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

The Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_). In addition, within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.).

1989 Official Plan and SWAP

Development within areas designated Low Density Residential of the 1989 Official Plan and SWAP shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. Infill projects are subject to the preparation of a Neighbourhood Character Statement assessing the physical environment of the neighbourhood, composed of its lots, buildings, streetscapes, topography, street patterns and natural environment (3.2.3.3.). They are also subject to a Statement of Compatibility to demonstrate that the proposed project is sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (3.2.3.4.).

Development within the recommended Multi-family, Medium Density Residential designation of the 1989 Official Plan and SWAP shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Applications for residential intensification are also to be evaluated on the basis of Section 3.7 – Planning Impact Analysis (3.3.3ii)). Appendix D of this report includes a complete Planning Impact Analysis addressing matters of both intensity and form.

Analysis:

The proposed development is proposed to be located close to the road, contributing to an active street front and pedestrian scale. The design contributes to a development form that will create an active street front and appropriate pedestrian scale. The recommended Zoning and Special Provisions would facilitate an alternative and appropriate form of development that will add new housing to the area.

Consistent with the PPS, and in conformity to SWAP, 1989 Official Plan and The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed townhouses represent a more compact form of development than the vacant area on this site.

The massing of the proposed buildings is consistent with urban design goals, locating the taller building close to Colonel Talbot Road and the shorter buildings to the rear of the property. The three (3) storey stacked townhouses are proposed to be located along Colonel Talbot Road with the two (2) storey townhouses on the remaining developable area facilitates a development designed in a manner to promote compatibility with existing and future land uses and the surrounding natural setting.

The placement of the building close to the street encourages a street-oriented design with ground floor entrances facing Colonel Talbot Road. Detailed building design including rhythm, materials, fenestration, and balconies, that help to create a comfortable, human-scaled streetscape, will be elements for consideration at the site plan stage. . Planning and Development staff have specifically identified that visual access for the southerly end units, adjacent to the open space area and the Dingman Creek interface, be enhanced by providing increased number of windows and/or balconies. The parking areas are located and provide for appropriate screening of the parking from the street.

The proposed development is providing for a height compatible to the existing surrounding residential neighbourhood. The massing and placement of buildings also mitigate compatibility concerns. A driveway and parkette feature are proposed at the north property line in an effort to create a separation from the adjacent property located at 4509 Colonel Talbot Road. Also, sufficient space within the identified parkette is available to provide for appropriate screening along the north property boundary adjacent to existing development. In addition to a reduced 2.5 metre interior yard and rear yard, as recommended, an intervening pathway provides additional separation from the property to the north. Furthermore, the proposal places the two (2) storey townhouses lower intensity form of development to the rear of the property and the higher intensity along the higher order street, which conforms with the policy framework.

The City has an interest in acquiring the hazard lands on this property, which would facilitate the eventual completion of the formal Dingman Creek Corridor connection decreasing demand for access to the Corridor across private lands from the broader community.

4.4 Issue and Consideration #4: Ecological Systems, Slope Protection, and Tree Preservation

Provincial Policy Statement, 2020 (PPS)

The PPS protects natural features and areas for the long term. Development and site alteration shall not be permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (2.1 Natural Heritage – 2.1.5). The PPS also directs development away from areas of natural hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards. Development shall generally be directed ... to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards (3.1 – Natural Hazards – 3.1.1).

The London Plan

The property is affected by the Environmentally Significant Area and Significant Valleylands on Map 5 – Natural Heritage, the Riverine Erosion Hazard Line for Confined Systems, the Regulatory Floodline, Highly Vulnerable Aquifers and the UTRCA Regulation limit on Map 6 – Hazards and Natural Resources of The London Plan.

The Environmental Policies of this Plan require the submission of environmental impact studies to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage System. Development or site alteration on lands adjacent to features of the Natural Heritage System shall not be permitted unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (1433_).

The corridor width of Significant Valleylands is to be determined and delineated on the basis of the following criteria:

- The valleyland width shall be sufficient to accommodate the natural features and ecological functions that contribute to its significance including water resource functions such as flood plain and erosion hazards, riparian buffers for natural features, ecological functions and water quality and quantity.

- The minimum width of significant valleylands will be generally comprised of 30 metres on each side of the watercourse measured from the high-water mark, consistent with the Natural Heritage Reference Manual. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the Guidelines for Determining Setbacks and Ecological Buffers, as part of an environmental impact study and/or subject lands status report approved by the City.
- The valleyland width will be sufficient to support and provide corridor functions (1350_).

The London Plan directs development away from lands that are subject to riverine erosion hazards. In areas of new development, the use of hazard avoidance, vegetative plantings and other non-structural solutions are the preferred method of addressing riverine erosion hazards (1488). Ultimately, all natural hazard lands are regulated by and within the jurisdiction of the respective conservation authority, requiring permits pursuant to Section 28 of the Conservation Authorities Act.

1989 Official Plan

The property is immediately adjacent to the Dingman Creek and is affected by the Significant Corridor, and the Maximum Hazard Line, and the Riverine Erosion Hazard Line for Confined Systems, the Regulatory Floodline, and the Upper Thames River Conservation Authority regulated area on Schedule B-2 of the 1989 Official Plan.

The 1989 Official Plan contains similar policies to The London Plan with respect to the protection of Significant Valleylands and their related features and functions, as well as controlling development within hazard lands.

Analysis:

The applicant completed an environmental Impact Study (EIS) to assess the property and 50m study area to identify potential impacts to significant natural features and included species at risk screening, bat habitat, and goals and objectives for the naturalization of the west part of the site.



Figure 6 – EIS study area

A Tree Preservation Report was required as part of this application and the recommendations of the report will be implemented through the site plan approval process. In addition, landscaped buffers within the development lands will be incorporated through a landscape plan at the site plan stage of review. City staff are

satisfied that the setback and recommendations of the EIS appropriately address the impacts of the proposed development and protect and enhance the features and functions associated with the Dingman Creek Corridor.

The west part of the developable area on the site is characterized by steep slopes associated with the Dingman Creek. The applicant submitted technical studies including a geotechnical investigation, a slope stability assessment, and a hydrogeology study to determine and map the limit of the stable top of slope and the setback allowance from the top of slope within which development will not be permitted. These studies are still under review by city staff and the Upper Thames River Conservation Authority. Therefore, a holding provision is being recommended as follows:

h-()

Purpose: To ensure that all issues regarding hydrogeology, erosion setback maintenance, erosion structural, geotechnical setbacks and all matters relating to slope stability will be dealt with through the site plan approval process to the satisfaction of the City of London and the Upper Thames Conservation Authority (UTRCA) prior to the removal of the “h-() symbol.

Also, in keeping with Official Plan policies, the City should pursue the acquisition of the open space lands with a view to protecting, enhancing and restoring the natural and cultural heritage of the Dingman Creek Corridor, including for the completion of a component of the multi-use pathway network along the Corridor. Acquisition may be considered in accordance with the City’s Parkland Conveyance and Levy By-law – CP-9.

The lands identified for protection are consistent with the PPS, conform to SWAP, the 1989 Official Plan, The London Plan in the context of this site.

4.5 Issue and Consideration #5: Zoning

The hazard lands identified earlier in this report are to be zoned Open Space (OS5), necessitating a shift in the existing zone line between open space and development lands further west on the property. This shift is reflected in the revised site concept shown in Figure 2. Since the zone line is treated as a property line for zoning interpretation purposes, the site statistics were updated, resulting in an increased proposed density of 83 units per hectare although no additional units are proposed. An additional impact of the zone line shift is a request for rear and interior side yard depths of 2.5 metres. Additionally, a special provision is required for a minimum landscaped setback of 0.5m for a small section of the plan to accommodate the southerly internal driveway access.

Staff are not concerned with these requested special provisions as there is adequate separation between development on the subject property and the area and the higher order uses are along Colonel Talbot Road.

Staff is satisfied that the townhouse form for this development is appropriate, and that three storeys in height at the front of the property at Colonel Talbot Road is compatible with surrounding development and furthers the design goals adjacent to an Urban Thoroughfare. It should be noted that within the proposed R8-4 zoning permitted uses will only allow for stacked townhouses.

4.6 Issue and Consideration #6: Neighbourhood & Agency Concerns

Comments provided on the application focused on impacts to adjacent properties, including:

- Intensity
- Traffic
- Sanitary
- Environmental

Intensity, traffic and environmental have been addressed in the analysis above.

Sanitary

Members of the public expressed concerns about sanitary capacity. Engineering has indicated that the Sanitary Division has no concern and further details on site servicing will occur at the site plan approval stage.

4.7 Issue and Consideration #7: Heritage

The adjacent property 4509 Colonel Talbot is a listed property on the City's Register of Cultural Heritage Resources. A Heritage Impact Study was submitted as part of this application. Heritage staff have accepted the Heritage Impact Study as they are satisfied that the impacts to the heritage resources will be conserved and sufficiently mitigated. For a full review of the response please see Agency Comments in Appendix D.

4.8 Issue and Consideration #8: Archaeological

An Archeological Assessment was completed for the subject lands. The report does not recommend any further study (Stage 3 and 4), and the Ministry has provided sign off of the assessment. Staff are satisfied that all archaeological issues have been addressed.

4.9 Issue and Consideration #9: Site Contamination

The proposed development area does fall within the limits of what is believed to be the methane gas impact zone from an identified former landfill, based on limited historic information from the annexation process. A study was conducted which indicated that no methane gas abatement measures are required at this site. The Solid Waste Management Division has reviewed the findings and is satisfied with the findings of the study, and they have no objection to the proposed development.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with SWAP, and the 1989 Official Plan. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary with a land use, intensity, and form that is appropriate for the site.

Prepared by: Alanna Riley
Senior Planner, Development Services

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

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

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

cc:
Heather McNeely, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

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

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located 4519, 4535 & 4557 Colonel Talbot Road.

WHEREAS Farhi Holdings Corporation has applied to rezone an area of land located on a portion of 4519, 4535 & 4557 Colonel Talbot Road, as shown on the map attached to this by-law, as set out below;

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 on a portion of 4519, 4535 & 4557 Colonel Talbot Road, as shown on the attached map comprising part of Key Map No. A105, from an Arterial Commercial (AC) Zone, a Residential R1 (R1-11) Zone and a holding Residential R1 (h-4.R1-11) Zone, a Residential R6-5 Special Provision (R6-5(*)) Zone, Residential R8-4 Special Provision (R8-4(*)) Zone, a holding Residential R6-5 Special Provision (h-(*).R6-5(*)) Zone, a holding Residential R8-4 Special Provision (h-(*).R8-4(*)) Zone and an Open Space (OS5) Zone;
- 2) Section Number 10.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:

R6-5() 4519, 4535 and 45557 Colonel Talbot Road

a) Regulations

- i) Rear Yard Depth (Minimum) 2.5 metres
- ii) Interior Side Yard Depth (Minimum) 2.5 metres

- 3) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

R8-4() 4519, 4535 and 45557 Colonel Talbot Road

b) Permitted Uses:

Stacked Townhouses

c) Regulations

- i) Density (Maximum) 83 units per hectare,
- ii) Landscaped Strip (Minimum) 0.5 metres

- 3) Section Number 3.8 of the Holding "h" Zones is amended by adding the following Holding Provision:

h-()

Purpose: To ensure that all issues regarding hydrogeology, erosion setback maintenance, erosion structural, geotechnical setbacks and all matters relating to slope stability will be dealt with through the site plan approval process to the satisfaction of the City of London and the Upper Thames Comservation Authority (UTRCA) prior to the removal of the “h-()” symbol.

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

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

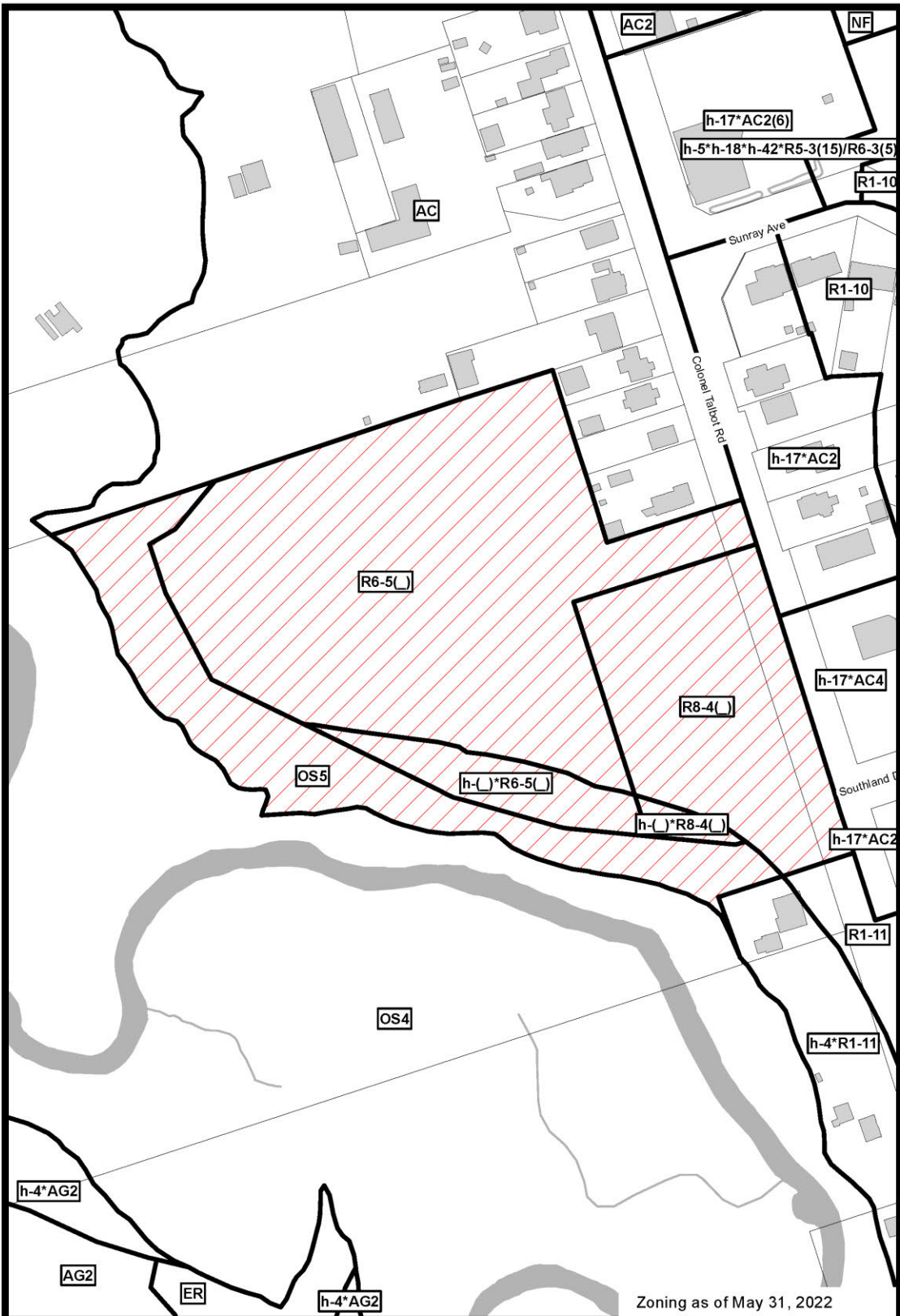
PASSED in Open Council on September 6, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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



Zoning as of May 31, 2022

File Number: Z-9433
 Planner: AR
 Date Prepared: 2022/07/22
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters 



Appendix C – Public Engagement

Community Engagement

Notice of Application (November 15, 2021):

On November 15, 2021, Notice of Application was sent to surrounding property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 15, 2021. “Planning Application” signs were also posted on the site.

Replies were received from, or on behalf of 6 households.

Nature of Liaison: The purpose and effect of this zoning change is to permit 80 townhouses and 62 back-to-back stacked townhouse dwelling units. Possible change to Zoning By-law Z.-1 FROM an Arterial Commercial (AC) Zone, a Residential R1 (R1-11), and a Holding Residential R1 (h-4*R1-11) TO a Residential R6 Special Provision (R6-5()) Zone with minimum reduced interior and rear yard setbacks of 5 metres, and a Residential R8 Special Provision (R8-4()) Zone with a density of 81 units per hectare.

Responses to Public Liaison Letter and Publication in “The Londoner”

Hello,

My husband and I received the Notice of Planning Application regarding the above addresses and would like to continue to be included in further conversations/updates about this project. How will we be notified of meeting dates?

We have questions about proposed start dates? Is the project likely to be approved?

Waste management plans for this project? Traffic safety plans? Road improvement plans for Colonel Talbot Road? Has the Conservation Authority reviewed and approved these plans? If we would like to fight the proposed amendments and development plans, what are our options?

As you can imagine, there are a number of concerns a homeowner has when a development project of 142 townhouses will be erected beside their property.

Thank you kindly,

Scott Simpson & Sarah Kilbourne

Good morning,

My name is Richard Carroll. I reside at 4512 Colonel Talbot Road with my wife Jill and our two young children. Jill and I are both current members of the Ontario Provincial Police.

We have a couple of concerns regarding traffic measures for the land development across from our residence.

Currently there are no traffic lights in place around the proposed development. We have already witnessed numerous collisions in front of the Tim Hortons due to the high volume of traffic and the speeds of vehicles northbound from the 401/402 corridor. This will only increase with the addition of another approximately 142 plus residences accessing Colonel Talbot Rd.

Our second concern is in relation to our own quality of life. The proposed development diagram indicates a second laneway to Colonel Talbot Rd right across the road from our residence. My wife has a photography studio at the front of our house which will be greatly impacted by the constant vehicle headlights coming through the windows not to mention affecting our own enjoyment of our living space.

This laneway also presents a greater potential for collisions especially for vehicles attempting to exit northbound onto Colonel Talbot Rd. This in turn creates more of a safety concern for our children playing in our front yard.

We would like to inquire given the above mentioned concerns, the viability of removing the laneway across from our residence and rerouting all traffic within the development to a set of traffic lights at Southland Drive. This would certainly help slow traffic from the corridor as well as control traffic in and out of the development.

We appreciate your consideration on this matter. If you would like to discuss this further, please don't hesitate to contact me.

Sincerely,

Richard Carroll
4512 Colonel Talbot Rd,

I am looking for information regarding the planned sewer system for this development and the stretch of Colonel Talbot Road from the Tim Hortons to Main Street.

Thank you
Jody Di Trolio

JOAN BOYCE,

6197 Decker Dr.,

LONDON, Ont N6P 1J6

DEC.08, 2021

ALANNA RILEY

Planning&Development City of London,

300 DUFFERIN ST.,

LONDON, ONT. N6A 4L9

RECEIVED BY

DEC 13 2021

CITY OF LONDON
DEVELOPMENT SERVICES

Dear Ms. Riley,

Further to our recent conversation, I am now conveying our concerns regarding the proposal by FARHI HOLDINGS File Z-9433 for a townhouse development in Lambeth--4519,4535&4557 Col.Talbot Rd., in writing.

Regarding the report by MTE Consultants:

1.) "There is currently no sanitary service." and it goes on to say that the city has "agreed in concept" to a plan to hook up to the current Southland pipe BUT the last two runs to the Southland Pumping Station are close to capacity. Because the entire Southland Street pipe has not been examined, as indicated in the report, there is no guarantee that this proposal is viable.

2.) The whole report appears to be based on many ifs and maybes.

Regarding the report by exp Services

1.) This work was completed over 4 years ago and we would submit that there is a very good chance that any values for ground water levels may not be accurate.

2.) We are most concerned with the effect the large number of buildings and the pavement would have on Dingman Creek. It is an important tributary of the Thames and is under stress at many points already.

3.) The report also states "the development plans consisted of 100 townhouse" NOT the 148 as stated in the notice of planning application.. We would submit that this is too high density for such a fragile area.

4.)The area is prone to flooding

5.) The report state that the predominant soil encountered was sand 3 to 24% moisture, clayey silt 18 to 21% moisture and silty sand 8 to23% moisture

6.) In section4.3.3. we read " groundwater may be encountered 5.3 to 9.6 m bgs.....

if groundwater infiltration persists, more extensive dewatering measures may be required"

Again we question the amount of ground water pollution which will occur and the damage it my cause to the creek. As well, we question the long-term stability of buildings as regards to water

7.) The initial proposal for the site some time ago was for seniors accomodation and was deemed then to not have proper servicing then with a proposal for far less density.

8.) The report states as well, soil types between test holes "are assumed and my be subject to considerable error"

We would submit that inn light of storm water emergencies experienced here and in other areas of Canada this year that the proposal for this particular property is not acceptable.

Finally concerns have been expressed regarding traffic congestion caused by adding this housing density to the established TIM HORTONS and the volume on COL.TALBOT.

Speaking for the Lambeth Community Assoc., I wish to state that we are not against building on this property, but we are against a proposal which far too dense and too close to an already stressed natural waterway. We question soil stability and groundwater infiltration.

Anything further to this proposal should be directed tome at:

6197 Decker Drive,London, Ont. N6P 1J6 or

[REDACTED]

Joan Boyce

Departmental and Agency Comments

Urban Design (December 1, 2021)

- Provide direct pedestrian connections to the city sidewalk from each residential unit facing Colonel Talbot Road (either individual or shared). Ensure front doors to the stacked townhouses are lockable and operable as front doors and differentiated from any patio doors to amenity spaces on this façade.
- Provide enhanced architectural details on the end units that are highly visible from Colonel Talbot Road including wrapping materials, windows, and porches. Break up the width of the end unit facades through vertical articulation and material changes that create a more human scale rhythm (ie. every 5-7m). The composition of the front façade is very successful at achieving this - consider replicating this rhythm on the side facades).
- Buildings located adjacent to Dingman Creek should incorporate architectural elements and massing that is compatible with the feature. Consider orienting the buildings to take advantage of their location adjacent to the creek (SWAP 20.5.3.3. iv).
 - Incorporate architectural elements into the rear facades along the public space and pathway that are the same quality and level of detail as the

- front facades. This should include materials and articulation changes between units, and gable roof and dormer details to break up the width of the long back façade.
- Back yard amenity spaces, decks and terraces should be designed with a positive interface to the public space including open views and potential gate access for residents.
 - No privacy fencing should be used between buildings and the public pathway to maintain views and sightlines for safety and passive surveillance.
 - Use landscaping and low-rise and/or decorative fencing to differentiate public from private space.
- Provide enhanced architectural details for portions of the end units that are highly visible from the main gateways into the development (ie. 53, 80) and from the Dingman Creek corridor (ie. 1, 54, 59, 60, 66, 67). (Note: unit numbers may change as a result of pathways and units being shifted or reconfigured.)
 - Consider more variation in the colours and materials across townhouse blocks and between individual units to create unique identities for blocks and units, add character and assist with wayfinding.
 - Improve the visual and physical access to the multi-use pathway and Dingman Creek corridor throughout the development to better incorporate it as a character feature of the property and community.
 - Remove the 3 parking spaces and/or redistribute the green space at the south portion of the property to provide for a more enhanced and welcoming gateway to the multi-use pathway including trees and other landscape treatment.
 - Redistribute the width of townhouse blocks and the space between them to create wider enhanced walkways at strategic locations (eg. View termini at street curves, adjacent to the amenity space).
 - Consider shifting or reallocating unit 77-80 to other locations on the site to allow for a more prominent amenity space at this corner as a focal point with strong views from the development entrance.
 - Connect the proposed city sidewalk (in its ultimate location) to the existing sidewalk to the north as an interim condition prior to any future redevelopment of the neighbourhood sites or reconstruction of the road.
 - Provide details on the private parkettes to ensure they are a useable communal amenity space for the site.
 - Shift the parking to ensure it is in line with or behind the proposed building. Use landscaping or low landscape walls to screen any parking that is visible from Colonel Talbot Road.
 - Provide details and expected use of the proposed concrete pad located behind the stacked townhouses. All outdoor garbage storage should be fully enclosed.

Urban Design (June 26, 2022)

Several previous comments have been addressed. Regarding the remaining comments, the applicant states that they will be dealt with at the Site Plan Approval Stage. Therefore, the following comments should be incorporated in the Report as requirements for the Site Plan Approval.

The following UD comments shall be provided and demonstrated in building elevations, site plan and landscape plan at the Site Plan Approval Stage

- Provide enhanced architectural details on the end units that are highly visible from Colonel Talbot Road including wrapping materials, windows, and porches. Break up the width of the end unit facades through vertical articulation and material changes that create a more human scale rhythm (i.e. every 5-7m). The composition of the front façade is very successful at achieving this - consider replicating this rhythm on the side facades).

- Buildings located adjacent to Dingman Creek should incorporate architectural elements and massing that is compatible with the feature. Consider orienting the buildings to take advantage of their location adjacent to the creek (SWAP 20.5.3.3. iv).
- Provide enhanced architectural details for portions of the end units that are highly visible from the main gateways into the development (i.e. 53, 80) and from the Dingman Creek corridor (i.e., 1, 54, 59, 60, 66, 67). (Note: unit numbers may change as a result of pathways and units being shifted or reconfigured.)
- Consider more variation in the colours and materials across townhouse blocks and between individual units to create unique identities for blocks and units, add character and assist with wayfinding.
- Connect the proposed city sidewalk (in its ultimate location) to the existing sidewalk to the north as an interim condition prior to any future redevelopment of the neighbourhood sites or reconstruction of the road.
- Shift the parking to ensure it is in line with or behind the proposed building. Use landscaping or low landscape walls to screen any parking that is visible from Colonel Talbot Road.
- Provide details and expected use of the proposed concrete pad located behind the stacked townhouses. All outdoor garbage storage should be fully enclosed.

Urban Design Peer Review Panel (see Appendix F)

Parks Planning (November 30, 2021)

- Parkland dedication will be calculated as 5% of the property. The required dedication is calculated to be 3.04 ha (based on a total of 60.9ha) of tableland parkland any remaining required parkland will be taken as Cash in lieu.
- Subject to the City Ecologist and the completion of an EIS for the Dingman Creek corridor, compensation for parkland dedication for the natural heritage lands of 1:16 and hazard lands of 1:27 will be finalized.
- A pathway connection is required along the west side of the proposed residential development with an access from Colonel Talbot Road (as per the City of London Design Specifications and Requirements Manual) to the northerly limit to be incorporated into the open space blocks/buffers, consistent with the recommendations of the EIS. These lands would be accepted as parkland dedication using an open space rate of 1:16 and as per CP-9 Bylaw
- The proposed pathway corridor is to be a minimum of 15m wide, as per City of London Design Specifications and Requirements Manual, the Contract Documents Manuals and Section 1750 of the London Plan.
- Staff are willing to meet with the applicant to discuss any of the above.

Ecologist Planning (May 2, 2022)

- Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation, including, but not limited to, Unevaluated Wetlands.



MEMO

To: Alanna Riley, Senior Planner
From: Laura E. Dent, Heritage Planner
Date: April 30, 2022
Re: **Heritage Impact Assessment Requirements
Heritage Comments
4519, 4535 and 4557 Colonel Talbot Road
(Z-9433)**

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the heritage impact assessment requirements for (Z-9433):

- a+LiNK Architecture Inc. (2021, September 30). *Heritage Impact Assessment – Ontario Farmhouse, 4509 Colonel Talbot Road, London, Ontario.*

4519, 4535 and 4557 Colonel Talbot Road (subject property) is adjacent to 4509 Colonel Talbot Road – an Ontario farmhouse (c1870) that is a LISTED property on the City's *Register of Cultural Heritage Resources*. A development consisting of 80 townhouses and 62 back-to-back stacked townhouses is being proposed on the subject property. Per *The London Plan* (policy 565_), potential impacts to adjacent properties LISTED on the *Register* must be evaluated and mitigation measures outlined to address any impacts to the cultural heritage resource and its heritage attributes.

Key approaches to the proposed development that support the cultural heritage value (CHV) of 4509 Colonel Talbot Road and mitigate potential impacts include:

- The proposed development retains the existing LISTED property in its context.
- The proposed development is set back from the existing farmhouse, and buffering is provided around the existing farmhouse.
 - Buffering takes the form of a parkette adjacent to a proposed parking area to the south of the farmhouse, along with a sidewalk with small landscape strip and an adjacent private road to the west. The road creates further separation between the standard townhouses to the west/southwest. (HIA, pp1-2)

Presently no details are provided in the development proposal regarding how the landscaping in the parkette and buffering will be treated. More detailed mitigation approaches to "natural" screening outlined in the heritage impact assessment (HIA) should be considered during site plan approval (HIA, p24).

Importantly, the use of screening through bushes and trees should be considered in the private parkette and buffer zones to the south and west/southwest respectively. While the use of this natural screening can help significantly with further buffering between the proposed development and the existing heritage home, it is important that the amount of shadows potentially cast by very large trees be considered and reduced. Vertical shrubs

and medium sized-trees (especially coniferous) are appropriate at these locations to provide the visual screening, along with gardens and other natural landscaping elements.

Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the adjacent LISTED property at 4509 Colonel Talbot Road as a result of the proposed development at 4519, 4535 and 4557 Colonel Talbot Road. It has been sufficiently demonstrated that the cultural heritage value of 4509 Colonel Talbot Road will be conserved, and the HIA can be accepted to meet heritage requirements for (Z-9433).

Sincerely,



Laura E. Dent, M.Arch, PhD, MCIP, RPP

Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development



MEMO

To: Alanna Riley, Senior Planner

From: Laura E. Dent, Heritage Planner

Date: April 29, 2022

**Re: Archaeological Assessment Requirements
Heritage Comments**

**4519, 4535, 4557 Colonel Talbot Road
(Z-9433)**

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9433):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment 4519, 4535, and 4557 Colonel Talbot Road* [...] Middlesex County, Ontario (PIF P344-0451-2020), January 2021.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that: "[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended." (p 2)

An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) archaeological assessment compliance letter has also been received (*without technical review*), dated Jan 20, 2021 (MHSTCI Project Information Form Number P344-0451-2020, MHSTCI File Number 0013110).

Archaeological conditions can be considered satisfied for this application, noting that archaeological potential remains on the remaining portion of the property outside the area assessed and proposed area of construction.

Sincerely,



Laura E. Dent, M.Arch, PhD, MCIP, RPP

Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development

SUMMARY & COMMENTS

As indicated, the subject lands are regulated by the UTRCA due to the presence of riverine flooding and erosion hazards associated with Dingman Creek, and a regulated wetland (as per the EIS). The UTRCA has undertaken a review of the technical studies submitted alongside this application, and we offer the following comments: 1. The UTRCA participated in a formal pre-consultation process with the applicant in the summer of 2020. The UTRCA's pre-consultation comments were submitted to the City of London and the applicant on August 18, 2020 with the requirements for a complete application. As per comment 1, the following information was to be included in the Slope Stability Analysis: a) A minimum of three (3) cross sections identifying the height of slope ratio (i.e. 2:1); b) Delineation of the slope features: existing toe of slope, stable toe of slope, existing top of slope, stable top of slope, and 6 metre erosion access allowance; and, c) Factor of Safety Analysis. The Geotechnical Report submitted alongside this application, dated December 11, 2017, has not been updated to reflect these requirements, nor has a Slope Stability Analysis been prepared separately. The EIS has made reference to an MTE report, dated 2020. Is this the slope stability reports? Please provide this information to aid in establishing an appropriate development limit 2. The UTRCA has deferred the formal review of the EIS to the City of London ecologist, however staff have undertaken a high-level review to ensure that the interests of the authority are met, and to ensure the requirements under the Conservation Authorities Act can be satisfied. a) Figure 7 identifies areas where buffer encroachment is proposed as a result of the development limits. The EIS further states that no negative impacts are expected to the features or of their function as a result of this encroachment. Please confirm if any additional compensation will occur to aid in offsetting this encroachment. b) Please provide additional details on how the extent of the significant valleylands was delineated – should the Slope Stability Assessment include this information, please confirm and provide this report. c) A 3 metre wide multi-use pathway is proposed along the southern extent of the development limit. Typically, the City requests that a large block be provided to accommodate installation and maintenance of the 3 metre pathway. Please confirm the exact extent of land that is required to accommodate this pathway, and further confirm that there will be no negative impacts. i. The EIS, in the absence of receiving a Slope Stability Assessment, references a 1 metre encroachment into the 6 metre erosion access allowance to accommodate the pathway. Similar to above, please confirm the actual extent of encroachment. The UTRCA does not permit pathways (identified as a form of development) within the erosion access allowance. Further modifications may be required upon review of the Slope Stability Assessment. 3. The UTRCA has deferred the formal review of the Hydrogeological Assessment to the City of London. 4. The UTRCA has undertaken a review of the Stormwater Management Report and offer the following comments: a) Please ensure that the proposed development does not negatively impact the groundwater recharge or its quality. UTRCA Comments File No. Z-9433 Page 5 of 6 b) The regulatory storm within the Upper Thames River watershed is the 250-year event. Please revise to ensure pre to post development conditions can be met under this storm event. c) The Slope Stability Assessment and Geotechnical Assessment shall confirm the appropriate placement of the SWM pond at the top of the slope, appropriately setback. d) The SWM proposal includes an OGS system prior to runoff entering the dry pond. The UTRCA strongly recommends avoiding infiltration of polluted runoff into the dry pond. There are concerns related to the efficiency of the OGS in terms of operation and maintenance issues. Please consider adding in natural approaches in addition to the OGS to aid in improving water quality prior to entering the pond. e) Please provide details on how the proposed dry pond and infiltration will match predevelopment conditions. f) Please provide cross sections of the proposed pond identifying inlet, outlet and water surface elevations for the 100-year and 250-year storm events. g) Please provide hydrographs under the proposed conditions at the outlet for the 25mm, 100-year and 250-year storm. h) Please provide justification for the post-development curve number (CN) of 39. Will this be impacted by grading and the proposed urban landscape? i) Please confirm if the pre-development conditions include external drainage areas. j) Please ensure all flows are noted in m³ /sec and not L/sec.

k) Please provide erosion and sediment control plans. Overall, the UTRCA has no concerns over the proposed stormwater management infrastructure being located within the lands zoned for development. The above comments shall be addressed through either the Site Plan or Vacant Land of Condominium application that will follow. 5. The UTRCA has undertaken a review of the Water Balance and offer the following comments: a) The pre to post runoff conditions for the site note that there is a decrease from pre to post. Runoff generally increases as a result of increased impervious surface. Please confirm the water balance calculations provided are accurate. b) Please ensure all proposed LID features are designed based on the local soil properties, site characteristics and base flow requirements. c) Please provide the pre to post development catchment areas supported by contour and grading information. Overall, the UTRCA has no concerns with the preliminary water balance. The above comments shall be addressed through either the Site Plan or Vacant Land of Condominium application that will follow. 6. The Planning Justification Report identifies that the holding provision h-4 will be removed “at the appropriate time” based on the findings of the MTE report dated June 2020. As the current rezoning application is to establish development limits based on the findings of required technical reports, it is appropriate to ensure that the zone lines are based on the findings of these reports. As stated above, please provide the Slope Stability Assessment to confirm these limits. Upon review and sign-off from the City and UTRCA, the holding provision can likely be removed in the near future through the required municipal process. UTRCA Comments File No. Z-9433 Page 6 of 6 7. The UTRCA is lacking critical information to inform the extent of the development limit and appropriately zoned lands. Please provide the requested technical information noted above to ensure that the Open Space zone (OS4 and OS5) capture all natural hazard and natural heritage features.

RECOMMENDATION

Consistent with the UTRCA’s comments provided on the Proposal Summary Report and pre-consultation meeting from August 18, 2020, there are a series of deficiencies noted in the current state of the application. The applicant is required to provide a comment response letter and the requested studies in response to the comments identified above. As such, the UTRCA recommends that this application be deferred.

Landscape Architect (Tree Preservation) (December 1, 2021)

The applicant needs to be aware that London Plan Policy 399 will be applied to the development. London Plan Policy 399 requires 1 replacement tree to be planted for every 10cm dbh [diameter at breast height] removed for development. So say, a tree that is 50 cm diameter at chest height is removed, 5 trees will need to be planted on the site. A tree preservation report will be required at Site Plan to determine the number of replacement trees.

Engineering (December 14, 2021)

The following items are to be considered during a future development application stage:

Transportation:

- Right-of-way dedication of 18.0 m from the centre line be required along Colonel Talbot Road. Presently the width from centerline of Colonel Talbot Road at this location is 13.106m as shown on MTO Plan P-1421-22.

Therefore an additional widening of 4.894m is required to attain 18.0m from c/l.

- Detailed comments regarding access design and location will be made through the site plan process

Sewers:

- The proposed zoning amendment is to allow 80 townhouses and 62 back-to-back stacked townhouses for a total of 142 medium density units. Sewer Engineering and WWT op’s are agreeable to the proposed servicing

strategy which utilizes a private pumping station to the municipal gravity system as demonstrated within the applicant's Sanitary Report Letter, namely the 200mm sanitary sewer top end manhole on Southland Drive.

- SED has reviewed the capacity report submitted and agrees that there is capacity in the downstream sewers which outlet to the Southland PS, however, as MTE has noted, there is only 2l/s to spare in the 200mm sanitary sewers which inlet to the PS. MTE is recommending upgrading these pipe lengths to better allow for the 4.4l/s peak flow that this development will produce. However, the applicant should be made aware that at the Southland PS itself there is currently insufficient capacity for the additional 4.4l/s, and that an engineering and capital upgrade will be required at the station either in substitution or addition to the proposed upsizing of the sanitary sewer(s). The City can coordinate the work, but the costs incurred will be the sole responsibility of the developer. The City has no capital improvement projects planned for the Southland PS in the next 20 years.
- Further discussion regarding the upgrades and extent of the upgrades required to permit this development are required as part of or prior to the applicants SPA.

Stormwater:

- SWED is in general agreeance with strategy proposed and methodology used and would anticipate further detailing to support a future Site Plan Application.
- As part of a future Site Plan Application, please provide the updated hydrogeological investigation report provided by EXP in July 2021.



Reply Sheet for City of London Applications to be Reviewed by London Hydro Engineering

Date: November 19, 2021
 To: City of London Planning Division – Room 609
 Attn: Alanna Riley

RE: **Address:** 4519, 4535, 4557 Colonel Talbot Road
 Applicant: Farhi Holdings Corp
 File/Ref #: Z-9433

London Hydro Response:

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.	<input checked="" type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.	<input type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.	<input checked="" type="checkbox"/>

Signed:
 Hans Schreff
 Manager - Developer & Operations Support,
 Engineering & Operations Administration Dept.
 519-661-5800 ext. 5014

Committee of Adjustment
 Notice of Application
 Site Plan Consultation
 Site Plan Application

Appendix D

3.7 Planning Impact Analysis	
Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is a contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site concept achieves an intensity that allows for other on-site functions such as visitor and accessible parking, emergency services and landscaped open space, including an enhanced width buffer strip along the north property line.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	There is no vacant land in the area which is already designated and/or zoned for the proposed use.
The proximity of any proposal for medium or high-density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;	The site is located close a to office, commercial and service uses, elementary schools, numerous parks, and transit services.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The scale/height of the development is mitigated by the placement of the buildings toward the front of the property. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation at the site plan approval stage.
The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;	The slope of this property will remain vegetated. Within the development area, landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage.
The location of vehicular access points and their compliance with the City's Road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;	As noted in the Intensity analysis in this report, traffic impacts of this development will be negligible in relation to the anticipated function of the collector and arterial streets.

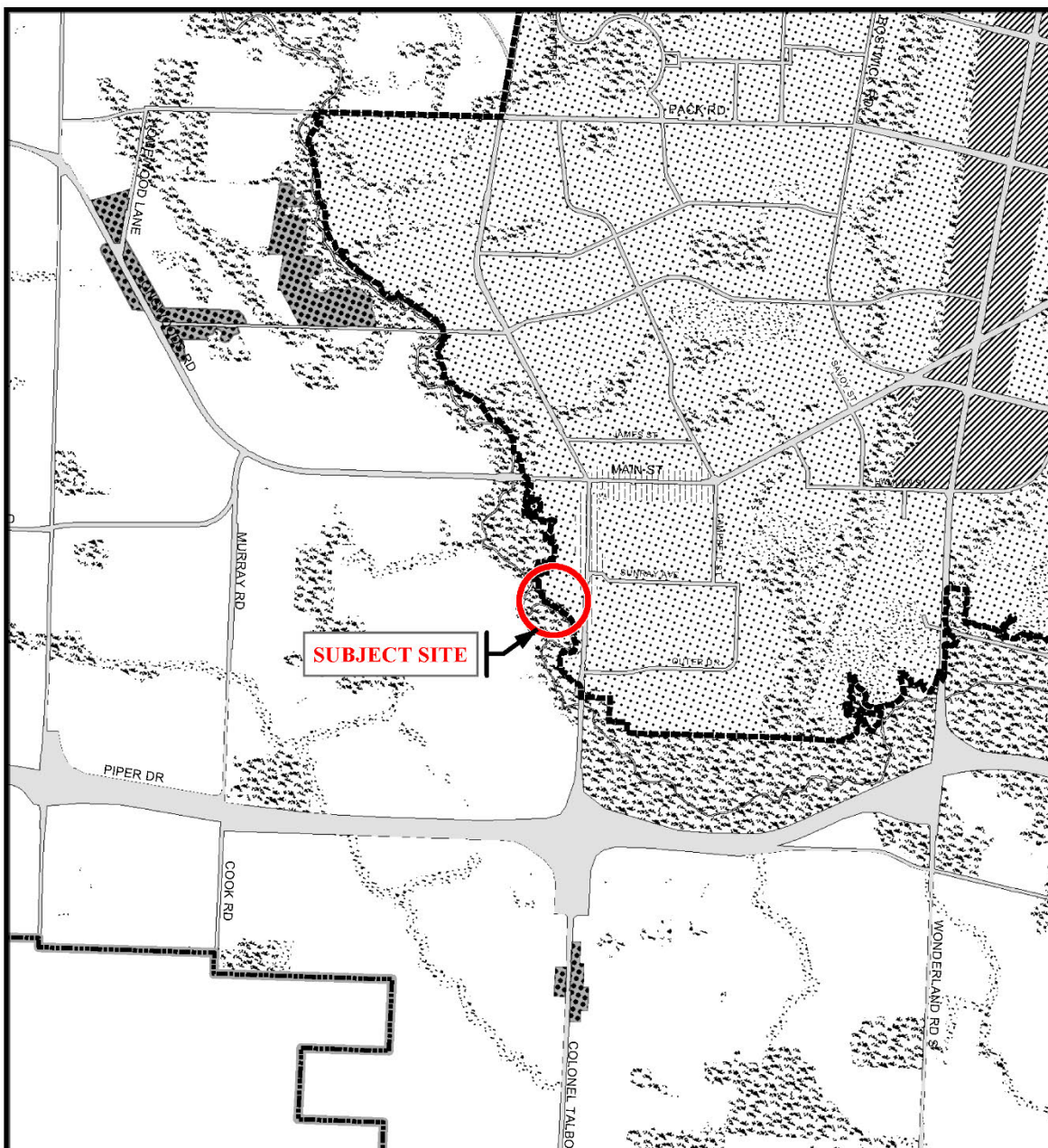
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>The applicant is commended for providing a built form that establishes a built edge along Colonel Talbot Road; provides for an active edge along the frontage by including ground floor residential units with principal building entrances; provides for a setback from the property to the north, includes common outdoor amenity spaces and includes limited surface parking.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>Approximately 1/8 of the site will be located in the Open Space (OS5) Zone to protect the ecological features and functions within the Significant Area. Within this area, dead and some non-native species will be removed, and a naturalization plan including replanting with native tree species will be implemented through site plan requirements.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>Lands that encompass the Riverine Erosion Hazard Line for Confined Systems and the Regulatory Flood line will be located within the Open Space (OS5) Zone and protected from development.</p>
<p>Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>The requested amendment is consistent with the Official Plan. The requirements of the Site Plan Control By-law will be considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage through the site plan approval process.</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	<p>Enhanced, robust tree planting and landscaping in combination with privacy fencing and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.</p>
<p>Impacts of the proposed change on the transportation system, including transit</p>	<p>The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.</p>

1577_ Evaluation Criteria for Planning and Development Applications	
Criteria – General Policy Conformity	Response
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan.	The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy and attractive neighbourhoods. The massing and scale of the proposed building can be appropriately integrated into the community through the application of the relevant City Design policies at the site plan approval stage.
Conformity with the policies of the place type in which they are located.	The proposed development provides for the use and intensity of development contemplated within the Neighbourhoods Place Type along an Urban Thoroughfare. Compatible intensification is encouraged in existing neighbourhoods. (937_).
Consideration of applicable guideline documents that apply to the subject lands.	No additional guideline documents apply to the subject lands.
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.	The site will be fully serviced by municipal water, sanitary and storm sewers.
Criteria – Impacts on Adjacent Lands	
Traffic and access management	Further consideration of traffic controls related to the driveways will occur at the site plan approval stage.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was not required for the Zoning By-law amendment application but will be required at the site plan stage to address the mitigation of impacts of road noise on the new development.

Emissions generated by the use such as odour, dust or other airborne emissions.	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at this site plan approval stage. It is a site plan standard that any lighting fixture is to minimize light spill onto abutting properties.
Garbage generated by the use.	Garbage facilities should be screened, storage inside the building is a standard requirement for apartment forms, with garbage to be placed outside on collection day.
Privacy	The proposed development situates the proposed development as far from abutting properties as possible. In addition to the spatial separation between the buildings and the lot lines, the provision of a combination of privacy fencing and enhanced landscaping, along with a pathway to soften the property boundaries and provide screening to the neighbouring single detached lot will help screen views from the proposed building to neighbouring properties.
Visual Impact	Enhanced landscaping, articulated building design, and architectural details and materials to be implemented through site plan and are expected to have a positive visual impact on the area.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the development.
Trees and canopy cover.	The development will result in the loss of some trees and canopy cover in order to achieve more compact forms of development within the built-up part of the city. At the site plan stage, a tree preservation plan and complete landscape plan will be developed to provide for new tree planting and screening from adjacent land uses.
Cultural heritage resources.	A Heritage Impact study and archeological study were submitted and accepted by the City of London's Heritage Planner.
Natural heritage resources and features.	Lands that encompass the Riverine Erosion Hazard Line for Confined Systems and the Regulatory Flood line will be located within the Open Space (OS5) Zone and protected from development
Natural resources.	Not applicable.
Other relevant matters related to use and built form.	Not applicable.

Appendix E – Relevant Background

The London Plan

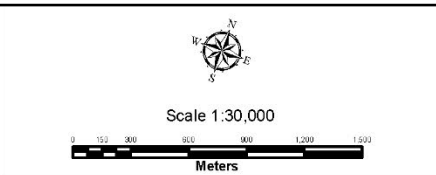


Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |

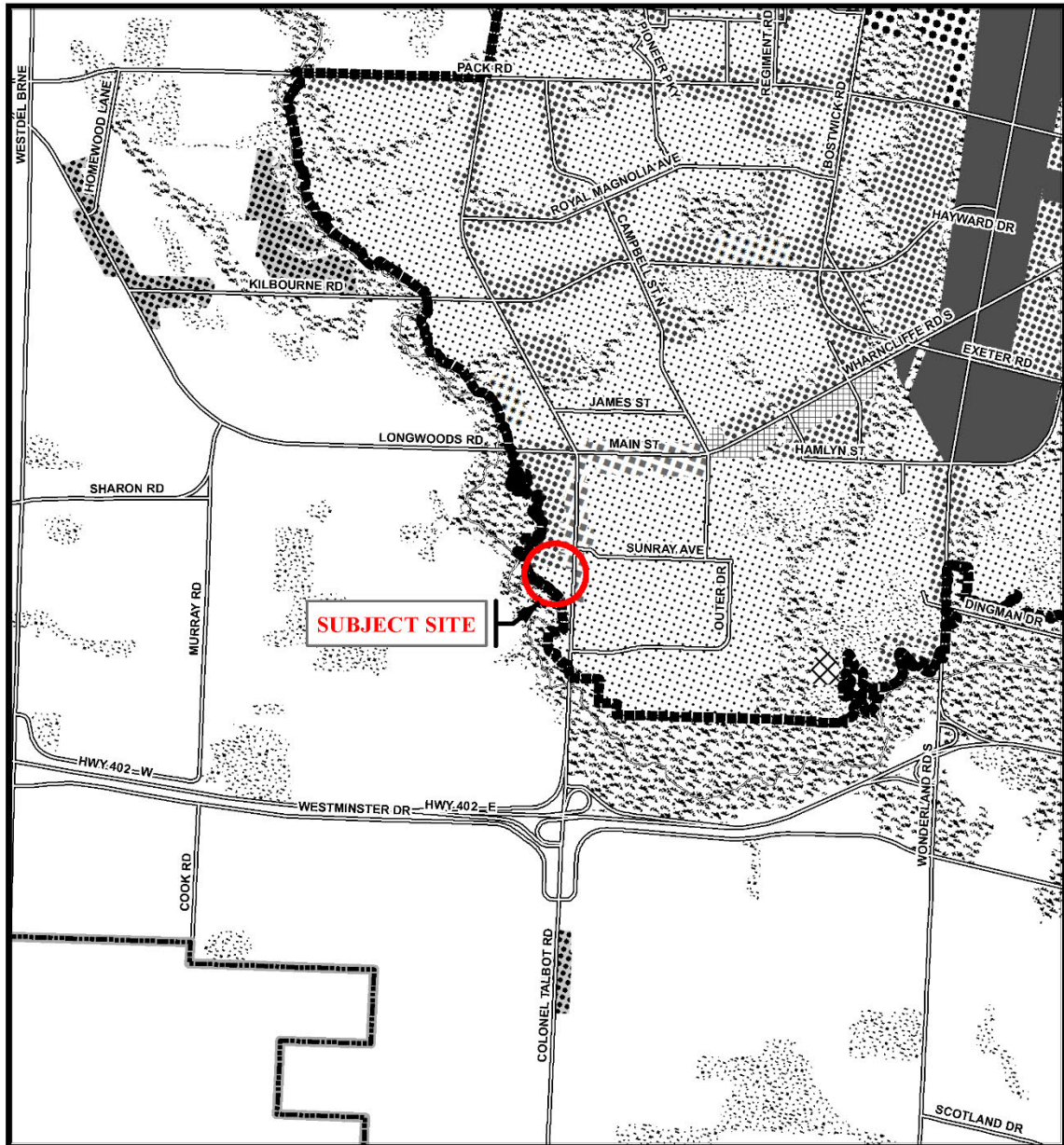
This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development



File Number: Z-9433
Planner: AR
Technician: RC
Date: 2022/7/14

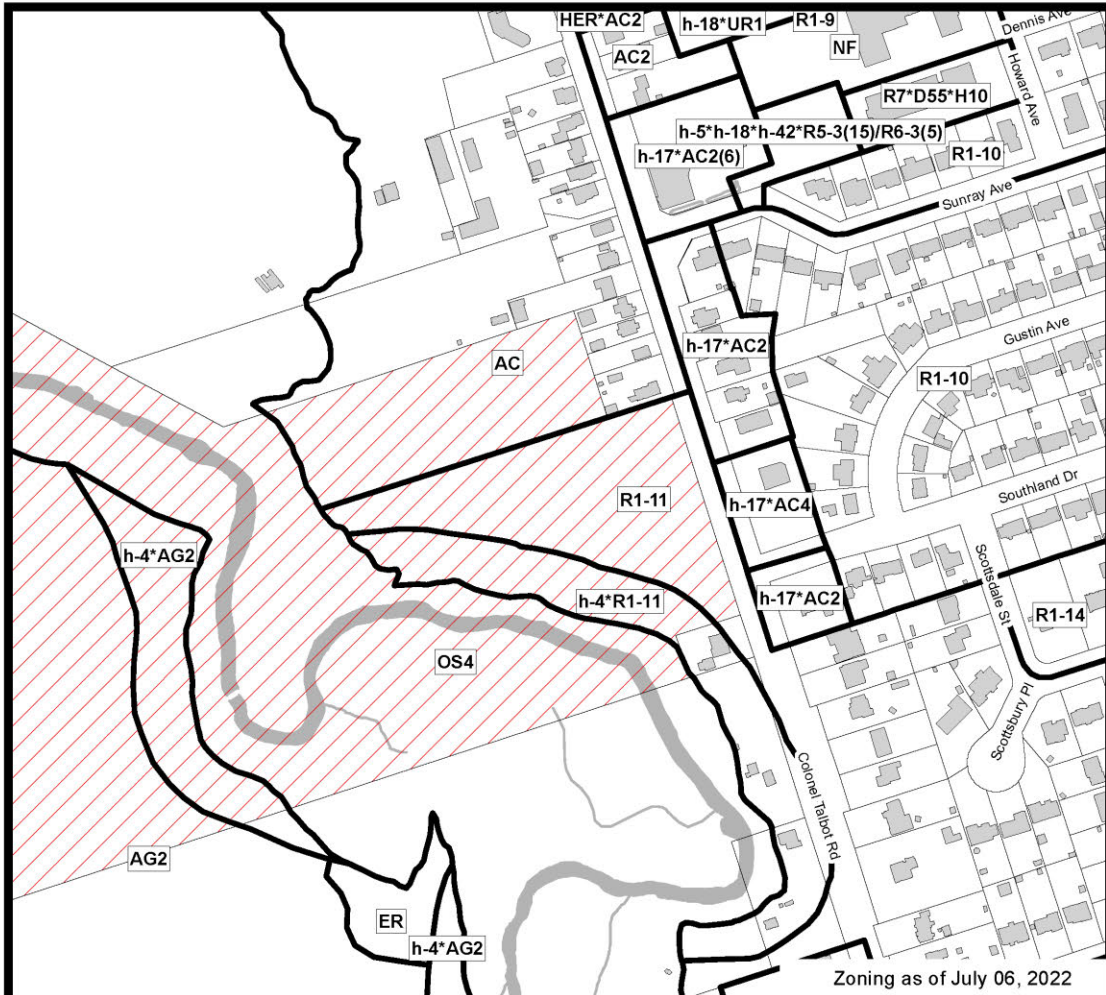
1989 Official Plan – Schedule A – Land Use



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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-9433</p>
		<p>PLANNER: AR</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/07/14</p>

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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



FILE NO:

Z-9433

AR

MAP PREPARED:

2022/07/14

RC

1:4,000

0 20 40 80 120 160
Meters

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

Appendix F – Applicant’s Reply to UDPRP Comments

Comment:
The panel commends the applicant for a clear and complete application.
Applicant Response:
Acknowledged by Owner.

Comment:
The panel commends the applicant for a clear site strategy that appears to minimize the visual impact of surface parking and reinforces the street edge defining the west side of Colonel Talbot Road.
Applicant Response:
Acknowledged by Owner.

Comment:
The panel commends the applicant for the contemporary architectural expression and an animated and articulated building façade, separated into two distinct masses along Colonel Talbot Road.
Applicant Response:
Acknowledged by Owner.

Comment:
The panel expressed concern that the at grade entries to the stacked townhouses along Colonel Talbot Road are overexposed to a busy, high speed regional road and would benefit from further exploration of landscape design, changes in grade and architectural features to mitigate this condition.
Applicant Response:
The stacked townhouse block is presently setback +10m from the property line along Colonel Talbot Road. This is generally an acceptable front yard setback with substantial landscape strip; additional landscaping may be detailed through the site plan approval phase to buffer the front entrances and reduce exposure to the arterial road.

Comment:
The panel recommends proposing to the City a formalized pedestrian crosswalk connecting the proposed development to Southland Drive across the street, to better integrate the development with the existing community, provide enhanced traffic calming and pedestrian safety.
Applicant Response:
Acknowledged.

Comment:
The panel noted that until the walking trail is extended to a natural outlet in a public space, it should be circuited back into the pedestrian circulation of the development to avoid awkward and potentially unsafe dead ends.
Applicant Response:
The westerly walkway connection has been relocated further north to provide a continuous connection at the current terminus of the walkway to remove the dead-end.

Comment:
The panel recommended end units and units facing the ravine, outdoor amenity space and walking trail be designed to take advantage of enhanced view opportunities and natural light, as well as provide visual interest to the proposed pedestrian realm.
Applicant Response:
Acknowledged and will be addressed through site plan approval and building permit stages.

Comment:
The panel noted that the space between townhouse masses appears to be too small to provide for a reasonable transition between public and private space. Explore increasing this dimension and utilizing landscape and architectural features to improve the threshold condition.
Applicant Response:
Landscape features would be used to delineate the public/private space at the site plan approval stage. Blocks have been moved 0.5m closer to private road along the perimeter (Units 60-66) to increase the setback from buildings to public pathway along the perimeter.

Comment:
The panel noted that although there was not enough detail to evaluate it effectively, the internal roadways and pedestrian ways should be designed to function like City spaces and infrastructure to provide a safe and clearly legible pedestrian environment.
Applicant Response:
Acknowledged by Owner. The roadway and walkways will be designed in more detail through the site plan approval stage.

Comment:
More detail is required to evaluate the effectiveness of the Private Parkette. It appears too small to include adequate buffer space and planting to manage the relationship with the rear yards of the townhouse units.
Applicant Response:
The sidewalk has been relocated to east side of the parkette, to create a more intact usable space. The parkette has been reshaped from an elongated greenspace to a more squared amenity to improve its potential utilization. More detailed design for parkette will be provided through the site plan approval process. A separate smaller parkette is also located along the north property limit to aid in buffering the existing uses to the north from the parking area.

Form Completed By: Laverne Kirkness