



# PLANNING & DESIGN BRIEF

## Client

2857236 Ontario Inc.

## Project Site

1474 Kilally Road /  
London / ON.

**03.08.2023**

## Contact

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## ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 2857236 Ontario Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 1474 Kilally Road and the unique planning process that is being undertaken by the project team.

[www.siv-ik.ca](http://www.siv-ik.ca)

## PREPARED BY

Siv-ik Planning and Design Inc.

## PREPARED FOR

2857236 Ontario Inc.

## VERSION 1.0

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## ISSUED

03.08.2023

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# S1: INTRODUCTION

## S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



Ron Koudys Landscape Architects provide landscape architectural design services that shape the way we live, learn, work, and play. From county estates and urban parks to courthouse facilities and health care centres, we are committed to the principles of art, innovation and nature.

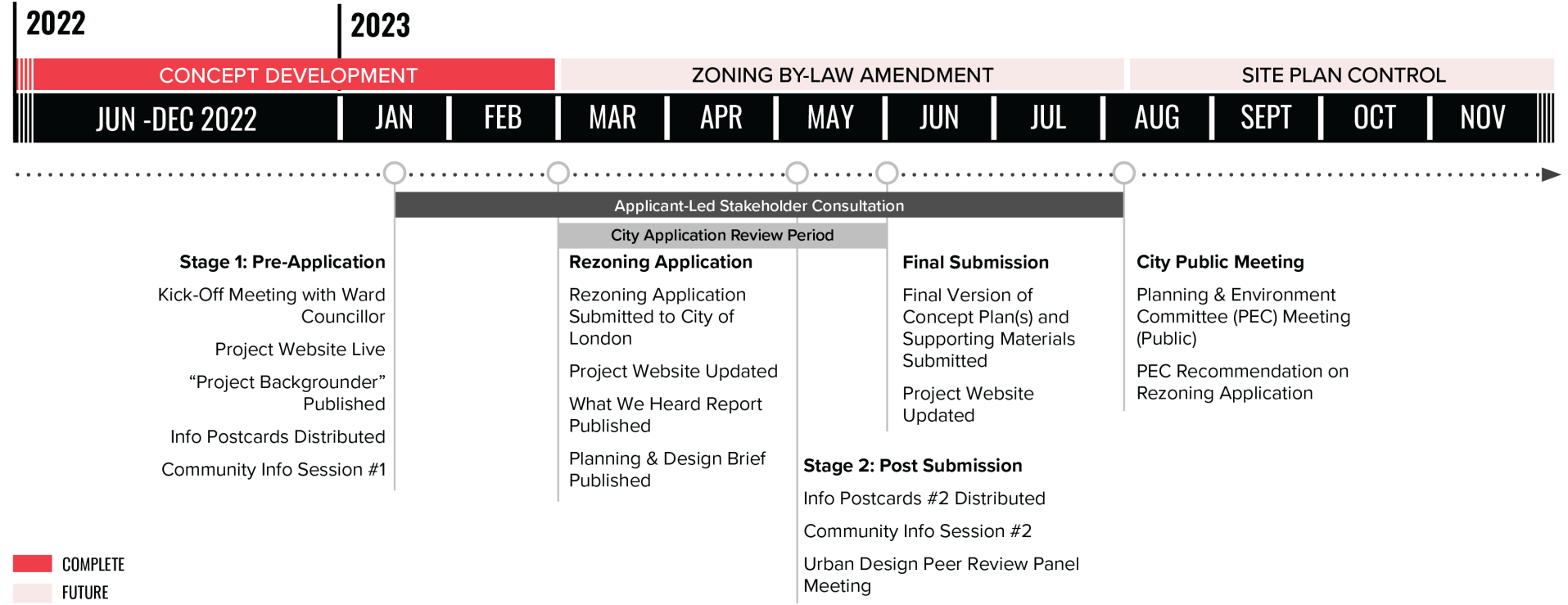


Driven Engineering is intently focused on providing solutions tailored especially for the needs of the individual client and individual location. Each site has its own set of challenges and requirements. Working within those bounds, Driven provides custom and innovative cost effective implementations of civil engineering design.

## S1.2 About the Project

2857236 Ontario Inc. has acquired 1474 Kilally Road in London, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a redevelopment of the site for a new ground-oriented, medium density residential development which includes two new townhouse buildings (containing 18 new dwelling units). The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 1474 Kilally Road. The report also provides an overview of our unique approach to navigating this project from concept to reality.

### / Project Timeline



**Note:** Projected "future" timelines subject to change.



**S1.3 Project Site**

1474 Kilally Road (the project site) is located on the north side of Kilally Road and approximately 75 metres (~1\*minute walk) west of the newly constructed Edgevalley Road. The project site is located in the Huron Heights Planning District which encompasses the area generally bounded by the Thames River to the north, Clarke Road to the east, Oxford Street and Cheapside Street to the south and Barker Street and Briarhill Avenue to the west. The site currently contains an existing single-detached dwelling but is of a sufficient size and shape to accommodate a greater density of development. With the site being located along an identified Civic Boulevard, it presents a strategic opportunity for residential intensification.

**At-A-Glance**

<b>SITE AREA</b>	<b>FRONTAGE</b>	<b>DEPTH</b>	<b>EXISTING USE</b>
<b>.509</b> Hectares	<b>85.2</b> Metres	<b>59.7</b> Metres	<b>Residential</b> Single Detached Dwelling

**SERVICING**

**Municipal Services**  
Available on Kilally Road



Figure 1. The Project Site



# S2: CONTEXT

## S2.1 The Neighbourhood

Huron Heights contains a mix of both established and actively developing neighbourhoods in the northeast area of London. Generally speaking, the broader planning district includes a mix of housing types including single-detached, semi-detached, row houses and apartments. The specific area of Huron Heights surrounding the site consists actively developing residential lands with a mix of high density and single detached dwelling types being built-out around the site. Huron Heights has a total population of 19,750, based on the latest census data which is up slightly (1%) from the previous population count of 19,470 in 2011.

The land uses within 800 metres of the project site are primarily residential or undeveloped agricultural land. Development of medium-density residential buildings including apartments and townhouses is occurring on properties to the east of the site. A commercial plaza is located west of the project site at the intersection of Kilally Road and Highbury Avenue North. Kilally Meadows Environmentally Significant Area and Meander Creek Park are located just outside of the 800m distance from the site.

The housing stock within Huron Heights is mixed with single-detached (50%), apartments greater than or equal to five storeys (17%), apartments less than five storeys (14%) being the most predominant forms.

### Huron Heights At-A-Glance

PLANNING DISTRICT	POPULATION		
	2011	2016	Change
Huron Heights	19,470	19,750	1%



Figure 2. Neighbourhood Spatial Context (800m)



## S2.2 Spatial Analysis

**Figure 3** shows the physical and spatial characteristics of the lands surrounding the project site. The lands to the north, south and west of the subject site are developed with existing 1-2 storey single-detached dwellings. The residential lands south of the project site that front onto Kilally Road are developed on large lots. Lot sizes range from 30m-61m of frontage onto Kilally Road with a depth of 92m. The property directly to the north of the site (1530 Benjamin Drive) is also developed with an existing 2-storey building on a large lot with access from Benjamin Drive. Given the shape and size of these lots, it is anticipated that they will be redeveloped to accommodate more intense residential uses in the future. Additional lands to the southeast of the subject site are designated as Open Space. It is intended that these lands will remain undeveloped.

Lands to the west of the site are developed with 1-2 storey homes on newer/smaller lots. Newer homes developed as part of the subdivision to the north of the site front onto Benjamin Drive, whereas the older homes front onto Kilally Road. These lot sizes range from 9m-24m of frontage with depths 34m – 44m. Single storey commercial and office uses are located further west, closer to the intersection of Kilally Road and Highbury Avenue North.

The properties to the east that front onto Kilally Road and Edgevalley Road are currently being developed as street facing, low and mid-rise apartment buildings. Examples of the new urban development context can be seen north and east of the subject site along Edgevalley Road, where higher density, multi-family blocks have been assembled and built out to include 3-storey back-to-back townhouses and 4-storey apartment buildings.

### Spatial Context At-A-Glance

#### NORTH

**Existing**  
Single Detached Dwelling

**Planned**  
Low-Rise Residential

#### SOUTH

**Existing**  
Single Detached Dwellings

**Planned**  
Medium Density/ Mid-Rise

#### EAST

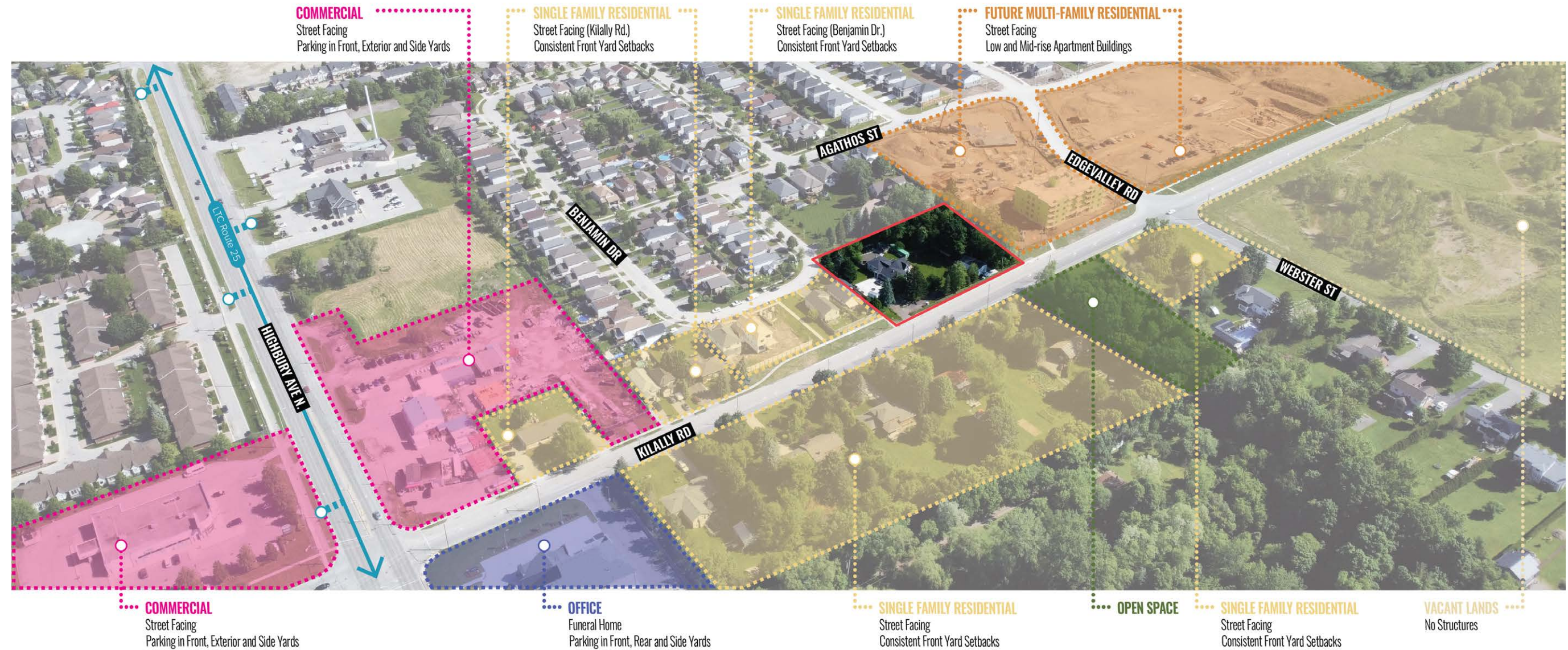
**Existing**  
Apartment Building

**Planned**  
Medium Density/ Mid-Rise

#### WEST

**Existing**  
Single Detached Dwellings

**Planned**  
Unlikely to Change



**Figure 3.** Neighbourhood Spatial Context (400m)



# S3: PLANNING FRAMEWORK

## S3.1 Provincial Planning Policy

The Provincial planning policy framework is established the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

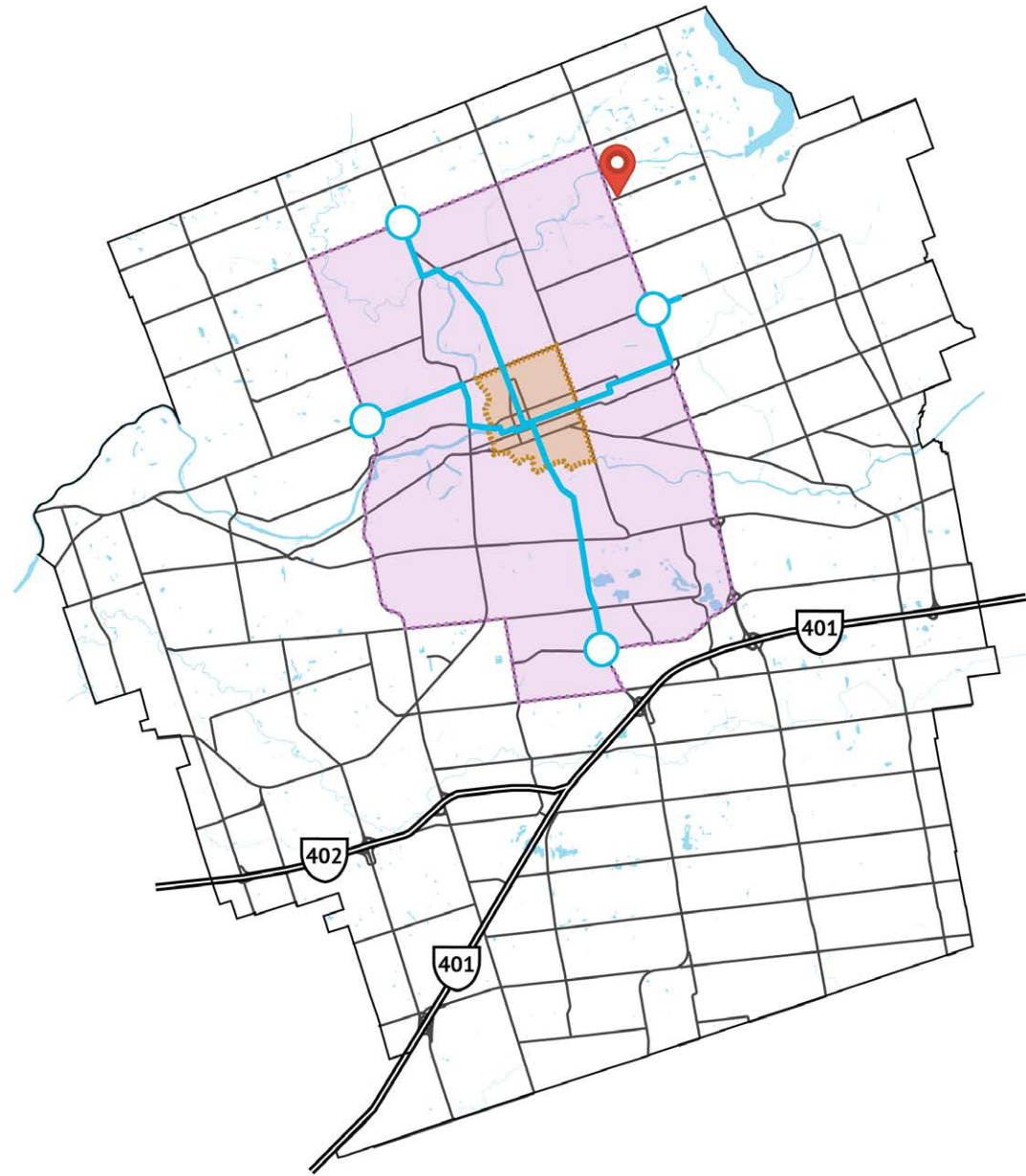
The mechanism for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption, and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are addressed in the Official Plan discussion in this report.

## S3.2 The London Plan

**Figure 4** shows the site's positioning relative to London's city-structure. The project site has direct frontage on Kilally Road, identified as a Civic Boulevard by the London Plan. The site is also in close proximity to Highbury Avenue North, an Urban Thoroughfare and major north-south spine in east London.

The site is located within an established neighbourhood that is just outside of the Primary Transit Area. It's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Neighbourhood Area
- Outside Primary Transit Area
- Frontage on Civic Boulevard



**Figure 4.** City Structure

## / Place Types

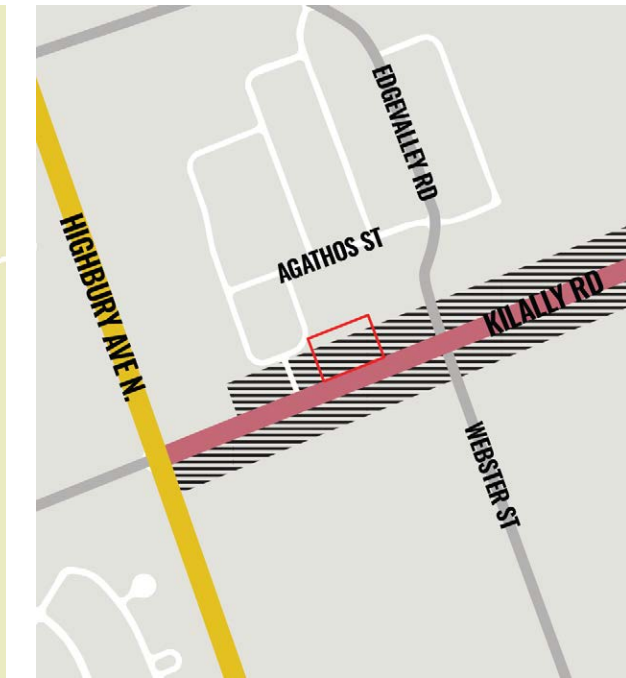
In accordance with Map 1 - Place Types of the London Plan, the project site is within the "Neighbourhoods" Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The specific policies guiding new development are identified and summarized in the following section of this report and provide the primary guidance for redevelopment of the site.



- Neighbourhoods
- Shopping Area
- Green Space

## / Street Classifications

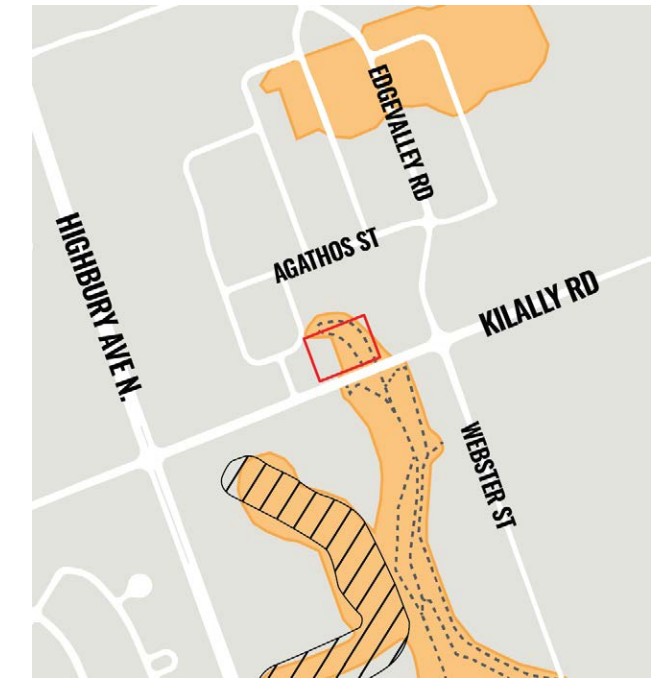
In accordance with Map 3 - Street Classifications of the London Plan, the project site has direct frontage on a Civic Boulevard. The intensity of development and range of uses permitted on a given site varies depending upon the street classification that a property fronts onto, in addition to a number of other factors.



- Urban Thoroughfare
- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

## / Natural Hazards

In accordance with Map 6 - Hazards and Natural Resources, the eastern portion of the project is located within the UTRCA Authority Regulation Limits. This requires that approval be obtained from the Conservation Authority for any development or site alteration. A Riverine Erosion Hazard Limit for Confined Systems is also identified on the project site. Development and site alteration is generally not permitted in areas that are subject to riverine erosion hazards.



- Conservation Authority Regulation
- Riverine Erosion Hazard Limit for Unconfined Systems
- Riverine Erosion Hazard Limit for Confined

### S3.3 Key London Plan Policies

**Key Policy Implications:** 1474 Kilally Road

STREET TYPE	INTERSECTS WITH	RIVERINE EROSION HAZARDS
Civic Boulevard	n/a	Confined System

#### / Use

Table 10 - Range of Permitted Uses in Neighbourhoods Place Types, outlined on page 246 of the London Plan shows the range of primary and secondary uses that may be allowed with the Neighbourhoods Place Type. The range of uses available to a given site depends on the order/ classification of the street on which it fronts.

#### Permitted Residential Uses:

<input checked="" type="radio"/>	Single Detached
<input checked="" type="radio"/>	Semi-Detached
<input checked="" type="radio"/>	Duplex
<input checked="" type="radio"/>	Converted Dwellings
<input checked="" type="radio"/>	Townhouses
<input checked="" type="radio"/>	Secondary Suites
<input checked="" type="radio"/>	Triplexes
<input checked="" type="radio"/>	Fourplexes
<input checked="" type="radio"/>	Stacked Townhouses
<input checked="" type="radio"/>	Low-Rise Apartments

Permitted       Not Permitted

#### / Intensity

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, outlined on page 248 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/ classification of the street on which it fronts.

#### Allowable Height (Storeys):

<b>Min.</b>	<b>2</b>
<b>Max.</b>	<b>4</b>
<b>Upper Max.</b>	<b>6</b>

#### / Form

In accordance with policy 938 of the London Plan, Residential Intensification means the redevelopment of a property, site, or area at a higher residential density that currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

#### Design Criteria for Residential Intensification

- Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- Building and main entrance orientation.
- Building line and setback from the street.
- Character and features of the neighbourhood.
- Height transitions with adjacent development.
- Massing appropriate to the scale of the surrounding neighbourhood.

### / Natural Hazard Policies

The London Plan contains strong policy guidance for the protection of the Open Space and Natural Heritage System. The Environmental Policies protect and conserve natural areas and their delicate ecosystems and keep development an appropriate distance from hazard lands. These policies also provide additional direction on criteria for development in areas subject to riverine erosion hazards. The overall goal of the policies is to minimize the risks and potential property damage associated with natural hazard lands. In this regard, a geotechnical and slope stability assessment has been prepared in order to define the limits of development for this site. The graphics outlined in Sections 4, 5, 6 and 7 of this brief all transcribe and identify the extent of the hazard lands on the site. The design principles described and illustrated in Section 4 identify how the conceptual site layout and building form(s) have been designed to respond to the unique context of the site and have taken into account the applicable policies related to natural hazards contained in the London Plan. The riverine erosion hazard limits identified in the London Plan are general in nature subject to interpretation and refinement on the basis of the site specific technical study that has been prepared in support of this development.

### / City Design Policies

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

### / Residential Intensification in Neighbourhoods

The London Plan encourages Intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensifications projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

### / Our Tools

The "Our Tools" section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.



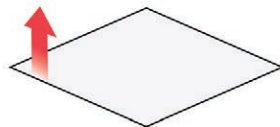
### S3.4 Existing Zoning By-law Implications

#### / Residential R1 (R1-6) Zone

The project site is currently zoned Residential R1-6 in the City of London Zoning By-law No. Z-1. The existing R1-9 Zone was originally applied to this site in 1993 through the passing of the City of London's Comprehensive Zoning By-law Z.-1. The R1 Zone is the least intense residential category zone and regulates single detached dwellings. There are 17 variations within the R1 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. Zone variations R1-1 to R1-3 deal with the existing inner-City single dwelling developments while zone variations R1-4 to R1-9 are zones to be applied to most suburban single dwelling developments. The following graphics highlight key regulations guiding development in the R1-6 variation. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change.

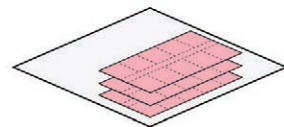
#### HEIGHT

**10.5m**  
Maximum Height  
**3**  
Storeys



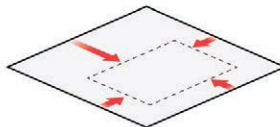
#### DENSITY

**Single Detached**  
Highest Use  
**1**  
Units Per Hectare



#### SETBACKS

**8.0m**  
Front & Exterior  
**7.0m**  
Minimum Rear  
**1.2m-3.0m**  
Minimum Interior



#### OTHER

**35%**  
LOS (Min.)  
**40%**  
Coverage (Max.)

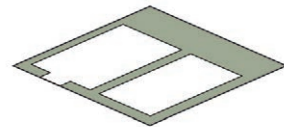


Figure 5. Key Existing Zoning By-law Regulations

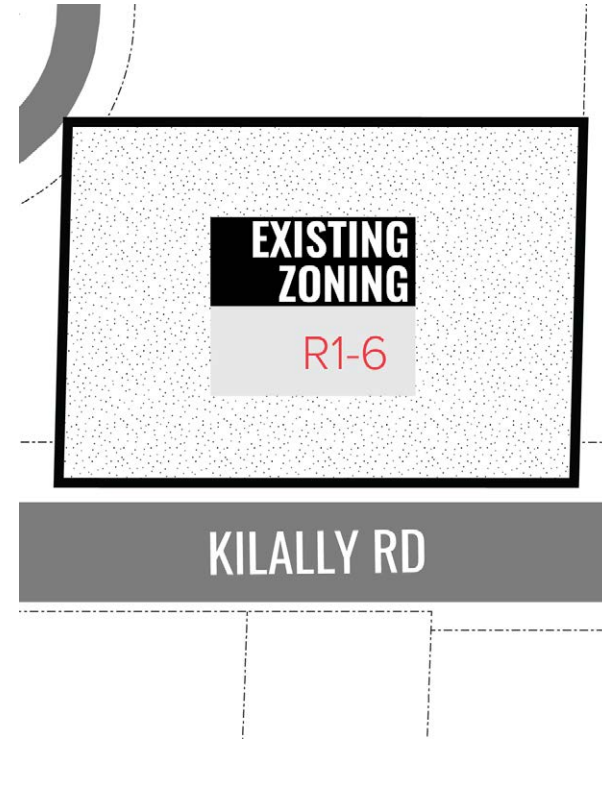


Figure 6. Existing Zoning Map

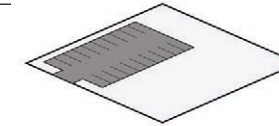
### S3.5 Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z.-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site.

Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

#### PARKING REGS.

**Cluster Townhouses**  
1 per unit



**Stacked Townhouses**  
0.5 per unit

Figure 7. Key General Provisions

### S3.6 Planning History

The subject site is within the Kilally South Area Plan. In November of 1990, the Kilally Road Area Study was completed for lands east and west of Highbury Avenue North, south of the Thames River. The recommended land use designations, resulting from the study, were applied to the lands east of Highbury Avenue North and west of Webster Street. In 2003, the Kilally South Area Plan Update was completed. This study addressed the deferred portion of lands east of Webster Street and recommended land use designations and provided direction for future growth in the area.

The lands immediately surrounding the project site were originally comprised of larger parcels of land which allowed for comprehensive planning and development. The majority of those lands have now been built-out through various phases of development. Lands to the northwest (plans 33M-443 and 33M-492) were registered in 2002 and 2004 respectively. The lands were previously severed from the original house, which is now known as 1530 Benjamin Drive. Lands to the northeast (plan 33M575) were registered in 2018. Lands to the east of the project site (part of plan 33M575) are currently under construction. Collectively, these plans of subdivision have established the local street network, neighbourhood park spaces and infrastructure alignment to serve the area and establish a framework to support the redevelopment of the project site.



# S4: SITE ANALYSIS



--- Site Boundary

## 1 Figure Ground

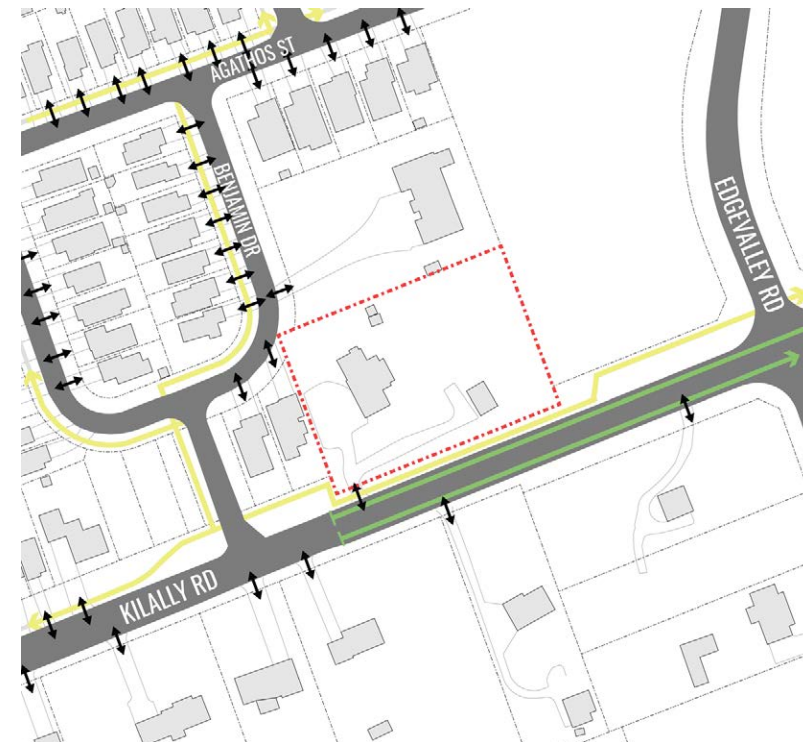
The project site currently contains an existing single-detached dwelling but is of suitable size and configuration to support redevelopment of various housing types. Properties to the north and south are developed with single-detached houses on large lots. Properties to the west are being developed as single-detached houses on smaller lots. The properties to the east are being developed with low to mid-rise apartment buildings (4-6 storeys).



● Vegetation  
● Trees  
● ROW Dedication  
■ Retaining Wall  
— Contour Lines  
--- Top of Slope  
--- Toe of Slope

## 2 Physical Constraints

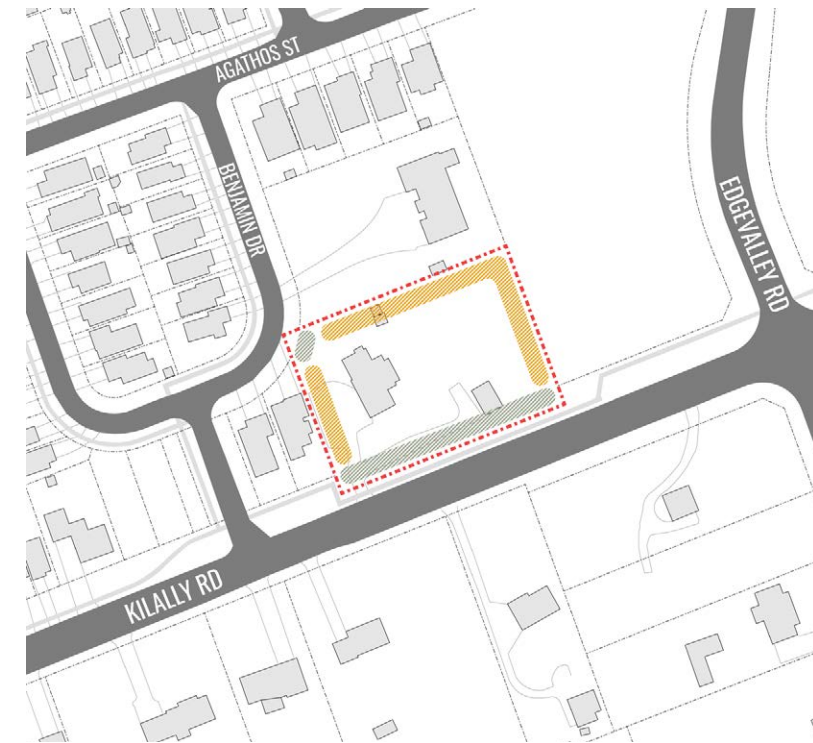
The south portion of the site is impacted by a road widening dedication of approximately 7.0 metres from the existing front lot line along the Kilally Road right-of-way and an approximate 6.0 x 8.0 metre triangle from the northwest corner of the site along Benjamin Drive. The eastern portion of the property is identified as hazard lands due to the significant grade change, sloping westward onto the site. The stable top and toe of the slope are identified on the image above. There are existing retaining walls in place to support the slope on site and along Kilally Road. The sloped portion of the site contains a collection of mature trees which will largely be protected by the proposed development plan.



— Bike Lane  
— Sidewalk  
↔ Access

## 3 Mobility

The project site fronts onto Kilally Road, which is a Civic Boulevard as per Map 3 - Street Classifications of the London Plan. Kilally Road contains a 3-lane cross section with single eastbound and westbound travel lanes and a centre median lane for left turns. The cross section also includes a sidewalk on the north side of the travel lanes and bike lanes running in both east and west directions that start/end at the western extent of the subject site. The subject site contains an existing access to Kilally Road.



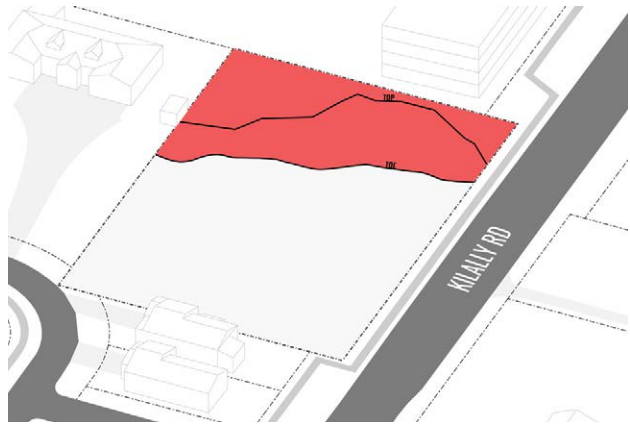
/// Moderate Interface  
/// Active Frontage

## 4 Edge Conditions

The site abuts a Civic Boulevard to the south, a Neighbourhood Street to the northwest, existing low-density residential to the west and north and future medium-density residential to the east. The placement, orientation, and design of new development on the site will be required to respond to these conditions and minimize privacy impacts and protect access to sunlight sky/views for adjacent properties. The existing vegetation and hazard lands on the subject site act as a buffer from the future development to the east, therefore the edge condition is less sensitive.



## S5: DESIGN PRINCIPLES

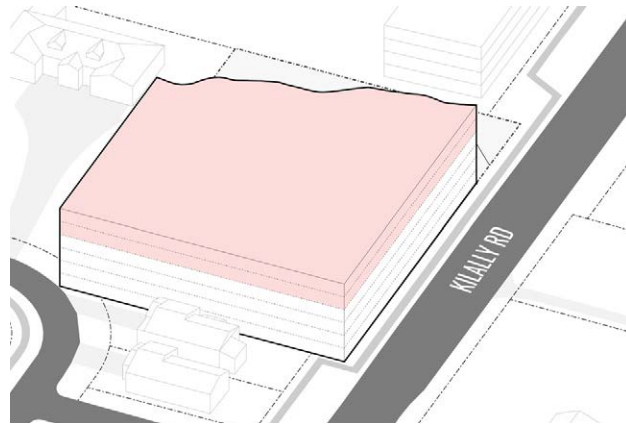


### 1 Identify the Hazard Limit

To minimize the risks and potential property damage associated with natural hazard lands, development and site alteration is generally not permitted in areas that are subject to “riverine erosion hazards”. A detailed geotechnical/slope stability analysis has been carried out to define the specific extents of the hazard lands including the toe and top of the stable slope. The study has defined the developable land area and a significant natural/tree protection area will be preserved on the east side of the property as a result.

#### Official Plan References

Natural and Human-Made Hazards Policies - 1488, 1489, 1490, 1492 & 1493

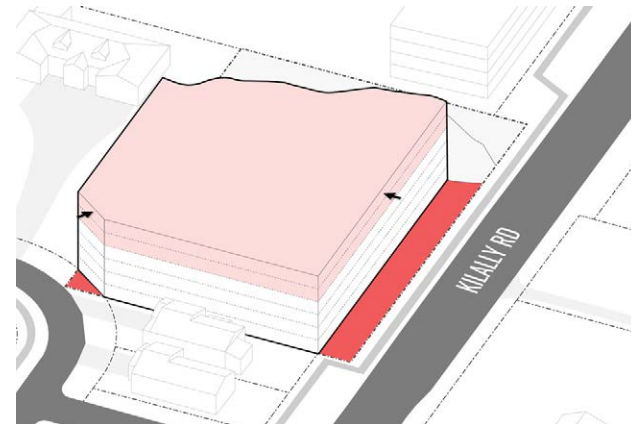


### 2 Residential Intensification

Given the size, shape and location of the property it is currently underutilized and presents an opportunity for residential intensification/infill development. The proposed zoning framework will allow for low-rise built form (<4-storeys) which is below the upper maximum height permitted by the applicable “intensity” policies of the Neighbourhoods Place Type.

#### Official Plan References

Neighbourhoods Place Type Policies - Table 10 & 11



### 3 Accommodate ROW Dedications

An approximately 7.0 metre road right-of-way widening will be required to be dedicated to the City of London along the Kilally Road frontage of the project site. An approximate 6.0 x 8.0 metre triangle dedication at the northwest corner of the site along Benjamin Drive will also be required. This reduction in land area has been accounted for in the development design.

#### Official Plan References

Mobility Policies - Table 6  
Our Tools Policies - Policy 1736 - 1751

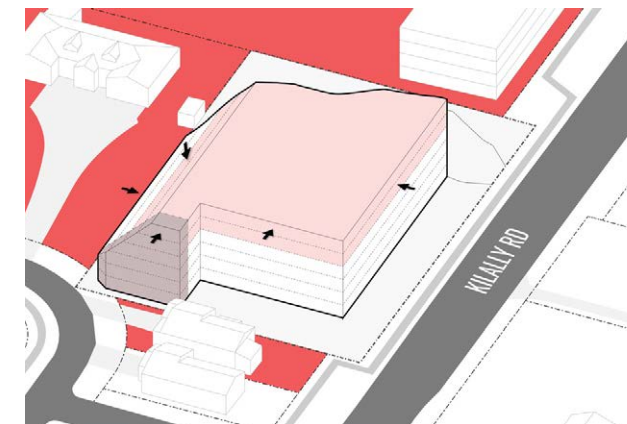


### 4 Carve for Site Access

New development will require a new 6.5 metres access/driveway from Kilally Road. In order to avoid conflicts with the existing slope/limited sight-lines to the east, the new site access shown on the concept plan is located on the far west side of the site from Kilally Road. The placement of the access driveway in this location also assists in creating horizontal plane separation from existing development to the west.

#### Official Plan References

Mobility Policies - Policy 336  
Neighbourhoods Place Type Policies - Policy 953

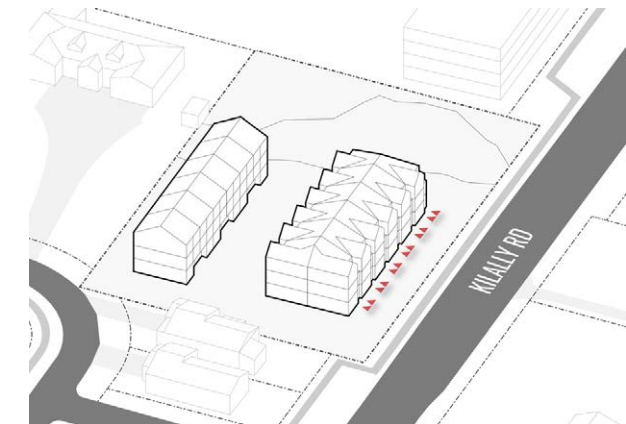


### 5 Respond to the Context

The massing of the new building(s) will be sensitive to neighbouring lower-scale uses and buildings. In this regard, all components of any proposed buildings will fit within a 45 degree angular plane measured 3.0 m above the north property line. The side yard setback regulations will vary based on building orientation to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear).

#### Official Plan References

City Design Policies - Policy 199, 252, 253 & 298  
Neighbourhoods Place Type Policies - Policy 953



### 6 Animation

The proposed zoning regulations ensure that new buildings should be oriented such that primary building frontage faces towards Kilally Road. This principle is carried through the in the concept plan which shows a grade-oriented housing form with individual direct entrances and walkways leading to Kilally Road.

#### Official Plan References

City Design Policies - Policy 268, 285 & 291  
Neighbourhoods Place Type Policies - Policy 953

**Note:** The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential “outer-envelope” within which a building or multiple buildings could be built.



# S6: THE PROPOSAL

## S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for low rise, ground-oriented residential development in the form of cluster townhouses and stacked townhouses up to a maximum of 12.0 metres in height (3-storeys) and a maximum density of 40 units per hectare. The proposed Residential R5 Special Provision (R5-4(L)) Zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

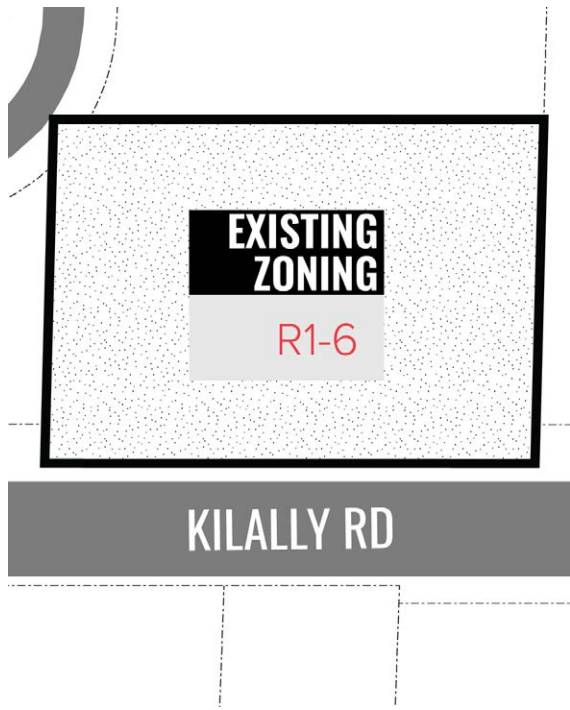


Figure 8. Existing Zoning

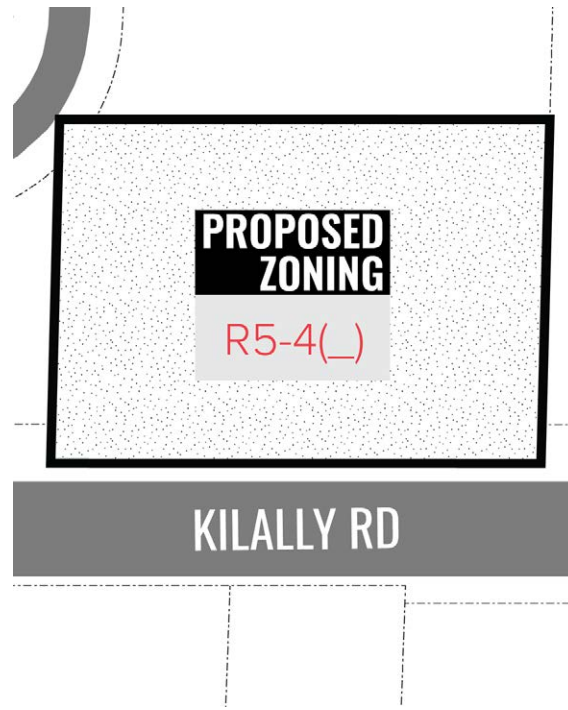
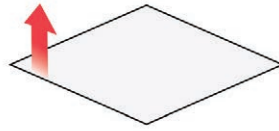


Figure 9. Proposed Zoning

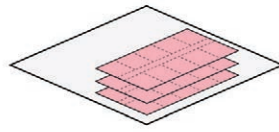
### PROPOSED HEIGHT

12.0  
Metres



### PROPOSED DENSITY

36  
UPH



## / Proposed By-law

1474 Kilally Road			
Regulation	R5-4	Proposed R5-4 (L)	Special Explanations
Permitted Uses	See Section 9.2	-	
Lot Area (min.)	1,500m <sup>2</sup>	-	
Lot Frontage (min.)	30.0m	-	
Front and Exterior Side Yard Depth (min.)	8.0m	1.5m	1
Interior and Rear Yard Depth (min.)	0.5 metres (1.6 feet) per 1.0 metres (3.28 feet) of main building height, or fraction thereof, but in no case less than 3.0 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms.	<b>West:</b> 8.0m  <b>East:</b> 30.0m  <b>Rear Yard:</b> 1.0 metre per 1.0 metre of main building height or fraction thereof for all portions of the main building above 3.0 metres in height, but in no case less than 6.0 metres.	2, 3
Landscaped Open Space (min.)	35%	50%	4
Lot Coverage (max.)	40%	25%	
Height (max.)	12.0m	-	
Density (max.)	40uph	-	
Parking	<b>Townhouse (Cluster &amp; Street):</b> 1.0/unit <b>Stacked Townhouse:</b> 0.5/unit	-	

- No change.

Table 1: Special Regulations Overview

**Note:** See page 21 for additional details and explanation for proposed special regulations.



## / Special Regulation Explanations

### 1 Urban Front Yard Setback

New buildings should have regard for the existing or planned streetscape character. The existing 8.0m front setback requirement in the R5-4 zone does not align with the streetwall established by the multi-family residential currently under construction to the east of the site and would produce a more suburban character than envisioned for Civic Boulevards. The proposed special regulation will ensure that the new buildings will be sited closer to the street, aligning with the planned streetwall.

#### Official Plan References

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City Design Policies - Policy 256 & 259  
Neighbourhoods Place Type Policies - Policy 953

### 2 Enhanced Side Yards

The proposed zoning by-law includes enhanced side yard setback requirements. For the eastern side yard, the special regulation has been included to recognize the existing hazard lands on site that are not planned to be developed. The enhanced regulation will ensure that no new buildings are developed on these lands. For the western side yard, the proposed special regulation has been included to recognize the neighbouring low-rise residential development and rear yard amenity spaces that are not planned to change by way of the applicable policy framework. This setback will balance intensification/efficient use of the site with sensitivity to the context by mitigating potential overlook and privacy impacts.

#### Official Plan References

---

City Design Policies - Policy 252, 253 & 254  
Neighbourhoods Place Type Policies - Policy 953  
Natural and Human-Made Hazards Policies - 1488 &, 1492

### 3 Enhanced Contextual Rear Yard

The proposed zoning by-law includes an enhanced rear yard setback requirement. This special regulation has been included recognizing that existing low-rise residential development to the north. The enhanced regulation will ensure that the new buildings will fit within a 45-degree angular plane measured from 3 metres above grade, mitigating potential massing and shadow impacts on the neighbouring front yard.

#### Official Plan References

---

City Design Policies - Policy 252-253  
Neighbourhoods Place Type Policies - Policy 953

### 4 Landscaped Open Space and Built Coverage

The R5-4 Zone typically provides for and regulates medium-density development in the form of cluster townhouses and stacked townhouses which are intended to be built out across the entirety of the project site. In this case, the Zone is being modified to implement the design principles identified in Section 5. Specifically, the special regulations for increased Landscaped Open Space and decreased Lot Coverage will further enshrine the intent for the eastern portion of the property to be maintained as a naturalized tree protection zone.

#### Official Plan References

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City Design Policies - Policy 252 & 254  
Natural and Human-Made Hazards Policies - 1488 &, 1492

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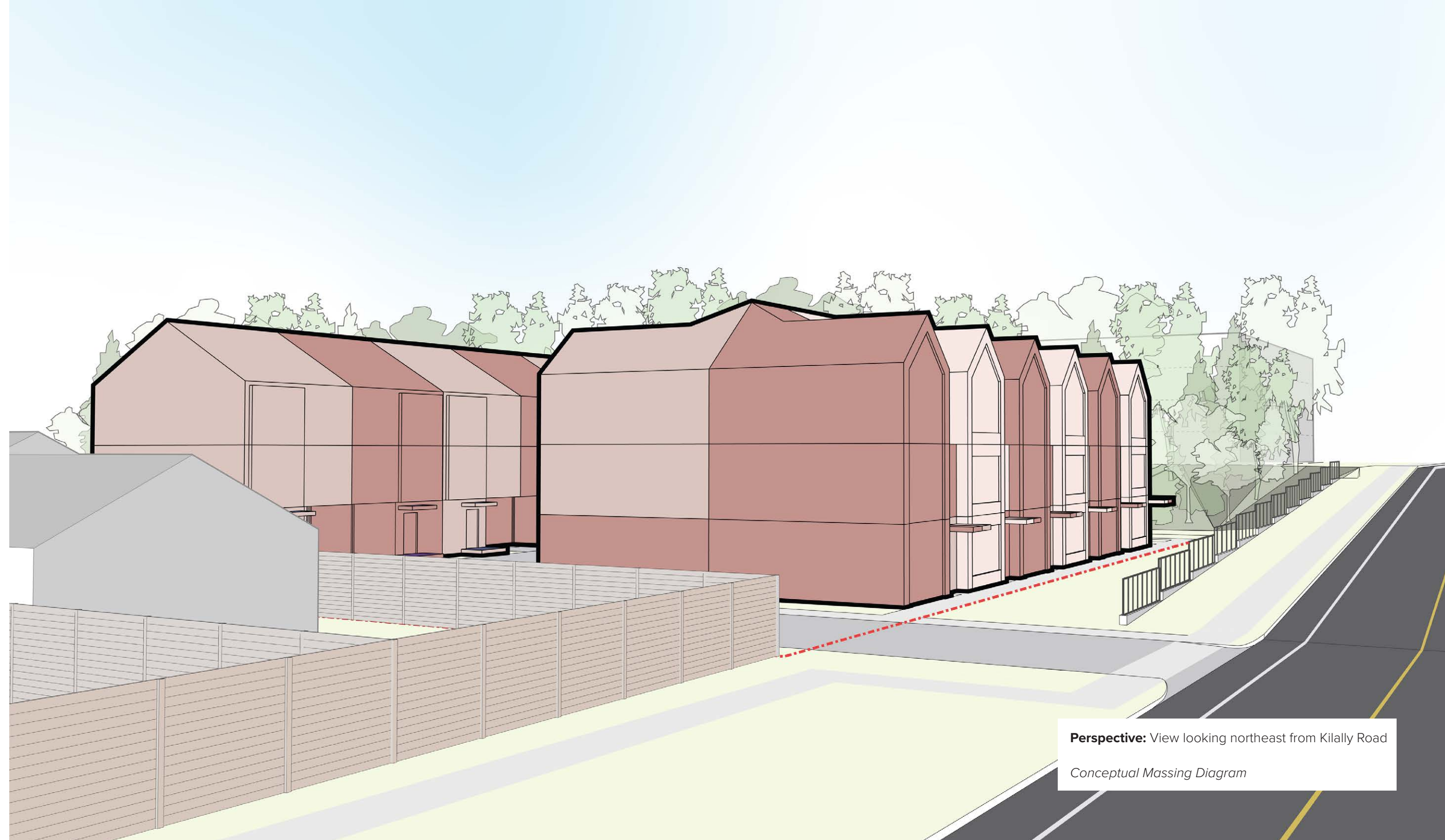
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## S6.2 Proposed Development Concept

### / Mixed Urban Towns

The following illustrations and graphics provide an overview of the development concept for 1474 Kilally Road. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment outlined in Section 6.1 of this brief. The concept includes a three-story townhouse building containing six units and a three-storey back-to-back (stacked) townhouse building containing twelve units. In total, the proposed development includes 18 residential units. The required vehicular parking for the new townhouse forms is provided through a combination of integrated/attached garages and driveways. The conceptual site design allows for the creation of two visitor parking stalls in addition to the resident parking. A dimensioned conceptual site plan has been prepared and is available for public download at [www.siv-ik.ca/1474k](http://www.siv-ik.ca/1474k). A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



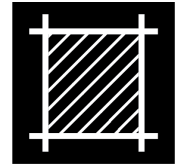
**Perspective:** View looking northeast from Kilally Road

*Conceptual Massing Diagram*



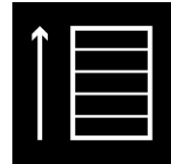
**/ Concept At-A-Glance**

**SITE AREA**



**0.509**  
HECTARES

**BUILDING HEIGHT**



**3**  
STOREYS  
  
**12.0**  
METRES

**DWELLING UNITS**



**18**  
DWELLING UNITS

**6** STANDARD TOWNHOUSES  
**12** BACK-TO-BACK TOWNHOUSES

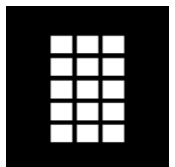
**PARKING**



**2.1/unit**  
OVERALL RATE

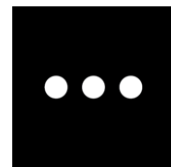
**36** RESIDENT STALLS  
**2** VISITOR

**DENSITY**



**36**  
UNITS PER HECTARE

**OTHER**

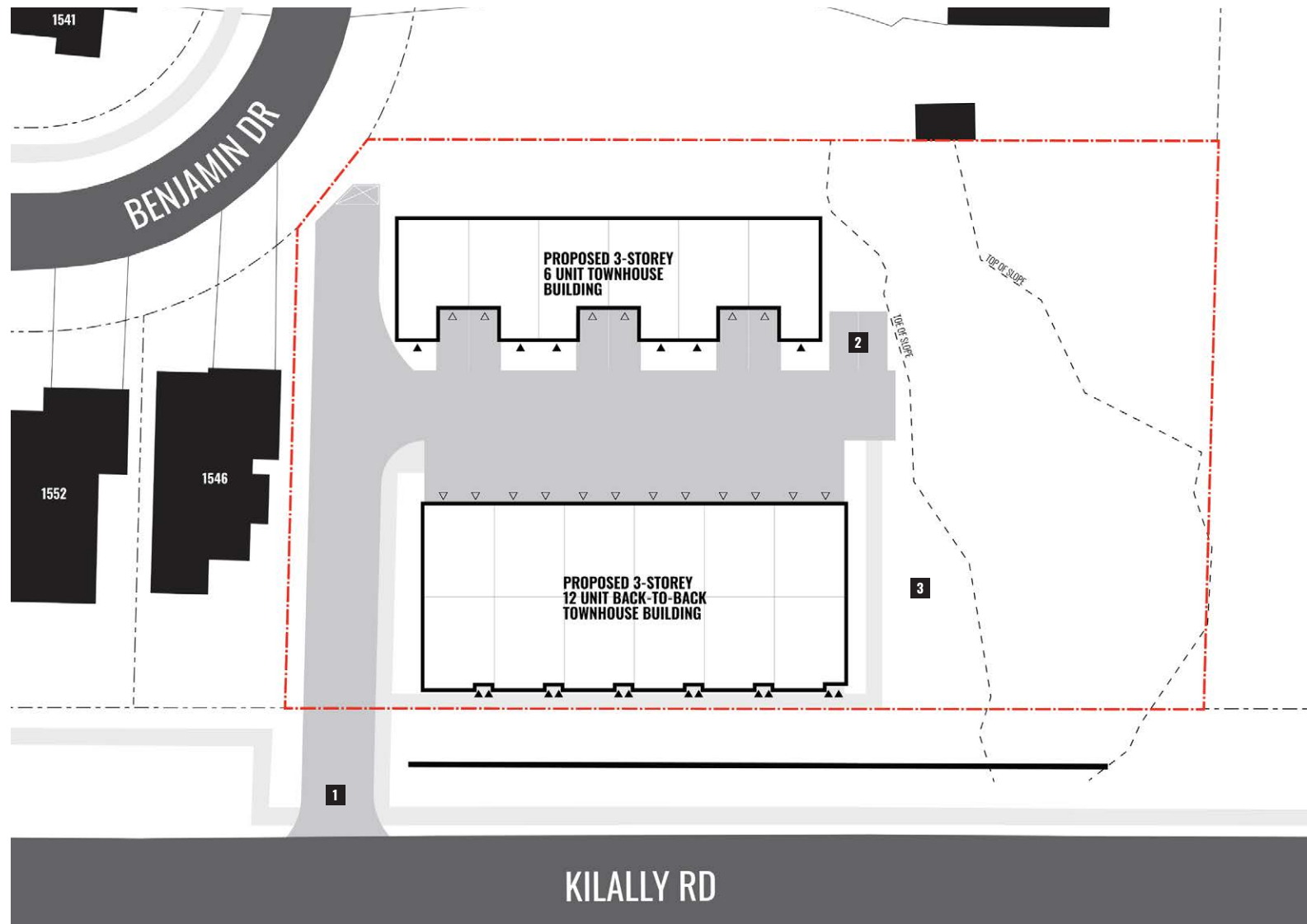


**60%** LANDSCAPED OPEN SPACE  
**21%** LOT COVERAGE



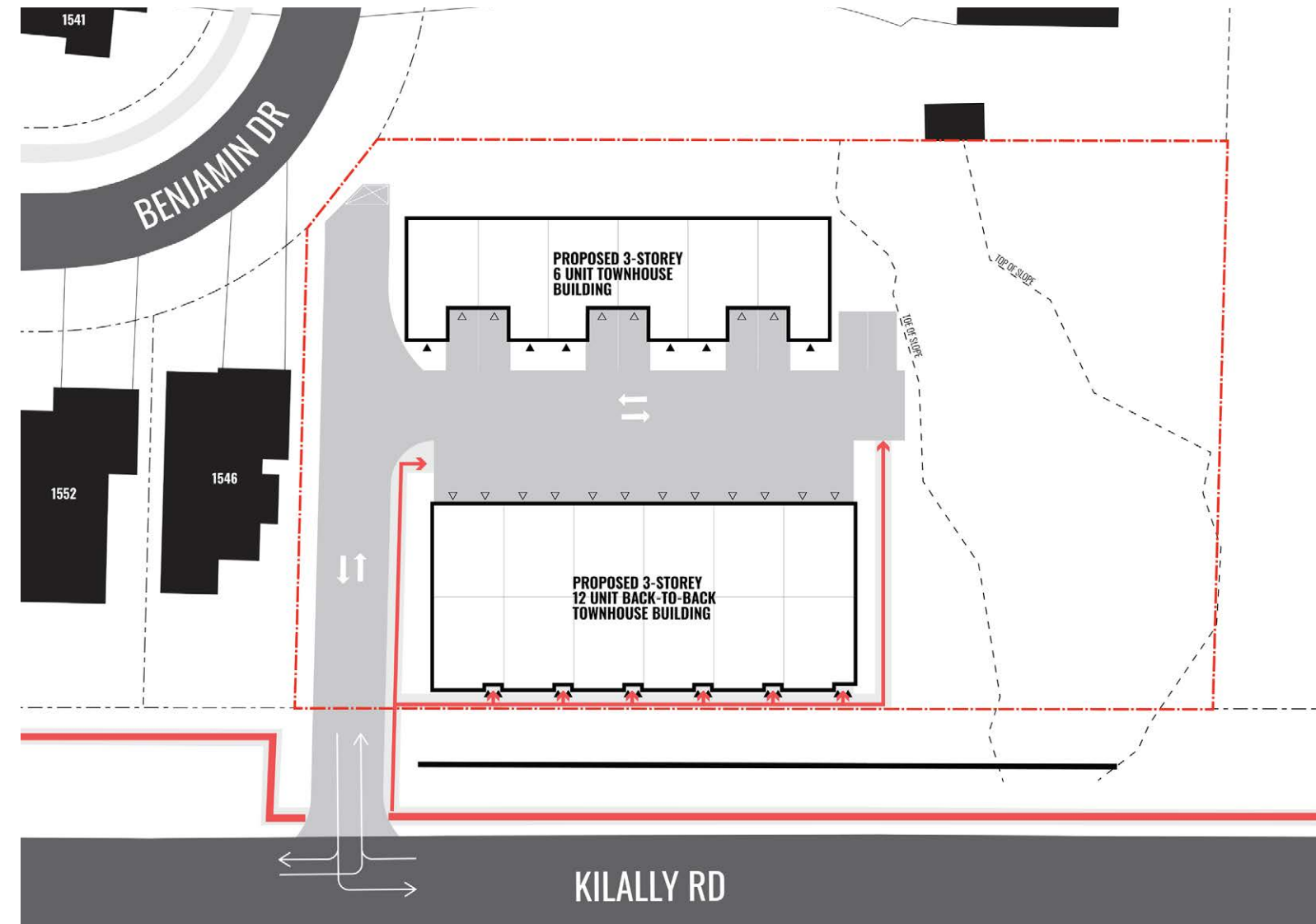
**Perspective:** Aerial view looking southeast from Benjamin Drive

*Conceptual Massing Diagram*



- LEGEND**
- ▲ Individual Unit Entrances
  - △ Garage Entrances
  - Site Boundary
  - New Building Footprint
  - Retaining Wall
  - 1 New Site Access
  - 2 Visitor Parking Area
  - 3 Common Outdoor Amenity Area

**Note:** This simplified site concept plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2023-02-14 conceptual site plan.



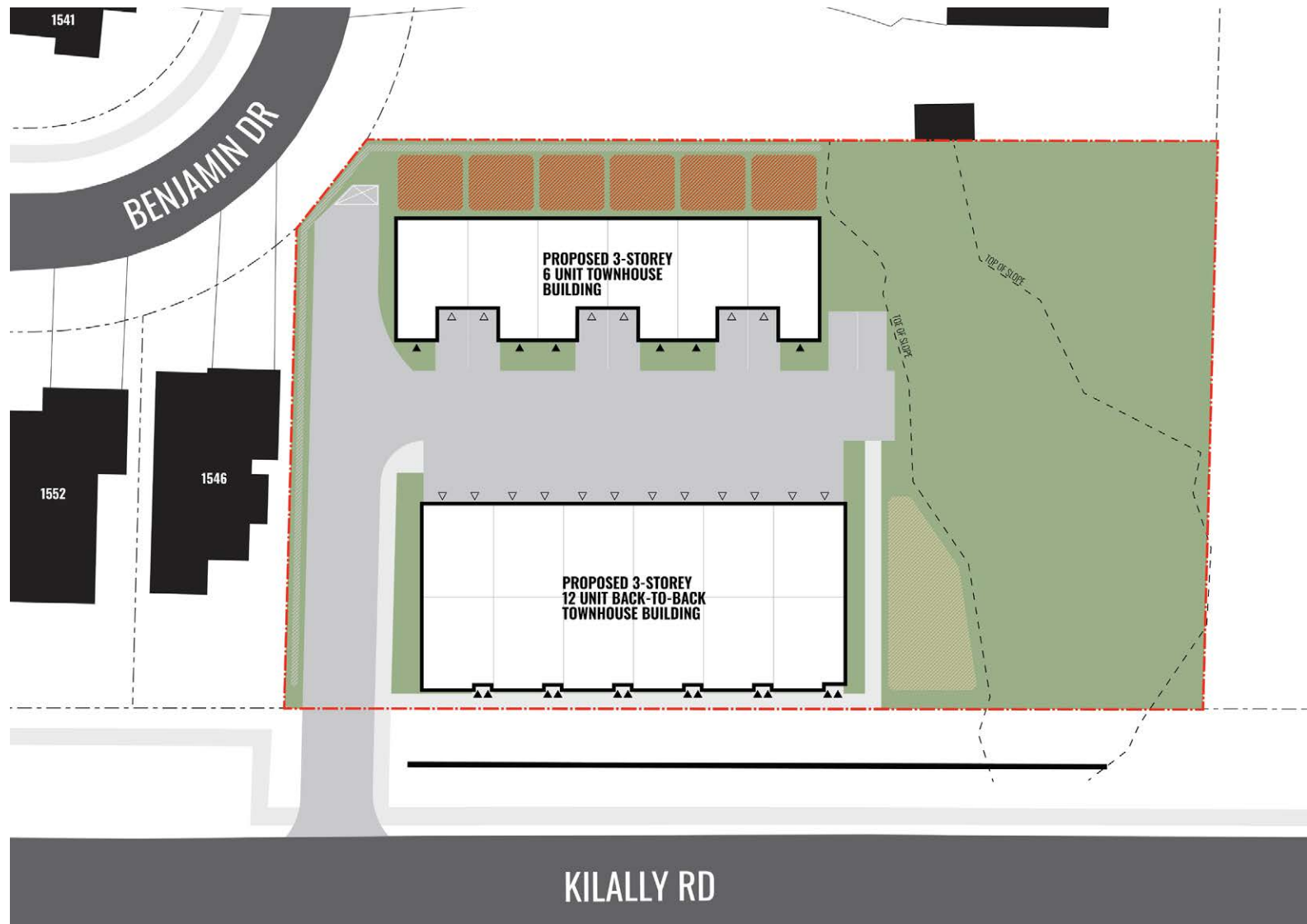
- LEGEND**
- ▲ Individual Unit Entrances
  - △ Garage Entrances
  - Site Boundary
  - New Building Footprint
  - Retaining Wall
  - Existing Sidewalk
  - Pedestrian Connection
  - Vehicular Circulation/Movements

**Note:** This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2023-02-14 conceptual site plan.

Figure 10. Simplified Concept Plan

Figure 11. Site Access and Circulation Plan





**LEGEND**

▲	Individual Unit Entrances	—	Retaining Wall	▨	Common Amenity Area
△	Garage Entrances	○	Potential Tree Location	▨	Private Outdoor Amenity Area(s)
---	Site Boundary	■	Landscaped Area		
■	New Building Footprint	▨	Enhanced Edge Treatment		

**Note:** This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

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Figure 12. Conceptual Landscape Plan

# S7: TECHNICAL ISSUES

## S7.1 Tree Preservation Report

The City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Assessment Report has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Zoning By-law Amendment application. The report is available for public download on the project website. The report identifies and evaluates all trees of all sizes in the City right-of-way and trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The inventory identified 108 individual trees, many of which are located on the eastern sloped portion of the site which is not intended for site disturbance. The size, location and quality of the existing trees can be found on the Tree Preservation Drawing in Appendix A of the RKLA Report. No rare or endangered tree species were identified. In considering the potential impacts and disturbance associated with the proposed development concept, it was concluded that there is potential to preserve 68 out of the 108 existing trees. Three of these trees to be removed are dead or in severe decline. The Tree Preservation Report demonstrates that there will be no impact to existing off-site trees on adjacent properties. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process and will offset the loss of existing trees.

## S7.2 Archaeological Resources

The PPS 2020 and the London Plan both call for the preservation of significant archaeological resources. The project site was identified as being within an area of archaeological potential as per the City of London Archaeological Master Plan. As such, a Stage 1-2 Archaeological Assessment was carried out by Lincoln Environmental Consulting Corp. in December 2022. The report has been submitted as part of the complete application for the proposed Zoning By-law Amendment and is available for public download on the project website. No archaeological resources were identified during the Stage 2 assessment which involved on-site evaluation/ test-pitting. As such, no further archaeological assessment of the property is recommended and no disturbance of archaeological resources is anticipated to occur.

## S7.3 Preliminary Grading Review

As a result of concerns raised regarding the reduced front and exterior side yard setbacks, a preliminary Grading Plan was requested to determine whether the grading will contain and direct all stormwater flows internally, away from existing residential properties. A preliminary grading exercise was carried out by Driven Engineering Inc. in December 2022. It was confirmed that the existing grading will allow for the proposed design to control all stormwater flows on site for major events with an overland flow route to the southwest corner of the site. No major interventions will be required in order to ensure stormwater flows are directed internally and the proposed interior and front yard setbacks will have no impact on the ability of the site to effectively manage stormwater in accordance with Municipal and Provincial regulations.

## S7.4 Geotechnical/Slope Stability Report

Through the pre-application consultation process with the City of London, it was identified by the Upper Thames River Conservation Authority (UTRCA) that a report confirming the extent of the natural hazard lands was required. EXP Services Inc. was retained to prepare a Geotechnical Investigation and Slope Assessment relating to the proposed development concept and Zoning By-law Amendment application. The assessment, dated November 9 2022, provides geotechnical guidelines to support site development. The investigation of subsoil and groundwater conditions through a series of boreholes was carried out on September 26th and October 4th, 2022. Additionally, a site elevation survey was carried out using topographic mapping.

The stability of the existing slope was investigated for a number of Factors of Safety (FOS) and were found to have a low potential for instability in its current condition. The FOS numbers (2.31 at Cross Section A-A' and 2.23 at Cross Section B-B) were well above the recommended FOS of 1.40. The soil conditions found in the boreholes comprised of natural glacial till throughout the height of slope and sand and gravel in the development area beyond the toe of slope. It was also noted that the location of the building on the concept plan enhanced the FOS due to the reinforced loading at the toe of the slope. As a result, no stable slope allowance is required. The investigation also noted that there were not watercourses present within 15m of the base of the slope. Therefore no toe erosion allowance is required. Suggestions for a permanent engineered retaining wall were also made to replace the temporary nature of previous slope excavation retention methods on site. The report also provided geotechnical comments and recommendations regarding site preparation, excavations, dewatering, foundation design, slab-on-grade and basement construction, site servicing, seismic considerations, pavement recommendations, and curbs and sidewalks.

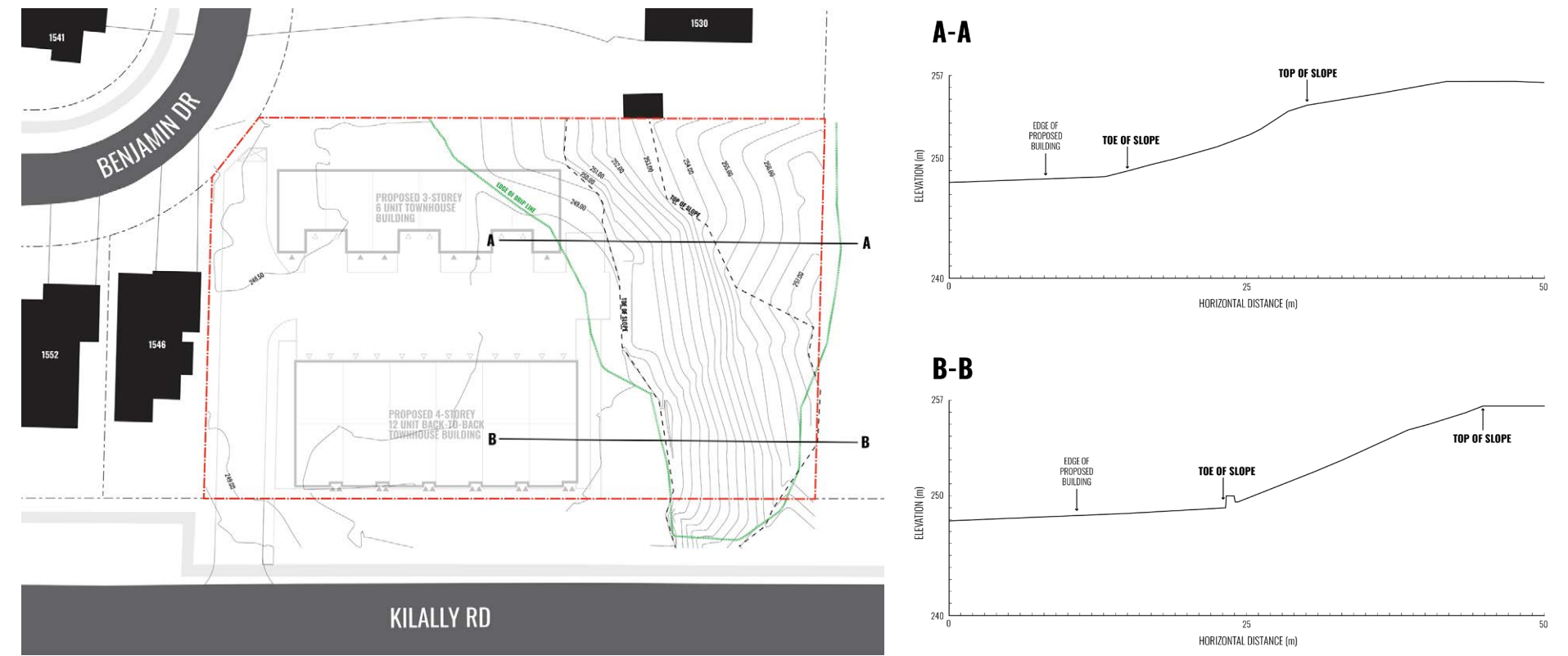


Figure 13. Stable Slope/Development Relationship



# S8: ENGAGEMENT

## S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The Developer (1000174315 Ontario Inc.) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 1474 Kilally Road and how those steps interact with our applicant-led community engagement program.

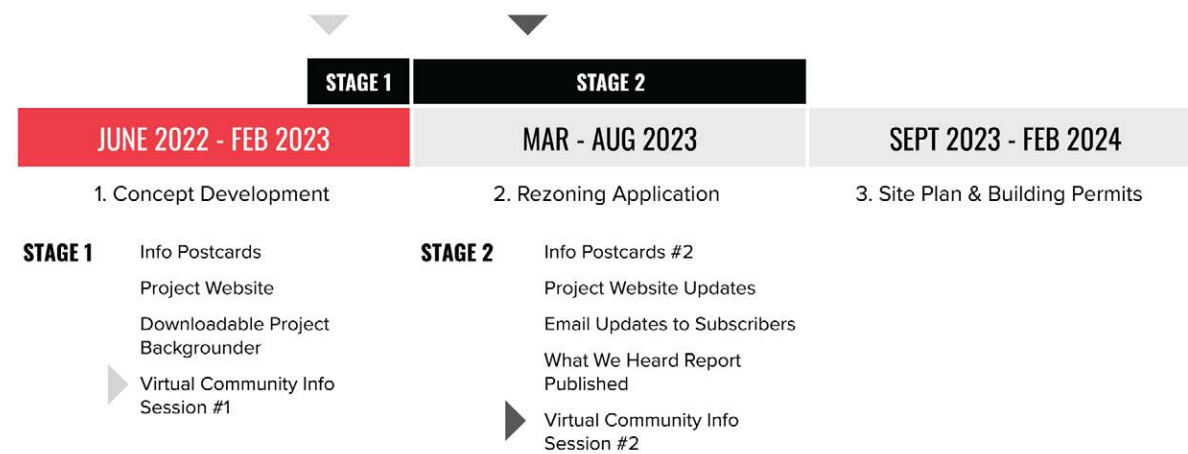


Figure 14. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

### STAGE 1 TACTICS



#### Info Postcard

87 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

#### Project Website

A project website (www.siv-ik.ca/1474k) was launched on January 4, 2023 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

#### Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

#### Virtual Community Information Session

The project team hosted a Zoom webinar on January 18, 2023 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

#### What We Heard Report

The report has been published, shared on the project website and submitted with the Zoning By-law Amendment application. The report “closes the loop” on Stage 1 of our community engagement program by clearly documenting the feedback that was received and our response to it.

### REACH

87

INFO POST CARDS CIRCULATED

291

UNIQUE PROJECT WEBSITE VIEWS

10

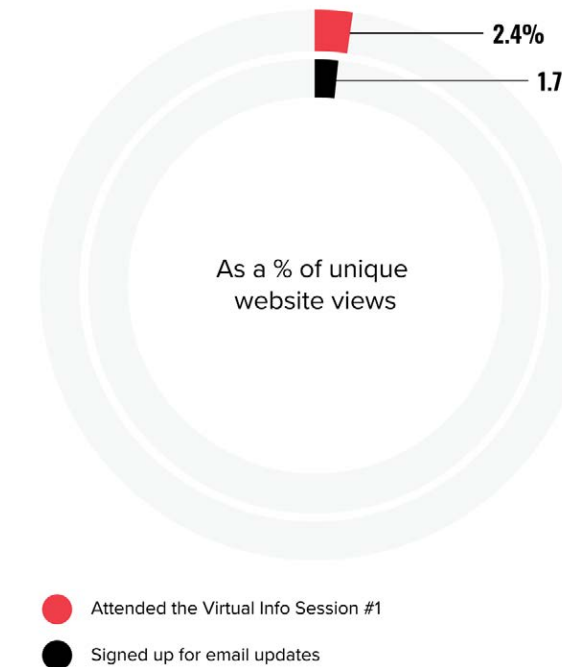
UNIQUE RESPONDENTS

27

UNIQUE PIECES OF FEEDBACK

### FEEDBACK

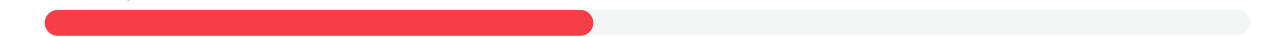
### ENGAGEMENT



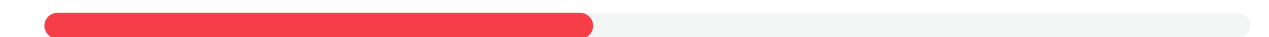
### TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.

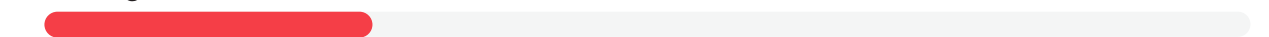
#### Site Layout



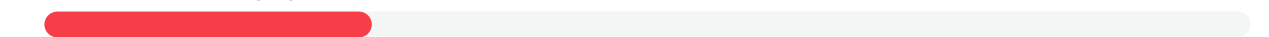
#### Traffic



#### Grading



#### Proposed Housing Type



**Note:** The graphics and text above represent highlights of Stage 1 of our community engagement program.



## S9: INTERPRETATION

### S9.1 Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 1474 Kilally Road. The Brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which are representative of the project team's best thinking for the site's redevelopment, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

### S9.2 The Development Design

The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for an appropriate degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process.

### S9.3 Stakeholder Engagement

The project team has carried out early engagement with the Ward 3 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



## REFERENCES

1. Topographic Survey prepared by Callon Dietz, dated October 14, 2022.
2. City of London Huron Heights Planning District Profile (2016).
3. The Provincial Policy Statement (2020).
4. The London Plan.
5. City of London Comprehensive Zoning By-law Z.-1.
6. City of London, London CityMap (Last updated October 1, 2020).
7. City of London Staff Report Z-9068 re: Drewlo Holdings Inc. 475 and 480 Edgevalley Road.
8. Stage 1-2 Archaeological Assessment prepared by LEC Corp., dated December 2022.
9. Geotechnical Investigation & Slope Assessment prepared by EXP Services Inc., dated November 9, 2022.
10. Kilally Towns - ZBA Grading Discussion prepared by Driven Engineering Inc., dated December 22, 2022.
11. Tree Preservation Report prepared by Ron Koudys Landscape Architects Inc., dated March 2023.



