

# Agenda Including Addeds

## Planning and Environment Committee

11th Meeting of the Planning and Environment Committee

June 19, 2023

4:00 PM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

Councillors S. Lehman (Chair), S. Lewis, A. Hopkins, S. Franke, S. Hillier, Mayor J. Morgan

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact [PEC@london.ca](mailto:PEC@london.ca) or 519-661-2489 ext. 2425.

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## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee  
**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development  
**Subject:** ReThink Zoning - progress update  
**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following report **BE RECEIVED** for information.

## Executive Summary

ReThink Zoning is the process of delivering a new comprehensive zoning by-law that will implement *The London Plan* and replace the current *Zoning By-law No. Z.-1*. The purpose of this report is to provide an update on ReThink Zoning.

## Linkage to the Corporate Strategic Plan

The preparation of the new comprehensive zoning by-law will contribute to the advancement of Municipal Council's *2023-2027 Strategic Plan* and the strategic areas of focus in several ways:

- "Housing and Homelessness" is supported by a new comprehensive zoning by-law that contemplates a diverse range of housing options in all neighbourhoods and through a balanced application of use, intensity and form regulations ensures new development is compatible with its context, including existing and future conditions. A new comprehensive zoning by-law will explore the use of regulations to incent certain forms of development through the use of alternative standards to achieve municipal housing needs and commitments.
- "Climate Action and Sustainable Growth" is supported by a new comprehensive zoning by-law that will ensure growth and development is well planned, resilient to change and sustainable over the long-term. A new comprehensive zoning by-law will explore the use of regulations to incent the use of green technologies, infrastructure, facilities, and devices. A new comprehensive zoning by-law will also protect the natural environment and agricultural areas and avoid natural hazards when building new infrastructure or development for the needs of Londoners now and into the future.
- "Economic Growth, Culture and Prosperity" is supported by a new comprehensive zoning by-law that provides certainty and flexibility in regulations to create a supportive environment where businesses and development can thrive.
- "Mobility and Transportation" is supported by a new comprehensive zoning by-law that promotes compact patterns of growth and plans for greater population density in areas near transit and active mobility networks to make green and active forms of mobility more viable and attractive.
- "Reconciliation, Equity, Accessibility, and Inclusion" is supported by a new comprehensive zoning by-law that applies the City of London Equity Tool to City-led policies and to promote equitable, inclusive, accessible and welcoming City of

London spaces for intersectional identities.

- “Wellbeing and Safety” is supported by a new comprehensive zoning by-law that promotes neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- “Safe London for Women, Girls, and Gender-Diverse and Trans People” is supported by a new comprehensive zoning by-law that applies the City of London Equity Tool to City-led planning, design and construction of public spaces and amenities, specifically considering the safety of women, girls, nonbinary and trans individuals and survivors.
- “Well Run City” is supported by a new comprehensive zoning by-law that continues to deliver municipal services that meet the needs of a growing and changing community.

## Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. ReThink Zoning supports the Corporation of the City of London’s (the City) commitment to reduce and mitigate climate change by encouraging sustainable forms of development and development that is more resilient to climate change. ReThink Zoning will protect the natural heritage system, direct development away from natural hazards that are prone to flooding and/or erosion, and support compact patterns of growth ‘inward and upward’ through intensification. Intensification in the built-up areas of the city utilizes land and public infrastructure, facilities, and services efficiently and is transit supportive. ReThink New zoning will align land use planning with transportation planning to promote and support active and green forms of mobility such as transit, that create less environmental impacts and are more resilient to changes in energy costs.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter.

**Planning and Environment Committee, Update and Sample Place Type Zones, October 3, 2022.** This report introduced three (3) sample zones prepared by the project consultant. The purpose of the sample zones was to illustrate how policies in *The London Plan* could be translated into regulation. The sample zones included the project consultant’s proposed structure and organizational framework for the zone classes, mapping of zone boundaries and zone codes for sample geographic areas, and preliminary zone regulations. It was recommended that the sample zones be received by Municipal Council for information purposes. This report also provided an update on the next steps for ReThink Zoning.

The sample zones were the subject of consultation and review from October 2022 through to January 2023. Consultation included a staff workshop in November 2023, a meeting of a Rethink Zoning Working Group in November 2022, a virtual Public Information Meeting in December 2022 and meetings with individuals and groups that were requested through the project’s Get Involved webpage.

**Planning and Environment Committee, ReThink Zoning Update & Discussion Papers, June 20, 2022.** This report introduced seven (7) Discussion Papers prepared by the project consultant that explored opportunities and challenges for London’s new zoning by-law and identified possible zoning approaches to those issues. It was recommended that the discussion papers be received by Municipal Council for

information purposes. This report also provided an update on the next steps for ReThink Zoning.

**Planning and Environment Committee, RFP21-57 ReThink Zoning Consulting Services Contract Award, November 1, 2021.** This report recommended Municipal Council appoint Sajecki Planning Inc. (“Sajecki”) as project consultants to prepare the new comprehensive zoning by-law and that the financing for consulting services be approved. In accordance with the City’s *Procurement of Goods and Services Policy*, Sajecki was qualified to provide consulting services through a Request for Qualification (RFQUAL) and had the highest scoring submission through the subsequent Request for Proposal (RFP).

**Planning and Environment Committee, ReThink Zoning Phase One Update and Background Papers, June 21, 2021.** This report introduced for information purposes a series of Background Papers. The first Background Paper provided an overview of the relevance and role of zoning and the importance of engagement in the ReThink Zoning project. The second, third and fourth Background Papers addressed the role of use, intensity, and form in zoning respectively to achieve the city building objectives described in *The London Plan*. The fifth Background Paper undertook a review of zoning by-laws for several populous municipalities in Ontario to identify best practices and capture innovative approaches to zoning. This report also provided an update on the next steps for ReThink Zoning.

**Planning and Environment Committee, ReThink Zoning Phase One Update, November 30, 2020.** This report introduced for information purposes, areas of focus for future public and stakeholder engagement. Areas of focus including education about how zoning works, and conversations about the types of uses and buildings that should be permitted (use), how much activity or building should be permitted (intensity), and where and how buildings should be situated or designed (form). The above noted areas of focus were discussed in the context of *The London Plan’s* policy direction and place types, and how *The London Plan’s* vision can be implemented through zoning. The report was initially scheduled for June 2020 and was postponed and adapted to address limitations with public and stakeholder engagement as influenced by COVID-19.

**Planning and Environment Committee, ReThink Zoning Terms of Reference, May 13, 2019.** Based on public and stakeholder comments on the draft Terms of Reference (TOR), this report introduced for approval an updated TOR for ReThink Zoning. The updated TOR included a detailed overview of the project goals, work plan and deliverables, and identified opportunities for meaningful public and industry stakeholder engagement.

**Planning and Environment Committee, ReThink Zoning Terms of Reference, August 13, 2018.** This report introduced for information purposes a draft TOR for ReThink Zoning and directed that the draft be circulated for comments.

## **2.0 Discussion and Considerations**

### **2.1. Introduction – Working Draft Zoning By-law Document**

The purpose of this report is to provide an update on ReThink Zoning and the work-to-date completed by the project consultants. As previously reported, the project consultants have completed seven (7) Discussion Papers dated June 2022 and three (3) Sample Zones dated October 2022. In accordance with the project work plan and schedule, the project consultants delivered a working draft zoning by-law document to Planning and Development in April 2023. A staff team led by Planning and Development and consisting of staff members from other service areas that use the zoning by-law in their daily work are currently undertaking a review and completing revisions to the

working draft document prior to public consultation (See report subsection 2.3 below).

## **2.2 Content – Working Draft Zoning By-law Document**

The working draft zoning by-law document includes the structure and organizational framework for the new zoning by-law, substantial content for the various sections and subsections (unless otherwise indicated below) and mapping. The working draft document is structured as follows:

Section 1: Introduction – includes content on Administration (except for provisions dealing with transition and repeal of existing by-law to be addressed in future draft(s)), Interpretation and Establishment of Zones.

Section 2: Definitions – the working draft document uses italics to identify defined terms, and the working draft includes definitions for those terms that are italicized.

Section 3: General Provisions – includes content on Uses Permitted in All Zones, Regulations for All Zones, Specific Use Regulations, and Incentive Regulations that incent certain forms of development through the use of alternative standards. Specific Building Type Regulations may also be included in the General Provisions in future draft(s). In the working draft document, regulations for permitted building types have been incorporated directly into the regulations for the various zone classes.

Section 4: Zone Classes – includes content on Use, Intensity and Form regulations for all base zones. Secondary Plan Areas and/or Specific Policies for Place Types that will require site-specific exceptions to these base zone regulations will be addressed through future draft(s).

Section 5: Holding Provisions – to be addressed in future draft(s)

Section 6: Schedules – includes mapping of zone boundaries and zone codes for all base zones. Mapping of site-specific exceptions and mapping of holding symbols to be addressed through future draft(s).

## **2.3 Consultation – Working Draft Zoning By-law Document**

Over the next few months (June 2023 through October 2023) Planning and Development staff plan to share the working draft zoning by-law document with interested parties through posted materials and updates on the project's Get Involved webpage.

An update to the sample zones is scheduled to be released first in June 2023 and will include the text portion of the Downtown, Neighbourhoods, Commercial Industrial, Light Industrial and Heavy Industrial Zone Classes. The balance of the working draft zoning by-law document, including all Zone Classes, General Provisions, Definitions and Mapping as described in Section 2.2 of this report, is scheduled to be released in August 2023.

Opportunities for consultation with interested parties will be possible as sections of the working draft document are released, and in advance of the public participation meeting that is tentatively scheduled to occur in Fall 2023. Public consultation will be designed to accommodate general feedback on the working draft document as well as targeted feedback from community groups, equity deserving groups, and the development industry. Given the range of interested parties that may affect or be affected by ReThink Zoning, consultation with the interested parties will include a series of focus group sessions.

The public participation meeting in Fall 2023 is not required by the Planning Act, but it will provide an opportunity for Planning and Environment Committee and Municipal Council to receive feedback directly on the working draft zoning by-law document, and if needed, provide direction to Civic Administration. The feedback received on the working draft zoning by-law document will inform the final version of the 1<sup>st</sup> draft and completion of this project stage is expected by the end of 2023.

### **3.0 Next Steps**

As described above, consultation on the working draft zoning by-law document is planned to occur June through October 2023. The feedback received on the working draft zoning by-law document will inform the final version of the 1<sup>st</sup> draft and completion of this project stage is expected by the end of 2023. The timelines for subsequent draft(s) and project stages are to be determined once the nature and the extent of feedback on the working draft zoning by-law document has been received.

## **Conclusion**

The project consultant's have delivered a working draft zoning by-law document and staff are currently undertaking a review. Over the next few months (June 2023 through October 2023), staff plan to share the working draft document with interested parties to receive feedback prior to completing the final version of the 1<sup>st</sup> draft and completing the 1<sup>st</sup> draft project stage. The project's *Get Involved* webpage ([getinvolved.london.ca/rethink-zoning](http://getinvolved.london.ca/rethink-zoning)) will be used to post and share information on the working draft zoning by-law document with interested parties.

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Senior Planner, Strategic Land Development

**Reviewed by:** Justin Adema, MCIP, RPP  
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**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

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

## Report to Planning and Environment Committee

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

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

**Subject:** Request for Designation for the property at 81 Wilson Avenue  
pursuant to Part IV, *Ontario Heritage Act*

**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the request for designation of the property at 81 Wilson Avenue, the following actions **BE TAKEN**:

- a) Notice **BE GIVEN** under the provisions of Section 29(3) of the *Ontario Heritage Act*, R.S.O. 1990, c. O. 18, of Municipal Council's intention to designate the property to be of cultural heritage value or interest for the reasons outlined in Appendix E of this report; and,
- b) Should no objections to Municipal Council's notice of intention to designate be received, a by-law to designate the property at 81 Wilson Avenue to be of cultural heritage value or interest for the reasons outlined in Appendix E of this report **BE INTRODUCED** at a future meeting of Municipal Council within 90 days of the end of the objection period.

**IT BEING NOTED** that should an objection to Municipal Council's notice of intention to designate be received, a subsequent staff report will be prepared.

**IT BEING FURTHER NOTED** that should an appeal to the passage of the by-law be received, the City Clerk will refer the appeal to the Ontario Land Tribunal.

## Executive Summary

At the request of the property owners, an evaluation of the property at 81 Wilson Avenue was undertaken using the criteria of O. Reg 9/06. The property at 81 Wilson Avenue meets four of nine criteria for determining cultural heritage value or interest and merits designation pursuant to Part IV of the *Ontario Heritage Act*.

The cultural heritage value of the property at 81 Wilson Avenue is beyond what is recognized by its designation under Part V of the *Ontario Heritage Act* as a Contributing Resource in the Blackfriars/Petersville Heritage Conservation District.

The property is directly associated with nurseryman, florist, and market gardener Alexander Leslie (1827-1901). The property is an early, representative example of the cottages built by market gardeners in London West from the mid-1850s to the early 1900s, featuring exceptionally large main floor windows on the main floor and basement level of the house that could support the germination of seedlings. The property is important in defining, maintaining, and supporting the character of the Blackfriars-Petersville area.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan area of focus, "Wellbeing and Safety":

- London has safe, vibrant, and health neighbourhoods and communities.
  - Londoners have a strong sense of belonging and sense of place.
    - Create cultural opportunities that reflects arts, heritage, and diversity of community.

## Analysis

### 1.0 Background Information

#### 1.1 Property Location

The property at 81 Wilson Avenue is located on Part of Lot 4 in RP191(W). The property is on the east side of Wilson Avenue between Rogers Avenue and Cherry Street (Appendix A). The property was in the Village of London West (formerly Petersville) which was annexed by the City of London in 1897.

#### 1.2 Cultural Heritage Status

The property at 81 Wilson Avenue is a Contributing Resource in the Blackfriars-Petersville Heritage Conservation District, designated under Part V of the *Ontario Heritage Act*.

#### 1.3 Description

The building at 81 Wilson Avenue, known as the Alexander Leslie House, is a one and one half-storey, buff brick dwelling with an unusually broad centre cross gable, in which is found a pointed Gothic window that echoes a similar pointed window in the earlier back wing of the building. The building is an early, representative example of a market gardener's home found in London West.

For more information, see Appendix B (Evaluation) and Appendix E (Statement of Cultural Heritage Value or Interest).

#### 1.4 Property History

The Euro-Canadian history of the property begins on October 24, 1831, when Lots 1 and 2, East of the Wharncliffe Highway were granted from the Crown to John Kent, a native of Staffordshire, England who had immigrated to Upper Canada in 1823.

In 1853, John Kent subdivided his land and granted Park Lots 3 and 4 East of Centre Street and other lands in the Plan totalling 20 acres to Rev. Hompesch Massingberd, an Anglican minister and wealthy landowner in London and Westminster Township.

The original back wing of the house at 81 Wilson Avenue is dated as early as 1854. The Scottish nurseryman Alexander Leslie purchased the property from Rev. Massingberd in 1863. The main block of the house, visible from Wilson Avenue, was built between 1865-1866.

For information on Property History, see Appendices B and E.

### 2.0 Discussion and Considerations

#### 2.1 Legislative and Policy Framework

Cultural heritage resources are recognized for the value and contributions that they make to our quality of life, sense of place, and tangible link to our shared past. Cultural heritage resources are to be conserved as per the fundamental policies in the *Provincial Policy Statement (2020)*, the *Ontario Heritage Act*, and *The London Plan*. It is important to recognize, protect, and celebrate our cultural heritage resources for future generations.

##### 2.1.1 Provincial Policy Statement

Heritage conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement (2020)* promotes the wise use and management of cultural heritage resources and directs that "significant built heritage resources and significant cultural heritage landscapes shall be conserved" (Policy 2.6.1).

"Significant" is defined in the *Provincial Policy Statement (2020)* as, "resources that have been determined to have cultural heritage value or interest." Further, "processes and criteria for determine cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act."

Additionally, “conserved” means, “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained.”

### **2.1.2 Ontario Heritage Act**

Section 29 of the *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29 of the *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to object to a Notice of Intention to Designate and to appeal the passing of a by-law to designate a property pursuant to Section 29 of the *Ontario Heritage Act*. Objections to a Notice of Intention to Designate are referred to Municipal Council. Appeals to the passing of a by-law to designate a property pursuant to the *Ontario Heritage Act* are referred to the Ontario Land Tribunal (OLT).

To determine eligibility for designation under Section 29 of the *Ontario Heritage Act*, properties are evaluated using the mandated criteria of Ontario Regulation 9/06.

Pursuant to Section 41(2), *Ontario Heritage Act*, a property may be designated both individually and as part of a Heritage Conservation District.

#### **2.1.2.1 Ontario Regulation 9/06**

Ontario Regulation 9/06, as amended by Ontario Regulation 569/22, establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are consistent with Policy 573\_ of *The London Plan*. These criteria are:

1. The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

A property is required to meet two or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*.

#### **2.1.2.2 Ontario Regulation 385/21**

Ontario Regulation 385/21 was proclaimed on July 1, 2021. This regulation prescribes certain requirements for a heritage designating by-law. Heritage designating by-law must meet the requirements of Ontario Regulation 385/21.

## **2.2 The London Plan**

The Cultural Heritage chapter of *The London Plan* recognizes that our cultural heritage resources define our City’s unique identity and contribute to its continuing prosperity. It notes, “The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in.” Policies 572\_ and 573\_ of *The London Plan* enable the

designation of individual properties under Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

### **3.0 Financial Impact/Considerations**

None

### **4.0 Key Issues and Considerations**

#### **4.1 Request for Designation**

In February 2020, the City received a request from the property owners of 81 Wilson Avenue to consider the designation of the property pursuant to Part IV of the Ontario Heritage Act. Working with the property owner, the Heritage Researcher completed historical research and completed an evaluation of the property according to the criteria of O. Reg. 9/06. A Statement of Cultural Heritage Value or Interest was prepared. The Stewardship Sub-Committee of the Community Advisory Committee on Planning (CACP) was consulted at its meeting on April 26, 2023.

#### **4.2 Cultural Heritage Evaluation**

The property at 81 Wilson Avenue was evaluated using the criteria of Ontario Regulation 9/06. The property has met 4 criteria for designation. The criteria it has met are:

- Criterion 1: The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material, or construction method.
- Criterion 4: The property has historical value or associative value because it has direct association with a theme, event, believe, person, activity, organization or institution that is significant to a community.
- Criterion 7: The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
- Criterion 8: The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

See Appendix B (Evaluation) and E (Statement of Cultural Heritage Value or Interest) for more information.

#### **4.3 Consultation**

As an owner-initiated designation, the property owners have been engaged in the evaluation processes for the property. The property owner facilitated a site visit with the Heritage Planners and Heritage Researcher. The property owner has also reviewed and concurred with the Statement of Cultural Heritage Value or Interest and identification of heritage attributes for the property at 81 Wilson Avenue.

In compliance with the requirements of Section 29(2) of the *Ontario Heritage Act*, the Community Advisory Committee on Planning, as the City's municipal heritage committee, was consulted at its meeting on June 14, 2023.

## **Conclusion**

The property at 81 Wilson Avenue is a significant cultural heritage resource that is valued for its physical or design values, its historical or associative values, and its contextual values. The cultural heritage value of the property at 81 Wilson Avenue is beyond what is recognized by its designation as a Contributing Resource in the Blackfriars/Petersville Heritage Conservation District.

The property is an early, representative example of the cottages built by market gardeners in London West from the mid-1850s to the early 1900s, featuring exceptionally large main floor windows and Italianate styling that would later be dominant in London throughout the 1870s.

The property is directly tied to the Scottish Presbyterian nurseryman, florist and market gardener Alexander Leslie (1827-1901). Leslie is significant to the community of market gardeners in London West for providing the Covent Garden Market with flowers and plants, fruit and ornamental trees, bushes and vines.

The property is important in defining, maintaining, and supporting the character of the Blackfriars-Petersville area as it reflects the favoured style of cottages built by market gardeners who settled in Blackfriars-Petersville in the 1850s and 1860s.

The property has been evaluated and has met the criteria for designation per Ontario Regulation 9/06. The property at 81 Wilson Avenue merits designation pursuant to Part IV of the Ontario Heritage Act.

**Prepared by:** Konner Mitchener, M.Arch, Intern CAHP  
Heritage Planner

**Reviewed by:** Kyle Gonyou, RPP, MCIP, CAHP  
Manager, Heritage and Urban Design

**Recommended by:** Heather McNeely, RPP, MCIP  
Director, Planning and Development

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

### **Appendices**

- Appendix A Property Location
- Appendix B Evaluation of Cultural Heritage Value or Interest
- Appendix C Images
- Appendix D Documentation
- Appendix E Statement of Cultural Heritage Value or Interest – 81 Wilson Avenue
- Appendix F Heritage Attributes

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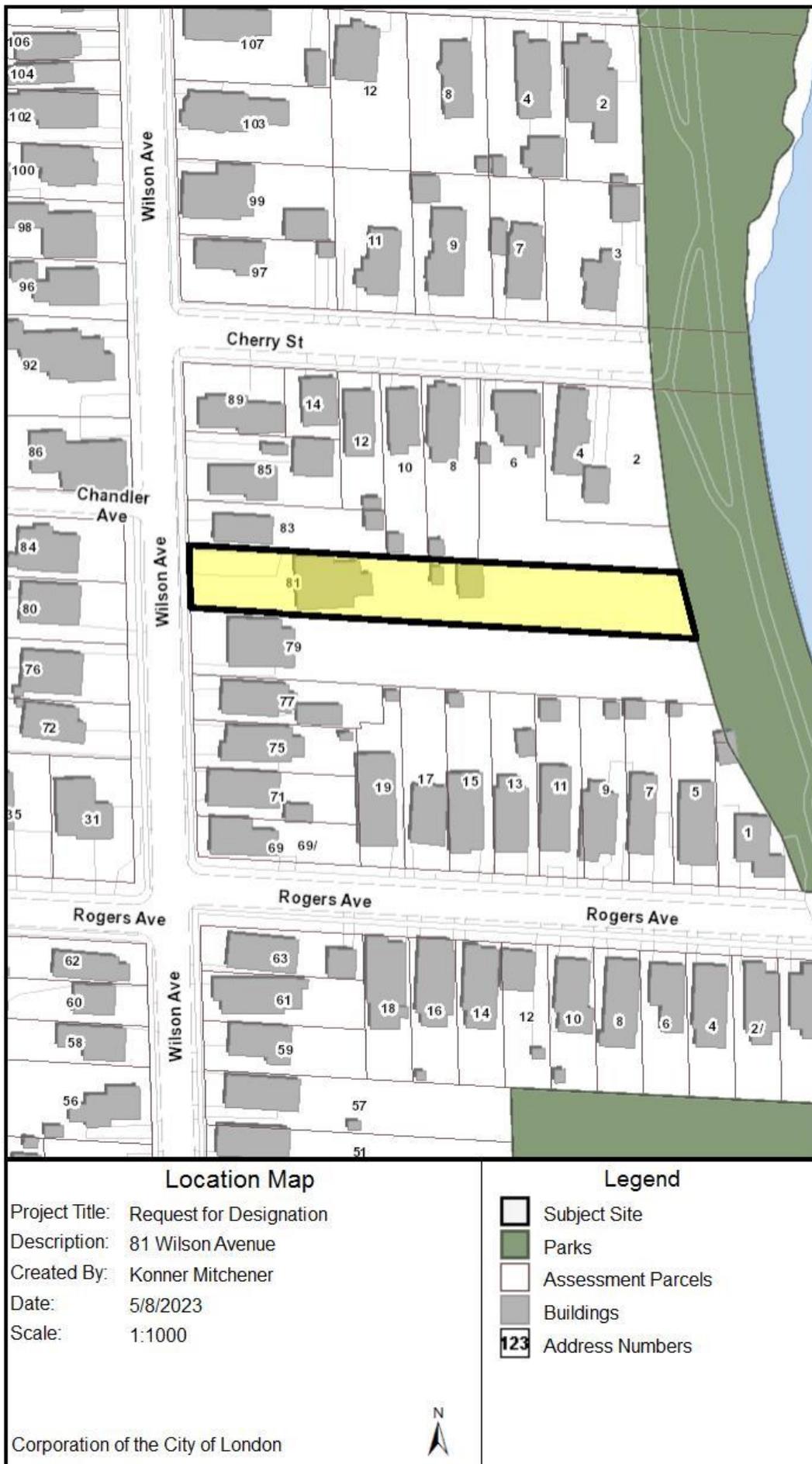
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# Appendix A – Property Location



Location Map for the property at 81 Wilson Avenue, London.

## Appendix B – Evaluation of Cultural Heritage Value or Interest

<b>Municipal Address</b>	81 Wilson Avenue
<b>Resource Name</b>	Alexander Leslie House
<b>Legal Description</b>	PT LT 4, E/S WILSON AV, PLAN 191 (W), PT 1 33R5907; S/T 909210 LONDON
<b>PIN</b>	08260-0083
<b>Construction Date</b>	1854-1862; 1865-1866
<b>Original Owner</b>	Rev. Hompesch Massingberd (1853-63); Alexander Leslie (1863-1901)
<b>Report Prepared By</b>	Lorraine Tinsley
<b>Date</b>	May 5, 2023



Photograph of the main elevation of the main block of the house.

### Property History

The property at 81 Wilson Avenue is in the Blackfriars-Petersville Heritage Conservation District and is designated under Part V of the *Ontario Heritage Act*. The Euro-Canadian history of the property dates to 1831—an early period of colonial settlement in London Township at the Forks of the Thames, and it is historically linked to the pattern of agricultural development in London West from the mid-1800s onwards. The property and the building at 81 Wilson Avenue, known as the Alexander Leslie House, have been extensively described and illustrated in John H. Lutman, *The South & the West* (1979) and in Nancy J. Tausky, *Historical Sketches of London: From Site to City* (1993), and *Blackfriars/Petersville Heritage Conservation District Study* (2014).

On October 24, 1831, Lots 1 and 2, East of the Wharncliffe Highway were granted from the Crown to John Kent, a native of Staffordshire, England who had immigrated to Upper Canada in 1823. The low-lying river flats were regularly flooded by the Thames River, and here the Kent family farmed the rich land that became known as Kent's Flats. In 1848 Kent had his lands in Lots 1 and 2, and part of Lot 3 laid out in Park Lots, ranging in size from three to nine and one-quarter acres, and designed to allow for small farms or market gardens. To provide access to these lots he placed a north-south road

through his survey named Centre Street—renamed Wilson Avenue after Mayor John Wilson, following the annexation of London West in 1897.

RP191(W), dated April 1848 (and registered on December 9, 1863, four years after Kent's death in 1859), shows the configuration of Park Lots on Kent's Plan between Wharncliffe Road and the Forks of the Thames, south of the Road to Blackfriars Bridge and extending to the river. The property at 81 Wilson Avenue is situated on Part of Park Lot 4 in RP191(W).

In 1853 Kent granted Park Lots 3 and 4 East of Centre Street and other lands in the Plan totalling 20 acres to Rev. Hompesch Massingberd, an Anglican minister and wealthy landowner in the City and Westminster Township (Instrument 2057). The following year, 1854, Massingberd was assessed \$250 for 18 acres East of the Wharncliffe Highway. (An assessment for the remaining two acres is not available. And from 1854-1862 no further assessment data is available for Massingberd's property in Petersville.)

Massingberd apparently did not intend to live on his newly acquired property on the river flats. In the same year, 1853, he established his household at the southeast corner of Talbot and Kent Streets, which is prominently identified as the property of "Rev. Mr. Massingberd" on the 1855 S. Peters Map of London.

It may be that Massingberd wished to establish a separate household for a personal gardener on his new property in Petersville, and he may have built the original farmhouse at 81 Wilson Avenue (referred to by Tausky as the "back wing" of the later house facing on the street) for such a purpose as early as 1854. Coincidentally, the Scottish nurseryman Alexander Leslie, who later purchased the property from Massingberd in 1863, listed his occupation as "Grower and Dealer in Nursery Stock" and his "Date of Settlement" in Petersville as 1854 in the Business Directory of the *Illustrated Historical Atlas of Middlesex County*. It is not known, however, whether Leslie knew or worked for Massingberd at this time.

The next available assessment after 1854 for Rev. Massingberd is in 1863, when he was assessed \$850 for 20 acres in "Concession 1, Lots 3,4,6,7". This significant increase in assessment value over nine years suggests the construction of the original building at 81 Wilson Avenue between 1854 and 1862. The public record does not allow for a more precise date.

Whether or not Leslie and Massingberd were already acquainted, Alexander and his wife Elizabeth purchased Lots 3, 4, 6 and 7, East of Centre Street for \$1000 from H. Maserberg [sic Massingberd] on December 2, 1863 (Instrument 7592). Massingberd held a \$900 mortgage, also dated December 2, 1863 (Instrument 7589) which was discharged on October 2, 1872.

It should be noted that the parcel records and assessment rolls for Alexander Leslie show a discrepancy at this time in the amount of property in question: The Instruments drawn up in December 1863 indicate that each of Lots 3 & 4 (together comprising one property east of Centre Street backing onto the river), and Lots 6 & 7 (comprising a second property diagonally across Centre Street), was 8 acres and 19 paces, or approximately 16+ acres in total. Leslie's first and second assessments in 1864 and 1865, however, are \$850 for 20 acres in "Concession 1, Lots 3,4,6,7" (identical to Massingberd's assessment for the same property in 1863). The acreage for Lots 6 & 7 appears to be understated in the Instruments, and in later assessments is indicated as comprising 12 acres.

There is no assessment data for Leslie in 1866, but the next available assessment in 1867 shows a dramatic increase to \$1000 for Lots 3 & 4 alone (comprising 8 acres, 3 cattle, 2 horses, and a dog) and \$600 for Lots 6 & 7, consisting of 12 acres—a near doubling of the total assessment over 1865. This suggests that the significantly larger addition to the house (referred to by Tausky as the main block) on Lot 4 was built after

the first quarter of 1865, and it would have been completed before the first quarter of 1867 when the assessment was undertaken.

In 1872 Leslie's nursery was prospering, and he advertised his business at some expense on the *Bird's Eye View of London*, drawn that year by E. S. Glover. A disproportionately large diagram of Leslie's property is placed prominently on Centre Street and labelled "17. Nursery."—the only such business listed on the plan.

By this time, Leslie had begun to reduce his land holdings while concentrating on his nursery business. RP303(W), made by McMillan and dated October 7, 1872, subdivides Lots 3 & 4 East of Centre Street in RP191(W), creating Leslie Street and several small lots on the south side of Leslie Street. The north side of Leslie Street was owned by Samuel Peters and had been subdivided into building lots earlier in the same year by RP297(W). Both developments had been spurred by the building of the Kensington Bridge in 1871, which had increased buyers' interest in the now more accessible Petersville and neighbouring Kensington.

An auction sale was held on September 19, 1872. The London Advertiser noted that some of the lots fetched "exorbitant prices"—\$240 to \$300 a lot. In fact, the lots had already been selling throughout 1872 in the range of \$180-\$500 and were usually held by mortgage, typically paid off in the first year or two. Initial profits from the sale of these lots would have allowed for the discharge of Alexander's mortgage from Rev. Massingberd by October 1872.

The London City Directory 1874-75 featured an advertisement for Alexander Leslie, Proprietor of "Blackfriars' Nursery, Petersville" for "All Kinds of Fruit and Ornamental Trees, constantly on hand; also a first-class selection of Shrubs and Grape Vines." In that same year, Leslie was assessed \$2000 for Lots 3 & 4, comprising 8 acres, 1 cattle and 1 dog. This doubling of the assessment in 1867 may have reflected an adjustment due to a legislated switch to market value assessment in 1868-69, as well as a large jump in assessment values around 1870, followed by annual increases in assessment values in the early 1870s.

Around 1875 Leslie began to fulfill his annual volunteer militia duties and continued to do so until at least 1886, initially as a Private in the 2<sup>nd</sup> Battalion, Queen's Own Rifles, and from 1880 in the 7<sup>th</sup> Regiment, London Fusiliers, where by 1886 he had risen to the rank of Sergeant.

Leslie was not shy about advertising his services, and in 1878 he listed himself as a "Grower and Dealer in Nursery Stock" in the Business Directory of the *Illustrated Historical Atlas of Middlesex County*, while listing his services variously as a gardener, florist and nurseryman in city directories.

Leslie continued subdividing his land. A second Plan, RP397(W), was registered May 23, 1882, and it subdivided the remaining portions of Lots 3 & 4, East Centre Street in RP191(W) not covered in Plan 303(W). RP397(W) includes Alexander Leslie's signature, house and outbuilding footprints, as well as boundaries for Lots 3 & 4 in RP191(W). The Plan created Cherry Street and River Avenue (now Rogers Avenue) and included lots on both sides of the streets. Within two weeks of registration, on June 6, 1882, Lot 6 in RP397(W) was sold to Margaret and Peter Anderson for \$300 (Instrument 1076). A series of mortgages was also taken out by Leslie starting in the 1880s and held by Henry Marshall. Most were discharged by Margaret C. Marshall in the later 1890s.

On May 1, 1901, Alexander Leslie, now near death, granted Lots 20 and 21, directly south of the Leslie house in RP397(W) to his wife Elizabeth for \$1.00 (Instrument 7929). Alexander died shortly afterwards on May 19, 1901, age 74, in the home he built at 81 Wilson Avenue. His death was given as "softening of the brain, 2 years", a term used in this era to refer to dementia, likely brought on by a stroke. In 1907 Elizabeth sold Lots 20 & 21 to Thomas Knott for \$2000 each (Instrument 12055).

The property at 81 Wilson Avenue remained in the Leslie family until 1953. After Elizabeth's death in 1912, her daughter Annie continued living in the house until 1928. In 1925 Annie was joined by her sister Bessie, a saleslady at Kingsmills, who after 1928 lived alone there, or with tenants until 1953. From 1953-1973 Alfred Banga, a warehouseman with Ontario Furniture, lived at the property with tenants Ilgwars Upmalis and Dr Henry Upmalis and family. In the last ten years of Alfred Banga's occupancy the house was divided into apartments. In the 1990s, a grandson of the Upmalis family, John Ivars Upmalis, lived at 81 Wilson Avenue. The current owners have lived at the property at 81 Wilson Avenue since 2008.

The gardens on the property at 81 Wilson Avenue have been rehabilitated and landscaped and feature several varieties of bushes and flowering plants that may have been cultivated by Alexander Leslie, including the William Saunders rose and many peony varieties. A soil analysis has revealed a deposit of 24 inches of alluvial soil from the frequent flooding of the Thames River in the past. In the experience of the current owners, this rich and fertile soil allows for rapid drainage of accumulated flood waters and is an illustration of the resilience of the property to repeated and sometimes catastrophic flooding that was experienced throughout the river flats until the building of the Fanshawe Dam in 1952.

### **Resource Description**

The building at 81 Wilson Avenue, known as the Alexander Leslie House, is an early, representative example of a market gardener's home found in London West. It is a one and one half-storey, buff brick dwelling with a single centre gable, in which is found a pointed window derived from the Gothic tradition. The door in the centre of the main elevation is flanked by a single two-over-two window on either side. The foundation is composed of fieldstone set in heavy mortar.

In Tausky's words, the building is among the most attractive of the numerous small and often charming working-class cottages of London West. Its basic form was particularly popular with London's gardeners in the latter half of the 19<sup>th</sup> century.

The building is solidly built, with walls composed of three layers of bricks bonded by iron ties. The back wing of the house, built between 1854-1862, appears to predate the main block visible from the street. Built c.1865-1866, the main block unifies the two parts of the house: the pointed window on the broad cross gable over the centre door echoes a similar window in the east-facing gable of the back wing.

Italianate influence is evident in the classical-inspired entranceway with flanking side lights, transom and inset oculus, and segmental arches of the windows and entranceway. The appealing breadth of the front gable is unusual in the region (Tausky), and it contributes to the overall imposing proportions of the house, setting it apart from the simpler Ontario cottages in the area.

The front gable once featured a Gothic finial and drop, as well as a carved bargeboard, which are clearly shown in a rare 1880 photograph of the Leslie family assembled in front of the house. The current owners replicated and restored the carved bargeboard and the heavy finial and drop in the front gable, to a high standard in 2019. This matches a second (original) finial and drop in the north gable, although a similar bargeboard in that gable no longer exists.

The 1880 photograph also reveals that the configuration of the front of the Leslie House originally was more elaborate and picturesque than it appears today. The photograph shows a central projecting vestibule below, and of the same breadth as the front gable, with front and side doors opening to covered verandahs on either side. Steps led up to the front entryway, which was flanked by sidelights set in curved mouldings, with a fanlight above. Ornamental moulding on the vestibule and verandah roofs, supported with architectural columns and decorative brackets, recall similar refinements on the Brough House at 1132 Richmond Street—a one and one-half storey buff brick building also built c. 1865, with a gable roof, projecting vestibule and bargeboards similar to some illustrated in Sloan's *Model Architect* (1852).

One chimney remains of the two originally situated over the north and south gables.

**O. Reg. 9/06 – Criteria for Determining Cultural Heritage Value or Interest**

*A property may be designated under Section 29, Ontario Heritage Act, if it meets two or more of the criteria for determining whether it is of cultural heritage value or interest.*

Criteria	Yes/No	Evaluation
<p><b>1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material, or construction method.</b></p>	<p><b>Yes</b></p>	<p>The property at 81 Wilson Avenue, known as the Alexander Leslie House, is an early, representative example of the cottages built by market gardeners in London West from the mid-1850s to the early 1900s. The basic form of the house was popular in the rural and semi-urban areas surrounding London: a one and one half-storey buff brick building with a gable roof, and a main door centred under a cross gable with a single window on either side.</p> <p>The classical-inspired entranceway with transom and side lights, and the segmental arches of the windows and entranceway, are early examples of the Italianate style that would dominate the rest of London in the 1870s. The windows on the main floor of the main block of the house are exceptionally large at 7 feet in height.</p>
<p><b>2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.</b></p>	<p><b>No</b></p>	<p>The property at 81 Wilson Avenue is not believed to display a high degree of craftsmanship or artistic merit.</p>
<p><b>3. The property has historical value because it demonstrates a high degree of technical or scientific achievement.</b></p>	<p><b>No</b></p>	<p>The property at 81 Wilson Avenue is not believed to demonstrate a high degree of technical or scientific achievement.</p>
<p><b>4. The property has historical value or associative value because it has direct association with a theme, event, believe, person, activity, organization or institution that is significant to a community.</b></p>	<p><b>Yes</b></p>	<p>The property at 81 Wilson Avenue is directly associated with the Scottish Presbyterian nurseryman, florist and market gardener Alexander Leslie (1827-1901) whose nursery provided the city's gardeners and the Covent Garden Market with flowers and plants, fruit and ornamental trees, bushes and vines. The large window openings on the main floor and basement level of the house contribute to its historical value as a market gardener's home where the large windows could support the germination of seedlings.</p> <p>Leslie's significance to the community of market gardeners in London West is evident in his prominence as a leading nurseryman, whose business, the Blackfriars Nursery, Petersville, was widely advertised in leading publications of the day, and whose legacy is still evident today in the gardens he cultivated at 81 Wilson Avenue.</p>

<p><b>5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.</b></p>	<p><b>No</b></p>	<p>The property at 81 Wilson Avenue is not believed to yield, or have the potential to yield, information that contributes to an understanding of a community or culture.</p>
<p><b>6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</b></p>	<p><b>No</b></p>	<p>The property at 81 Wilson Avenue is not known to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</p>
<p><b>7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.</b></p>	<p><b>Yes</b></p>	<p>The property at 81 Wilson Avenue has contextual value as a Contributing Resource in the Blackfriars-Petersville Heritage Conservation District. It is one of the earliest buildings and market gardens in the area, as indicated by its unusually deep setback. As it reflects the favoured style of cottages built by market gardeners who settled in Blackfriars-Petersville in the 1850s and 60s, it is important in maintaining and supporting the character of the area.</p>
<p><b>8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.</b></p>	<p><b>Yes</b></p>	<p>The property at 81 Wilson Avenue is physically and historically linked to its surroundings on the river flats of London West. It was the intention of the original holder of the Crown Grant, John Kent, to create Park Lots for small gardens or market gardens in his 1848 survey of these lands. This purpose was realized by Leslie, as a leading Dealer in Nursery Stock, and the proprietor of the Blackfriars Nursery, Petersville on this property from 1863 to his death in 1901.</p>
<p><b>9. The property has contextual value because it is a landmark.</b></p>	<p><b>No</b></p>	<p>The property at 81 Wilson Avenue is not believed to be a landmark.</p>

### **Comparative Analysis**

The Alexander Leslie House, with its one and one-half storeys, front gable, and symmetry, to some extent exemplifies the paradigm on which Brough House at 1132 Richmond Street is based (Tausky). Built approximately the same year, c. 1865, the Brough House displays the same basic form as the Leslie House. Early photographs of both houses reveal numerous subtle refinements. Like the Alexander Leslie House, Brough House originally included a wide vestibule at the front, from which two side doors led to covered verandahs at each side of the frontispiece. Brough House still has original carved bargeboards and heavy finials similar to some illustrated in Sloan's *Model Architect* (1852), all of which make it an exemplary Victorian cottage. The

Alexander Leslie House, however, is larger and very solidly built. A carved bargeboard, finial and drop that once adorned the front gable have been replicated and restored, matching an original finial and drop still existing in the north side gable. The windows, at 7 feet in height, are taller than average, particularly within the Blackfriars Petersville Heritage Conservation District.

<b>Authenticity and Integrity</b>	<b>Yes/No</b>	<b>Evaluation</b>
<p><b>Authenticity</b> is understood to mean the ability of a property and its heritage attributes to retain their significance over time, i.e., do the heritage attributes accurately display the cultural heritage value or interest of a property?</p>	<p><b>Yes</b></p>	<p>The property at 81 Wilson Avenue has retained its form and its significance as an early, representative example of a market gardener's cottage in London West. As a one and one-half storey, buff-brick dwelling with a single broad centre gable, Gothic windows, and Italianate influences in the entranceway and flanking windows, the exterior heritage attributes accurately display the cultural heritage value and interest of the property.</p>
<p><b>Integrity</b> is understood to mean the ability of a property to secure its significance over time, i.e., do the surviving physical features continue to represent or support the cultural heritage value or interest of a property?</p>	<p><b>Yes</b></p>	<p>The surviving physical features of the property at 81 Wilson Avenue continue to represent and support the cultural heritage value and interest of the property. The property and its gardens have been maintained, a factor which, together with the replication of the decorative bargeboard and finial in the front gable, contributes to the integrity of and authenticity of the house, while maintaining its original form and style.</p>

**Appendix C – Images**



*Image 1: Photograph of the main elevation of the main block of the house.*



*Image 2: Front entranceway with pair of divided sidelights flanking central door.*



*Image 3: Two-over-two wood window with wood storm window and segmental arch in the southern bay of the main (west) façade of the Alexander Leslie House at 81 Wilson Avenue.*



*Image 4: Cross gable on the front of the Alexander Leslie House with replicate bargeboard, finial, and drop (pendant).*



*Image 5: Gable on north elevation with original drop (pendant).*



*Image 6: East elevation showing back wing and T-plan of building. The side porch has been enclosed, and a conservatory has been added at the rear of the house.*



*Image 7: Pointed Gothic window in the back wing.*



*Image 8: Chimney on the north gable.*



*Image 9: Fieldstone foundation wall on the west elevation.*



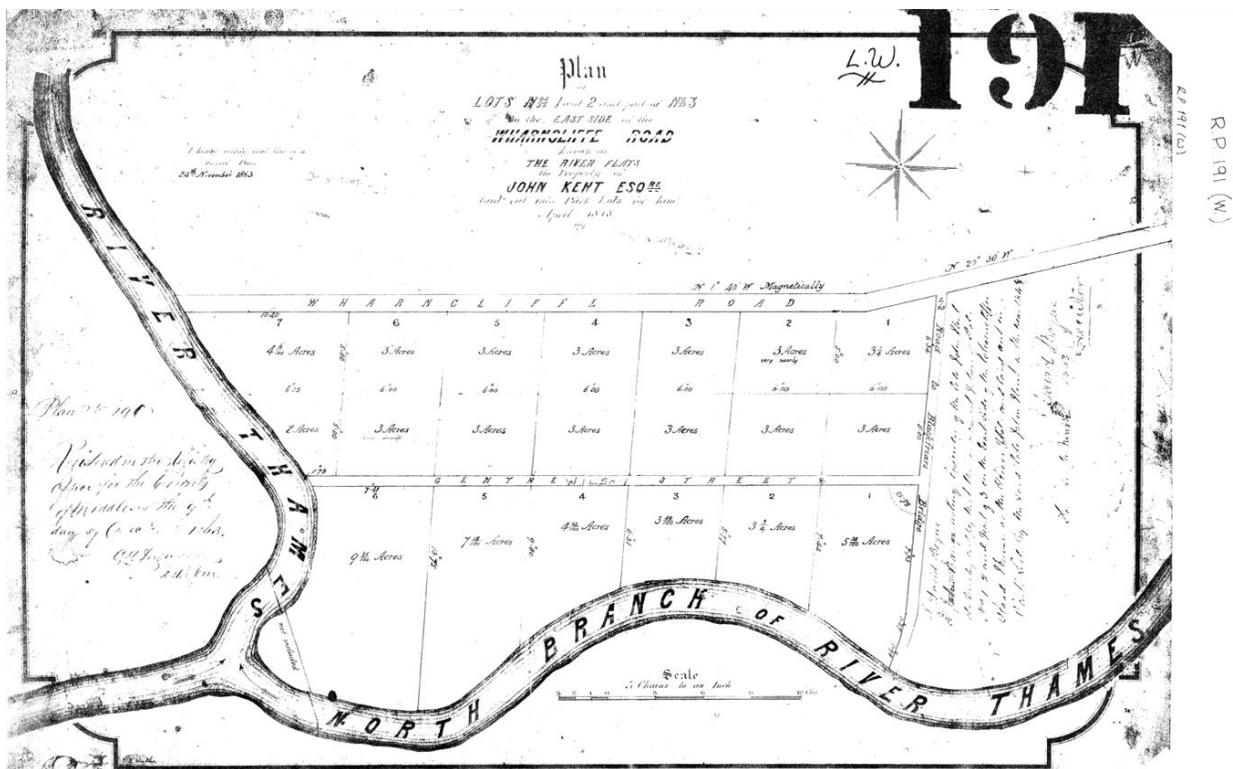


Figure 2: RP191(W)—Lots 1 & 2 and Part of Lot 3 East of Wharnclyffe Road known as the River Flats, Property of John Kent Esq., April 1848.

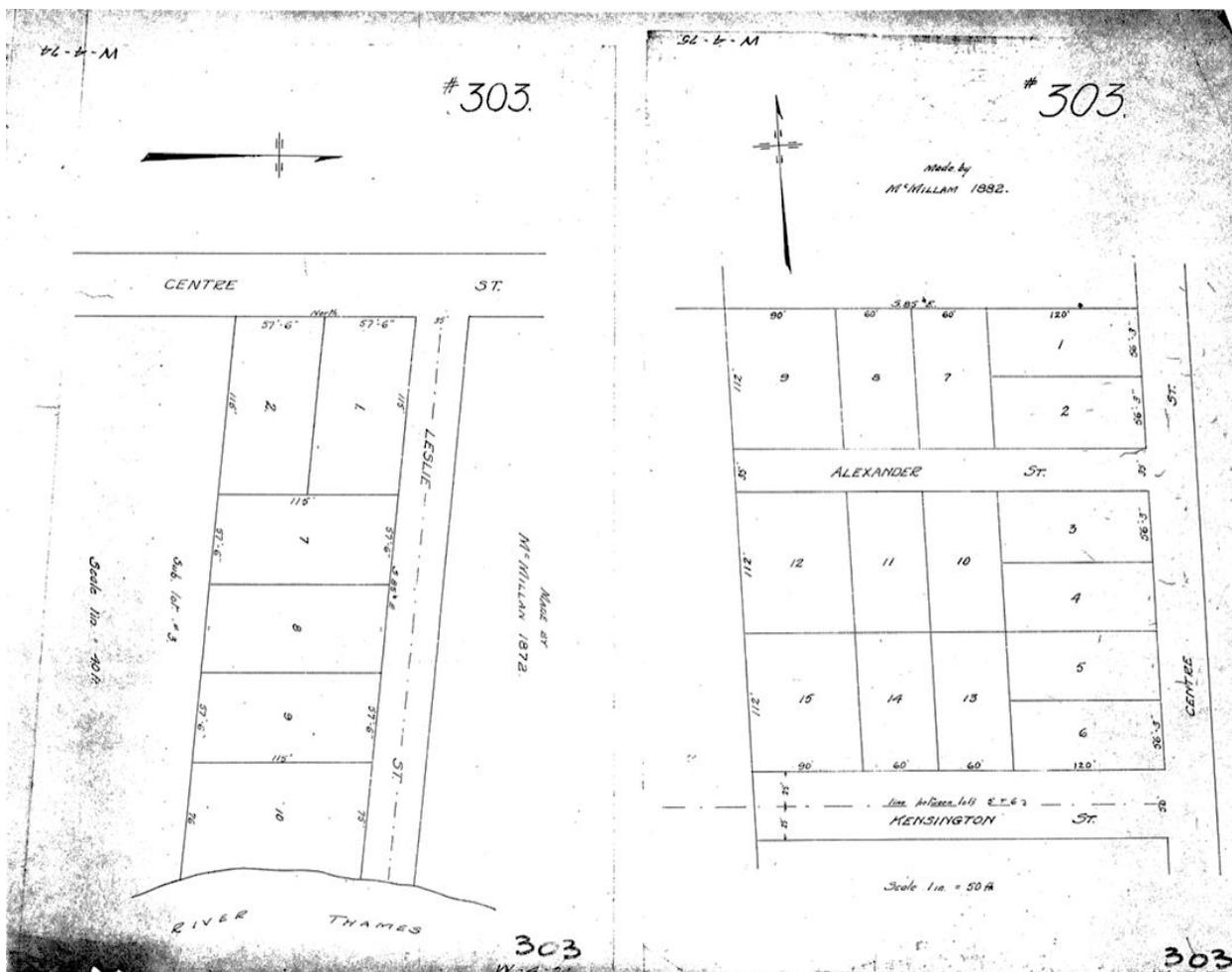


Figure 3: RP303(W) 1872 and 1882, creating Leslie Street and subdividing Lots 3 & 4.

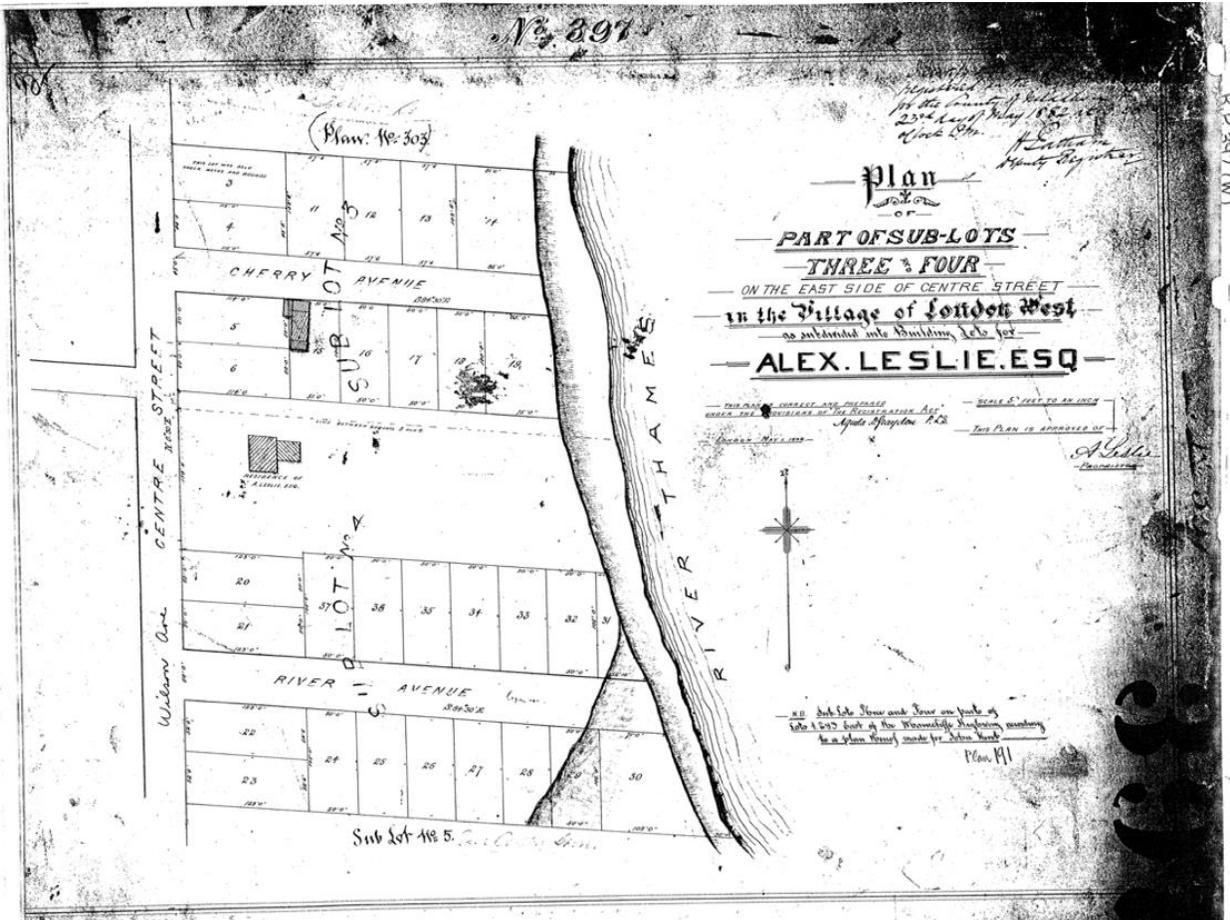


Figure 4: RP397(W), Alex Leslie Esq., May 23, 1882, subdividing remaining portions of Lots 3 & 4, East of Centre Street in RP191(W) not covered in Plan 303(W). Note the T-plan of building known as the Alexander Leslie House.



Figure 5: Detail—London C. W. Sketch of Country, 1867 showing "gardens" in approximate location of Lots 3 & 4 and "meadow" in Lots 6 & 7 (Serge A. Sauer Map Collection, Map and Data Centre, Western University).



Figure 6: Detail—Bird's Eye View of London, Ontario, Canada, 1872 (CXX13) showing Alexander Leslie's Nursery—No. 17 (circled) (Archives & Special Collections, Western University).

**BLACKFRIARS' NURSERY**  
**PETERSVILLE.**  
**ALEXANDER LESLIE, Propr.**  
 ALL KINDS OF  
**FRUIT AND ORNAMENTAL TREES**  
 Constantly on hand; also, a first-class selection of  
**SHRUBS AND GRAPE VINES.**

Figure 7: Advertisement for Blackfriars' Nursery in London City Directory 1874-1875.

**BUSINESS DIRECTORY OF MIDDLESEX COUNTY,**  
*Giving Names of the principal Professional and Business Men in the City of London and in the Towns and Villages, a Description of their Business, and of the principal Producers of each Township who patronize this Atlas.*

**CITY OF LONDON AND SUBURBS.**

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.
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Figure 8: Business Directory of Illustrated Historical Atlas of Middlesex County, Ontario (1878).

Leslie, A/.....	Petersville .....	1854	Scotland.....	Petersville.	Nnrseryman.
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Figure 9: Listing for A. Leslie in Business Directory of Illustrated Historical Atlas of Middlesex County, Ontario (1878).



Figure 10: Alexander Leslie and family at 81 Wilson Avenue (c. 1880) (Courtesy of Susan Jory).



Figure 11: Alexander Leslie House by Louis Taylor in Tausky, From Site to City (1993).

## Appendix E – Statement of Cultural Heritage Value or Interest

### 81 Wilson Avenue – Alexander Leslie House

**Legal Description:** PT LT 4, E/S WILSON AV, PLAN 191 (W), PT 1 33R5907;  
LONDON  
**PIN:** 08260-0083

#### Description of Property

The property at 81 Wilson Avenue is located on Part of Lot 4 in RP191(W) in the Blackfriars-Petersville Heritage Conservation District and is designated under Part V of the *Ontario Heritage Act*. The property is on the east side of Wilson Avenue between Rogers Avenue and Cherry Street. The building at 81 Wilson Avenue, known as the Alexander Leslie House, is a one and one half-storey, buff brick dwelling with an unusually broad centre cross gable, in which is found a pointed Gothic window that echoes a similar pointed window in the earlier back wing of the building.

The main block of the building was constructed by prominent nurseryman Alexander Leslie c. 1865-66. The back wing predates the main block and was built while the property was owned by Rev. Hompesch Massingberd, c. 1854-1862. The Blackfriars' Nursery, Petersville, operated at this location under Leslie's proprietorship from 1863 to his death in 1901.

#### Statement of Cultural Heritage Value or Interest

The property at 81 Wilson Avenue meets **four of nine criteria** for determining cultural heritage value or interest under O. Reg. 9/06 of the *Ontario Heritage Act*, and displays Design Value and Physical Value, Historical Value and Associative Value, and Contextual Value.

**Criterion 1**—The building at 81 Wilson Avenue displays design value and physical value as an early, representative example of the cottages built by market gardeners in London West from the mid-1850s to the early 1900s. It is a one and one half-storey buff brick building with a gable roof, and a main door flanked by two-over-two windows on each side. The entranceway is centred under a cross gable, which originally held a decorative finial and bargeboard that has been replicated and restored. The building is solidly built, with walls composed of three layers of bricks bonded by iron ties. The back wing of the house predates the main block visible from the street, and the two parts of the house are unified with a pointed window derived from the Gothic tradition on the broad cross gable over the centre door, that echoes the window in the gable of the back wing. Progressive Italianate influence is evident in the classical entranceway with transom and sidelights, and in the segmental arches of the windows and entranceway. These features anticipate the Italianate style that would dominate the rest of London in the 1870s. The windows on the main floor of the main block of the house are exceptionally large at 7 feet in height.

**Criterion 4**—The property at 81 Wilson Avenue displays historical value and associative value for its direct association with Scottish Presbyterian nurseryman, florist, and market gardener Alexander Leslie (1827-1901), a person of significance to the community of Petersville in the mid-to late-19<sup>th</sup> century. A prosperous and successful businessman, Leslie was a "Dealer in Nursery Stock" who operated the Blackfriars' Nursery in Petersville from 1863 to 1901, supplying the city's gardeners and the Covent Garden Market with flowers and plants, fruit and ornamental trees, bushes, and vines. The large window openings on the main floor and basement level of the house contribute to its historical value as a market gardener's home where the large windows could support the germination of seedlings.

The property is illustrated on the 1872 Bird's Eye View of London, and the Blackfriars' Nursery, Petersville was prominently advertised in city and business directories of the day.

**Criterion 7**—The property at 81 Wilson Avenue has contextual value for its importance in defining, maintaining, and supporting the character of the Blackfriars-Petersville Heritage Conservation District, in which it is a Contributing Resource. As one of the

earliest settled residential properties in the Blackfriars-Petersville Heritage Conservation District, the property reflects a development pattern of workers' and market gardeners' houses with small market gardens on site. The property also reflects the favoured style of cottages built by market gardeners who settled in Blackfriars-Petersville in the 1850s and 60s, and as such it is important in maintaining and supporting the character of the area.

**Criterion 8**—The property at 81 Wilson Avenue has Contextual Value because it is physically and historically linked to its surroundings on the river flats of London West. It was the intention of the original holder of the Crown grant, John Kent, to create Park Lots for small gardens or market gardens in his 1848 survey of these lands. This purpose was realized by Alexander Leslie, as a leading dealer in nursery stock, and the proprietor of the successful Blackfriars' Nursery, Petersville on this property from 1863 to his death in 1901. The illustration of Leslie's Nursery on the 1872 Bird's Eye View of London adds to its historical authenticity and cultural heritage value.

The detached outbuilding located at the rear of the Alexander Leslie House is not considered to be a heritage attribute of the property.

### **Heritage Attributes**

Heritage attributes that contribute to the Design Value and Physical Value of the property include:

- The form, scale, and massing of a one-and-one-a-half storey, buff brick dwelling with an unusually broad centre cross gable
- T-plan of the building, with the main block (front) built in c.1865-1866 and the back wing built in c. 1854-1862
- Pointed Gothic windows in the cross gable of the main block and in the gable of the back wing
- Heavy finial and drop in the north gable
- Chimney on the north gable, originally paired with a chimney on the south gable (not extant)
- Replicated bargeboard, finial and drop in the front cross gable
- Italianate-influenced segmental arches of the windows and entranceway
- Exceptionally large (7 feet in height), two-over-two wood windows, with wood storm windows, on the main floor
- Basement window openings
- Front doorway with a pair of divided sidelights flanking a central door and a transom, with inset oculus
- Fieldstone foundation walls

Heritage Attributes that contribute to the Historical Value and Associative Value of the property include:

- Location within the Blackfriars-Petersville Heritage Conservation District
- Exceptionally large (7 feet in height), two-over-two wood windows, with wood storm windows, on the main floor
- Basement window openings
- 

Heritage Attributes that contribute to the Contextual Value of the property include:

- Deep setback of the house from the street, contrasting with adjacent buildings
- Location within the Blackfriars-Petersville Heritage Conservation District

## Appendix F – Heritage Attributes



1. The form, scale, and massing of a one-and-one-a-half storey, buff brick dwelling with an unusually broad center cross gable



2. T-plan of the building, with the main block (front) built in c.1865-1866 and the back wing built in c. 1854-1862



3. Pointed Gothic windows in the cross gable of the main block and in the gable of the back wing



4. Heavy finial and drop in the north gable



5. Chimney on the north gable, originally paired with a chimney on the south gable (not extant)



6. Replicated bargeboard, finial and drop in the front cross gable



7. Italianate-influenced segmental arches of the windows and entranceway



8. Exceptionally large (7 feet in height), two-over-two wood windows, with wood storm windows, on the main floor



9. Basement window openings



10. Front doorway with a pair of divided sidelights flanking a central door and a transom, with inset oculus



11. Fieldstone foundation walls

Note: Not every heritage attribute indicated above; image is considered indicative of heritage attributes

## Report to Planning and Environment Committee

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

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

**Subject:** Designation of the Property at 599-601 Richmond Street  
pursuant to Part IV, *Ontario Heritage Act*, Ward 13

**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the designation of the property at 599-601 Richmond Street, the following actions **BE TAKEN**:

- a) Notice **BE GIVEN** under the provisions of Section 29(3) of the Ontario Heritage Act, R.S.O 1990, c. O. 18, of Municipal Council's intention to designate the property to be of cultural heritage value or interest for the reasons outlined in Appendix D of this report; and,
- b) Should no objections to Municipal Council's notice of intention to designate be received, a by-law to designate the property at 599-601 Richmond Street to be of cultural heritage value or interest for the reasons outlined in Appendix D of this report **BE INTRODUCED** at a future meeting of Municipal Council within 90 days of the end of the objection period.

**IT BEING NOTED** that should an objection to Municipal Council's notice of intention to designate be received, a subsequent staff report will be prepared.

**IT BEING FURTHER NOTED** that should an appeal to the passage of the by-law be received, the City Clerk will refer the appeal to the Ontario Land Tribunal.

## Executive Summary

The property at 599-601 Richmond Street is listed on the City's Register of Cultural Heritage Resources. A Notice of Application for a Zoning By-Law Amendment was issued for the property on April 19, 2023. The development application seeks to retain the existing cultural heritage resources in situ and construct a 12-storey mixed used development located to the rear of the existing cultural heritage resources. As a prescribed event, Municipal Council has 90 days from the Notice of Application to issue a notice of intention to designate the property under the *Ontario Heritage Act*. The applicant submitted a Heritage Impact Assessment for the Zoning By-Law Amendment which determined that the property met 4 of the 9 criteria of Ontario Regulation 9/06. The evaluation determined that the property is a significant cultural heritage resources that merits designation pursuant to Part IV, *Ontario Heritage Act*. Staff agree with recommendation that the property meets the criteria for designation. Municipal Council should issue a notice of intention to designate the property at 599-601 Richmond Street pursuant to Part IV, *Ontario Heritage Act*.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan area of focus, "Wellbeing and Safety":

- London has safe, vibrant, and healthy neighbourhoods and communities.
  - Londoners have a strong sense of belonging and sense of place.
    - Create cultural opportunities that reflects arts, heritage, and diversity of community.

## Analysis

### 1.0 Background Information

#### 1.1 Property Location

The property located at 599-601 Richmond Street is located on the west side of Richmond Street, just south of the intersection of Richmond Street and Central Avenue (Appendix A).

#### 1.2 Cultural Heritage Status

The property at 599-601 Richmond Street is listed on the Register of Cultural Heritage Resources. The listing of the property on the Register of Cultural Heritage Resources came into force and effect on March 26, 2018.

#### 1.3 Description

The property at 599-601 Richmond Street includes two distinct structures, identified respectively as 599 Richmond Street and 601 Richmond Street.

The building located at 599 Richmond Street is a two-storey commercial building with a commercial storefront on the first storey, and residential second storey. The storefront is defined by the large windows and commercial storefront entries, and the second storey upper façade by the large windows. The cornice of the roof is bookended by two large corbels and is decorated with smaller brackets, typical of Italianate commercial styles.

The building located at 601 Richmond Street is a two-storey commercial building with a commercial storefront on the first storey and residential second storey. The commercial storefront consists primarily of glazing and a recessed corner entryway and column. The building is prominently situated on southwest corner of Richmond Street and Central Avenue.

See Appendix C for a complete description of the resources.

#### 1.4 Property History

The buildings on the property at 599-601 Richmond Street were constructed prior to 1872 and have been a part of the commercial streetscape of Richmond Street since their construction. Home to early business including a “cutter” (1872), tanners (1874), grocers (1875), and saloon (1881), the subject property has been used for various commercial purposes since its construction.

See Appendix C for details related to the history of the subject property.

### 2.0 Discussion and Considerations

#### 2.1 Legislative and Policy Framework

Cultural heritage resources are recognized for the value and contributions that they make to our quality of life, sense of place, and tangible link to our shared past. Cultural heritage resources are to be conserved as per the fundamental policies in the Provincial Policy Statement (2020), the Ontario Heritage Act, The London Plan. It is important to recognize, protect, and celebrate our cultural heritage resources for future generations.

##### 2.1.1 Provincial Policy Statement

Heritage conservation is a matter of provincial interest (Section 2.d, Planning Act). The Provincial Policy Statement (2020) promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Policy 2.6.1).

“Significant” is defined in the Provincial Policy Statement (2020) as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determine cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.”

Additionally, “conserved” means, “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained.”

### **2.1.2 Ontario Heritage Act**

Section 29 of the Ontario Heritage Act enables municipalities to designate properties to be of cultural heritage value or interest. Section 29 of the Ontario Heritage Act also establishes consultation, notification, and process requirements, as well as a process to object to a Notice of Intention to Designate (NOID) and to appeal the passing of a bylaw to designate a property pursuant to Section 29 of the Ontario Heritage Act. Objections to a Notice of Intention to Designate are referred back to Municipal Council. Appeals to the passing of a by-law to designate a property pursuant to the Ontario Heritage Act are referred to the Ontario Land Tribunal (OLT).

To determine eligibility for designation under Section 29 of the Ontario Heritage Act, properties are evaluated using the mandated criteria of Ontario Regulation 9/06.

#### **2.1.2.1 Ontario Regulation 9/06**

Ontario Regulation 9/06, as amended by Ontario Regulation 569/22, establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are consistent with Policy 573\_ of *The London Plan*. These criteria are:

1. The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design or physical value because it demonstrates a high degree or technical or scientific achievement.
4. The property has historical or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually, or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

A property is required to meet two or more of the abovementioned criteria to merit designation under Section 29 of the *Ontario Heritage Act*.

#### **2.1.2.2 Ontario Regulation 385/21**

Ontario Regulation 385/21 was proclaimed on July 1, 2021. This regulation prescribes certain requirements for a heritage designating by-law. Heritage designating by-law must meet the requirements of Ontario Regulation 385/21.

## **2.2 The London Plan**

The Cultural Heritage chapter of The London Plan recognizes that our cultural heritage resources define our City’s unique identity and contribute to its continuing prosperity. It notes, “The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in.” Policies 572\_ and 573\_ of The London Plan enable the designation of individual properties under Section 29 of the Ontario Heritage Act, as well as the criteria by which individual properties will be evaluated

### 3.0 Financial Impact/Considerations

None.

### 4.0 Key Issues and Considerations

#### 4.1. Notice of Application for Zoning By-Law Amendment

On April 19, 2023, the City issued a Notice of Application for a Zoning By-Law Amendment (Z-9607) for the property at 599-601 Richmond Street. The proposed amendment is to allow a 12-storey mixed-use apartment building, and 8 surface parking spots. The proposed apartment building seeks to retain the existing buildings at 599-601 Richmond Street. As Notice of Application for a heritage-listed property, the application constitutes a Prescribed Event, as defined under the *Ontario Heritage Act*. Municipal Council has 90 days from the Notice of Application to designate a property under the *Ontario Heritage Act*. If Municipal Council does not issue a Notice of Intention to Designation the property within 90 days, the property can no longer be designated. Further, as a result of changes to the *Ontario Heritage Act* through Bill 23, the property may only remain on the Register of Cultural Heritage Resources until January 1, 2025. If the property is not designated prior to January 1, 2025, it will be removed from the Register.

The 90-day period for this Notice of Application expires on July 18, 2023.

A Heritage Impact Assessment (HIA) was submitted as part of the complete application requirements for this Zoning By-Law Amendment. A HIA was completed in October 2022 for the proposed 12-storey apartment building.

The HIA included a cultural heritage evaluation of the subject property and the adjacent heritage listed properties for the purposes of assessing the potential impacts of the proposed development on the on-site and adjacent cultural heritage resources. The evaluation of the subject property determined that the property at 599-601 Richmond Street met the criteria of Ontario Regulation 9/06, warranting designation pursuant to the *Ontario Heritage Act*.

Staff agree with the evaluation of the property included within the HIA, and are satisfied that the impacts to the significant cultural heritage resources as a result of the proposed development will be mitigated for this application through subsequent the planning process.

#### 4.2 Cultural Heritage Evaluation

As a part of the Heritage Impact Assessment submitted for this Zoning By-Law Amendment, the property at 599-601 Richmond Street was evaluated using the criteria of Ontario Regulation 9/06 (see Section 2.1.2.1 above). The property has met three criteria for designation; exceeding the threshold of two or more criteria to merit designation. The consultant evaluated the two separate buildings on the property (599 Richmond Street and 601 Richmond Street), as separate resources. Nonetheless, both resources were determined to meet the same criteria. For the purposes of this staff report, the evaluation includes both buildings. The criteria it has met are:

Criterion 1: The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or, construction method.

Criterion 7: The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

Criterion 8: The property has contextual value because it is physical, functionally, visually or historically linked to its surroundings.

See Appendix C for more information.

#### 4.3 Integrity

Integrity is not a measure of originality, but a measure of whether the surviving physical features (heritage attributes) continue to represent or support the cultural heritage value or interest of the property. Likewise, the physical condition of a cultural heritage resources is not a measure of its cultural heritage value. Cultural heritage resources can

be found in a deteriorated state but may still maintain all or part of their cultural heritage value or interest (Ministry of Culture, 2006).

The extant buildings on the property at 599-601 Richmond Street demonstrate a high degree of integrity. Many of the heritage attributes on the property contribute to the Italianate influences on these commercial buildings. In particular this can be found on their two-storey commercial form, the roofs, and ornamentation including decorative brackets. While the second storey windows have been replaced with modern replacement windows, the window openings remain, contributing to the cultural heritage value or interest of the property.

#### **4.4 Consultation**

The London Advisory Committee on Heritage (LACH) was previously circulated on a Notice of Application for the property at 599-601 Richmond Street in July 2021. The LACH received the Notice and the Heritage Impact Assessment that was circulated at that time.

In compliance with the requirements of Section 29(2) of the *Ontario Heritage Act*, the Community Advisory Committee on Planning (CACP), as the City's municipal heritage committee, was consulted at its meeting on June 14, 2023.

## **Conclusion**

The property at 599-601 Richmond Street is listed on the City's Register of Cultural Heritage Resources. A Notice of Application for a Zoning By-Law Amendment was issued for the property on April 19, 2023. The development application seeks to retain the existing cultural heritage resources in situ and construct a 12-storey mixed used development located to the rear of the existing cultural heritage resources.

The property at 599-601 Richmond Street is a significant cultural heritage resource that is valued for its physical or design values and contextual values. The evaluation of the property at 599-601 Richmond Street completed as a part of the Heritage Impact Assessment associated with the Zoning By-Law Amendment determined that the property met the criteria for designation pursuant to Part IV of the *Ontario Heritage Act*. Staff agree with the consultant's evaluation that the property meets the criteria of Ontario Regulation 9/06.

**Prepared by:** Michael Greguol, CAHP  
Heritage Planner

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Manager, Heritage and Urban Design

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Director, Planning and Development

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

#### **Appendices**

Appendix A Property Location

Appendix B Images

Appendix C Heritage Impact Assessment – MHBC Planning Limited

Appendix D Statement of Cultural Heritage Value or Interest – 599-601 Richmond Street

Appendix E Heritage Attributes – 599 Richmond Street

Appendix F Heritage Attributes – 601 Richmond Street

# Appendix A – Property Location

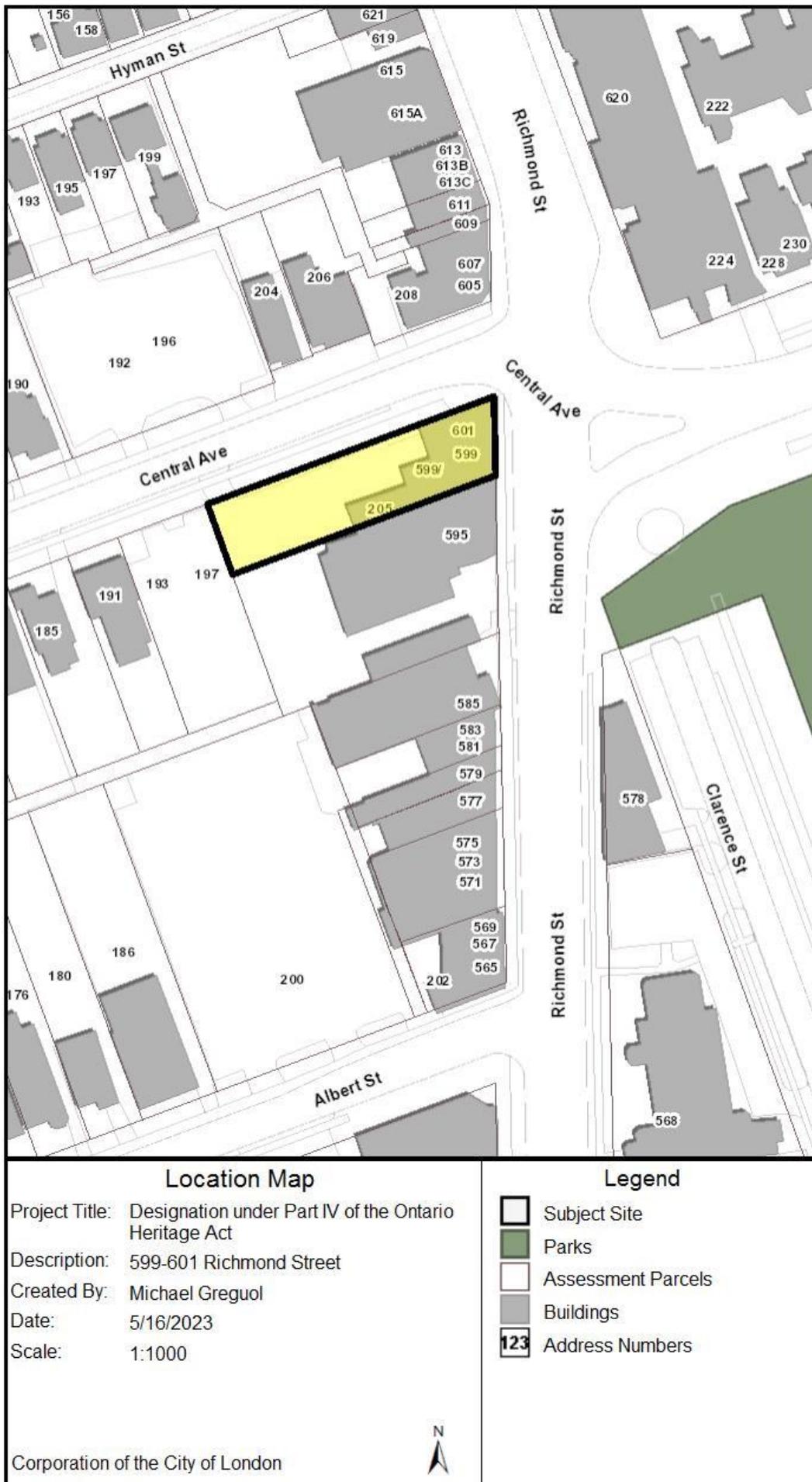


Figure 1: Property Location Map showing the subject property at 599-601 Richmond Street.

Appendix B – Images



Image 1: Photograph showing the building on the subject property at 599 Richmond Street.



Image 2: Photograph showing second storey windows on the upper facade of the building at 599 Richmond Street.



Image 3: Photograph showing corbel and cornice details above storefront on the building at 599 Richmond Street.



Image 4: Photograph showing roofline, cornice, corbel, and bracket details on the building at 599 Richmond Street.



Image 5: Photograph showing roofline, cornice, corbel, and bracket details on the building at 599 Richmond Street.



Image 6: Photograph showing a portion of the storefront of the building at 599 Richmond Street.



Image 7: Photograph showing a portion of the storefront of the building at 599 Richmond Street.



Image 8: Photograph showing the building on the subject property at 601 Richmond Street, as the southwest corner of Richmond Street and Clarence Street.



Image 9: Photograph showing north facade of the building at 601 Richmond Street, fronting onto Central Avenue.



Image 10: Photograph showing north facade of the building at 601 Richmond Street, fronting onto Central Avenue.



Image 11: Photograph showing side (north) entry to building at 601 Richmond Street.



Image 12: Photograph showing the details of the recessed entryway to the building at 601 Richmond Street.



Image 13: Photograph showing the corner entry way of the building at 601 Richmond Street, and portion of the storefront fronting onto Central Avenue.



Image 14: Photograph showing recessed storefront entry way to the building at 601 Richmond Street.

## **Appendix C – Heritage Impact Assessment**

MHBC Planning Limited (MHBC), *Cultural Heritage Impact Assessment, 599-601 Richmond Street/205 Central Avenue, London, ON, (October 28, 2022)* [attached separately].

## Appendix D – Statement of Cultural Heritage Value or Interest

### 599-601 Richmond Street

**Legal Description:** LT 3 S CENTRAL AV & W RICHMOND ST PLAN 167 (W), PTS 1, 2, 4 & 5 33R4497; S/T & T/W 722752 LONDON

**PIN:** 08263-0113

### Description of Property

The property at 599-601 Richmond Street is located on Part of Lot 3, on Plan 167. The property is located at the southwest corner of Richmond Street and Central Avenue within the North Talbot area. The building at 599 Richmond Streets consists of a two-storey commercial form building including a storefront on the ground floor and residential upper façade with a flat roof. The building at 601 Richmond Street also consists of a two-storey commercial form building with a storefront on the ground floor and a commercial upper façade, with a hipped roof. Both building are clad with painted brick veneer.

### Statement of Cultural Heritage Value or Interest

The property at 599-601 Richmond Street meets three of the nine criteria for determining cultural heritage value or interest under Ontario Regulation 9/06 of the *Ontario Heritage Act*, and displays Design and Physical Value, and Contextual Value.

#### Criterion 1

Constructed c.1880, the building at 599 Richmond Street displays design value and physical value as a representative example of the commercial Italianate architectural style popular in the Victorian era. The two-storey building includes common characteristics of the style including the flat roof with overhanging eave, corbels and brackets along the cornice, windows openings on the east (front) façade, and the storefront details.

Constructed, c.1872, the building at 601 Richmond Street displays design and physical value as a representative example of the commercial Italianate style popular in the Victorian era. The two-storey building includes common characteristics of the style including the overhanging eaves, decorative brick window surrounds, cornice details of the recessed storefront entryway, arched windows on the sides of the north entry vestibule, and panelled door, and door surrounds on the north entry vestibule.

#### Criterion 7

The building at 599 Richmond Street has contextual value as it is important in maintaining the commercial character of Richmond Street. As one of several Victorian commercial buildings remaining on Richmond Street, the building is important in defining and maintaining the character.

The building at 601 Richmond Street has contextual value as it is important in maintaining the commercial character of Richmond Street. As one of several Victorian commercial building remaining on Richmond Street, the building is important in defining and maintaining the character.

#### Criterion 8

The building at 599 Richmond Street has contextual value as it is physically linked to 601 Richmond Street, also a Victorian commercial building. Further, the building is functionally linked to its surroundings as it relates to the commercial streetscape on Richmond Street and is visually linked to the corner properties at the intersection of Richmond Street and Central Avenue. Lastly, the building is historically linked to its surroundings as it relates to the surrounding Victorian commercial building, and adjacency to Victoria Park, a former military reserve at the time of the buildings construction.

The building at 601 Richmond Street has contextual value as it is physically linked to 599 Richmond Street, also a Victorian commercial building. The building is functionally linked to its surroundings as a commercial building along Richmond Street and is

visually linked as a gateway between Richmond Street and Central Avenue. The building is also historically linked to its surroundings as Central Avenue (previously Lichfield Street) was originally laid out directly eastward to Blackfriar's Bridge. Further, the building was used as a hotel between approximately 1884-1891 which historically suited its context with neighbouring hotels such as the hotel owned by Thomas Morkin at 587 Richmond Street and the "Western Hotel", formerly at 463 Richmond Street.

### **Heritage Attributes**

The heritage attributes that contribute to the Design Value and Physical Value of the property include:

#### *599 Richmond Street*

- The form, scale, and mass of the two-storey commercial form building;
- Painted brick veneer exterior on the east façade of the building;
- Commercial storefront including;
  - Decorative panels with reliefs and trims;
  - Pilasters
  - Recessed entryway
  - Large fixed windows
- Symmetrical row of six arched window openings and stone sills on the second storey of the east façade;
- Cornice details including:
  - Large corbels on each end of the cornice;
  - Smaller band of corbels spanning the entirety of the east cornice.

#### *601 Richmond Street*

- The form, scale, and mass of the two-storey commercial form building;
- Painted brick veneer exterior on the east and north facades of the building;
- Commercial storefront including:
  - Decorative panels with reliefs and trims;
  - Recessed corner entryway that faces the intersection of Richmond Street and Central Avenue;
  - Large fixed windows;
  - Projecting cornice with dentil details, supported by column;
- Pair of second storey window openings, and painted decorative brick surrounds on the east façade;
- Row of second storey window openings, and painted decorative brick surrounds on the north façade;
- Projecting enclosed entry vestibule on the north façade including;
  - Decorative panel door;
  - Decorative wood door surrounds;
  - Arched windows on the east and west sides of the entry vestibule;

The heritage attributes that contribute to the Contextual Value of the property include:

#### *599 Richmond Street*

- Location adjacent to 601 Richmond Street;
- Location on Richmond Street.

#### *601 Richmond Street*

- Location adjacent to 599 Richmond Street;
- Location on the southwest corner of Richmond Street and Central Avenue.

## Appendix E – Heritage Attributes – 599 Richmond Street



1. The form, scale, and mass of the two-storey commercial form building.



2. Painted brick veneer exterior on the east façade of the building.



3. Commercial storefront including a) decorative panels with reliefs and trims, b) pilasters, c) recessed entryway, and d) large fixed windows.



4. Symmetrical row of six arched window openings and stone sills on the second storey of the east façade.



5. Cornice details including a) large corbels on each end of the cornice, and b) smaller band of corbels spanning the entirety of the east cornice.

Note: Not every heritage attribute indicated above; image is considered indicative of heritage attributes

## Appendix F – Heritage Attributes – 601 Richmond Street



1. The form, scale, and mass of the two-storey commercial form building.



2. Painted brick veneer exterior on the east and north façades of the building.



3. Commercial storefront including a) decorative panels with reliefs and trims, b) recessed corner entry that faces Richmond Street and Central Avenue, c) large fixed windows, and d) projecting cornice with dentil details, supported by column.



4. Row of second storey window openings, and painted brick surrounds on the east façade.



5. Projecting enclosed entry vestibule on the north façade including a) decorative panel door, b) decorative wood door surrounds, and c) arched window on the east and west sides of the entry vestibule.

Note: Not every heritage attribute indicated above; image is considered indicative of heritage attributes

# CULTURAL HERITAGE IMPACT ASSESSMENT

599-601 Richmond Street/  
205 Central Avenue,  
City of London, ON

Original Submission:  
**December 12, 2020**

Updated Submission:  
**October 28, 2022**

Prepared for:  
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**Project No. 13198-N**



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## **Disclaimers:**

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*Due to the Covid-19 pandemic, in-person research has been limited and therefore, this report may not be able to reference relevant hard copy sources that are within collections that are temporarily closed to the public.*

# Acknowledgement of Indigenous Communities

This Heritage Impact Assessment acknowledges that the subject properties at 599-601 Richmond Street and 205 Central Avenue within the City of London are situated within the territory of the Haudenosaunee Confederacy. These lands are a part of the London Township Treaty 6 which was signed on September 7<sup>th</sup>, 1796 by representatives of the Crown and certain Anishinaabe peoples. This treaty covers approximately 30km<sup>2</sup> (Native Land, 2022; Ministry of Indigenous Affairs, 2022).

This document takes into consideration the cultural heritage of indigenous communities including the Chippewas of the Thames First Nation, Oneida Nation of the Thames, Munsee-Delaware Nation, Chippewa's of Kettle, Stony Point First Nation and Walpole Island First Nation, including their oral traditions and history when available and related to the scope of work.

# Executive Summary

MHBC was retained in October 2020 by Westdell Development Corporation to undertake a Heritage Impact Assessment (“HIA”) for the subject lands located at 599-601 Richmond/ 205 Central Avenue Street and the adjacent property at 595 Richmond Street. The purpose of this HIA is to determine the impact of the proposed redevelopment on identified heritage attributes of the existing buildings on the subject lands and adjacent property. Both the buildings on the subject lands and existing building located at 595 Richmond Street have been determined to have cultural heritage value or interest (“CHVI”) which is identified in Section 5.0 of this report. The following impacts were identified in Section 7.0 of this report:

Adverse Impacts at 599-601 Richmond Street and 595 Richmond Street:

1. **Negligible Impact** of the destruction and removal of some of the building fabric at the rear of 599-601 Richmond Street; and
2. **Potential Impact** from land disturbances for 599-601 Richmond Street and 595 Richmond Street.

As required, this report outlines mitigation measures for the potential impacts in Section 7.0:

- A Temporary Protection Plan is recommended which will include:
  - o Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on site and adjacent;
  - o Entry and exit point for construction traffic be located to the west of the site;
  - o A structural engineers report describing how the removals will occur and assurance that the integrity of the existing buildings will be maintained; and
  - o Documentation with high resolution photographs to document the building fabric to be removed to occur in advance of any removals.

In order to conserve the historical context of existing buildings on the subject lands and adjacent properties as it relates to Richmond Row, the following is recommended:

- Construction materials should be sympathetic to historic buildings at street level (the first and second floor level and preferably the use of high quality materials i.e. brick, stone);
- Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands; and
- Mechanical equipment on the roof be screened to not detract from overall character.

# 1.0 Introduction

The purpose of this Cultural Heritage Impact Assessment is to assess the impact of the proposed development located at 599-601 Richmond Street, London (hereinafter “the subject lands”). The subject property is identified on the City of London’s Register of Cultural Heritage Resources as a “listed” property. The subject property is not designated under Part IV or V of the *Ontario Heritage Act* (“OHA”). In addition to being listed on the municipal register, the subject property is adjacent to 205 Central Avenue, a property which is also listed on London’s Register of Cultural Heritage Resources.

As per Policy 565 of the *London Plan*, the City of London has requested a Heritage Impact Assessment be completed to form part of the complete planning application required for the redevelopment of the site. Pre-application consultation notes of September 29, 2020 confirm the requirement of a Heritage Impact Assessment for development on the subject lands (see Appendix ‘D’).

This report analyzes the impact of proposed development upon the existing built heritage components located at 599-601 Richmond Street and adjacent property located at 595 Richmond Street and provide mitigation, conservation measures and/ or alternative development options as required. Please note, the City of London’s mapping indicates that 599-601 Richmond Street are included in the municipal address for 205 Central Avenue. As such, when this report refers to 599-601 Richmond Street, 205 Central Avenue is included.

This report will first provide a brief review of the subject property and the adjacent designated properties before reviewing the policy applicable to all three sites. From here, this report will review the historical background of the site in terms of indigenous communities, the City of London, and the development of the site itself. Afterwards, this report will provide a detailed description of the subject property and adjacent designated properties. This will be followed by an evaluation of the associated cultural heritage resources and the impact analysis inclusive of a description of the proposed development.

## 1.1 Description of Subject Property

The subject lands located at 599-601 Richmond Street (alternatively addressed at 205 Central Avenue) are legally described as: Lot 3 S Central Avenue & W Richmond St Plan 167 (w), Pts 1, 2, 4 & 5 33r4497; S/t & T/w 722752 London. The subject lands are located at the intersection of Richmond Street and Central Avenue near downtown London. The subject lands are approximately 112.79m<sup>2</sup> in size. See “Appendix A” for map of subject lands.

*599-601 Richmond Street & 205 Central Avenue, London, Ontario  
Heritage Impact Assessment*

The subject lands include a building complex that is comprised of two, two-storey commercial buildings; one located at 599 Richmond Street and the other at 601 Richmond Street. The building at 601 Richmond Street is at the corner of Richmond Street and Central Avenue with frontages on both streets. The building at 599 Richmond Street fronts only onto Richmond Street. The rear portion of the property is used as surface parking.



*Figure 1: 599-601 Richmond Street from north-east corner of intersection of Richmond Street and Central Avenue (Source: MHBC, 2020).*



*Figure 2: View of rear parking lot associated with 599-601 Richmond Street (Source: MHBC, 2020)*

Below, figure three identifies the subject lands and the adjacent lands at 595 Richmond Street in the context of the neighbourhood surrounding the intersection of Central Avenue and Richmond Street.



Figure 3: Aerial photograph of the subject property noted in red (Source: London City Map, accessed October 2020)

## 1.2 Description of Surrounding Area

The subject lands are located at the intersection of Richmond Street and Central Avenue. Buildings along Richmond Street are predominantly mixed use with ground floor commercial and residential units above. The majority of buildings along Richmond Street are two-storey though some taller buildings are present at three and four stories. Along Central Avenue, many of the existing two-storey dwellings have been converted to include commercial and professional uses on the ground floor. There are many surface level parking lots that front onto Central Avenue as

599-601 Richmond Street & 205 Central Avenue, London, Ontario  
Heritage Impact Assessment

well. Across Richmond Street from the subject lands is Victoria Park. This park is a designated cultural heritage resource on the City of London's Heritage Register.



Figure 4: : An aerial photograph of the subject property and surrounding context where the subject lands are outlined in red (Source: London City Map, accessed October 2020).



Figure 5: A streetscape photograph of 595 and 599-601 Richmond Street from corner of Victoria Park looking west (Source: MHBC, 2020)

### 1.3 Heritage Status

The subject lands are identified as “listed” (non-designated) on the City of London’s 2019 Register of Cultural Heritage Resources per Part IV, Section 27 of the *Ontario Heritage Act* (“OHA”). The subject lands at 599-601 Richmond Street were listed on the Heritage Register on March 27, 2018; neither the construction date nor an architectural style are identified on the heritage register listing. The adjacent property at 595 Richmond Street was listed on the Heritage Register on October 27, 2020. This property is identified as being constructed circa 1881 although no architectural style is identified on the heritage register listing. Across the street from the subject lands is the West Woodfield Heritage Conservation District which is designated under Part V of the OHA.

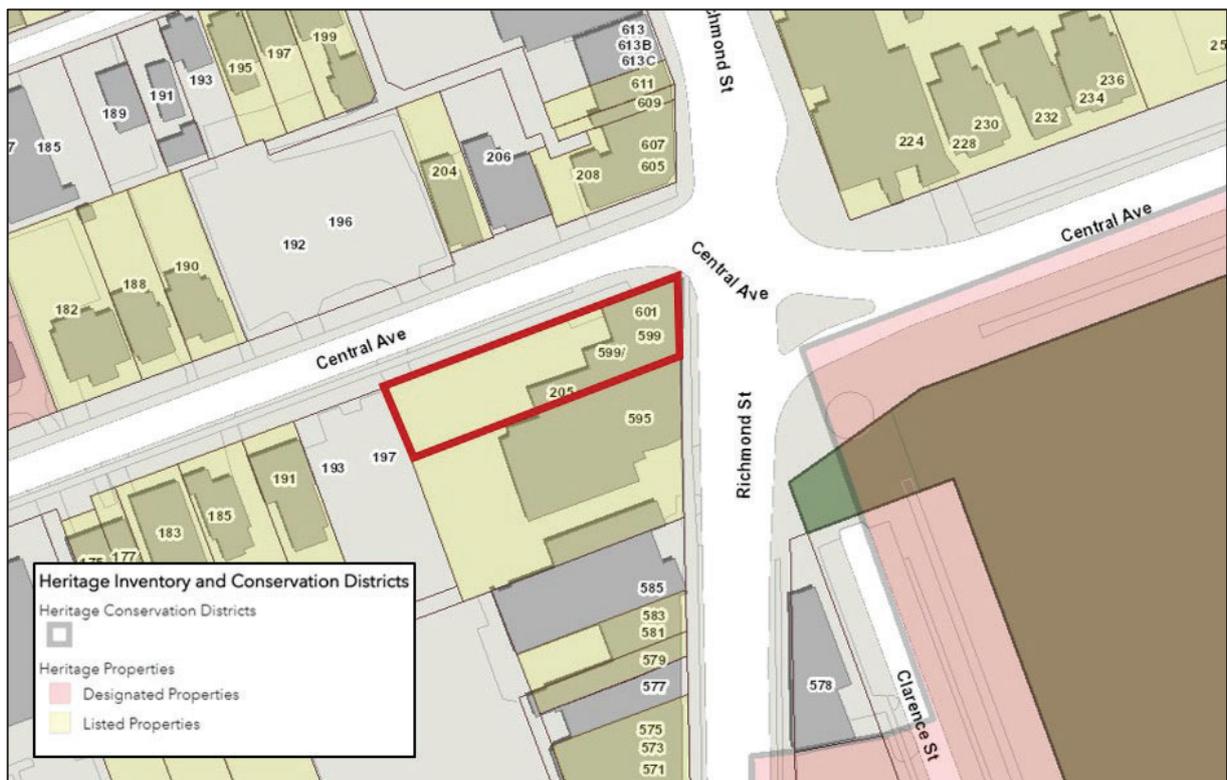


Figure 6: Excerpt of the London's City Map noting the location of the subject property (outlined in red), listed on the heritage register (Source: City of London City Map, Heritage Inventory and Conservation Districts layer, accessed 2020).

The subject lands and adjacent listed property are not identified by the City of London as being part of a cultural heritage landscape as per Map 9 of *The London Plan* (see below figure). Neither the subject property nor the adjacent listed property are located within a Heritage Conservation District (“HCD”). However, the subject property and adjacent listed property are both located on a

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portion of the 'historic main street' known as "Richmond Row" per figure 15 of the City of London's Official Plan.

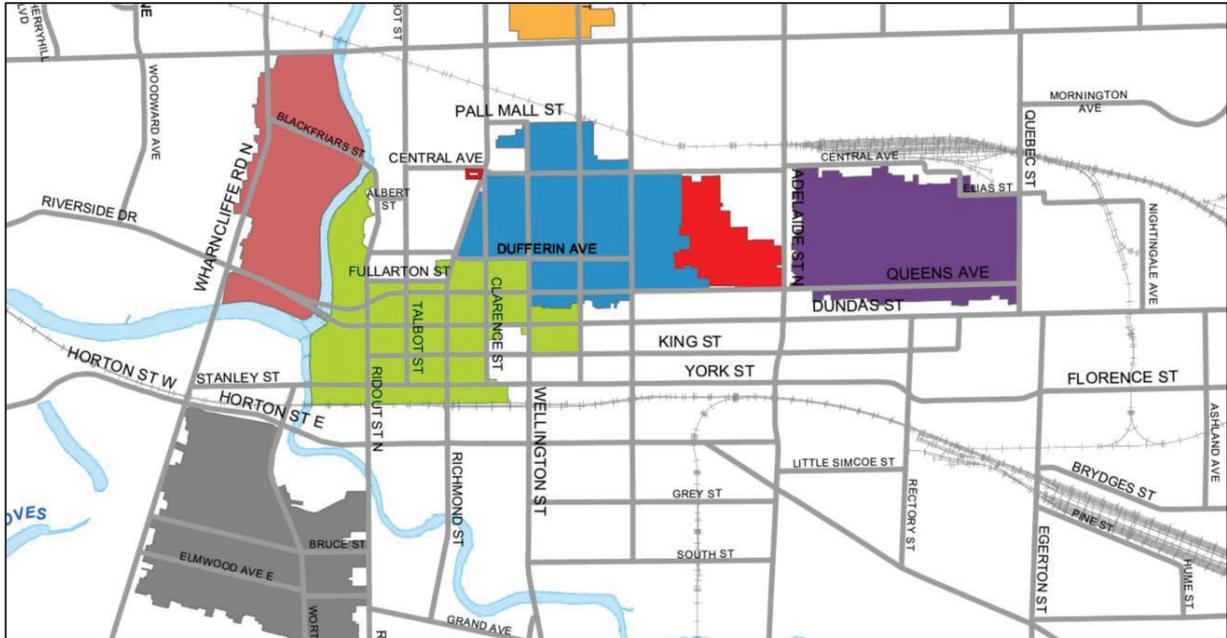


Figure 7: Excerpt of the Map 9 of The London Plan where the subject lands are identified in a red outline and are not included in a heritage conservation district or a cultural heritage landscape (Source: Map 9, City of London Official Plan, accessed 2020).

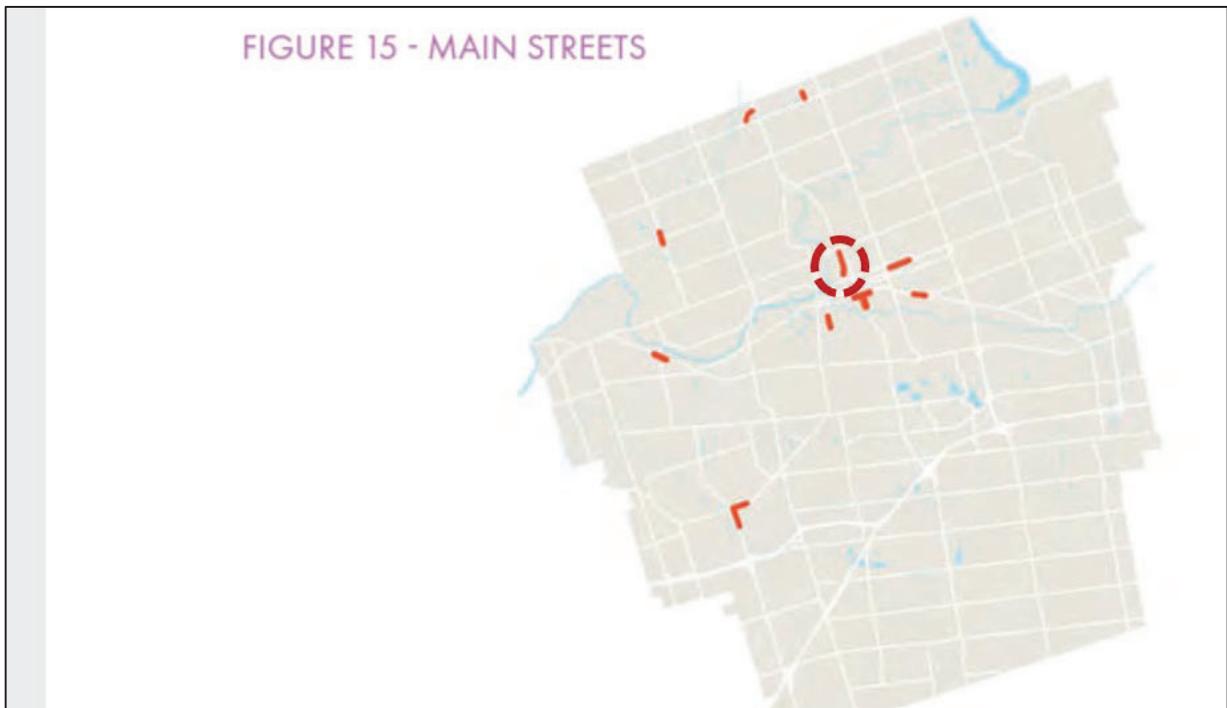


Figure 8: Figure 15 from the London Plan where the Main Street portion identified as Richmond Row is outlined in a red dashed circle (Source: The London Plan, 2022).

## 1.4 Land Use and Zoning

The subject lands are zoned Business District Commercial One (“BDC (1)”). The Business District Commercial zone permits a range of uses from commercial to institutional and in some instances, residential. The special provision on the subject lands, as noted by “(1)”, indicates that in addition to the regular permitted uses, this zone is allowed to establish hotels, restaurants, and taverns.

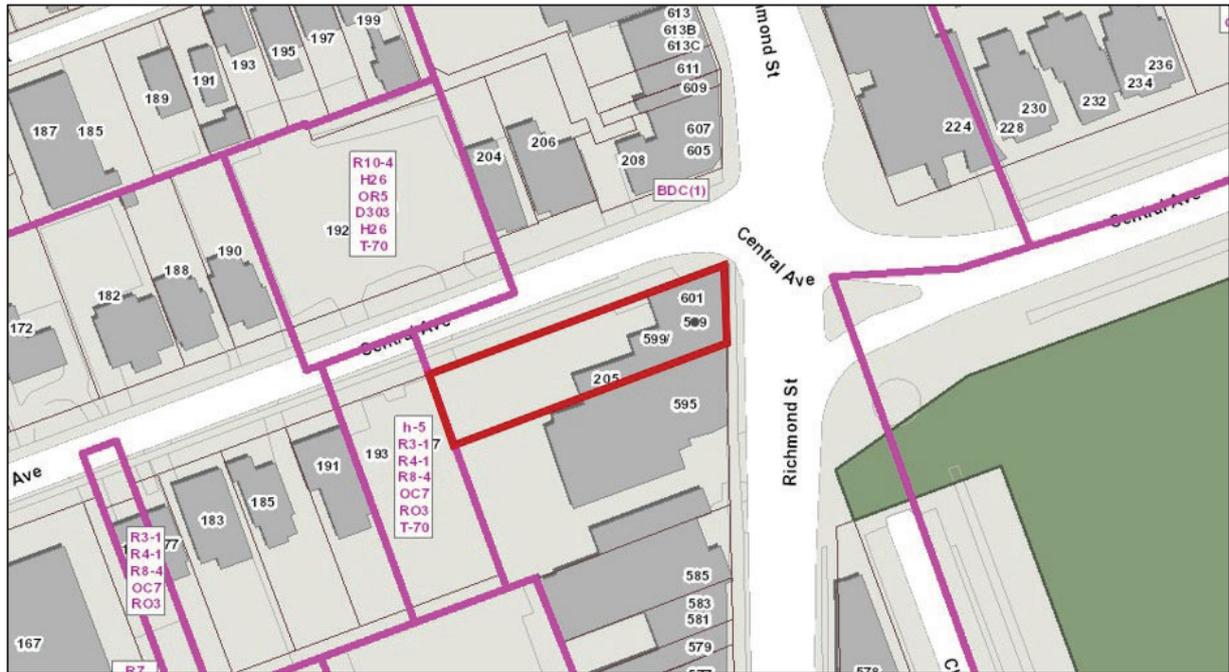


Figure 9: An excerpt from the City of London's Zoning Bylaw indicating that the subject lands are zoned BDC(1) as indicated by the red outline (Source: London Interactive Mapping, 2022).

## 2.0 Policy Context

### 2.1 The Planning Act

The *Planning Act, R.S.O. 1990, c. P. 13* (“the Planning Act”) includes a number of provisions relating to cultural heritage. These provincial directions are mainly contained in Sections 2.0 and 3.0 of the Planning Act where the relevance of policy statements and provincial plans are discussed. As one of the intentions of the Planning Act is to, “encourage the co-operation and co-ordination among the various interests”, Section 2.0 outlines 18 areas of provincial interest that must be considered by the appropriate authorities in the planning process. With respect to cultural heritage, subsection 2(d) of the Planning Act provides that:

*2. The Minister, the council of a municipality, a local board, a planning board, and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as [...]*

*(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest [...]*

The Planning Act therefore establishes the need to consider cultural heritage resources throughout the land use planning process.

### 2.2 Provincial Policy Statement (2020)

In support of the provincial interests identified in Section 2.0 of the Planning Act, and as permitted by Section 3.0 of the same Act, the Province has refined land use planning policy guidance into the *Provincial Policy Statement, 2020* (“PPS”). The PPS is, “intended to be read in its entirety and the relevant policy areas are to be applied in each situation”. This provides a weighting and balancing of issues within the planning process. While addressing cultural heritage resources, the PPS provides the following guidance:

**Policy 2.6.2:** *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

**Policy 2.6.3:** *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

In defining some of the terms referenced in these policies, the PPS states the following:

<b>Phrase</b>	<b>Definition</b>
<b>Significant:</b>	<i>e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.</i>
<b>Built Heritage Resource:</b>	<i>means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.</i>
<b>Protected Heritage Property:</b>	<i>means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.</i>

Similarly to the Planning Act, the Provincial Policy Statement, 2020 provides for the consideration of cultural heritage resources and cultural heritage landscapes through the planning process.

## 2.3 Ontario Heritage Act

The *Ontario Heritage Act, R.S.O. 1990, c.O. 18*, ("OHA") is the primary source of provincial legislation that enables municipalities to conserve, protect, and manage cultural heritage resources. This HIA has been guided by the criteria provided within *Regulation 9/06* under the OHA which outlines the mechanisms for determining cultural heritage value or interest; this regulation sets forth categories of criteria and several sub-criteria for evaluations.

## 2.4 City Of London Official Plan

The Official Plan states that new development on or adjacent to heritage properties will require a heritage impact assessment. The London Plan identifies adjacent as follows:

*"Adjacent when considering potential impact on cultural heritage resources means sites that are contiguous; sites that are directly opposite a cultural heritage resource separated by a laneway, easement, right-of-way, or street; or sites upon which a proposed development or site alteration*

*has the potential to impact identified visual character, streetscapes or public views as defined within a statement explaining the cultural heritage value or interest of a cultural heritage resource.”*

Policy 152 discusses the importance of urban regeneration in the City which includes the protection of built and cultural heritage resources while “facilitating intensification within [the City’s] urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood” (Policy 152, 8). Policy 554, reinforces the important of the protection and conservation of built and heritage resources within the City and in particular, in the respect to development. As part of this initiative the City states in Policy 586, that,

*“The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.”*

Thus, it is the purpose of this report to analyze the potential impact(s) to the existing listed properties on site located at 599-601 Richmond Street/ 205 Central Avenue and adjacent listed property located at 595 Richmond Street to determine whether the development is appropriate or not as it relates to the conservation of its associated heritage attributes.

## 2.5 Victoria Park Secondary Plan

The subject lands are located on the exterior of the Victoria Park Secondary Plan. As such, 599-061 Richmond Street and 595 Richmond Street are not subject to the policies included therein. The location of the subject lands in comparison to the VPSP is shown in Appendix ‘A’ of the Secondary Plan where the Plan boundary is in a red outline, the designated area is in a dark blue outline, listed properties are in yellow, and designated properties are in red. The subject lands are outlined in a thick, dark red outline.



Figure 10: An excerpt of the Victoria Park Secondary Plan showing the plan area in a red outline, the designated area in a dark blue outline, and the subject lands in a thick, red outline to the west of the plan area. (Source: Victoria Park Secondary Plan, 2022).

Due to the site's proximity to the boundary of the Victoria Park Secondary Plan, it is important to review the applicable heritage policies to ensure the proposed development does not outright conflict with the intent of the Secondary Plan.

When this HIA was initially prepared in 2020, the Victoria Park Secondary Plan (the "Secondary Plan" or "VPSP") was in draft form. Since 2020, the Secondary Plan has been approved and is in full force and effect. The policies considered when initially preparing this HIA were from the final draft of the Secondary Plan and remain relevant as they were approved in the final version of the VPSP.

Sub-section 1.3 of the Victoria Park Secondary Plan (Draft of January 2020) identified the importance of cultural heritage resources within the neighbourhood of Victoria Park which is designated under Part IV and Part V of the OHA. The purpose of the Plan is to develop a "consistent framework to evaluate future development [...] while ensuring conservation of the cultural heritage resources in the area" (VPSP, 4). One of the plans key principles is, "to enhance and conserve cultural heritage resources within and surrounding Victoria Park" (VPSP, 7). Subsection 3.2 in the Secondary Plan entitled "View Corridors" will be reviewed as it relates to the proposed development. Sub-section 3.5 of the Plan focuses on cultural heritage. It states that, "cultural heritage resources are foundational to its character" (VPSP, 21). It is understood that the City is currently going through the process of drafting the Victoria Park Secondary Plan and acknowledges this Plan within the context of this report.

## 2.6 City Of London Terms of Reference

This Heritage Impact Assessment is based on the requirements of the Ministry of Heritage, Sport, Tourism, and Culture Industries ("MHSTCI"). The MHSTCI has released Info Sheet #5 which includes details on the requirements of a Heritage Impact Assessment as follows:

- Historical Research, Site Analysis, and Evaluation;
- Identification of the Significance and Heritage Attributes of the Cultural Heritage Resource;
- Description of the Proposed Development or Site Alteration;
- Measurement of Development or Site Alteration Impact;
- Consideration of Alternatives, Mitigation, and Conservation Methods;
- Implementation and Monitoring; and
- Summary Statement and Conservation Recommendations.

The above-noted categories will be the method to determine the overall impact to the subject property and its heritage attributes as it relates to the proposed development.

## 3.0 Historical Background

### 3.1 Indigenous Communities and Pre-Contact History

In Ontario, the 'pre-contact' period refers to time before Europeans arrived in North America. This includes the Paleolithic period beginning in 11,500 B.P., the Archaic Period from 9,500 B.P. to 2,900 B.P., and the Woodland Period from 900 B.P. to the 16<sup>th</sup> Century. There are several registered archaeological sites in London, including Iroquoian longhouse settlements (Archaeological Management Plan, 2017), which date back to these time periods

When the Europeans arrived in the 16<sup>th</sup> and 17<sup>th</sup> centuries, the 'contact-period' began. At this time, the *London Township Treaty* was signed between certain members of the Anishinabek, Haudenosaunee, and Lenni-Lenape peoples and representatives of the Crown (Whebell & Goodden, 2020).

Today, the Chippewa's of the Thames First Nation, Munsee- Delaware Nation and Oneida Nation of the Thames identify the City of London and the surrounding area as their traditional territory (The London Plan, 2019, 137).

### 3.2 The City of London

In 1793, Lieutenant-Governor John Graves Simcoe was attracted to the London area by the Forks of the Thames. Here, he envisioned the location for the capital of the Province of Ontario (City of London, 2020). Three decades later in 1826, London was founded as the district town of the area (City of London, 2020).

By 1834, the Town of London had grown to include a courthouse, storefronts, and nearly 1,000 residents (City of London, 2020). Between 1838 and 1869, the Town of London acted as a military base for the MacKenzie Rebellion. During this time, a garrison was established on the lands now known as Victoria Park (City of London, 2020). Following the establishment of the garrison, the town became incorporated and developed the necessary municipal services to accommodate the rapid local growth (City of London, 2020). Below, Figure 12 shows the location of the subject lands as part of the 'John Kent Farm' of 1824. Across the street is a 'Military Reserve' of 1838 and 'Reserve Infantry Barracks'.



Figure 11: Excerpt of the map entitled "Features of North Central London in the 1840s" published in May, 1845 where the red outline represents the approximate location of subject property (Source: Western University Library).

Unfortunately, in 1844 and 1845, a fire destroyed a portion of the town's centre. By 1848, the town was rebuilt and reincorporated. At this time, the population of the Town of London was recorded as 4,584 (Whebell & Goodden, 2020).

The Town was connected with the surrounding area through the construction of 'Proof Line Road' as spearheaded by local merchants, John Labatt and Thomas Carling. Further, the establishment of the Great Western Railway line in 1854 allowed for the continued growth of local businesses as the opportunities for importing and exporting goods increased. In 1855, the Town of London was officially incorporated by the City (Whebell & Goodden, 2020).

By the mid-1800s, the City of London had grown significantly. Then, in the latter half of the 19<sup>th</sup> century, many of London's neighbouring communities were annexed into Westminster Township. At this time, Westminster Township was the biggest township in Middlesex County (Whebell & Goodden, 2020).

By the First World War, there were approximately 55,000 people living in the City of London (City of London, 2020). In the year 1961, London Township annexed Westminster Township which increased the City's population by 60,000 people (Meligrana, 5; Whebell & Goodden, 2020). Since then, the City has continued to grow and as of 2016, the population of the City was approximately 383, 822 (Canadian Census, 2016).

### 3.3 599-601 Richmond Street / 205 Central Avenue, & 595 Richmond Street

In 1855, the subject lands were located in Ward 2 of the City of London. The unique intersection of Richmond Street and Central Avenue is apparent in the 1855 Map of the City of London (below). On this map, the east end of Central Avenue is instead named Lichfield Street, the west end of Central Avenue is instead named Great Market Street, and Richmond Street is instead named Mark Lane.



Figure 12: Excerpt of the Map of the City of London Canada West surveyed and drawn by S. Peters in 1856; the red outline represents the approximate location of subject property (Source: Peters, 1856).

In 1863, Lot '3' of Plan 167, which includes the subject lands, was sold from Joseph Kent to Thomas McDonough; McDonough was a 42-year old emigrant from Ireland (LRO; 1881 Census of Canada). By 1872, the *Bird's Eye View of London, Ontario, Canada, 1872* by E.S. Glover indicated that the subject lands contained a building. Glover's publication shows that the subject lands were across the street from two open spaces: the fairgrounds and a barracks.

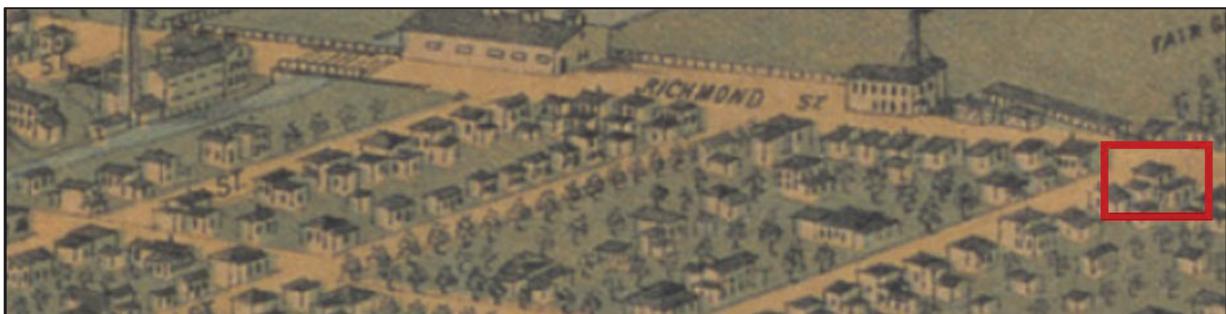


Figure 13: Excerpt of Bird's Eye View of London, Ontario, Canada, 1872 by E.S. Glover; the red outline represents the approximate location of the subject lands on the southwest corner of Richmond Street and Central Avenue (Courtesy of Western University Library).

In the 1872 – 1873 *Cherrier & Kirwin London, Petersville, Westminster Directory*, William Riddell was listed as a "cutter" at the corner of Litchfield Street (now Central Avenue) and Richmond Street. At

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this time, the property to the south—now 595 Richmond Street—contained two unoccupied houses.

Then, the 1874-1875 *City of London and County of Middlesex Gazetteer* lists Patrick Collins and P.B. Flanagan, “tanners”, at the southwest corner of Richmond Street and Litchfield Street. In 1875, Patrick Flanagan is listed as a “grocer” in the same location (McAlpine, Everett & Co.).<sup>1</sup>

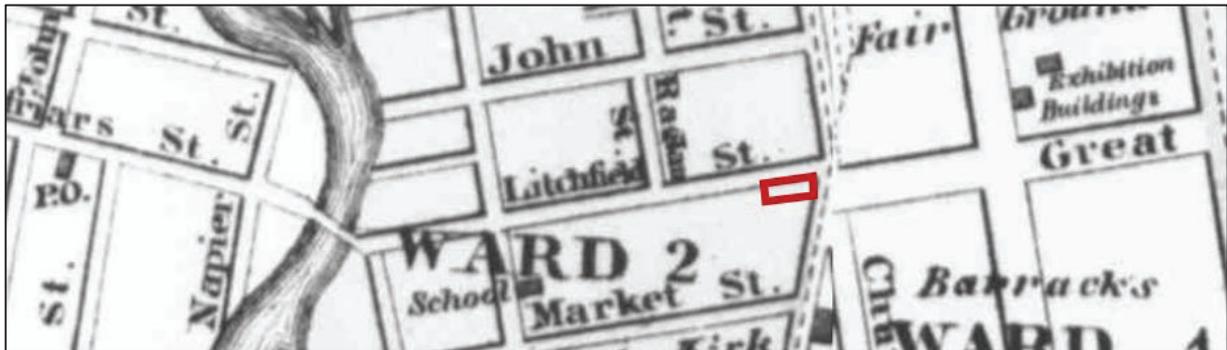


Figure 14: An excerpt from the Map of London 1875 from McAlpine's London city and county of Middlesex directory; the red outline represents the approximate location of the subject lands (Courtesy of Library and Archives Canada).

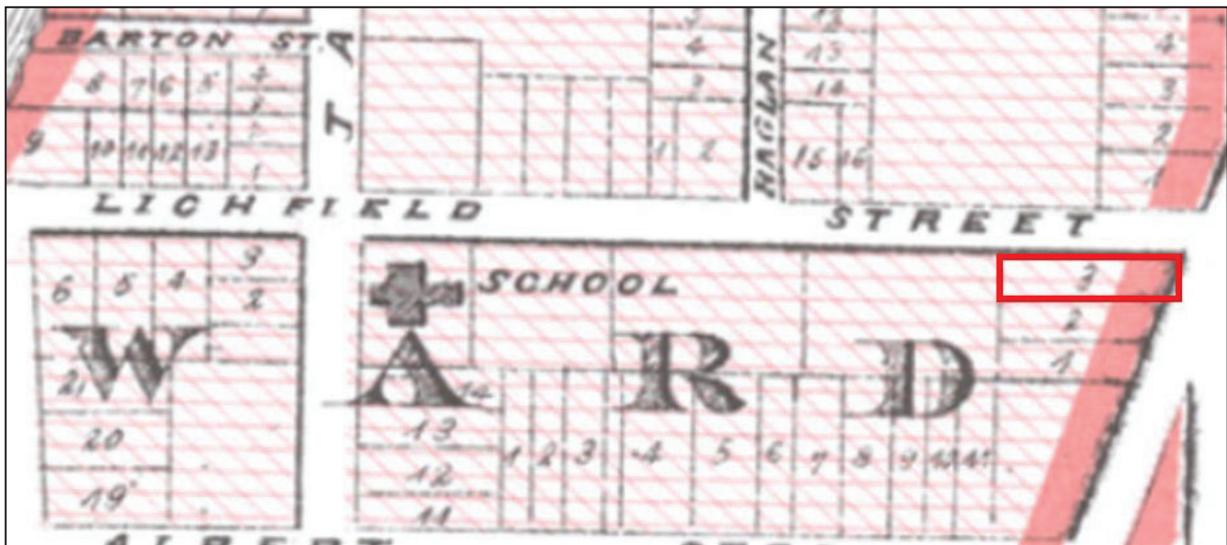


Figure 15: An excerpt from an 1878 survey of the area where the red box indicates location of subject lands (Courtesy of Western University Library).

The 1881 Fire Insurance Plan (“FIP”) for the area demonstrates that the subject lands were originally addressed as 599-603 Richmond Street and the adjacent property to the south was addressed at 595-597 Richmond Street. On the FIP, 603 Richmond Street (currently 601 Richmond Street) includes a two-storey brick façade with a two-storey wood frame extension and two one-

<sup>1</sup> Early LRO records do not include G.R. Reference or Remarks relating to portions of the subject lands granted in transactions but rather state “undivided one-third interest.”

storey wood frame additions to the rear of the building. The building at 599 Richmond Street (currently the same, 599 Richmond Street) includes a two-storey wood frame building with a one-storey addition to the rear. The entire building is clad with brick veneer. The rear of the property contains a two-storey brick stable building. To the south, the property titled as 595-597 Richmond Street contained a three-storey stone building with a one-storey stone addition to the rear.

On the 1881 FIP, 603 Richmond Street is labeled, "Sal", which indicates the building was used as a Saloon. On the same plan, 599 Richmond Street is labelled, "S", which indicates that the building was used as a store. To the south, the property at 595-597 Richmond Street is labelled, "upholstery".



Figure 16: An excerpt of the 1881 Fire Insurance Plan; the red outline identifies subject lands (Courtesy of Western University Library).

By 1890, Litchfield Street and Great Market Street were renamed to 'Central Avenue' as shown in the *1890 Bird's Eye View*. The drawing shows what appears to be a two-storey commercial building at the corner of Litchfield Street and Richmond Street; this appears to be the building which is present on the subject lands today. This drawing also shows that there are several smaller residences lining Litchfield Street, to the west of the subject lands. This contrasts with the larger buildings present along the north side of Litchfield Street and Great Market Street as well. Victoria Park can be seen to the southeast of the subject lands as buffered from the streets by rows of trees. By the end of 1890, Litchfield Street and Great Market Street were renamed to Central Avenue.



Figure 17: An excerpt from 1890 Bird's Eye View drawing of the City of London where the red box indicates subject lands (Source: Courtesy of Western University Library).



Figure 18: An excerpt of 1893 Bird's Eye View where the red box indicates subject lands (Courtesy of Western University Library).

Fire Insurance Plans show that up until 1912, the building at 595 Richmond Street was used as a mattress manufacturer before being used as an upholstery & furniture store. Simultaneously, building at 599 Richmond Street was used as a grocery store & a barbers shop and the building at 603 Richmond Street was used as a hotel & a grocery store (Foster's London City and Middlesex County Directory). The physical compositions of the buildings remained the same.

By 1943, 595 Richmond Street is referred to as "J.F. Hunt & Sons (est. 1901)" by the London Free Press (LFP, 1943). By 1945 the building mass appears to change to a new building envelope. It could not be determined if the original building at 595 Richmond Street was replaced by or enclosed in the new building footprint.

The appearance of the buildings at 595-603 Richmond Street appear to be the same between the 1893 Fire Insurance Plan and historical aerial photos showing the mid-20<sup>th</sup> century landscape of Central Avenue and Richmond Street.

At some point between 1923 and 1945, the footprint of the building at the rear of the subject lands was altered to reflect a rectangular shape. This structure is present in mid-century photographs (see 1955 below). This is the building to the rear of the subject lands that exists today.

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Figure 19: 1945 aerial photograph including subject property outlined in red (Courtesy of London Air Photo Collection, 2020).



Figure 20: 1955 aerial photograph including subject property outlined in red (Courtesy of London Air Photo Collection, 2020).

## 4.0 Detailed Description of Potential Heritage Resources

### 4.1 Description of Built Heritage on the Subject Lands

The subject lands and adjacent property at 595 Richmond Street create a row of commercial units

The subject lands and adjacent property at 595 Richmond Street are connected as a row of commercial units. As such, building elevations that are attached to a neighbouring building will not be described by this report as they are not exposed or visible. This includes:

- North Elevation of 595 Richmond Street;
- North Elevation of 599 Richmond Street;
- South Elevation of 599 Richmond Street; and
- South Elevation of 601 Richmond Street.

Please note, this section of the report is not intended to be a structural assessment but rather a general review of conditions from a heritage conservation perspective.

#### 4.1.1 599 Richmond Street

##### **Commercial Building**

The commercial building has a rectangular floor plan and a flat platform roof. The roof has three (3) original stone chimney shafts.

##### Front Elevation (East)

The majority of the first level is composed of a contemporary storefront with large window panes. The façade is divided into two (2) storefronts which is consistent with the building's historical use for two commercial businesses. Painted cornicing and fascia board extend from either side of the façade along the second storey sill intermediately interjected by wooden pilasters. The façade to the left of the building includes a wood pilaster crested with a corbel at the commencement of the second storey level. This ties into cornicing along the second storey sill. Following the door opening is a storefront window divided into two panes of glass with wood paneling below. Another wood pilaster crested with a corbel detail divided the left side of the façade from the right. The right side of the façade includes a storefront divided into three window panes. Below the store windows is wood paneling. Enclosing the building's façade to the right is another wood pilaster crested with corbel detail. There is an indentation between 599 and 601 Richmond Street where the buildings were 'fused' together.

The second storey includes a set of six (6) symmetrically placed window openings with wood sills which include contemporary vinyl windows. There is signs of 'bowing' in the brick along the second storey which is caused by the expansion of bricks as they absorb moisture over time. The roofline of the second storey consists classical cornicing decorated with a series of smaller scale corbels/ brackets which are enclosed by two larger wood corbels.



Figure 21: View of left side of front façade looking south-west.



Figure 22: View of front façade From Victoria Park

## West Elevation

This elevation includes the second storey of the original building with two (2) window openings; sills appear to have been covered by metal. Attached to this façade is one lean-to addition that sits snugly beneath the window sills and includes a plethora of mechanical equipment. Attached to the lean-to addition is a rectangular, flat-roof addition with vinyl cladding. These additions are

interjected on the west (lean-to addition) and south (later rear addition) by the brick ancillary structure which will be examined in the following section.



Figure 23: View of west elevation (Source: MHBC, 2020).



Figure 24: View of west elevation looking south-east (Source: MHBC, 2020).

### Brick Ancillary Structure

The structure includes two (2) remaining red brick retaining walls (north and west elevations). The original south and east elevations no longer exist. However, a newer wood extension has been added to the structure to attach it to the rear of 599 Richmond Street, this can be considered the current east elevation. There appears to be concrete padding below the north retaining wall, however, not the west. The building is physically linked to an alleyway that is accessed between the units of 595 and 599 Richmond Street.

#### North Elevation

The north elevation includes four (4) brick pilasters (one of which composes the north-west corner pilaster) with pseudo brick buttresses. There is a double door opening on this elevation approximately in the centre of the façade. There is a concrete wall sill plate on the top of the wall.

#### West Elevation

The west elevation includes three (3) pilasters (one of which composes the north-west corner pilaster, same as indicated for the north elevation). Also similar to the north elevation, the pilaster form of a small buttress at towards the wall sill plate. There is a minimal space between the north elevation of 595 Richmond Street and the termination of the most southern pilaster on this elevation.

### Interior

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The interior of 599-601 Richmond Street could only be accessed from the interior of Joe Kool's restaurant and photos were only able to be taken from a door opening on the northern elevation of 595 Richmond Street.

The interior of the retaining wall along the north elevation includes two types of brick bonding. The half closer to the east includes herringbone brick bonding and to the west brick soldier coursing. It is inconclusive why the coursing changes from one side to the other, but it is probable that either side was included in a separate unit within the former building.

The interior demonstrates that the exterior brick pilasters were structurally supported from the interior by concrete posts (typically brick pilasters constructed within this era would have been supported by concrete piers). The interior also includes some structural wood components such as a wood beam below the concrete wall sill plate.



*Figure 25: View of north elevation (Source: MHBC, 2020).*



*Figure 26: View of west elevation (Source: MHBC, 2020).*



*Figure 27: View of interior of west side of north elevation from interior of Joe Kool's restaurant looking north-west (Source: MHBC, 2020).*



*Figure 28: View of interior of east side of north elevation from the interior of restaurant looking north-east (Source: MHBC, 2020).*

### 4.1.2 601 Richmond Street

The commercial building has a rectangular floor plan with a hipped roof with asphalt shingles and extended eaves.

#### Front (East) Elevation

The majority of the first level is composed of a storefront with three large pane windows and wood paneling below. The front entrance is angled towards the intersection of Richmond Street and Central Avenue which negates building fabric on the north east corner of the building, due to this, the second level of the north east corner of the building acts as an overhang supported by a post. A small portion of the south-east corner of the first level includes the remaining portion of the exposed brick facade. The first and second storey is divided by cornicing. The second storey two window openings symmetrically placed with 4 x 3 fenestrations with brick header (bricks have been painted to mimic a decorative brick surround); the sills are covered in metal. The roofline includes wood fascia board below the extending eaves of the roof.



Figure 29: View of front façade looking northwest (Source: MHBC, 2020).



Figure 30: View of front façade from Victoria Park (Source: MHBC, 2020).



Figure 31: View of entrance to 601 Richmond Street via south-west corner of the intersection at Richmond Street and Central Avenue (Source: MHBC, 2020).



Figure 32: View of front façade looking south, (right) View of entrance at corner of the intersection looking south-east (Source: MHBC, 2020).

## North Elevation

The first level of the north elevation includes two bays. The first bay is to the left of the facade and includes a portion of the storefront and entrance overhang with corncicing dividing the second and first storey. The second level of the eastern bay includes one window opening with brick header and 4 x 4 fenestration and fascia board along roofline.

There is a slight projection on this elevation creating the second bay along the facade. This bay includes one square window opening, which appears to have replaced an original window opening and an enclosed portico. The portico includes an arched 'Roman' window opening with associated semi-circular brick arch surround on the east and west side. The portico also includes a decorative entryway with wood surround including pilasters and wave header which appears to conceal a brick voussoir. The door includes a unique design of paneling and centered, elongated window. There is a set of concrete stairs leading up to the portico and wood railing to the left of the portico. The masonry below the door threshold is in fair to poor condition with signs of cracked and missing mortar. To the right of the portico is a window opening with stone sill and header. The second storey on this bay includes four window openings with brick voussoirs with 4 x 3 fenestrations; the sills are clad in metal.

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Figure 33: View of north elevation (Source: MHBC, 2020).



Figure 34: View of enclosed portico looking south-west (Source: MHBC, 2020).



Figure 35: View of front door entryway of portico (Source: MHBC, 2020).

West Elevation

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The west elevation includes one window opening to the right of the second level with a pair of contemporary windows. The exterior is clad in vinyl siding.



Figure 36: View of west elevation (Source: MHBC, 2020).

## 4.2 Description of Adjacent Listed Property

### 4.2.1 595 Richmond Street

Front (East) Elevation)

The east elevation is composed of two separate front facades. The first level of the southern half of the building includes a stone veneer and glazed storefront with an awning. The façade to the north (Joe Kool's) includes a glazed storefront on the first level similar to that of 599-601 Richmond Street and includes a Boomtown inspired parapet which extends the façade beyond the one and half storey roof line; this is similarly used for the adjacent façade to the south (Circle K).



Figure 37: View of front façade of 595 Richmond Street including restaurant “Joe Kool’s” to the north and “Circle K” to the south; red box indicates location of access between 595 and 599 Richmond Street to rear ancillary brick structure (Source: MHBC, 2020).

The first level of the northern half of the building (Joe Kool’s) includes a storefront similar to the store front of adjacent 599-601 Richmond Street. Store windows are situated to the left of this half of the façade with wood paneling below. There are wood columns that are intermediately placed along the storefront below the stretch of cornicing that divides the first storey for the storey above. There are five (5) corbels intermediately placed along/ supporting this cornice. Following the storefront is a niche which includes a double door entry with wooden doors. To the right of this is another door opening which is enclosed in a wood surround with wood columns that are topped with corbels. This entry is blocked off with boarding and gates.

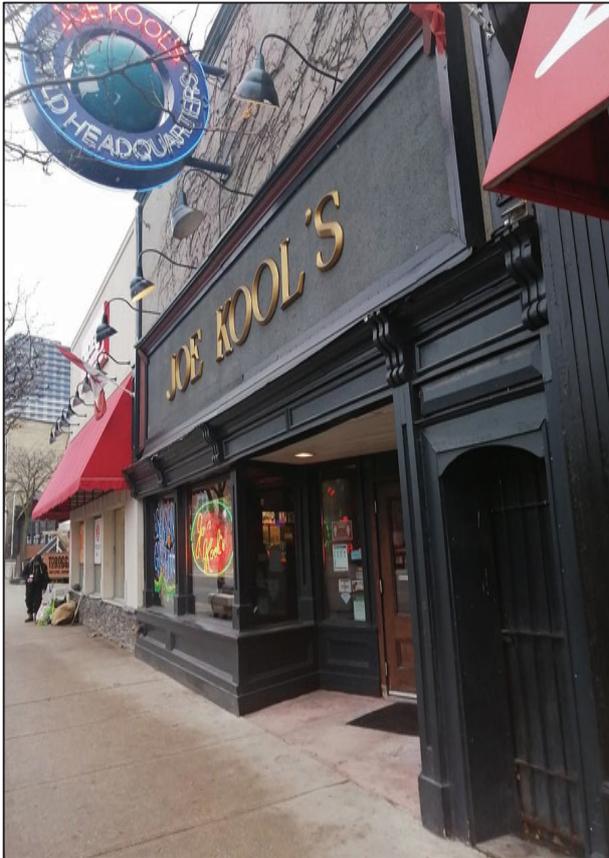


Figure 38: View of front façade of 595 Richmond Street including restaurant "Joe Kool's" to the north and "Circle K" to the south (Source: MHBC, 2020).



Figure 39: View of door opening/ access that leads to alleyway to brick ancillary structure to the rear of 595 Richmond Street (Source: MHBC, 2020).

### South Elevation

The eastern portion of the south elevation is a continuation of the front elevation with stone veneer, awning, and extension of the faux façade. It also includes a paired door opening. The remainder of the façade includes painted brick which to towards the rear is covered with a contemporary veneer associated with patio/ verandah addition, part of which is enclosed with a hipped roof. There are a series of mid-century glass block windows along this elevation some of which have been altered to accommodate the verandah. The verandah is supported by a series of concrete posts.



Figure 40: View of right side of the south elevation (Source: MHBC, 2020).



Figure 41: View of verandah along south elevation looking north-east (Source: MHBC, 2020).

### West Elevation

The west elevation includes the extension of the verandah on the south elevation with a stairway to the parking lot. The roof at the rear is composed of standing seam metal roof. The verandah is supported by a series of posts. There is an additional stairway leading from the verandah to a door opening on the left side of the elevation. Below this door opening is another door opening at the first level.



Figure 42: West elevation of 595 Richmond Street including associated parking lot (Source: MHBC, 2020).

North Elevation

The north elevation includes a cinder block façade which abuts the west elevation of the brick ancillary structure and wood extension of this structure.



Figure 43: View of north elevation (Source: MHBC, 2020).

## 5.0 Evaluation of Cultural Heritage Resources

The following sub-sections of this report will provide an analysis of the cultural heritage value of the subject property as per Ontario Regulation 9/06, which is the legislated criteria for determining cultural heritage value or interest. This criteria is related to design/physical, historical/associative and historical values as follows:

1. *The property has design or physical value because it:*
  - a. *Is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
  - b. *Displays a high degree of craftsmanship or artistic merit, or*
  - c. *Demonstrates a high degree of technical or scientific achievement.*
2. *The property has historical value or associative value because it,*
  - a. *Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
  - b. *Yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
  - c. *Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
3. *The property has contextual value because it,*
  - a. *Is important in defining, maintaining or supporting the character of an area,*
  - b. *Is physically, functionally, visually or historically linked to its surroundings, or*
  - c. *Is a landmark.*

### 5.1 599 Richmond Street – Commercial Building

#### 5.1.1 Design / Physical Value

The building is modestly representative of the Italianate architectural style popular in the Victorian era. Characteristics of this style include: the flat roof with overhanging eave and corbelling and cornicing along the roofline. The building has retained its original mass and scale as well as existing window openings along front façade.

### 5.1.2 Historical / Associative Value

The building has been used as commercial business since c. 1872 and continues to operate as a commercial business today. The building can yield information as it relates to the commercial development of Richmond Row over the past 150 years.

### 5.1.3 Contextual Value

The building is important in maintaining the character of the area which is early Victorian commercial. It is physically linked to the property as it relates to 601 Richmond Street. The main building is functionally linked as it relates to the use as a commercial business, visually linked to the corner of Richmond Street and Central Avenue and historically linked to the area is relates to surrounding commercial buildings and adjacent Victoria Park (former military reserve).

### 5.1.4 List of Heritage Attributes

The following attributed were identified on the Commercial Building at 599 Richmond Street:

- Original massing and scale of building;
- Original exterior brick veneer on north elevation;
- Original symmetrical row of window openings with stone sills;
- Original roofline with corbelling and corning;
- Original chimney shaft;
- Location along Richmond Row.

### 5.1.5 Ontario Regulation 9/06 Evaluation

Criteria	599 Richmond Street – Commercial
<b>Design/Physical Value</b>	
Rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No

<b>Criteria</b>		<b>599 Richmond Street – Commercial</b>
<b>Historical/Associative Value</b>		
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No	
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No	
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown	
<b>Contextual Value</b>		
Important in defining, maintaining or supporting the character of an area.	Yes	
Physically, functionally, visually, or historically linked to its surroundings.	Yes	
Is a landmark.	No	

### 5.1.6 Summary of Evaluation and Statement of Cultural Heritage Value or Interest

In summary, the cultural heritage value or interest of the property is vested in its modest representation of Italianate architectural style within a Victorian commercial context. It is important in maintaining the character of the area and is physically, functionally, visually and historically linked to its surroundings.

## 5.2 599 Richmond Street – Ancillary Structure / Ruin

### 5.2.1 Design / Physical Value

The original building has been considerably altered and as lost a great extent of its integrity, now considered a 'ruin' as it does not have a roof and has lost two of its four original exterior walls. The structure, as it relates to the northern cinder block elevation of 595 Richmond Street and the wood extension along the east elevation, was used most recently as a bar patio, but has been left vacant for approximately 10 years.

### 5.2.2 Historical / Associative Value

The structure was constructed between 1923 and 1944 and has been associated with both 599 Richmond Street and 595 Richmond Street. It is uncertain as to the exact use of the structure, possibly it was an extension of the historic upholstery business or used for the commercial occupations of 599 Richmond Street. Most recently it was used as an outdoor patio for the restaurant at "Joe Kool's". The removal of a great portion of the original building fabric challenges the understanding of its original purpose and use.

### 5.2.3 Contextual Value

The structure is associated with 595 and 599 Richmond Street, however, is not consistent with the overall character of Richmond Row which is dominated by Italianate commercial buildings constructed in the Victorian era.

### 5.2.4 Ontario Regulation 9/06 Evaluation

Criteria	599 Richmond Street – Ancillary
<b>Design/Physical Value</b>	
Rare, unique, representative or early example of a style, type, expression, material or construction method.	No
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No

<b>Criteria</b>		<b>599 Richmond Street – Ancillary</b>
<b>Historical/Associative Value</b>		
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No	
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No	
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown	
<b>Contextual Value</b>		
Important in defining, maintaining or supporting the character of an area.	No	
Physically, functionally, visually, or historically linked to its surroundings.	No	
Is a landmark.	No	

### 5.2.5 Summary of Evaluation

In summary, the brick ancillary structure or ‘ruin’ has lost the majority of its integrity. The purpose and use of the original building is not clear which creates a gap in understanding its place in the ‘story’ or rather ‘history’ of the subject lands. Unfortunately, due to the removal of a great extent of its original heritage building fabric and disconnect with the surrounding character, it has been determined that this structure or ‘ruin’ does not have significant cultural heritage value or interest.

## 5.3 601 Richmond Street

### 5.3.1 Design / Physical Value

The building is representative of the Italianate architectural style popular in the Victorian era c. 1870. Characteristics of this style include: the overhanging eaves, decorative brick window surrounds, portico with flat roof and corncing. Further, this includes the Roman arched window opening on eastern side of this feature. The building has retained the majority of its original mass and scale with the exception of the removal of a one storey addition to the rear. It also retains most of the original window openings.

### 5.3.2 Contextual Value

The building is important in maintaining the character of the area. It is physically linked to 599 Richmond Street, functionally linked as a commercial business along Richmond Row and visually linked as a gateway between Richmond Street and Central Avenue. The building is historically linked to its surroundings, in particular, the Black Friar's Bridge; Central Avenue to the west of the property (formerly Litchfield Street) originally ran directly eastward from the bridge into the City's commercial area, upon which this building would have been a gateway. The building was used as a hotel between approximately 1884 and 1891 which historically suited its context with neighbouring hotels such as the hotel owned by Thomas Morkin at 587 Richmond Street and the "Western Hotel" c. 1854 formerly at 463 Richmond Street to the south in addition to its use as a grocer.

### 5.3.3 List of Heritage Attributes

Below are the heritage attributes identified at 601 Richmond Street:

- Original massing and scale of building;
- Original exterior brick veneer on north and east elevations;
- Original window openings with brick voussoirs, stone sills and headers;
- Enclosed portico on north elevation including door opening, door surround and door;
- Original roofline; and
- Unique location at the corner of the intersection of Richmond Street and Central Avenue

### 5.3.4 Ontario Regulation 9/06 Evaluation

Criteria	601 Richmond Street
<b>Design/Physical Value</b>	
Rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes

Criteria	601 Richmond Street
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No
Historical/Associative Value	
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown
Contextual Value	
Important in defining, maintaining or supporting the character of an area.	Yes
Physically, functionally, visually, or historically linked to its surroundings.	Yes
Is a landmark.	No

### 5.3.5 Summary of Evaluation and Statement of Cultural Heritage Value or Interest

In summary, the cultural heritage value or interest of the property is vested in its modest representation of Italianate architectural style within a commercial context. It can yield information as it relates to the commercial development of Richmond Row as well as the

development of early circulation patterns as it relates to the trajectory of Central Avenue (formerly Litchfield) and Richmond Street. It is important in defining, maintaining and supporting the character of the area and is physically linked to 599 Richmond Street, functionally linked as a commercial building, visually linked to the corner of Central Avenue and Richmond Street and historically linked to its surroundings including neighbouring commercial buildings along Richmond Row and adjacency to Victoria Park.

## 5.4 595 Richmond Street

### 5.4.1 Design / Physical Value

The building is not representative of specific architectural style and does not display a high degree of craftsmanship or artistic merit.

### 5.4.2 Historical / Associative Value

The building does not possess historical or associative value.

### 5.4.3 Contextual Value

The building is physically and visually linked to its location on Richmond Street as it relates to 599-601 Richmond Street. It is functionally linked as a commercial business along Richmond Row. The building is historically linked to its surroundings as it relates to adjacent commercial buildings constructed within the same era.

### 5.4.4 List of Heritage Attributes

The following attributes were identified at 595 Richmond Street:

- Location on Richmond Row.

### 5.4.5 Ontario Regulation 9/06 Evaluation

Criteria	595 Richmond Street
Design/Physical Value	

Criteria	595 Richmond Street
Rare, unique, representative or early example of a style, type, expression, material or construction method.	No
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No
Historical/Associative Value	
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown
Contextual Value	
Important in defining, maintaining or supporting the character of an area.	No
Physically, functionally, visually, or historically linked to its surroundings.	Yes
Is a landmark.	No

## 5.4.6 Summary of Evaluation and Statement of Cultural Heritage Value or Interest

In summary, the cultural heritage value or interest of the property is related to its physical, functional, visual, and historical surroundings.

## 6.0 Description of Proposed Development

The proposed development for the subject lands includes a twelve-storey apartment building containing 46 one bedroom units and 43 two bedroom units for a total of 89 units. Each unit has access to a balcony or a terrace. The proposal contains eight covered parking spaces on the main level inclusive of one barrier-free parking space. A drop-off space is provided on Central Avenue adjacent to the lobby access. The lobby provides access to the building's elevators as well as the covered parking spaces, an office, a mail room, and a Central Alarm Control Facility ("CACF"). An exercise room is to be provided on the second-floor.

The main floor of the building is also to contain two commercial units, one being 133.96 square metres in area and the other to be 130.94 square metres in area. Both units are to front onto Central Avenue. The commercial units will be connected to the existing commercial building through an enclosed access hallway that fronts on Central Avenue and access one of the commercial units.

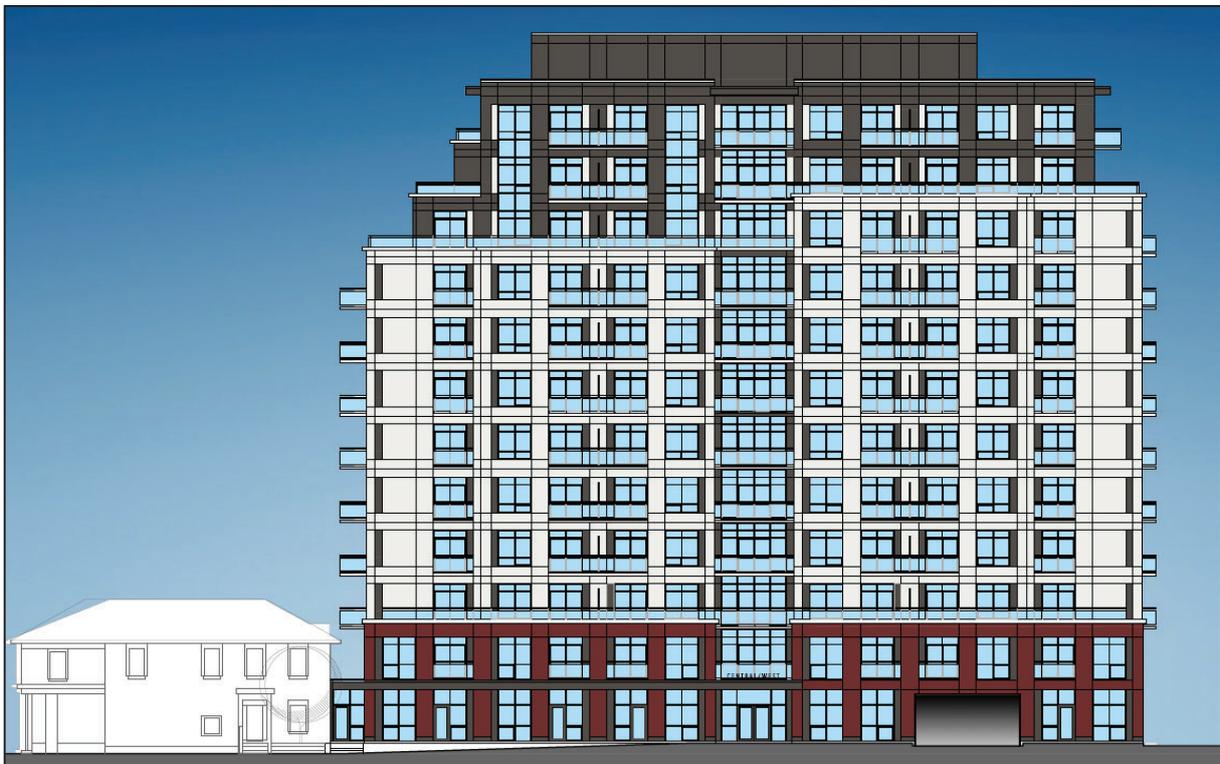


Figure 44: The North Elevation of the proposed apartment building (Westdell Development Corp., 2022).

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The building design reflects a stepped form where the first and second floors are 730.49 m<sup>2</sup>, the third to ninth floors are 653.39 m<sup>2</sup>, the eleventh floor is 474.97 m<sup>2</sup>, and the twelfth floor is 464.24 m<sup>2</sup>. The exterior of the building is to be coloured darker on the bottom two and top three floors with a lighter colour chosen for the middle seven floors.



Figure 45: East elevation of the proposed building (Westdell Development Corp., 2022).



Figure 46: West elevation of the proposed building (Westdell Development Corp., 2022).



Figure 47: The southern elevation of the subject lands (Westdell Development Corp., 2022).

Site plan drawings for the proposed building can be found in Appendix 'B' to this report.

## 7.0 Impact Analysis

### 7.1 Introduction

The impacts of a proposed development or change to a cultural heritage resource may be direct or indirect. They may occur over a short term or long term duration, and may occur during a pre-construction phase, construction phase or post-construction phase. Impacts to a cultural heritage resource may also be site specific or widespread, and may have low, moderate or high levels of physical impact. Severity of impacts used in this report derives from *ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011)*.

The following sub-sections of this report provide an analysis of the impacts which may occur as a result of the proposed development.

- **Destruction:** of any, or part of any *significant heritage attributes* or features;
- **Alteration:** that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- **Shadows:** created that alter the appearance of a *heritage attribute* or change the viability of a natural feature or plantings, such as a garden;
- **Isolation:** of a *heritage attribute* from its surrounding environment, context or a significant relationship;
- **Direct or Indirect Obstruction:** of significant views or vistas within, from, or of built and natural features;
- **A change in land use:** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- **Land disturbances:** such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource.

### 7.2 Impact Analysis Table

Impact Analysis table for 599-601 Richmond Street and 205 Central Avenue:

Impact	Impact	Analysis
<b>Destruction or alteration of heritage attributes</b>	Negligible Impact.	The proposed development will remove the remains of a c.1923-1944 brick ancillary structure and a portion of rear additions associated with 599 Richmond Street c. 1881. The impact is negligible as although building fabric will be removed, it is limited to approximately 30m <sup>2</sup> and

Impact	Impact	Analysis
		is located to the rear of the property and will not impact the heritage attributes along the east (front) and west elevations.
<b>Shadows</b>	No Impact.	Shadows from the proposed development will be predominantly directed to the northeast, north, and northwest. However, the shadow study indicates that the building at 599-601 Richmond Street will be partially shadowed throughout the year as shown on the models for March 21 <sup>st</sup> at 4:00pm, June 21 <sup>st</sup> at 4:00pm, September 21 <sup>st</sup> at 4:00pm, and December 21 <sup>st</sup> at 4:00pm. These shadows will not alter the appearance of any identified heritage attributes or change the viability of any natural features on the subject site or adjacent (as none have been identified). As such, the proposed development will not impact the heritage attributes on the subject lands or those adjacent.
<b>Isolation</b>	No Impact.	<p>The frontage of the building on both Richmond Street and Central Avenue will remain physically unchanged. This includes the building's relationship to the intersection of Richmond Street and Central Avenue which has existed for some time. Additionally, the building's relationship to the commercial landscape of Richmond Row will not change. As such, the relationships that these facades have, and have previously had, with the street will not be impacted by the proposed development to cause any isolation.</p> <p>Further, the proposed development will add twelve stories to the general mass and scale of the existing neighbourhood. This density will be established behind the existing structures which allows the buildings to maintain the Richmond streetscape by acting as a buffer between the existing heritage features and the proposed new development.</p>
<b>Direct or Indirect Obstruction of Views</b>	No Impact.	The façade of the buildings along Richmond Street—and the subject lands in particular—are part of a significant view of the Richmond Row commercial strip. This view is visible from various vantage points throughout Victoria Park. As the

Impact	Impact	Analysis
		<p>proposed development is to be established behind the building on the subject lands, the views of the facades of the heritage buildings from Victoria Park will not be obstructed by the proposed development.</p> <p>The rear elevation of the building at 599-601 Richmond Street will be altered by the proposed development by adding a covered walkway between the existing building and the proposed building. This will create an obstruction of the view of the rear of the building however this façade does not contain any identified heritage attributes. There is no anticipated impact.</p>
<b>A Change in Land Use</b>	No Impact.	<p>The proposed development is to include mixed uses, commercial and residential. The existing building at 599-601 Richmond Street has historically contained commercial uses and residential uses evolved over time.</p> <p>The proposed building will front on Central Avenue which has a history of residential uses fronting the street. Therefore, the mixed-use nature of the proposed building is appropriate for the lands even though it introduces a change in land use. The change in land use will marry the historic uses of Richmond Street and Central Avenue, having a no impact on the identified heritage attributes.</p>
<b>Land Disturbance</b>	Potential Impact.	<p>There are no underground levels proposed as part of the development of the subject lands. However, the construction of the proposed building is to be very close to the existing building and physically connected on the main floor. There is potential for changes in grade, drainage and vibrations emitted from construction equipment, including incoming and outgoing construction traffic to adversely affect the retained buildings on-site.</p>

Impact Analysis table for 595 Richmond Street:

Impact	Level of Impact	Analysis
<b>Destruction or alteration of heritage attributes</b>	No Impact.	There is no development proposed on the lands at 595 Richmond Street. No heritage attributes associated with this building will be destroyed or altered as part of the proposed development. Therefore, the development will have no impact on the existing building at 595 Richmond Street.
<b>Shadows</b>	No Impact.	The shadow study produced for the adjacent property (599-601 Richmond Street) indicates that shadows from the proposed building will predominantly direct shadows between the east, north, and west. The shadow study shows that the building at 595 Richmond Street will not be affected by any potential shadowing as the adjacent heritage property is south of the subject lands. Therefore, any shadows produced by the proposed building will not have an impact on any identified heritage attributes at 595 Richmond Street.
<b>Isolation</b>	No Impact.	<p>The building at 595 Richmond Street will remain physically unchanged. This includes the site's relationship with Richmond Street and the site's relationship with the commercial nature of Richmond Row. As such, the proposed development will not cause any potential isolation of the any heritage attributed identified at the adjacent heritage property, 595 Richmond Street.</p> <p>Similar to the subject lands at 599-601 Richmond Street, the proposed development will add an additional twelve stories to the general mass and scale of the existing neighbourhood. This density will be established behind and to the northwest of 595 Richmond Street and as such will not cause any isolation of the building at 595 Richmond Street and its relationships to the Richmond Row commercial strip or the intersection of Richmond Street and Central Avenue.</p>
<b>Direct or Indirect Obstruction of Views</b>	No Impact.	The front façade of the building at 595 Richmond Street has vantage points from Victoria Park, across Richmond Street. As the proposed building is to be established behind and to the

Impact	Level of Impact	Analysis
		<p>northwest of 595 Richmond Street, the visibility of the front of the building from the identified vantage points in Victoria Park will not be affected by the proposed development.</p> <p>The rear of the building is not to be changed by the proposed development. Therefore, while the establishment of the new building would alter how the rear of the building at 595 Richmond Street is viewed (i.e.: no longer visible from 205 Central Avenue when looking south), it will not obstruct this view entirely; the rear of the building will remain visible from other locations (i.e.: 193 Central Avenue looking southeast).</p>
<b>A Change in Land Use</b>	No Impact.	<p>The land use at 595 Richmond Street will remain commercial and maintain its status as part of the Richmond Row commercial strip. While the introduction of a residential use on the adjacent property does constitute a change from the original use of the building, the residential use will not restrict the continuation of the commercial use of the Richmond Row or at 595 Richmond Street specifically. Therefore, the change of use proposed development will not impact 595 Richmond Street.</p>
<b>Land Disturbance</b>	Potential Impact.	<p>There are no underground levels proposed as part of the development of the subject lands. However, the construction of the proposed building is to be very close to the building at 595 Richmond Street. As such, there is potential for changes in grade, drainage and vibrations emitted from construction equipment, including incoming and outgoing construction traffic to adversely affect the buildings on-site.</p>

### 7.2.1 Impact of Isolation

The *Ontario Heritage Tool Kit* outlines an impact of isolation is when a heritage attribute of a cultural heritage resource is isolated from its surrounding environment, context, or significant relationship. The proposed development will not alter the relationship or orientation of the cultural heritage resources to Richmond Row. The consistency and rhythm of the streetscape will not be interrupted by the development which is set back from the main streetscape due to its location behind the existing buildings.



Figure 48: Kinetic view of 595, 599-601 Richmond Street as it relates to Richmond Street looking southwards (Source: Google Earth Pro, 2020).

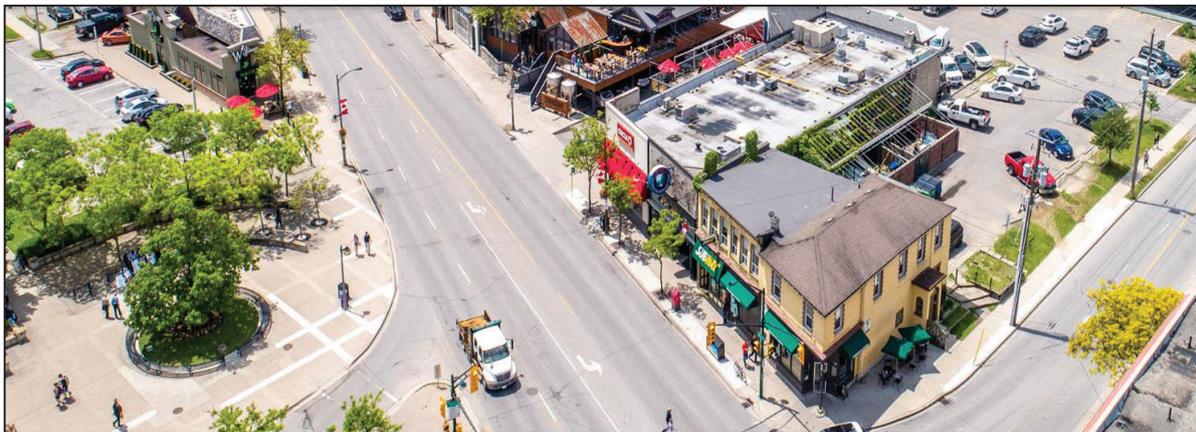


Figure 49: Aerial view of subject lands (Source: Westdell Development Corp., 2020).

## 7.2.2 Impact of Direct or Indirect Obstruction of Views

The *Standards and Guidelines for the Conservation of Historic Places* (Second Edition) defines in Section 4.1.5 'Visual Relationships' which is included as part of a character-defining element of a historic place and relates to an observer and their relationship with a landscape or landscape feature or between the relative dimensions of landscape features (scale). This policy with the Ministry adopted the following definitions of a view and vista, respectively:

**Vista** means a distant visual setting that may be experienced from more than one vantage point, and includes the components of the setting at various points in the depth of field.

The *Ontario Heritage Toolkit* acknowledges that views of a heritage attributes can be components of its significant cultural heritage value. This can include relationships between settings, landforms, vegetation patterns, buildings, landscapes, sidewalks, streets, and gardens, for example.

**View** means a visual setting experienced from a single vantage point, and includes the components of the setting at various points in the depth of field.

Views can be either static or kinetic. Static views are those which have a fixed vantage point and view termination. Kinetic views are those related to a route (such as a road or walking trail) which includes a series of views of an object or vista. The vantage point of a view is the place in which a person is standing. The termination of the view includes the landscape or buildings which is the purpose of the view. The space between the vantage point and the termination (or object(s) being viewed) includes a foreground, middle-ground, and background. Views can also be 'framed' by buildings or features.

While there may be many vantage points providing views and vistas of a property, landscape, building or feature, these must be evaluated to determine whether or not they are significant. Significance is defined by PPS 2020 as follows:

**Significant:** means *e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.*

Therefore, a significant view must be identified as having an important contribution to the understanding of a place, event or people.

The table on the following page identifies the two identified significant views of the existing buildings on the subject lands and adjacent building at 595 Richmond Street. Please note that the "View Corridors" identified in the draft VPSP in sub-section 3.2 are not impacted by the development.

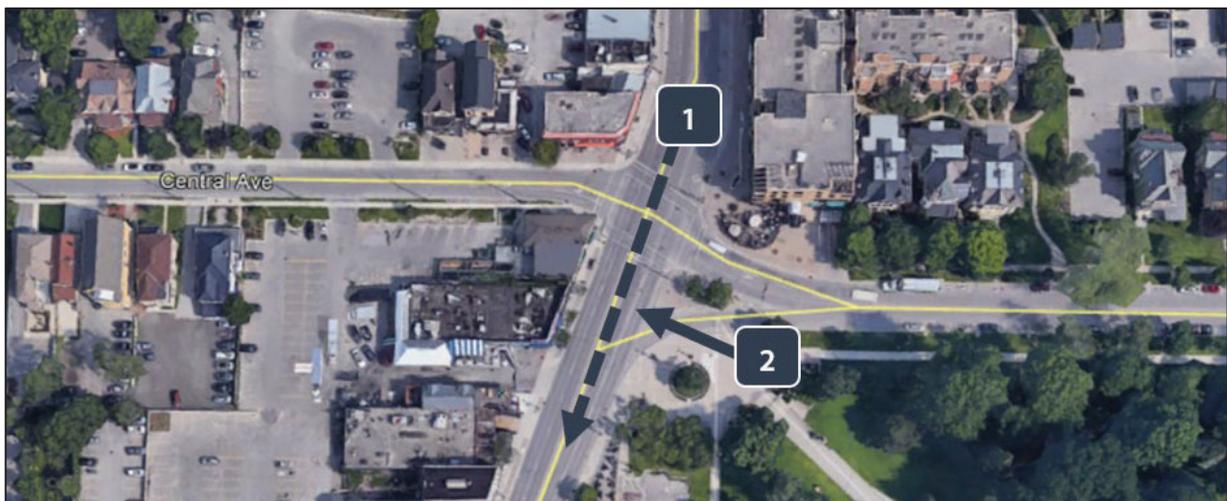


Figure 50: An aerial photo of the context surrounding the subject lands. View 1 (number 1 and dashed arrow) is a kinetic view representative of moving south on Richmond Street. View 2 (number 2 and solid arrow) is a static view from the east side of Victoria Park looking west. (MHBC, 2022).

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**View 1: Kinetic View Moving Down Richmond Street**

The proposed development will be setback from the 599-601 Richmond Street which will reduce any impact on the kinetic view along Richmond Street along Richmond Street to the downtown core and towards Victoria Park and associated West Woodfield HCD.



Figure 51: Kinetic view of existing built heritage on subject lands travelling south along Richmond Street (Source: Google Earth Pro, 2020).

**View 2: Static View from Victoria Park**

The background of the static view of the built heritage on the subject lands will change as a result of the proposed development. The foreground of the view will remain the same and there will be no direct or indirect obstruction of this view.

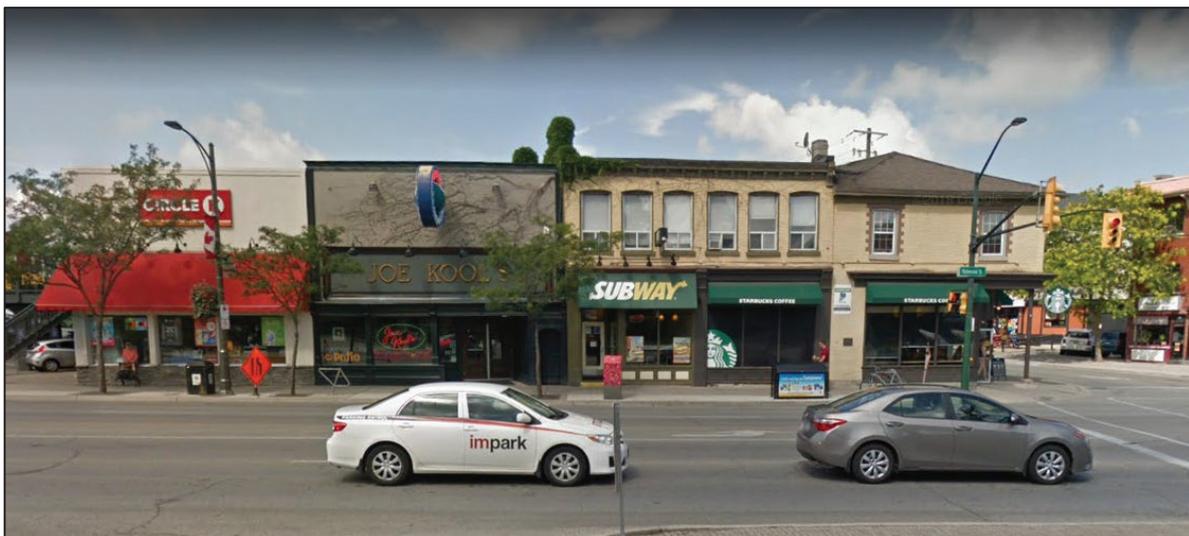


Figure 52: Static view of subject lands and adjacent property looking westward from south side of Richmond Street/ Victoria Park (Source: Google Earth Pro, 2020).

### 7.2.3 Impact of Land Disturbances

While the proposed development does not include any underground levels, the building is to be situated near, and in some instances connecting to, the rear façade of 599-601 Richmond Street and 595 Richmond Street. There is potential that changes in grade, drainage and vibrations emitted from construction equipment, and incoming and out-coming construction traffic could adversely affect the retained buildings on-site.

## 8.0 Alternative Development Options and Mitigation Measures

The following have been identified as a range of development alternatives that may be considered as part of the heritage planning process. These options have been assessed in terms of impacts to cultural heritage resources as well as balancing other planning policies within the planning framework.

### 8.1 The 'Do-Nothing' Alternative

The 'do nothing' alternative would prevent the development from occurring and as a result there would be no adverse impacts to the existing cultural heritage resources including the removal of the rear addition and brick ancillary building associated with 599 Richmond Street. This would also result in no development and no contribution to the City's goal of urban regeneration in Central London.

### 8.2 Reduce Building Footprint and Retain Rear Portion of 599-601 Richmond Street

This option would reduce the size of the proposed development to retain, at minimum, the remaining portion of the rear addition associated with 599-601 Richmond Street. This option would increase the distance between both the rear façade of 599-601 Richmond Street and north elevation of 595 Richmond Street. This option is not recommended as the impacts are negligible and can be remedied with mitigation measures.

### 8.3 Reduce Building Footprint for Increased Setbacks

The building proposed on-site is near the rear elevation of 599-601 Richmond Street and the north elevation of 595 Richmond Street. If the setback was increased, there would be an additional space between construction and the above-mentioned facades of adjacent buildings. This option would likely reduce the building density or increased height to maintain the same unit yield. This option is not recommended since mitigation measures can address any potential impacts.

## 9.0 Mitigation Measures

Section 7 of this report identifies the potential adverse impacts to the existing cultural heritage resources at 599-601 Richmond Street and the adjacent heritage property at 595 Richmond Street. Here, this report recommends certain actions be taken to reduce any potential impact that the proposed development may have on the existing heritage buildings.

### 9.1 Recommended Mitigation Measures

A negligible impact for the removal of a portion of the rear addition of 599-601 Richmond Street and brick ancillary buildings was identified in Section 7.0 of this report. The following outlines mitigation measures as it relates to the impact:

- *A Temporary Protection Plan is recommended which will include:*
  - *Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on site and adjacent;*
  - *Entry and exit point for construction traffic be located to the west of the site;*
  - *A structural engineers report describing how the removals will occur and assurance that the integrity of the existing buildings will be maintained; and*
  - *Documentation with high resolution photographs to document the building fabric to be removed to occur in advance of any removals.*

## 10.0 Conservation Measures

The *Ontario Heritage Toolkit* outlines acceptable infill designs which are to fit in the immediate context, be of the same scale and similar setback, maintain proportions of windows and entrances similar to other heritage resources and be of similar colour and material. Appropriate infill within an area with several heritage buildings is a form of conservation. The new infill proposed should be appropriate in that it conserves the heritage attributes of the existing buildings at 595 and 599-601 Richmond Street and the overall historic character of Richmond Row including Victoria Park which is consistent with the goals of the Victoria Park Secondary Plan (“VPSP”).

The VPSP includes principles to design buildings to be sympathetic to Victoria Park, to appropriately ‘frame’ Victoria Park in addition to enhancing and conserving cultural heritage resources within and surrounding Victoria Park. This Plan also requires that adjacent cultural heritage resources be “physically and visually compatible with surrounding cultural heritage resources” and that “new buildings shall be designed to be sympathetic heritage attributes” (VPSP, 21). Methods to design sensitive infill in the Plan includes:

- Massing;
- Rhythm of solids and voids;
- Significant design features; and,
- High quality materials.

In addition to the above, the *Toolkit* states that new development should be sympathetic to the heritage neighbourhood by considering:

- Height;
- Built Form;
- Setback;
- Materials; and
- Other architectural elements.

The neutral colour palette of the proposed building is consistent with colours used in historic buildings in the neighbourhood. The symmetrical rows of windows contemporarily mimic the windows of 599-601 Richmond Street. The east stepback of the building and architectural articulations of the building (i.e. step backs) allow for the mass and scale of Richmond Row to be conserved.

The details of materials of the building and lighting and signage have to yet been confirmed. Due to this, the following is recommended to be completed in the site plan process:

- Materials should be sympathetic to historic buildings at street level (the first and second floor level and preferably the use of high quality materials i.e. brick, stone);
- Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands; and,
- Mechanical equipment on the roof be screened to not detract from overall character.

# 11.0 Conclusions and Recommendations

MHBC was retained in October 2020 by Westdell Development Corporation to undertake a Heritage Impact Assessment (“HIA”) for the subject lands located at 599-601 Richmond/ 205 Central Avenue Street and the adjacent property at 595 Richmond Street. The HIA was originally completed in 2021 to reflect the original development proposal of an eight storey mixed-use building with ground floor commercial units and residential units above. However, as the development proposal has been updated to instead be twelve stories in height, this HIA has been updated to reflect the new design.

The purpose of this HIA is to determine the impact of the development on identified heritage attributes of the existing buildings on the subject lands and adjacent property. Both the buildings on the subject lands and existing building located at 595 Richmond Street have been determined to have cultural heritage value or interest (“CHVI”) which is identified in Section 5.0 of this report. The following impacts were identified in Section 7.0 of this report:

Adverse Impacts at 599-601 Richmond Street and 595 Richmond Street:

3. **Negligible Impact** of the destruction and removal of some of the building fabric at the rear of 599-601 Richmond Street; and
4. **Potential Impact** from land disturbances for 599-601 Richmond Street and 595 Richmond Street.

As required, this report outlines mitigation measures for the potential impacts in Section 7.0:

- A Temporary Protection Plan is recommended which will include:
  - o Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on site and adjacent;
  - o Entry and exit point for construction traffic be located to the west of the site;
  - o A structural engineers report describing how the removals will occur and assurance that the integrity of the existing buildings will be maintained; and
  - o Documentation with high resolution photographs to document the building fabric to be removed to occur in advance of any removals.

In order to conserve the historical context of existing buildings on the subject lands and adjacent properties as it relates to Richmond Row, the following is recommended:

- Materials should be sympathetic to historic buildings at street level (the first and second floor level and preferably the use of high quality materials i.e. brick, stone);

*599-601 Richmond Street & 205 Central Avenue, London, Ontario*  
*Heritage Impact Assessment*

- Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands;
- Mechanical equipment on the roof be screened to not detract from overall character.

The above-mentioned recommendations should be part of the site plan process.

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Heritage Impact Assessment*

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# APPENDIX **A**

## Location Map



Data Source: City of London

**Figure**

**Location Plan**

**599-601 Richmond Street  
& 205 Central Avenue,  
London, Ontario**

**Westdell Corporation,**  
London, Ontario

**LEGEND**

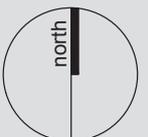
 Subject Lands

**DATE:** December 9, 2020

**SCALE:** Not to Scale

**FILE:** 20359A

**DRN:** LHB

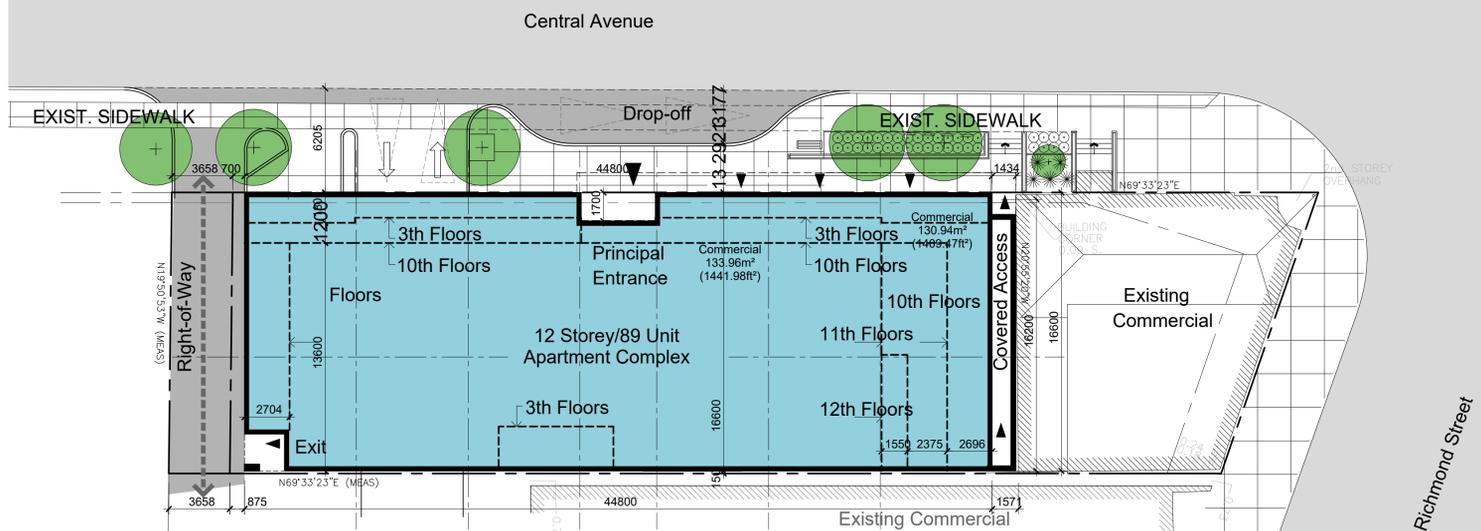


K:\13198N - RICHMOND ST - LONDON\REPORT\LOCATION PLAN.DWG

**MHBC** PLANNING  
URBAN DESIGN  
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# APPENDIX **B**

## Site and Floor Plans



Site Plan Proposal

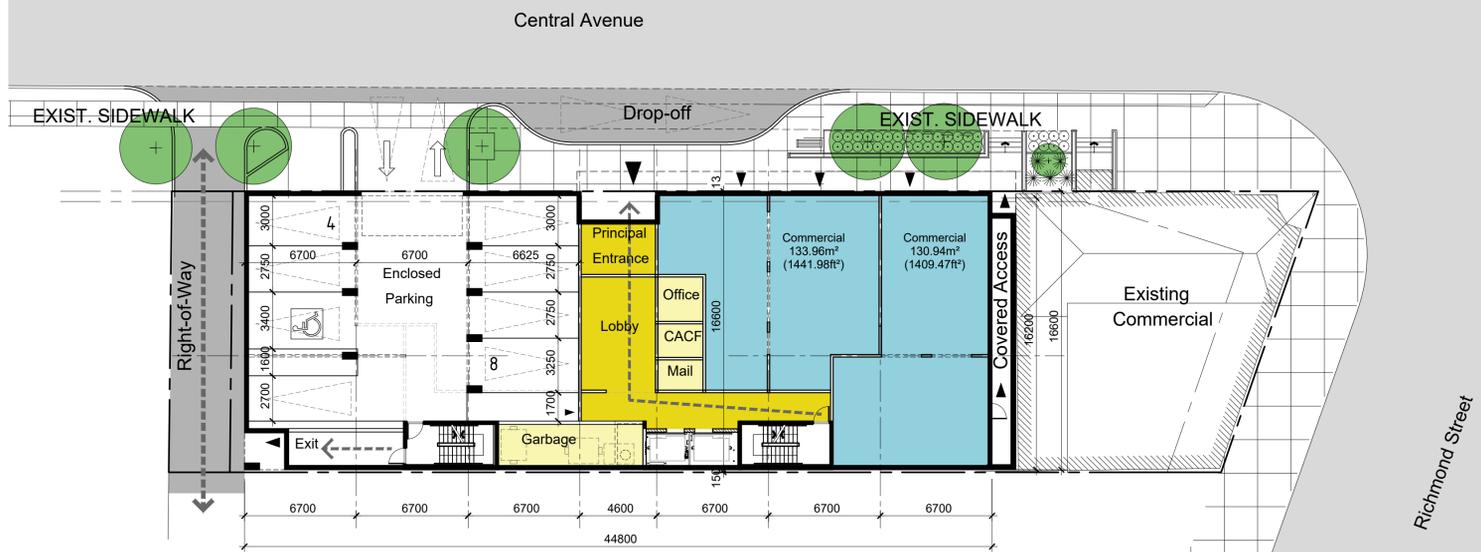
SCALE 1 : 200

BOUNDARY INFORMATION TAKEN FROM PLAN PROVIDED BY OWNER.

Proposed Development Footprint: 730.49m<sup>2</sup> (7863.18ft<sup>2</sup>)

Accommodation H Scheme  
 Data: 1 46 Suites  
 Bedrooms 43 Suites  
 2 Bedrooms Total 89 Suites

Parking  
 Enclosed 8 Space  
 Drop-off 2 Spaces

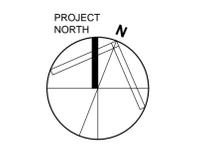


Ground Floor Plan

11th

SCALE 1 : 200

Floor Plate 730.49m<sup>2</sup> (7863.18ft<sup>2</sup>)



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No.	DATE	REVISION
15	MAR. 10/21	ADD SETBACK DIM'S PER N.D. REQUEST
16	MAY 11/21	REV. PER CITY COMMENTS
17	SEPT. 12/21	REV. PER UDRP, WESTDELL COMMENTS
18	JAN. 27/22	REV. PER CITY PLAN, JAN. 27 COMMENTS
19	MAR. 18/22	REV. PER CITY REVIEW, REVISED ELEVATIONS
20	JULY. 9/22	DEVELOP 12 STOREY CONCEPT

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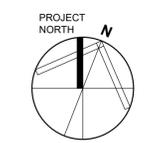
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**Westdell Development Corp.**  
 782 RICHMOND ST., LONDON, ON

Project Name  
**599 Richmond St., Sch. H - 12 Storey Residential Tower Proposal**  
 London, Ontario  
 Drawing Title  
**Preliminary Site Plan, Ground Floor Proposal**

DATE: AUG. 10, 2019  
 SCALE: AS NOTED  
 DRAWN: C.T.  
 REVIEWED: B.K.  
 FILE No: 19-####A1.DWG  
 PROJECT No: 19-####

**A1.1H SPA**



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No.	DATE	REVISION
8	MAR 27/20	PREPARE SCHEME D PER I.M. REVIEW
9	APR 18/20	PREP. ALT. SCHEME E PER I.M. REQUEST
10	AUG 10/20	PREP. SCHEME F FOR STOREY PER CITY REQ.
11	AUG 14/20	REV. SCHEME F PER I.M. REQUEST
12	SEPT. 5/20	REV. SCHEME F PER D.T./CITY COMMENTS
13	MAY 11/21	REV. PER CITY COMMENTS
14	SEPT. 12/21	REV. PER UDRP WESTDELL COMMENTS
15	JAN 27/22	REV. PER CITY PLAN G JAN 27 COMMENTS
16	MAR 18/22	REV. PER CITY REVIEW, REVISED ELEVATIONS
17	JULY 9/22	DEVELOP 12 STOREY CONCEPT



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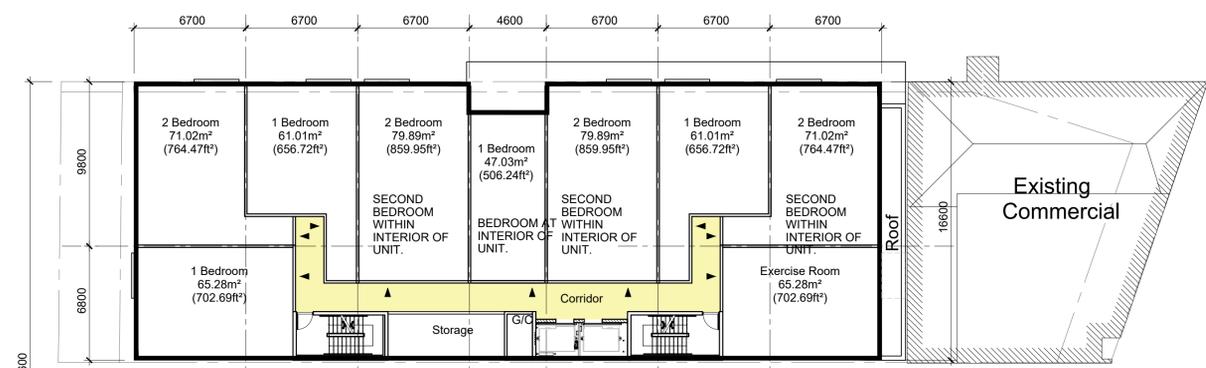
**Westdell Development Corp.**  
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**Project Name**  
 599 Richmond St.,  
 Sch. H - 12 Storey Residential Tower Proposal  
 London, Ontario

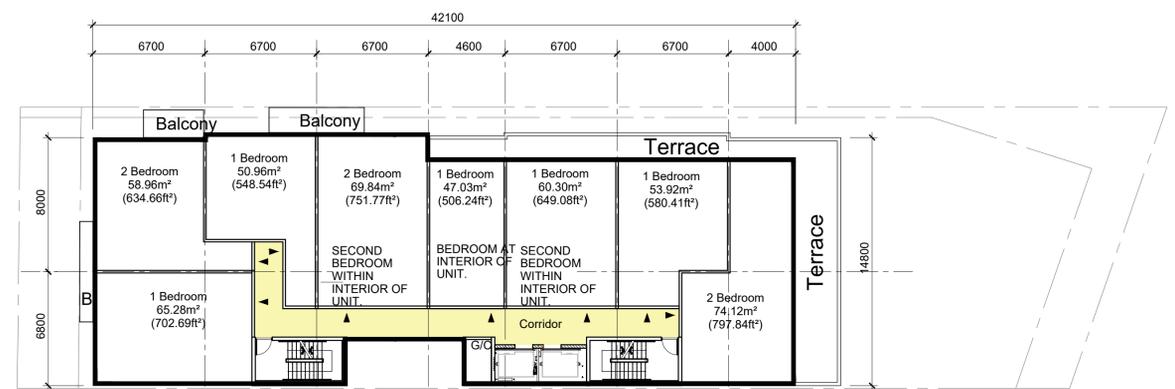
**Drawing Title**  
 Preliminary Floor Plate Proposals

DATE:	AUG. 10, 2019
SCALE:	AS NOTED
DRAWN:	C.T.
REVIEWED:	B.K.
FILE No:	19-####A1.DWG
PROJECT No:	19-####

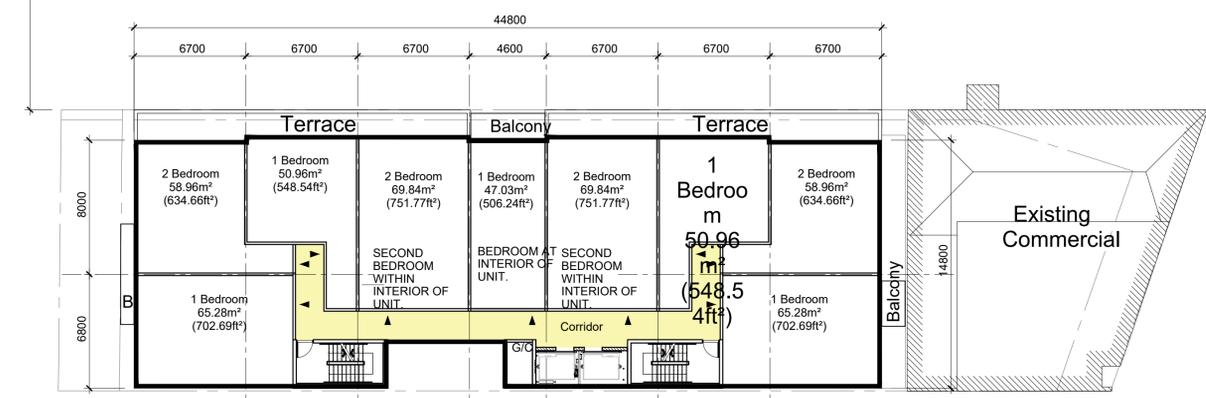
**A1.2<sub>H</sub> SPA**



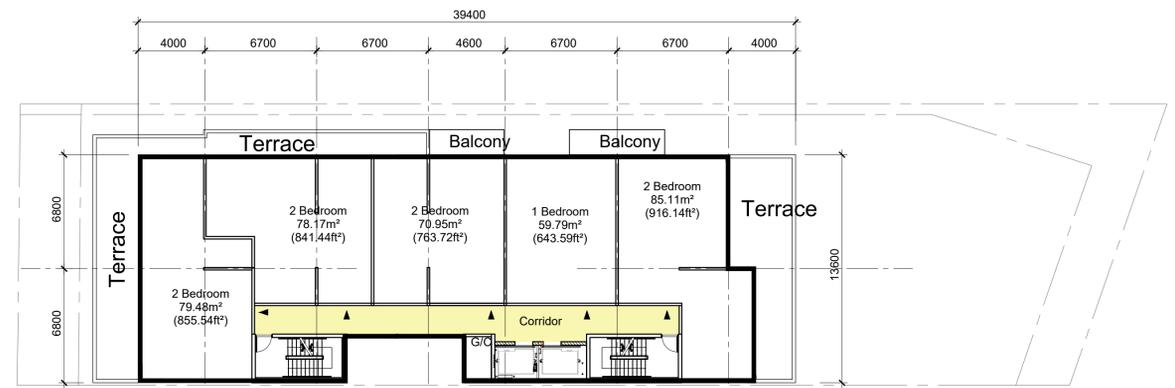
**2nd Floor Plan** Floor Plate 737.26m<sup>2</sup> (7936.06ft<sup>2</sup>)  
 SCALE 1 : 200



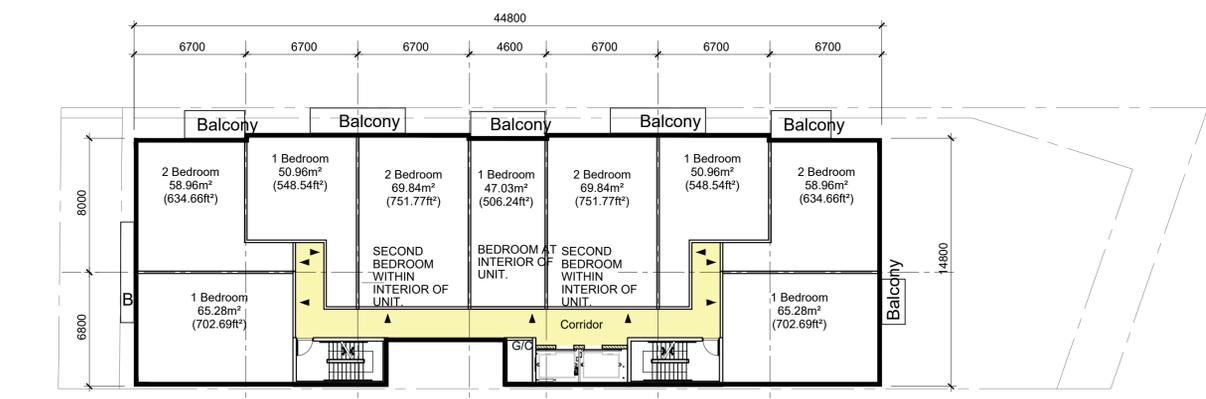
**10th Floor Plan** Floor Plate 582.61m<sup>2</sup> (6271.36ft<sup>2</sup>)  
 SCALE 1 : 200



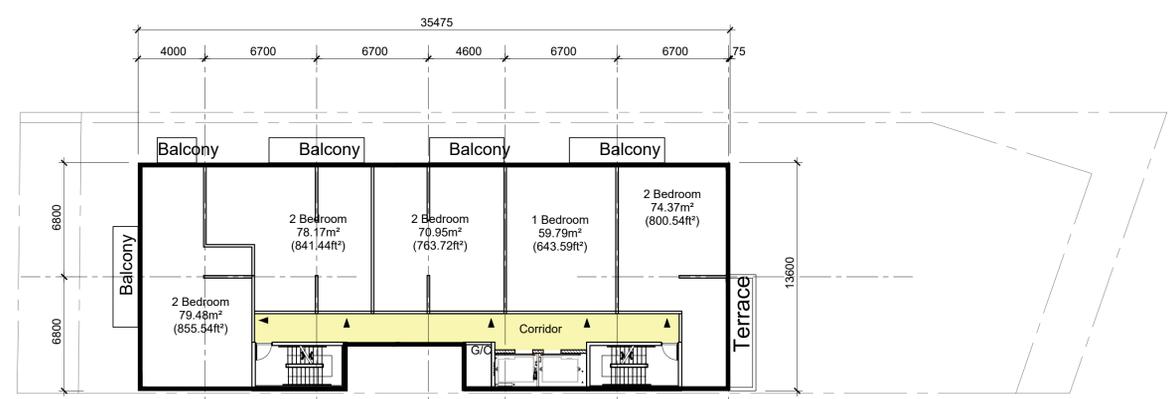
**3rd Floor Plans** Floor Plate 653.39m<sup>2</sup> (7033.26ft<sup>2</sup>)  
 SCALE 1 : 200



**11th Floor Plan** Floor Plate 474.97m<sup>2</sup> (5112.70ft<sup>2</sup>)  
 SCALE 1 : 200



**4th - 9th Floor Plan** Floor Plate 653.39m<sup>2</sup> (7033.26ft<sup>2</sup>)  
 SCALE 1 : 200



**12th Floor Plan** Floor Plate 464.24m<sup>2</sup> (4997.20ft<sup>2</sup>)  
 SCALE 1 : 200

**Scheme H**

Accommodation Data:	1
Bedrooms	46 Suites
2 Bedrooms	43 Suites
Total	89 Suites

# APPENDIX **C**

## Elevations

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5	AUG. 10/20	PREP. SCHEME F/8 STOREY PER CITY REQ.
6	SEPT. 5/20	REV. SCHEME F PER D.T./CITY COMMENTS
7	FEB. 15/21	ADD EXTERIOR FINISHES
8	FEB. 22/21	REVISE 2ND FLOOR COLOUR PER D.T. REVIEW
9	MAY 11/21	REV. PER CITY COMMENTS
10	SEPT. 12/21	REV. PER UDRP. WESTDELL COMMENTS
11	MAR. 18/22	REV. PER UDRP REVIEW, COMMENTS
12	JULY. 9/22	DEVELOP 12 STOREY CONCEPT

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**Westdell Development Corp.**  
 782 RICHMOND ST., LONDON, ON

**Project Name**  
 599 Richmond St., Sch. H - 12 Storey Residential Tower Proposal

London, Ontario

**Drawing Title**  
 Preliminary North Elevation

DATE: AUG. 10, 2019  
 SCALE: AS NOTED  
 DRAWN: C.T.  
 REVIEWED: B.K.  
 FILE No: 19-####A1.DWG  
 PROJECT No: 19-####

**A2.1<sub>H</sub>**



**North Elevation Proposal**

July 9, 2022



**South Elevation Proposal**

July 9, 2022

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9	MAY 11/21	REV. PER CITY COMMENTS
10	SEPT. 12/21	REV. PER UDRP. WESTDELL COMMENTS
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**Westdell Development Corp.**  
 782 RICHMOND ST., LONDON, ON

**Project Name**  
 599 Richmond St.,  
 Sch. H - 12 Storey  
 Residential Tower  
 Proposal  
 London, Ontario

**Drawing Title**  
 Preliminary  
 South Elevation

DATE: AUG. 10, 2019  
 SCALE: AS NOTED  
 DRAWN: C.T.  
 REVIEWED: B.K.  
 FILE No: 19-####A1.DWG  
 PROJECT No: 19-####

**A2.2<sub>H</sub>**



### East Elevation Proposal

July 9, 2022



### West Elevation Proposal

July 9, 2022

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No.	DATE	REVISION
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6	SEPT. 5/20	REV. SCHEME F PER D.T./CITY COMMENTS
7	FEB. 15/21	ADD EXTERIOR FINISHES
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9	MAY 11/21	REV. PER CITY COMMENTS
10	SEPT. 12/21	REV. PER UDRP, WESTDELL COMMENTS
11	MAR. 18/22	REV. PER UDRP REVIEW, COMMENTS
12	JULY. 9/22	DEVELOP 12 STOREY CONCEPT

**MARSH KATSIOS Architect Inc.**  
 103-200 QUELINS AVENUE, LONDON, ONTARIO N6A 1A3  
 TEL: 519-433-0200 marsh@mkai.com FAX: 519-433-0883

**R.Tomé & Associate**

R.Tomé & Associate Inc.  
 51 Wimbledon Court  
 London ON N6C 5C9  
 t. 519.672.6622  
 r\_tome@bellnet.ca

**Westdell Development Corp.**  
 782 RICHMOND ST., LONDON, ON

**Project Name**  
 599 Richmond St.,  
 Sch. H - 12 Storey Residential Tower Proposal  
 London, Ontario

**Drawing Title**  
 Preliminary East & West Elevations

DATE: AUG. 10, 2019  
 SCALE: AS NOTED  
 DRAWN: C.T.  
 REVIEWED: B.K.  
 FILE No: 19-####A1.DWG  
 PROJECT No: 19-####

**A2.3<sub>H</sub>**

## APPENDIX **D**

### Pre-Application Heritage Conservation Notes

Note: Application fees have changed as of January 1, 2020. The following new/revised fees for new applications submitted after January 1, 2020 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,480, Official Plan Amendment Applications \$12,288, Zoning By-law Amendment Applications \$11,264, Proposal Summaries \$256 (this amount will be discounted from the fee of an associated application).



## RECORD OF PRE-APPLICATION CONSULTATION

The following form is to be completed and signed off at/after the Pre-application Consultation Meeting (PACM).

Date: September 29, 2020

TO: Laverne Kirkness

FROM: Catherine Maton

RE: 599-601 Richmond Street

ATTENDEES: Michael Tomazincic, Manager – Current Planning, Development Services, City of London  
Catherine Maton, Planner II – Current Planning, Development Services, City of London  
Jerzy Smolarek, Urban Designer – Development Services, City of London  
Laverne Kirkness – Kirkness Consulting Inc.  
David Traher – Westdell Development Corp.  
Lyman Meddoui – Westdell Development Corp.  
Claudio Tome – R. Tome and Associates

PLANNING APPLICATION TEAM: Laura Dent, Development Services – Heritage ([ldent@london.ca](mailto:ldent@london.ca) 519-661-2489 ext. 0267); Jerzy Smolarek, Development Services – Urban Design ([jsmolare@london.ca](mailto:jsmolare@london.ca) 519-661-2489 ext. 1816); Meg Sundercock, Development Services – Site Plan ([msundercock@london.ca](mailto:msundercock@london.ca) 519-661-2489 ext. 4471); Brent Lambert, Development Services – Engineering ([blambert@london.ca](mailto:blambert@london.ca) 519-661-2500 ext. 4956)

City staff reviewed your Proposal Summary submitted September 9, 2020 at an Internal Review Meeting on September 24, 2020. The following form summarizes a preliminary list of issues to be considered during the processing of your application. We have also identified the initial material submissions (Studies, Reports, Background or Information) that must be submitted along with the completed application form, required fees and this Record of Pre-Application Consultation Form before your application will be accepted as complete for opening and processing.

### Proposed Development

- Current Designation: Main Street Commercial Corridor
- London Plan Place Type: Rapid Transit Corridor Place Type
- Current Zone: Business District Commercial Special Provision (BDC(1)) Zone
- Proposal: Zoning By-law Amendment to facilitate a severance and development of an 8-storey, 53-unit mixed-use apartment building at the rear of the site.

### Major Issues Identified

- The site is designated Main Street Commercial Corridor (MSCC) in the 1989 Official Plan and is subject to specific policies for the Richmond Street Main Street Commercial Corridor.
  - Permitted uses in the MSCC designation include residential units created through the development of mixed-use buildings. Residential densities should be consistent with the densities allowed in the Multi-Family High

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- Density Residential designation, which is a maximum of 250 units per hectare in Central London (excluding bonusing). Bonusing would be required to achieve the proposed density.
- Richmond Street, between the Downtown and Oxford Street, shall develop as a mixed-use area. Mixed-use projects that include street level commercial uses appropriate to a pedestrian-oriented shopping area will be encouraged.
- This area is distinguished from the other Main Street Commercial Corridors with regard to the scale of new office and residential development that is permitted and that it acts as a gateway to the Downtown from the north.
  - The maximum permitted height of new development shall be stepped down from the Downtown boundary at Kent Street to Central Avenue and then will be allowed to increase between Mill Street and Oxford Street.
  - It is noted that the subject lands are located in the area between Kent Street and Central Avenue.
- The site is in the Rapid Transit Corridor Place Type of The London Plan in the Richmond Row Specific Segment. The Main Street policies of the Rapid Transit Corridor Place Type apply to the Richmond Row Segment – Richmond Street from Oxford Street to Kent Street.
  - Within the Richmond Row Segment, buildings will be a maximum of 12-storeys in height. Type 2 Bonus Zoning beyond this limit, up to 16-storeys, may be permitted in conformity with the Our Tools part of The London Plan.
  - Cultural heritage resources shall be conserved in conformity with the Cultural Heritage policies of The London Plan.
  - The design and building materials of new structures will be in keeping with, and supportive of, the form and character of the Main Street segment.
  - A podium base, with a substantial stepback to the tower, should be used for buildings in excess of 4-storeys.
- Staff have concerns that the proposed severance would eliminate the property's frontage on the Rapid Transit Corridor and result in policy conflicts.
- The proponent is to confirm whether there are any existing easements in favour of adjacent properties.
- A canopy will only be considered within the City's right-of-way if it is retractable in order to avoid any conflicts within the right-of-way.
- Should a bonus zone be sought, the proponent will be required to clearly identify the bonusable features proposed. These details are to be provided at minimum in the Planning Justification Report required as part of the complete application.
- The proponent is encouraged to initially consult with HDC London regarding the provision of affordable housing and obtain a letter of Undertaking from HDC acknowledging this consultation. The proponent should contact Brian Turcotte ([bturcotte@hdclondon.ca](mailto:bturcotte@hdclondon.ca)) to discuss further.

#### Urban Design:

- Provide further articulation on the north elevation of the tower in order to add interest and break up the massing of the building. This can be achieved by providing further fenestration and including brick on floors 3-5 in keeping with the design that is proposed for the second floor. Design floors 6-8 to have a different design (setback, material, and fenestration) than the lower floors in order to breakup the sheer wall, massing, and to provide for interest to the top portion of the building.
- Ensure the elevations match the site plan and floor plans, this relates specifically to the southern wall of the second storey.
- Remove any portions of the building that overhang into the City Right-of-Way in order to avoid a perpetual encroachment agreement; and
- This application is to be reviewed by the Urban Design Peer Review Panel (UDPRP), and as such, an Urban Design Brief will be required. UDPRP meetings take place on the third Wednesday of every month, once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an

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upcoming meeting and the assigned planner as well as the applicant's agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs please contact Wyatt Rotteau at 519.661.2500 x7545 or by email at wrotteau@london.ca.

- Along with the standard requirements of the Urban Design Brief (as outlined in the Terms of Reference), please ensure the following visuals are included to facilitate a comprehensive review by the UDPRP.
  1. A Spatial Analysis of the surrounding neighbourhood;
  2. Site Plan;
  3. Landscape Plan with a detailed streetscape plan;
  4. Section drawings to include:
    - North-south showing how the proposed building interfaces with Central Avenue;
  5. Building elevations, for all four sides of the building;
  6. 3D Renders of the proposed building, with views of the tower from Richmond Street, Central Avenue, as well as from Victoria Park;
  7. Layout of the ground floor with proposed internal uses;
  8. Plan view of the extents of the tower and all proposed step backs, including with measurements;
  9. Wind study
  10. Shadow Study

#### Site Plan:

- The applicant will need to complete Site Plan Consultation prior to applying for a ZBA and consent.
  - In order to produce a zoning referral record for the consent, the submission must include a complete zoning data table for both the severed and retained parcels including the GFA for both residential and non-residential uses and a dimensioned site plan showing the proposed property boundaries.
- The right-of-way noted on the site plan does not appear to be City-owned and may be a private easement. The applicant should confirm in order to accurately determine the lot area for density and coverage calculations.
- A clean copy of the elevations showing all dimensions should be provided at Site Plan Consultation.
- Long-term bicycle parking should be shown internal to the building.
- The internal parking arrangement could present sightline issues for vehicles backing out of spaces.

#### Landscape Architecture:

- There are three recently planted street trees which require consent from Forestry Operations for their removal.

#### Parks:

- Cash-in-lieu of parkland required at Site Plan.

#### Heritage:

- 599-601 Street is a LISTED property on the City's *Register (Inventory of Heritage Resources)*.
- *The London Plan (Policy 586)* states that development and site alteration to properties LISTED on the *Register* has to be evaluated to demonstrate that the heritage attributes of the heritage designated properties or properties LISTED on the Register will be conserved.
- This evaluation process should take the form of an Heritage Impact Assessment (HIA) based the Ministry's InfoSheet #5. Note that this evaluation should clearly articulate the cultural heritage value or interest and *heritage attributes* of the heritage resource at 599-601; 559/ Richmond St and 205 Central Ave.
- Note that this property is not a protected heritage property, but is LISTED and may possess heritage significance. As per InfoSheet #5, the property should be

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evaluated and statements of cultural heritage value or interest and heritage attributes should be developed as part of the HIA.

- The proposal appears to include the demolition of the building(s) at the addresses 205 Central Avenue and 599 Richmond Street. Demolition of properties on the City's *Register* requires consultation with the London Advisory Committee on Heritage (LACH) and Council approval.

#### Sewers Engineering:

- The proposed populations exceed the allocated as per Replacement program drawing for Central Ave. Prior to this zoning amendment moving forward, the applicant shall have his consulting engineer provide sanitary servicing report to demonstrate the outlet, building height, the maximum population and flow will be generated by the proposed site.

#### Water:

- Water is available via the 200mm PVC watermain on Central Avenue.
- A water servicing brief addressing domestic demands, fire flows, and water quality will be required.
- The report shall also include a section indicating the proposed ownership of the development (one owner or multiple owners).
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Additional comments will be provided during site plan consultation/application.

#### Stormwater:

- As per as constructed plan# 14993 & 16814, the site (at C=0.90) is tributary to the existing 300mm and 450mm storm sewers on Central Avenue.
- As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
  - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
  - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
  - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
  - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
  - shall comply with riparian right (common) law.
  - The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.

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- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- Additional SWM related comments will be provided upon future review of this site.

Studies, Reports, Background or Information to be completed and submitted with the application form

- Zoning By-law Amendment application and fee
- Planning Justification Report (including specific details on the proposed bonusable features)
- Urban Design Brief (including all items identified in Urban Design comments)
- Zoning Data Sheet
- Site Concept Plan, Renderings, and Elevations
- Heritage Impact Assessment
- Record of Site Plan Consultation
- Parking Study
- Sanitary Servicing Report
- Image for Use on Sign and Webpage
- Electronic copies of all supporting background information (USB)

PRE-APPLICATION CONSULTATION HAS OCCURRED

YES  NO

PLANNER: \_\_\_\_\_

PROPONENT: \_\_\_\_\_

DATE: September 29, 2020

**Disclaimer**

The pre-application consultation process is intended to identify issues early in the process and to identify the reports, studies and information required to be submitted as part of a complete application. A complete application enables Council to make informed decisions within a reasonable period of time and ensures that the public and other stakeholders have access to the relevant information early in the process. While every effort has been made to identify information needs at this stage, additional issues and/or information needs may be identified through the application review process and may be requested at that time. Should a formal submission of an application not materialize within 9 months, a subsequent Pre-Application Consultation Meeting (PACM) will be required.

Council adopted *The London Plan*, the City's new Official Plan for the City, on June 23, 2016. It is not yet in force and effect, but should it come into force and effect before you

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submit your complete application, City staff may identify additional complete application requirements at the time of application submission in order to comply with *The London Plan* policies.

# APPENDIX **E**

## Curriculum Vitae



## EDUCATION

2006  
Masters of Arts (Planning)  
University of Waterloo

1998  
Bachelor of Environmental Studies  
University of Waterloo

1998  
Bachelor of Arts (Art History)  
University of Saskatchewan

## CONTACT

540 Bingemans Centre Drive,  
Suite 200  
Kitchener, ON N2B 3X9  
T 519 576 3650 x 744  
F 519 576 0121  
dcurrie@mhbcplan.com  
www.mhbcplan.com

# CURRICULUM VITAE

## Dan Currie, MA, MCIP, RPP, CAHP

Dan Currie, a Partner and Managing Director of MHBC's Cultural Heritage Division, joined MHBC Planning in 2009, after having worked in various positions in the public sector since 1997. Dan provides a variety of planning services for public and private sector clients including a wide range of cultural heritage policy and planning work including strategic planning, heritage policy, heritage conservation district studies and plans, heritage master plans, cultural heritage evaluations, heritage impact assessments and cultural heritage landscape studies.

## PROFESSIONAL ASSOCIATIONS

Full Member, Canadian Institute of Planners  
Full Member, Ontario Professional Planners Institute  
Professional Member, Canadian Association of Heritage Professionals

## SELECTED PROJECT EXPERIENCE

### Heritage Conservation District Studies and Plans

Stouffville Heritage Conservation District Study  
Alton Heritage Conservation District Study, Caledon  
Port Stanley Heritage Conservation District Plan  
Port Credit Heritage Conservation District Plan, Mississauga  
Town of Cobourg Heritage Conservation District Plan updates  
Rondeau Heritage Conservation District Study & Plan, Chatham Kent,  
Barriefield Heritage Conservation District Plan Update, Kingston  
Victoria Square Heritage Conservation District Study, Markham  
Bala Heritage Conservation District Study and Plan, Township of Muskoka Lakes  
Downtown Meaford Heritage Conservation District Study and Plan  
Brooklyn and College Hill Heritage Conservation District Plan, Guelph  
Garden District Heritage Conservation District Study and Plan, Toronto

### Heritage Master Plans and Management Plans

Town of Aurora Municipal Heritage Register Update  
City of Guelph Cultural Heritage Action Plan  
Town of Cobourg Heritage Master Plan  
Burlington Heights Heritage Lands Management Plan  
City of London Western Counties Cultural Heritage Plan

## CURRICULUMVITAE

Dan Currie, MA, MCIP, RPP, CAHP

### Cultural Heritage Evaluations

Morningstar Mill, St Catherines  
 MacDonald Mowatt House, University of Toronto  
 City of Kitchener Heritage Property Inventory Update  
 Niagara Parks Commission Queen Victoria Park Cultural Heritage Evaluation  
 Designation of Main Street Presbyterian Church, Town of Erin  
 Designation of St Johns Anglican Church, Norwich  
 Cultural Heritage Landscape evaluation, former Burlingham Farmstead, Prince Edward County

### Heritage Impact Assessments

Heritage Impact Assessment for Pier 8, Hamilton  
 Homer Watson House Heritage Impact Assessment, Kitchener  
 Expansion of Schneider Haus National Historic Site, Kitchener  
 Redevelopment of former industrial facility, 57 Lakeport Road, Port Dalhousie  
 Redevelopment of former amusement park, Boblo Island  
 Redevelopment of historic Waterloo Post Office  
 Redevelopment of former Brick Brewery, Waterloo  
 Redevelopment of former American Standard factory, Cambridge  
 Redevelopment of former Goldie and McCullough factory, Cambridge  
 Mount Pleasant Islamic Centre, Brampton  
 Demolition of former farmhouse at 10536 McCowan Road, Markham

### Heritage Assessments for Infrastructure Projects and Environmental Assessments

Heritage Assessment of 10 Bridges within Rockcliffe Special Policy Area, Toronto  
 Blenheim Road Realignment Collector Road EA, Cambridge  
 Badley Bridge EA, Elora  
 Black Bridge Road EA, Cambridge  
 Heritage and Cultural Heritage Landscape Assessment of Twenty Mile Creek Arch Bridge, Town of Lincoln  
 Heritage Evaluation of Deer River, Burnt Dam and MacIntosh Bridges, Peterborough County

### Conservation Plans

Black Bridge Strategic Conservation Plan, Cambridge  
 Conservation Plan for Log house, Beurgetz Ave, Kitchener  
 Conservation and Construction Protection Plan - 54 Margaret Avenue, Kitchener

### CONTACT

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 F 519 576 0121  
 dcurrie@mhbcpplan.com  
 www.mhbcpplan.com

## CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Tribunal Hearings:

Redevelopment of 217 King Street, Waterloo (OLT)  
 Redevelopment of 12 Pearl Street, Burlington (OLT)  
 Designation of 30 Ontario Street, St Catharines (CRB)  
 Designation of 27 Prideaux Street, Niagara on the Lake (CRB)  
 Redevelopment of Langmaids Island, Lake of Bays (LPAT)  
 Port Credit Heritage Conservation District (LPAT)  
 Demolition 174 St Paul Street (Collingwood Heritage District) (LPAT)  
 Brooklyn and College Hill HCD Plan (OMB)  
 Rondeau HCD Plan (LPAT)  
 Designation of 108 Moore Street, Bradford (CRB)  
 Redevelopment of property at 64 Grand Ave, Cambridge (LPAT)  
 Youngblood subdivision, Elora (LPAT)  
 Downtown Meaford HCD Plan (OMB)  
 Designation of St Johns Church, Norwich (CRB - underway)

### LAND USE PLANNING

Provide consulting services for municipal and private sector clients for:

- Secondary Plans
- Draft plans of subdivision
- Consent
- Official Plan Amendment
- Zoning By-law Amendment
- Minor Variance
- Site Plan

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 dcurrie@mhbcpplan.com  
 www.mhbcpplan.com



## EDUCATION

2011

Higher Education Diploma

**Cultural Development/ Gaelic Studies**

Sabhal Mòr Ostaig, University of the Highlands and Islands

2012

Bachelor of Arts

**Joint Advanced Major in Celtic Studies and Anthropology**

Saint Francis Xavier University

2014

Master of Arts

**World Heritage and Cultural Projects for Development**

The International Training Centre of the ILO in partnership with the University of Turin, Politecnico di Torino, University of Paris 1 Pantheon-Sorbonne, UNESCO, ICCROM, Macquarie University

[www.linkedin.com/in/rachelredshaw](http://www.linkedin.com/in/rachelredshaw)

## CONTACT

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F 519 576 0121  
rredshaw@mhbcpplan.com  
www.mhbcpplan.com

# CURRICULUM VITAE

## Rachel Redshaw, MA, H.E. Dipl., CAHP

Rachel Redshaw, a Senior Heritage Planner with MHBC, joined the firm in 2018. Ms. Redshaw has a Bachelor of Arts in Anthropology and Celtic Studies and a Master of Arts in World Heritage and Cultural Projects for Development. Ms. Redshaw completed her Master's in Turin, Italy; the Master's program was established by UNESCO in conjunction with the University of Turin and the International Training Centre of the ILO. Rachel is professional member of the Canadian Association of Heritage Professionals (CAHP).

Ms. Redshaw provides a variety of heritage planning services for public and private sector clients. Ms. Redshaw has worked for years completing cultural heritage planning in a municipal setting. She has worked in municipal building and planning departments and for the private sector to gain a diverse knowledge of building and planning in respect to how they apply to cultural heritage. Rachel enjoys being involved in the local community and has been involved in the collection of oral history, in English and Gaelic, and local records for their protection and conservation and occasionally lecturers on related topics. Her passion for history and experience in archives, museums, municipal building and planning departments supports her ability to provide exceptional cultural heritage services.

## PROFESSIONAL ASSOCIATIONS

Professional Member, Canadian Association of Heritage Professionals (CAHP)

## PROFESSIONAL HISTORY

2022 - Present Senior Heritage Planner,  
MacNaughton Hermsen Britton Clarkson Planning Limited

2018 - 2022 Heritage Planner,  
MacNaughton Hermsen Britton Clarkson Planning Limited

2018 Building Permit Coordinator, (Contract)  
Township of Wellesley

2018 Building Permit Coordinator (Contract)



## CURRICULUM VITAE

**Rachel Redshaw, MA, H.E. Dipl., CAHP**

- RSM Building Consultants
- 2017 Deputy Clerk,  
Township of North Dumfries
- 2015-2016 Building/ Planning Clerk  
Township of North Dumfries
- 2009-2014 Historical Researcher & Planner  
Township of North Dumfries
- 2012 Translator, Archives of Ontario
- 2012 Cultural Heritage Events Facilitator (Reminiscence Journey) and  
Executive Assistant, Waterloo Region Plowing Match and Rural  
Expo
- 2011 Curatorial Research Assistant  
Highland Village Museum/ Baile nan Gàidheal

### PROFESSIONAL/COMMUNITY ASSOCIATIONS

- 2022-Present Professional Member, Canadian Association of Heritage  
Professionals
- 2017-2020 Member, AMCTO
- 2018-2019 Member of Publications Committee, Waterloo Historical Society
- 2018 Member, Architectural Conservancy of Ontario- Cambridge
- 2018 - 2019 Secretary, Toronto Gaelic Society
- 2012 -2017 Member (Former Co-Chair & Co-Founder), North Dumfries  
Historical Preservation Society
- 2011 - 2014 Member, North Dumfries Municipal Heritage Committee
- 2013 Greenfield Heritage Conservation District, Sub-committee,  
Doors Open Waterloo Region
- 2012 Volunteer Historical Interpreter, Doon Heritage Village, Ken  
Seiling Waterloo Region Museum
- 2008-2012 Member, Celtic Collections, Angus L. Macdonald Library
- 2012-2013 Member (Public Relations), Mill Race Folk Society

### CONTACT

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F 519 576 0121  
redshaw@mhbcpplan.com  
www.mhbcpplan.com



## CURRICULUM VITAE

### Rachel Redshaw, MA, H.E. Dipl., CAHP

- 2011 Member, University of Waterloo Sub-steering Committee for HCD Study, Village of Ayr, North Dumfries
- 2010-2011 Member (volunteer archivist), Antigonish Heritage Museum

#### AWARDS / PUBLICATIONS / RECOGNITION

- 2019 Waterloo Historical Society Publication, *Old Shaw: The Story of a Kindly Waterloo County Roamer*
- 2014 Master's Dissertation, *The Rise of the City: Social Business Incubation in the City of Hamilton*
- 2014 Lecture, *A Scot's Nirvana*, Homer Watson House and Gallery
- 2013 Lecture, *The Virtual Voice of the Past: The Use of Online Oral Accounts for a Holistic Understanding of History*, University of Guelph Spring Colloquium
- 2012-2013 Gaelic Events Facilitator, University of Guelph
- 2012-2015 Intermediate Gaelic Facilitator, St. Michael's College, University of Toronto
- 2012 *Nach eil ann tuilleadh: An Nòs Ùr aig nan Gàidheal* (BA Thesis)  
Thesis written in Scottish Gaelic evaluating disappearing Gaelic rites of passage in Nova Scotia.
- 2012 Waterloo Historical Society Publication, *Harvesting Bees and Feasting Tables: Fit for the Men, Women and Children of Dickie Settlement and Area, Township of North Dumfries*
- 2007-2012 25 historical publications in the Ayr News (access to some articles <http://ayrnews.ca/recent> )

#### PROFESSIONAL DEVELOPMENT COURSES

- 2021 Certificate for Indigenous Relations Training Program with University of Calgary
- 2020 Condo Director Training Certificate (CAO)
- 2018 Building Officials and the Law (OBOA Course)
- 2017-2018 AMCTO Training (MAP 1)
- 2017 AODA Training

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www.mhbcplan.com



# CURRICULUM VITAE

**Rachel Redshaw, MA, H.E. Dipl., CAHP**

2010

Irish Archaeological Field School Certificate

## COMPUTER SKILLS

- Microsoft Word Office
- Bluebeam Revu 2017
- ArcGIS
- Keystone (PRINSYS)
- Municipal Connect
- Adobe Photoshop
- Illustrator
- ABBYY Fine Reader 11
- Book Drive

## SELECT PROJECT EXPERIENCE 2018-2022

### CULTURAL HERITAGE IMPACT ASSESSMENTS

- Promenade at Clifton Hill, Niagara Falls (Niagara Parks Commission)
- 16-20 Queen Street North, Kitchener (Former Economical Insurance Building)
- Peterborough Lift Lock and Trent-Severn Waterway (TSW), National Historic Sites, Development for 380 Armour Road, City of Peterborough
- Middlesex County Court House, National Historic Site, for development at 50 King Street
- McDougall Cottage and National Historic Site, for development at 93 Grand Avenue South, City of Kitchener
- City of Waterloo Former Post Office, Development for 35-41 King Street North, City of Waterloo, Phase II
- Consumers' Gas Station B, Development for 450 Eastern Avenue, City of Toronto
- 82 Weber Street and 87 Scott Street, City of Kitchener
- 39 Wellington Street West, City of Brampton

### CONTACT

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www.mhbcpplan.com



## CURRICULUM VITAE

### Rachel Redshaw, MA, H.E. Dipl., CAHP

- 543 Ridout Street North, City of London
- 34 Manley Street, Village of Ayr, Township of North Dumfries
- Quinte's Isle Campark, 558 Welbanks Road, Prince Edward County (OLT)
- 174 St. Paul Street, Town of Collingwood (OLT)
- 45 Duke Street, City of Kitchener
- 383-385 Pearl Street, City of Burlington
- St. Patrick's Catholic Elementary School, (SPCES), 20 East Avenue South, City of Hamilton
- 250 Allendale Road, City of Cambridge
- 249 Clarence Street, City of Vaughan

#### *Specific for Relocation of Heritage Buildings*

- 1395 Main Street, City of Kitchener
- 10379 & 10411 Kennedy Road, City of Markham

#### CULTURAL HERITAGE SCREENING REPORT

Kelso Conservation Area, Halton County  
5<sup>th</sup> Side Road, County Road 53, Simcoe County  
Waterdown Trunk Watermain Twinning Project, City of Hamilton

#### CULTURAL HERITAGE EVALUATION REPORTS

- 52 King Street North, City of Kitchener
- Sarnia Collegiate Institute and Technical School (SCITS), 275 Wellington, City of Sarnia (Municipal contingency study)
- 10536 McCowan Road, City of Markham
- Former Burns Presbyterian Church, 155 Main Street, Town of Erin (Designation Report)
- Former St. Paul's Anglican Church, 23 Dover Street, Town of Otterville, Norwich Township (OLT)
- 6170 Fallsview Boulevard, City of Niagara Falls

#### CONSERVATION PLANS

- City of Waterloo Former Post Office, 35-41 King Street North, City of Waterloo
- 82 Weber Street East, City of Kitchener
- 87 Scott Street, City of Kitchener
- 107 Young Street, City of Kitchener

#### CONTACT

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## CURRICULUM VITAE

### Rachel Redshaw, MA, H.E. Dipl., CAHP

- 1395 Main Street, City of Kitchener
- 10379 & 10411 Kennedy Road, City of Markham

#### *Cultural Heritage Conservation Protection Plans (Temporary protection for heritage building during construction)*

- 16-20 Queen Street North, Kitchener (included Stabilization, Demolition and Risk Management Plan)
- 12 & 54 Margaret Avenue, City of Kitchener
- 45 Duke Street, City of Kitchener
- 82 Weber Street West and 87 Scott Street, City of Kitchener
- 660 Sunningdale Road, London

#### DOCUMENTATION AND SALVAGE REPORTS

- 16-20 Queen Street North, City of Kitchener
- 57 Lakeport Road City of St. Catharines
- Gaslight District, 64 Grand Avenue South, City of Cambridge
- 242-262 Queen Street South, City of Kitchener
- 721 Franklin Boulevard, City of Cambridge

#### HERITAGE PERMIT APPLICATIONS

- 16-20 Queen Street North, Kitchener
- 50 King Street, London
- 35-41 King Street North, City of Waterloo (Old Post Office), Phase II (alteration to building with a municipal heritage easement, Section 37, OHA)
- 50-56 Weber Street West & 107 Young Street, City of Kitchener (demolition and new construction within HCD)
- 30-40 Margaret Avenue, City of Kitchener (new construction within HCD)
- 249 Clarence Street, City of Vaughan (alteration within HCD)
- 174 St. Paul Street, Town of Collingwood (demolition within HCD)

#### HERITAGE CONSERVATION DISTRICTS/ MASTER PLANS/ HERITAGE CHARACTER STUDY

- Elgin, Central and Memorial Neighbourhoods, Municipality of Clarington
- Stouffville Heritage Conservation District Study (Project Lead 2021-2022)
- Town of Aurora Heritage Register Update

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# CURRICULUM VITAE

## Robyn McIntyre, BES

### EDUCATION

#### 2022

Bachelor of Environmental Studies  
Honours Planning (Co-op)  
University of Waterloo  
Specialization: Land Development  
Specialization: Urban Design

Robyn McIntyre formally joined MHBC as a Planner in 2022. Before joining the MHBC team, Robyn completed co-op placements with the Town of Bracebridge (2019), Borden Ladner Gervais LLP (2020), the County of Bruce (2020), and MHBC's Kitchener office (2021). Through these placements, Robyn focused on land development, municipal planning, tribunal hearings, and heritage planning.

At MHBC, Robyn works with both private and public sector clients on a variety of project. She completes research & compiles due diligence reports, reviews & applies policy, writes planning justification reports/urban design briefs, and prepares development applications among other responsibilities. Additionally, Robyn has experience preparing appeal documents for the Local Planning Appeal Tribunal (now Ontario Land Tribunal) and the Toronto Local Appeal Body.

Robyn is working towards becoming a full member of the Ontario Professional Planners Institute (OPPI) and Canadian Institute of Planners (CIP). She is currently completing her candidacy for her Registered Professional Planner Designation in Ontario.

### PROFESSIONAL HISTORY

- 2022 – Present   Planner  
MacNaughton Hermsen Britton Clarkson Planning Ltd.
- 2021 – 2022    Student Planner (Co-op)  
MacNaughton Hermsen Britton Clarkson Planning Ltd
- 2020 – 2020    Planning Student (Co-op)  
The Corporation of the County of Bruce
- 2020 - 2020    Student Planner (Co-op)  
Borden Ladner Gervais LLP
- 2018 - 2019    Planning Student (Co-op)  
The Corporation of the Town of Bracebridge

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## CURRICULUM **VITAE**

Robyn McIntyre, BES

### **SELECTED PROJECT EXPERIENCE**

Research, analysis, and preparation of submission materials (reports, studies, applications, etc.) for municipal land development projects.

Receive, process, and make recommendations on municipal land development applications while supporting municipal clients.

Field work, research, and report preparation for various heritage projects (Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Heritage Conservation District Studies) under Parts IV and V of the *Ontario Heritage Act*.

Submission and receipt of development applications under the Planning Act (Minor Variances, Zoning Bylaw Amendments, Consents, Official Plan Amendments, Plans of Subdivision, Plans of Condominium).

Organization of Case Management Conferences and preparation of appeal package documents (notices, affidavits, reports, applications, and forms) for appeals at the Local Planning Appeal Tribunal and Toronto Local Appeal Body.

### **PROFESSIONAL DEVELOPMENT**

Candidate for Registered Professional Planner Designation.

Plain Language Seminar, Ontario Professional Planners Institute, November 2020.

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A R C H I T E C T U R E

## Report to Planning and Environment Committee

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

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

**Subject:** Heritage Alteration Permit application by S. Rasanu for  
1 Cathcart Street and 115 Bruce Street, Wortley Village-Old  
South Heritage Conservation District, Ward 11

**Date:** Monday June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development the application under Section 42 of the *Ontario Heritage Act* seeking approval to for alterations to the existing heritage house on the subject property at 1 Cathcart Street and 115 Bruce Street, and to also construct two, new 2-storey houses on the subject property (specifically on Lot 1 – Bruce Street and Lot 3 – Cathcart Street as shown in Appendix C) within the Wortley Village-Old South Heritage Conservation District, **BE PERMITTED** as described herein and shown in Appendix C, subject to the following terms and conditions:

- a) The Heritage Planner be circulated on the applicant's Building Permit application drawings to verify compliance with this Heritage Alteration Permit prior to issuance of the Building Permit;
- b) Detached, single garages proposed on Lot 1 – Bruce Street and on Lot 3 – Cathcart Street to be clad with a painted wood siding or fiber cement board with a smooth finish, in a colour to match the brick of the respective houses;
- c) The Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

## Executive Summary

The subject property at 1 Cathcart Street and 115 Bruce Street is located within the Wortley Village-Old South Heritage Conservation District, designated pursuant to Part V of the *Ontario Heritage Act*. In accordance with Section 42 (2.1) of the *Ontario Heritage Act*, and the classes of alterations identified in the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*, a Heritage Alteration Permit is required for the construction of a new house and alterations to an existing house. The proposed two, 2-storey houses and alterations to the existing house at 1 Cathcart Street are compliant with the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. The recommended action is to permit the application with terms and conditions.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan area of focus "Wellbeing and Safety":

- London has safe, vibrant, and health neighbourhoods and communities.
  - Londoners have a strong sense of belonging and sense of place.
    - Create cultural opportunities that reflects arts, heritage, and diversity of community.

## Analysis

### 1.0 Background Information

#### 1.1 Location

The subject property at 1 Cathcart Street and 115 Bruce Street is located on the southwest corner of Cathcart and Bruce Streets. (Appendix A).

## **1.2 Cultural Heritage Status**

The subject property at 1 Cathcart Street and 115 Bruce Street is located within the Wortley Village-Old South Heritage Conservation District, which was designated pursuant to Part V of the *Ontario Heritage Act* by By-law No. L.S.P.-3439-321

## **1.3 Description**

The subject property at 1 Cathcart Street and 115 Bruce Street is an “L-shaped” corner lot with a frontage along Bruce Street of approximately 25.3m (83ft) and 42.5m (139.4ft) along Cathcart Street, with a maximum depth of 37.3m (122.4ft) and an overall lot area of approximately 1222.4m<sup>2</sup> (13,179ft<sup>2</sup>). A consent application has been submitted and is currently being processed (B.018/23), to sever the existing subject property into three individual lots; retaining the existing heritage house on the corner lot (Lot 2) and creating an additional lot for each of the two new houses being proposed – noted as Lot 1-Bruce Street and Lot 3-Cathcart Street on the Site Plan in Appendix C, Fig 4. The width and depth of the new lots are reasonably consistent with many of the lots in the surrounding area within the Wortley Village-Old South Heritage Conservation District.

The subject property currently has a 2-storey brick building at the corner, with 1-storey additions extending to the south along Cathcart Street; two separate accesses to the residential portion of the building are from Cathcart Street (Appendix B). The south portion of the building is a combination of 1-storey additions which functioned as a previous commercial business and storage for the business.

The buildings on properties in the surrounding area on Bruce and Cathcart Streets include a mix of 1, 1 ½ and 2-storey frame and brick dwellings dating mainly from 1880 - 1920. A majority are B and C-rated properties that represent and contribute to the heritage character of the Wortley Village-Old South Heritage Conservation District.

## **2.0 Discussion and Considerations**

### **2.1 Legislative and Policy Framework**

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies in the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, and *The London Plan*.

### **2.2 Provincial Policy Statement**

Heritage Conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement* (2020) promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Policy 2.6.1, *Provincial Policy Statement* 2020).

“Significant” is defined in the *Provincial Policy Statement* (2020) as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Additionally, “conserved” means, “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained.”

### **2.3 Ontario Heritage Act**

The *Ontario Heritage Act* enables municipalities to protect properties of cultural heritage value or interest. Properties of cultural heritage value can be protected individually, pursuant to Section 29 of the *Ontario Heritage Act*, or where groups of properties have cultural heritage value together, pursuant to Section 41 of the *Ontario Heritage Act* as a Heritage Conservation District (HCD). Designations pursuant to the *Ontario Heritage Act* are based on real property, not just buildings.

#### **2.3.1 Contravention of the Ontario Heritage Act**

Pursuant to Section 69(1) of the *Ontario Heritage Act*, failure to comply with any order,

direction, or other requirement made under the *Ontario Heritage Act* or contravention of the *Ontario Heritage Act* or its regulations, can result in the laying of charges and fines up to \$50,000 for an individual and \$250,000 for a corporation.

### **2.3.2 Heritage Alteration Permit**

Section 42 of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The *Ontario Heritage Act* enables Municipal Council to give the applicant of a Heritage Alteration Permit:

- a) The permit applied for;
- b) Notice that the council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached. (Section 42(4), *Ontario Heritage Act*)

Municipal Council must make a decision on the heritage alteration permit application within 90 days, or the request is deemed permitted (Section 42(4), *Ontario Heritage Act*).

## **2.4 The London Plan**

The policies of *The London Plan* found in the Key Directions and Cultural Heritage chapter support the conservation of London's cultural heritage resources for future generations. To ensure the conservation of significant cultural heritage resources, including properties located within a Heritage Conservation District, the policies of *The London Plan* provide the following direction:

*Policy 594\_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:*

- 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*
- 2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.*
- 3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.*

*Policy 596\_ A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the Ontario Heritage Act, issue a permit to alter the structure. In consultation with the London Advisory Committee on Heritage, the City may delegate approvals for such permits to an authority.*

## **2.5 Wortley Village-Old South Heritage Conservation District Plan and Guidelines**

The *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* includes policies and guidelines related to the construction of new buildings within the district. Sections 4.1.1, and 4.4 of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* identify policies for the residential area and new development within the residential area. The policies are intended to ensure the conservation of the heritage character of the Wortley Village-Old South Heritage Conservation District.

In addition, Section 8.3.3 of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* includes design guidelines related to the design of new buildings within the district.

An analysis of the policies and guidelines for the Heritage Alteration Permit application is contained below in Section 4.1 of this Staff Report.

## **3.0 Financial Impact/Considerations**

None.

## 4.0 Key Issues and Considerations

### 4.1. Heritage Alteration Permit application (HAP23-036-L)

A consent application has been submitted (B.018/23) to sever the existing subject property at 1 Cathcart and 115 Bruce Streets into three individual lots; retaining the existing heritage house on the corner lot w/removal of the one-storey commercial/storage portion – noted as Lot 2 on Site Plan SK1-1 (Appendix C). Two (2) new lots will be created from the remaining portion of the subject property, one lot for each of the (2) new houses being proposed; one house on Lot 1-Bruce Street and one house on Lot 3-Cathcart Street (Appendix C). New detached garages are also being proposed at the rear of the newly created lots, accessed by new driveways extending to the rear.

A complete Heritage Alteration Permit (HAP) application was received by the City on May 23, 2023. The application is seeking approval for alterations to the existing heritage house on Lot 2 with alterations, consisting of the removal of an existing deck along with commercial/storage buildings on the southern extent of the house on the subject property. The primary focus of the HAP application is to seek approval for the construction of two, new 2-storey houses on the subject property, as shown in Appendix C and with the following details in Table 1:

**Table 1:** Design and construction details of proposed two, 2-storey houses on at Lot 1 – Bruce Street and Lot 3 – Cathcart Street

	<b>Lot 1 – Bruce Street Proposed House</b>	<b>Lot 3 – Cathcart Street Proposed House</b>
<b>Lot – House</b>	<ul style="list-style-type: none"> <li>• Single detached 2-storey house, clad in red brick</li> <li>• Rectangular building footprint, including projecting covered front entrance with upper deck</li> <li>• House positioned on lot, with a front setback determined from the average setbacks of neighbouring houses</li> <li>• Hip roof clad with asphalt shingles</li> </ul>	<ul style="list-style-type: none"> <li>• Single detached 2-storey house, clad in buff brick</li> <li>• Rectangular building footprint, including covered front entrance with upper deck</li> <li>• House positioned on lot to align with the houses on neighbouring properties</li> <li>• Hip roof, with projecting front gable, clad with asphalt shingles</li> </ul>
<b>Garage</b>	<ul style="list-style-type: none"> <li>• Separate, detached, single garage located at rear</li> <li>• Clad in red brick with hip roof</li> <li>• Accessed by new driveway located along side property line</li> </ul>	<ul style="list-style-type: none"> <li>• Separate, detached, single garage located at rear</li> <li>• Clad in buff brick with hip roof</li> <li>• Accessed by new driveway located along side property line</li> </ul>
<b>Covered Entry</b>	<ul style="list-style-type: none"> <li>• Projecting covered front entrance area with upper deck</li> <li>• Stone veneer base with precast concrete steps</li> <li>• Painted wooden trim and posts</li> <li>• Painted wood entry with sidelites and transom</li> <li>• Painted wood trim detailing surround, capping covered front entrance</li> <li>• Decorative metal railings at upper deck and lower porch</li> <li>• Metal clad French Doors onto upper deck</li> </ul>	<ul style="list-style-type: none"> <li>• Covered front entrance area with upper deck</li> <li>• Stone veneer base with precast concrete steps</li> <li>• Painted wooden trim and posts</li> <li>• Painted wood entry with sidelites and transom</li> <li>• Painted wood trim detailing surround, capping covered front entrance</li> <li>• Decorative metal railings at upper deck and lower covered area</li> <li>• Painted wood French Doors with precast trim onto upper deck</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Aluminum clad windows with precast window surrounds</li> <li>• Window type and style indicated (see Appendix C, SK1-2)</li> </ul>	<ul style="list-style-type: none"> <li>• Aluminum clad windows with precast window surrounds, trim detail at header and sill</li> <li>• Window type and style indicated (see Appendix C, SK1-3)</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Pre-cast stone veneer along the base with pre-cast trim work</li> <li>• Precast trim bands (locations as indicated on SK1-2)</li> </ul>	<ul style="list-style-type: none"> <li>• Stone clad projecting chimney (north façade)</li> <li>• Painted wood fascia and gutter</li> <li>• Precast trim bands (locations as indicated on SK1-3)</li> <li>• Pre-cast stone veneer along the base with pre-cast trim work</li> </ul>

The 90-day timeline for this Heritage Alteration Permit application legislated under Section 42 of the *Ontario Heritage Act* expires on August 21, 2023.

Included below in Tables 2-4 is a combined analysis of the proposed new houses on Lot 1 – Bruce Street and Lot 3 – Cathcart Street, based on a review of the policies and guidelines of the Wortley Village-Old South Heritage Conservation District Plan and Guidelines.

**Table 2:** Analysis of the relevant policies of Section 4.1.1 (Residential Area) of the Wortley Village-Old South Heritage Conservation District Plan and Guidelines for the proposed new houses at the subject property 1 Cathcart and 115 Bruce Streets (Lot 1 – Bruce Street and Lot 3 – Cathcart Street)

<b>Section 4.1.1. Policies – Residential Area</b>	<b>Analysis</b>
<i>a) Maintain the residential amenity and human scale by ensuring that the low rise, low density residential character remains dominant within and adjacent to the HCD.</i>	The proposed new, two single detached 2-storey houses on the subject property will retain the low scale, low density residential character within the HCD.
<i>b) New land uses that are not in keeping with the character of the residential area and/or may have a negative impact on the residential area are discouraged.</i>	Removal of the commercial/storage portions of the existing house allows for a new single-family house, returning the subject the property to its original residential use which is more in keeping with the surrounding context.
<i>c) Higher intensity uses, or redevelopment opportunities shall be focused outside of the low rise residential area of the HCD, to areas designated by the City of London for higher density redevelopment (i.e. Ridout Street).</i>	The proposed new houses are an appropriate approach to create new housing while respecting the heritage character of the Wortley Village-Old South HCD.
<i>d) Where new uses or intensification is proposed, adaptive reuse of the existing building stock should be considered, wherever feasible.</i>	Not applicable.
<i>e) Severances which would create new lots are strongly discouraged, unless the resulting lots are compatible with width and depth to adjacent lots.</i>	The proposed lots created by the consent application (B.018/23) will be compatible with the width and depth of adjacent lots. The proposed new houses have been designed to be appropriate to the size of the lots.
<i>f) Where existing detached residential buildings are lost due to circumstances such as severe structural instability, fire or other reasons, the setback of replacement building(s) shall be generally consistent with the original building(s).</i>	Not applicable.
<i>g) Parking for new or replacement dwellings is to be located in the driveways at the side of the dwelling or in garages at the rear of the main building, wherever possible. New attached garages at the front of the building are discouraged. Garages shall not extend beyond the main building façade.</i>	Detached garages for both proposed houses are to be located at rear of the property and accessed by a driveway located along side property line.

**Table 3:** Analysis of the relevant policies of Section 4.4 (New Development) of the Wortley Village-Old South Heritage Conservation District Plan and Guidelines for the proposed new houses at the subject property 1 Cathcart and 115 Bruce Streets (Lot 1 – Bruce Street and Lot 3 – Cathcart Street)

<b>Section 4.4. Policies – New Development</b>	<b>Analysis</b>
<i>a) New buildings shall respect and be compatible with the cultural heritage value or interest of the Wortley Village-Old South HCD, through attention to height, built form, massing, setbacks, building material and other architectural elements such as doors, windows, roof lines and established cornice lines.</i>	The proposed new houses have been designed to be compatible with the cultural heritage value or interest of the Wortley Village-Old South Heritage Conservation District. See below for further analysis of the design guidelines.
<i>b) The Architectural Design guidelines provided in Section 8 of this Plan will be used</i>	See Table 4 below for analysis of the design guidelines.

<b>Section 4.4. Policies – New Development</b>	<b>Analysis</b>
<i>to review and evaluate proposals for new buildings to ensure that new development is compatible with the HCD.</i>	
<i>c) The purpose of the HCD is to respect both the age and the quality of design of the heritage properties and cultural heritage resources in the HCD. The City may consider exceptional examples of good current architectural design for integration into the cultural heritage fabric of the HCD if the proposed design exhibits sensitively to the massing and scale of adjacent or nearby heritage properties and textures of the streetscape.</i>	The proposed new houses have been designed to be compatible with the Wortley Village-Old South Heritage Conservation District, as influenced by the design guidelines. See below for further analysis of the design guidelines.
<i>d) Where a new building replaces a demolished heritage property, the new building will respect or recapture the mass and building presence of the original building and should avoid having a contemporary purpose-built appearance determined only by the new use. The demolition of any building within the HCD shall require a Heritage Alteration Permit.</i>	The new house proposed on Lot 3-Cathcart Street is predicated on alterations to the existing house on the subject property through the removal of its commercial/storage portion. The form, massing and positioning of the new house on Lot 3 will be compatible with the heritage context of the surrounding HCD.
<i>e) Evaluation of new buildings adjacent to the Wortley Village-Old South HCD will be required in order to demonstrate that the heritage attributes of the HCD will be conserved, in accordance with the Provincial Policy Statement. A Heritage Impact Assessment may be required.</i>	Not applicable. The proposed new houses and new lot creation are included within the Wortley Village-Old South HCD, rather than adjacent to the HCD.
<i>f) A Heritage Impact Assessment, in accordance with the policies of the City of London, will be required for any development proposals within and adjacent to the HCD.</i>	A Heritage Impact Assessment (HIA) was submitted as part of the heritage alteration permit application and as a requirement for the consent application (B.018/23) to sever the subject property into (3) separate lots.
<i>g) Where zoning permits taller and/or higher density buildings (i.e in the Wortley Village commercial area), studies on shadowing, potential loss of view, increased traffic, noise and parking congestion should be conducted and measures taken to mitigate significant potential impacts.</i>	Not applicable.
<i>h) To encourage the retention and conservation of existing heritage properties that contribute to the cultural heritage value or interest of the Wortley Village-Old South HCD, the City may consider bonusing where an application for a zoning by-law amendment is required, in accordance with the policies of the Official Plan.</i>	Not applicable.

**Table 4:** Analysis of the relevant guidelines of Section 8.3.3 (New Buildings – Residential) of the Wortley Village-Old South Heritage Conservation District Plan and Guidelines for the proposed new houses at the subject property 1 Cathcart and 115 Bruce Streets (Lot 1 – Bruce Street and Lot 3 – Cathcart Street)

<b>Section 8.3.3. Policies – New Buildings-Residential, Design Guidelines</b>	<b>Analysis</b>
<i>a) Match setback, footprint, size and massing patterns of the area, particularly to the immediately adjacent neighbours. Match façade pattern of street or of “street wall” for solids and voids, particularly ensure the continuity of the street wall where one exists.</i>	The setback, footprint, size, and massing of the new houses have been designed to be compatible with the streetscape of both Cathcart and Bruce Streets and the heritage character of the Wortley Village-Old South HCD.

<b>Section 8.3.3. Policies – New Buildings-Residential, Design Guidelines</b>	<b>Analysis</b>
<i>b) Setbacks of new development should be consistent with adjacent buildings. Where setbacks are not generally uniform, the new building should be aligned with the building that is most similar to the predominant setbacks on the street.</i>	The proposed house at Lot 1 – Bruce Street is positioned on the lot, with a front setback determined from the average setbacks of neighbouring houses. The proposed house at Lot 3 – Cathcart Street is positioned on the lot to align with the houses on neighbouring properties.
<i>c) New buildings and entrances must be oriented to the street and are encouraged to have architectural interest to contribute to the visual appeal of the HCD.</i>	The new houses and their entrances have been designed to front onto the main street, either Cathcart or Bruce Street. Design details, including the windows, doors, exterior cladding, and covered front entrances with upper decks, have been intentionally incorporated to be consistent with the HCD and add architectural interest to the houses and the HCD.
<i>d) Respond to unique conditions or location, such as corner properties by providing architectural interest and details on both street facing facades.</i>	The existing heritage house on the subject property is located on the corner of Cathcart and Bruce Streets and is being retained. Other than removal of the commercial/ storage portion of the existing house, no other alterations are being proposed.
<i>e) Use roof shapes and major design elements that are contemporary to surrounding properties and their heritage attributes.</i>	The use of hipped roofs (and a projecting front gable on the proposed house at Lot 3 – Cathcart Street) is consistent and compatible with the surrounding properties and the Wortley Village-Old South Heritage Conservation District.
<i>f) Respond to continuous horizontal patterns along the street such as roof lines, cornice lines, and the alignment of sills and heads of windows and doors.</i>	The proposed new houses generally respond to the alignment of roof lines, cornice lines, and the alignment of sills and headers of window and doors. The general consistency in height of the houses with the surrounding properties allows these details to respond in a reasonably continuous pattern.
<i>g) Size, shape, proportion, number and placement of windows and doors should reflect common building patterns and styles of other buildings in the immediate area.</i>	The size, shape, proportion, number, and placement of the windows and the doors on the proposed new houses have been appropriately designed to be compatible with the Wortley Village-Old South HCD.
<i>h) Use materials and colours that represent the texture and palette of the Wortley Village-Old South HCD.</i>	The exterior cladding material for the new houses is brick which is consistent with many of the heritage properties found within the Wortley Village-Old South Heritage Conservation District.
<i>i) Where appropriate, incorporate in a contemporary way some of the traditional details that are standard elements in the principal facades of properties in the Wortley Village-Old South HCD. Such details as transoms and sidelights at doors and windows, covered entrances, divided light windows and decorative details to articulate plain and flat surfaces, add character that complements the original appearance of the neighbourhood and add value to the individual property.</i>	The proposed new houses incorporate various details that are contemporary examples of traditional details often found within the Wortley Village-Old South HCD. The use of precast trim banding, stone veneer base, doors with transoms and sidelites, and covered entrance details, all complement the heritage character of the neighbourhood, and support compatibility within the HCD.
<i>j) New buildings should not be any lower in building height than the lowest heritage property on the block or taller than the highest heritage property on the same block.</i>	The height of the proposed new houses is consistent with other 2-storey houses located on Cathcart and Bruce Streets. The proposed new houses are not the shortest or tallest houses in the surrounding area.

The proposed construction of two, new 2-storey houses on the subject property at 1 Cathcart and 115 Bruce Streets, specifically (Lot 1 – Bruce Street and Lot 3 – Cathcart Street), complies with the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. Although the proposed new houses are clearly contemporary houses, the consistency in setback, size, scale, massing, and footprint, combined with the attention to detailing of the exterior cladding, windows, doors, and the covered front entrances, allow the new houses to compliment the existing heritage character of the area. The design of the proposed new houses adheres to heritage principles with no pretence to be a historical imitation, but by using traditional details in a contemporary fashion that is compatible with the heritage character of the Wortley Village-Old South Heritage Conservation District. Alterations to the existing heritage house at 1 Cathcart Street – through the removal of the commercial/storage portions of the existing house – allows for a new single-family house, returning the subject property to its original residential use which is more in keeping with the surrounding context.

## **Conclusion**

The design of the proposed two, new 2-storey houses on the subject property at 1 Cathcart Street and 115 Bruce Street specifically (Lot 1-Bruce Street and Lot 3-Cathcart Street) including the setback, footprint, size, massing, finishes, and details, is compliant with the goals and objectives, and the policies and guidelines of the Wortley Village-Old South Heritage Conservation District. Further, alterations to the existing heritage house on 1 Cathcart Street allows for a new single-family house, returning the subject the property to its original residential use which is more in keeping with the surrounding context. The proposed new houses on the subject property at 1 Cathcart Street and 115 Bruce Street and alterations to the existing heritage house should be approved, with terms and conditions.

**Prepared by:** Laura E. Dent, M.Arch, PhD, RPP, MCIP  
Heritage Planner

**Reviewed by:** Kyle Gonyou, RPP, MCIP, CAHP  
Manager, Heritage and Urban Design

**Recommended by:** Heather McNeely, RPP, MCIP  
Director, Planning and Development

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

### **Appendices**

Appendix A	Property Location
Appendix B	Images
Appendix C	Drawings

**Appendix A – Property Location**

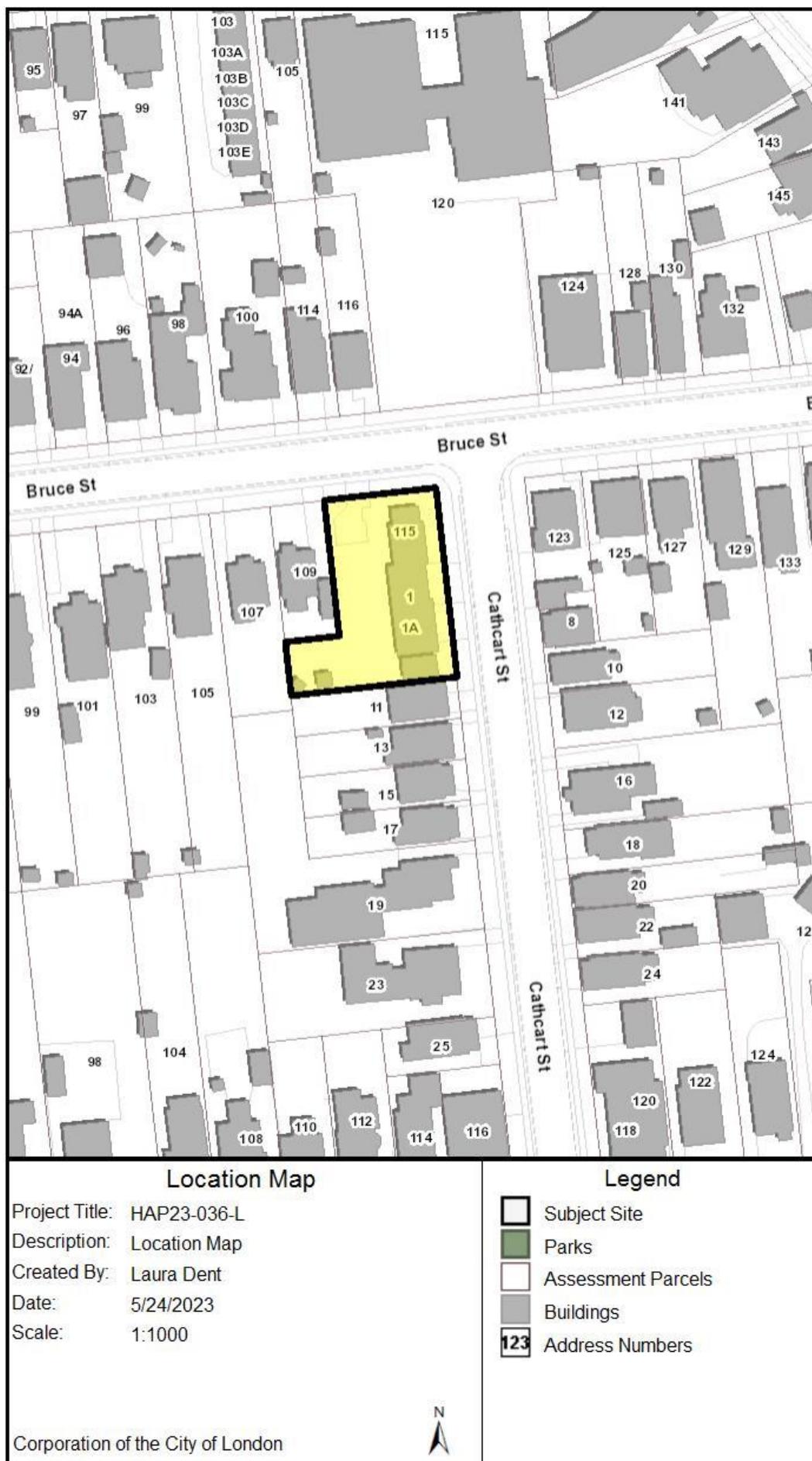


Figure 1: Location Map showing the location of subject property at 1 Cathcart Street and 115 Bruce Street, located within the Wortley Village-Old South Heritage Conservation District.

## Appendix B – Images



Image 1: Photograph looking southwest showing the corner of the existing house on the subject property at the corner of Cathcart and Bruce Streets within the Wortley Village-Old South Heritage Conservation District.



Image 2: Photograph looking west across Cathcart Street showing part of the front façade of the existing house on the subject property.



Image 3: Photograph looking west across Cathcart Street showing the full front façade of the existing house on the subject property including the one-storey commercial/storage portion to the south to be altered.



Image 4: Photograph looking south across Bruce Street showing the corner of subject property and rear the existing house where one of the new houses is proposed.

# PROPOSED LOT DEVELOPMENTS

1 Cathcart and 115 Bruce Street, London ON

**PROJECT TEAM**

Architect:  
a+LINK Architecture Inc.  
126 Wellington Road,  
London, Ontario, N6C 4M8  
P : (519) 649-0220  
Contact: Alicia Lesniak



**LIST OF DRAWINGS:**

Architectural

- SK 1-0 COVER SHEET
- SK 1-1 SITE PLAN + ZONING ANALYSIS
- SK 1-2 LOT 1 EXTERIOR VIEWS
- SK 1-3 LOT 2 EXTERIOR VIEWS

DATE: 2023-09-31  
SCALE: NTS  
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Figure 2: Drawing package submitted with the Heritage Alteration Permit application for the subject property at 1 Cathcart and 115 Bruce Streets. The above rendering illustrates an oblique side view of the proposed new house on Lot 3-Cathcart Street, along with the adjacent existing retained corner house showing alterations with removal of one-storey commercial/storage portion.







2240  
SK1-2



**a+LINK**  
architecture inc.  
15 HULLSTON ROAD, LONDON ON, N6C 1H8 P: 514.432.2222 www.a+link.ca

**1 Cathcart and 115 Bruce St. London, On.  
Lot 1 Proposal**

DATE: 2023-04-13  
SCALE: NTS  
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Figure 5: Proposal for Lot 1 – Bruce Street house – SK1-2, part of drawing package submitted with the Heritage Alteration Permit application for the subject property at 1 Cathcart and 115 Bruce Streets.



Figure 6: Proposal for Lot 3 – Cathcart Street house – SK1-3, part of drawing package submitted with the Heritage Alteration Permit application for the subject property at 1 Cathcart and 115 Bruce Streets.

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee  
**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development  
**Subject:** Building Division Staffing Enhancements: A Path to 47,000  
Units by 2031  
**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the attached report on staffing enhancements for the Building Division to accommodate the requirements of Bill 23 (More Homes Built Faster Act, 2022) related to the creation of 47,000 residential units by 2031, **BE RECEIVED** for information purposes.

## Executive Summary

Bill 23 (More Homes Built Faster Act, 2022) received royal assent on November 28, 2022. A requirement stemming from this Act is for select municipalities to pledge on the creation of a certain number of residential units by 2031. Accordingly, the City of London has pledged to create 47,000 units by 2031. An increase in residential building permit application submissions is anticipated from now until 2031 to reach this target. The additional building permit demand will inevitably require additional staff to be hired in the Building Division both for permit processing and for building inspections. This report discusses staffing enhancements as well as what is being done in the short-term and a strategy for the long-term to enhance the level of service provided by the City's Building Division.

## Linkage to the Corporate Strategic Plan

Growing our Economy

- London is a leader in Ontario for attracting new jobs and investments.

Leading in Public Service

- The City of London is trusted, open, and accountable in service of our community.
- Improve public accountability and transparency in decision making.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

London's Housing Pledge: A Path to 47,000 units by 2031 – February 7, 2023 – Strategic Priorities and Policy Committee

### 2.0 Discussion and Considerations

#### 2.1 Building Division Resources – Short Term

Bill 23 (More Homes Built Faster Act, 2022) received royal assent on November 28, 2022. The City of London made a pledge to the provincial government, to create 47,000 dwelling units by 2031. The pledge involves a municipal housing target that includes homes of all unit types and tenures. The intent of the pledge is to demonstrate the City's commitment to accelerating housing supply and to identify the strategies and actions that the City is taking, or plans to undertake, to facilitate housing construction.

Based on available data related to the building permits issued and the associated dwelling units created, the to-date, the 5-year average number of dwelling units created was 3,144. To achieve the target of 47,000 units by 2031, an average number of 4,700 units per year would need to be created. Inevitably, the additional dwelling units that would be created, would be accomplished by an increase in residential building permit application submissions. The increased building permit demand will require additional staff to be hired in the Building Division, both for permit processing and for subsequent building inspections.

As in all recruitment and onboarding efforts, it takes time to hire and train new staff. In anticipation of the increasing need for building related services, 11 new staff will be hired to provide additional capacity to process and support the building permitting and inspection processes. Further to the analysis conducted in terms of additional staffing needs, the following Table depicts the total number of staff required to be hired, by position.

Table 1. Building Division Staffing Needs

<b>Job Title</b>	<b>Number of staff</b>
Plans Examiners	3
Inspectors	3
Review Engineers	2
Business and Zoning Co-ordinators	2
Building Connector	1
<b>Total Additional staff</b>	<b>11</b>

It is anticipated that the hiring process will take place immediately recognizing there may a need for initial training depending on the qualification levels of the candidates. As these positions are often difficult to fill, our People Services area has been engaged to assist in the creation of a recruiting plan. Moving forward with these positions quickly will place the Building Division in an advantageous position to be ready for the anticipated influx of residential building permit applications.

## **1.2 Building Connector**

To facilitate improved customer service for both building permit processing and building inspections, a proposed Building Connector position is being created. The role of the Connector position will be a liaison for high volume and/or high construction value permit applicants. It is expected that the position will involve a staff member with both a technical background in Building Code matters as well as other broader applicable regulations, limited-scope technology assistance, as well as a Customer Service focus. This position is being rolled out as a pilot and if it successful additional Building Connectors may be brought forward in the future to extend the service to additional applicants.

## **2.1 Building Division Resources – Long Term**

In addition to the short-term staffing needs and funding source review, the Building Division will undertake a further review of whether additional staff may be required to be hired depending on workload trends. New customer service initiatives as well as process improvements will be the ongoing focus forward.

The following items highlight the primary principles of long-term improvements in the Building Division.

### *Process Improvement*

It is proposed that a 'deep-dive' Lean Six Sigma analysis on current permit processing methods be conducted to determine how plan reviews and building inspections could be expedited. There would have to be an undertaking of mapping of the current processes and development of analytics and metrics to identify current performance, as a first step.

An increase in the submission of complete applications is the desired outcome as well as the minimization of plan resubmissions as a result of deficiencies noted during plan reviews.

To achieve this outcome, the following vision and goal would need to be worked towards:

- **Vision: One and Done.** The review of multiple resubmissions adds on additional process steps and has implications to the overall review time. Multiple resubmissions 'disrupt' the flow of plan reviews. Ideally, the reviews of applications would be conducted once, with the first application submission, resulting in permit issuance.
- **Goal: Two and Through.** Implement improvements to the permit application review process to reduce the total number of resubmissions and the overall permit issuance timeframes. It is expected that enhancements to the online permit application portal will help achieve this in terms of ensuring the correct documentation has been submitted.

Process improvements will require further discussions with key industry partners. The following initiatives are proposed:

- Enhance existing and develop new Standard Operating Procedures (SOP) that incorporate Standard Work documentation by process.
- Enhance the onboarding process for new employees specific to their role(s) and training needs.
- Focus on plan review common deficiency items and collaborate with industry as to how to minimize/absolve them.
- Enhance the existing protocols on permit application submissions and strengthen the process for plan resubmissions.
- Review the current communication tools with a focus on standardization.
- Work towards clarity of comments to assist applicants through the permit review process by making them focused, actionable, and tied to policies and procedures.
- Explore annotations on drawings by plan review staff, where possible, to minimize resubmissions.
- Establish a Continuous Improvement Plan for the Building Division to continue work identified to date, over the next 3 to 5 years, including staff development and training, value stream mapping and benchmarking with other municipalities.

### *Enhanced Customer Experience*

With respect to enhanced customer service experience, a proposal to establish a new hub area on the second floor at City Hall is being considered. It is expected that the hub will be staffed by a 'on duty' plans examiner, during work hours, that will assist with general permit application processing and building inspection inquiries. The hub will facilitate both 'in-person inquiries as well as calls or virtual meetings.

As discussed above, a new role of Building Connector will be established in a support role to applicants with a high volume of permit applications annually, or applicants whose proposed construction projects are of a significant construction value. A possible separate permit application processing stream, perhaps utilizing a dedicated staff member, would be explored for those applicants.

Furthermore, additional enhancements to the online permit application portal will be explored to provide a 'live' update to applicants in terms of how their applications are transitioning through the various plan review phases, providing an estimated date of permit issuance, where possible.

### *Increasing Capacity & Capability*

Efforts towards a proactive approach will be made, in terms of monitoring upcoming industry demands (close discussions with industry partners, review of industry reports, etc.) so that appropriate staffing levels are maintained, ensuring service delivery levels remain satisfactory.

A focus is being considered on enhanced staff training via the establishment of an internal Training Committee that will review training needs on an ongoing basis in terms of expediting and fulfilling training results and ensuring the outcome aligns with the services delivered.

In cooperation with Fanshawe College, the Building Division has a representative that sits on the college's Architectural Technology Program Advisory Committee providing feedback on expected qualifications for a building official. This ensures that graduates from the Architectural and/or Construction Technology programs are well prepared and qualified to apply for a position with the Building Division.

## **3.0 Financial Impact/Considerations**

### **3.1 Additional Salary Costs & the Building Permit Stabilization Fund Status**

On February 7, 2023, a report was presented to the Strategic Priorities and Policy Committee titled "London's Housing Pledge: A Path to 47,000 units by 2031". As flagged in this report, there was a need for short-term resources to support the additional capacity needed to develop and sustain the City's Housing Supply Action Plan and other key initiatives. Furthermore, it was stated in the report that a review of the Building Permit Stabilization Reserve Fund will be undertaken in order to assess whether further Building Division staff can be funded through this to provide additional capacity in 2023.

The Building Permit Stabilization Reserve Fund has been established to provide a source of funding when permit activity is reduced to levels when there are revenue shortfalls in any given year.

In consultation with the City's Finance Supports service area, the anticipated short-term (first year of employment) cost amount attributed to staff salaries is expected to be \$726,741, if all 11 additional Building Division staff members are hired.

The current balance of the Building Permit Stabilization Reserve Fund is \$3,354,991.35. It is proposed to drawdown from the Building Permit Stabilization Reserve Fund the total amount of \$726,741. This would result in a revised Building Permit Stabilization Reserve Fund balance of \$2,628,250.35. The proposed drawdown would only occur during the first year (short-term funding).

During the building permit fee review in 2019, consultations occurred with industry, and it was agreed that the Building Permit Stabilization Reserve Fund target should be set to 100% of the annual operating costs to administer and enforce the Ontario Building Code. The revised Building Permit Stabilization Reserve Fund balance of \$2,628,250.35 results in the Building Permit Stabilization Reserve Fund target of 30.9% of the total 2022 annual operating costs.

In accordance with the legislation, costs associated with the administration and enforcement of the Building Code Act and Building Code Regulation, are to be offset by building permit fee revenues. A consultant is currently being retained to undertake a review of the building permit fees. The analysis will consider the costs incurred as a

result of the additional 11 staff members to be hired and the anticipated increase in permits due to the 47,000 unit pledge to support a long-term funding strategy. In addition, there will be consideration to partially support the additional positions through the multi-year budget process. A future report will be prepared and submitted to the Planning and Environment Committee outlining the consultant's findings with respect to permit fee increases following engagement with the building industry.

## **Conclusion**

London has pledged to create 47,000 residential units by 2031. An increase in residential building permit application submission is anticipated from now until 2031 to reach this target. As a result, additional Building Division staff will need to be hired for permit processing and for building inspections.

In the short-term, the creation of a new Building Connector position will be established with a liaison role for high volume and/or high construction value permit applicants, in addition to a focus on process improvements and enhanced customer experience. An increase in staff capacity & capability will be prioritized, as well. These additional positions will allow staff to be trained and in place to support the anticipated increase in building permit application driven by the city and industries' work to support 47,000 residential units in London by 2031.

**Prepared and Recommended by:** **Peter Kokkoros, P.Eng.**  
**Director, Building and Chief Building Official**

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

## 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:** Parkit Enterprises  
568 Second Street, Ward 3  
File: Z-9522  
Public Participation Meeting on

**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Parkit Enterprises relating to the property located at 568 Second Street:

- (a) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Light Industrial (LI1) Zone **TO** a Residential R9 Special Provision (R9-7(\_)) Zone, **BE REFUSED** for the following reasons:
- i) The requested density cannot be accommodated based on existing servicing constraints;
  - ii) The site plan includes extensive surface parking and lacks amenity space;
  - iii) The request for the temporary zone exceeds the three year maximum time period permitted by Section 39 of the *Planning Act*;
  - iv) The proposed development does not conform to The London Plan, the Official Plan for the City of London including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Rapid Transit and Urban Corridor Place Type, and Zoning to the Upper Maximum policies contained in Our Tools; and,
  - v) The proposed development does not appropriately mitigate impacts of the additional height and density of the 12 storey built form, and the extensive surface parking and lack of on-site amenity and green space.
- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 27, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Light Industrial (LI1) Zone **TO** a Holding Residential R9 Special Provision (h\*R9-7(\_)\*H39) Zone **AND** a Holding Residential R9 Special Provision/Temporary (h\*R9-7(\_)\*H39/T- \_) Zone.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) That any required amenity space be constructed as part of Phase 1 of the project;
  - ii) Limit parking between the buildings and Second Street to one row of parking spaces on the subject site;
  - iii) Provide direct and convenient walkway access from the main building entrances to the public sidewalk;
  - iv) Ensure pedestrian connections are included throughout the site to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas;
  - v) Consolidate long-term indoor bicycle storage on the ground floor;
  - vi) Consider the feasibility of providing access to the rear of the neighbouring property;
  - vii) Consider moving the garbage area away from the centralized outdoor amenity area; and,

- viii) Provide all-season landscaping within and surrounding parking areas to screen parking from the public streets as much as possible.

## Executive Summary

### Summary of Request

The owner has requested to amend the Zoning By-law Z.-1 to facilitate the development of 438 apartment units in two 12-storey buildings with 219 surface parking spaces. The requested Zoning By-law amendment would rezone the subject lands to a Residential R9 Special Provision (R9-7(\_)) Zone, with special provisions to permit: reduced minimum interior side yard depth; increased maximum building height; and increased maximum density.

### Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to refuse the request to rezone the subject lands to a Residential R9 Special Provision (R9-7(\_)) Zone to facilitate the development of two 12-storey apartment buildings with a total of 438 units , and a Temporary (T) Zone for a self-storage facility until December, 2027, which exceeds the legislated three year maximum. The request is for a temporary use for 4.5 years.

The recommended action is an alternative Zoning By-law amendment to Holding Residential R9 Special Provision (h\*R9-7(\_)) Zones which would facilitate the development of a phased development of two 12-storey apartment buildings with appropriate mitigation measures in place to ensure the development is compatible with the surrounding context, mitigates negative impacts and can be constructed at such a time as servicing capacity is confirmed. A Temporary (T) Zone is also being recommended to allow the use of the south portion of the existing building as a self-storage facility for three years.

### Rationale of Recommended Action

It is recommended the requested Zoning By-law amendment be refused for the following reasons:

1. The proposed development is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations where municipal services are available; and,
2. The proposed development does not conform to The London Plan including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Rapid Transit Corridor Place Type, and Zoning to the Upper Maximum policies contained in Our Tools.

It is recommended the alternative Zoning By-law amendment be approved for the following reasons:

1. The recommended alternative Zoning By-law amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended alternative Zoning By-law amendment conforms to the policies of The London Plan, including but not limited to the Key Directions, the Rapid Transit Corridor Place Type, and the Zoning to the Upper Maximum policies contained in Our Tools part of the Plan; and,
3. The recommended alternative Zoning By-law amendment facilitates the development of an underutilized site within the Built-Area Boundary with an appropriate form of infill development and the interim temporary use of the land until servicing capacity can be confirmed.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form; and,

- **Well being and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

## 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 within the Urban Growth boundary and avoiding the development of rural lands. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning to facilitate transit-supportive developments and encourage active transportation and sustainable urban design. See more detail in Appendix “C”.

## Background Information

### 1.0 Site Description

#### Property Description

The property is located on the southeast corner of Oxford Street East and Second Street across from the Fanshawe College main campus. It has frontage on Oxford Street East but no access. A hydroelectric power corridor is located between the subject property and Second Street and all access points to Second Street for the subject property traverse this corridor. The site is currently occupied by an industrial building which contains a call centre (Concentrix).



**Figure 1. Image at street view of the subject site**

The remainder of the subject lands are primarily comprised of surface parking between the building and hydro corridor, accessed from two full-turn driveways via Second Street through the hydro corridor. A portion of the existing surface parking area is located within the hydro corridor and is subject to a long-term lease agreement with the landowner of the subject lands. There is also a parking area to the rear of 1661 Oxford Street to the east, which appears to provide parking for this use. The industrial use, until recently, leased this rear parking area but the agreement ended March 1, 2022.

Traffic volumes along Oxford Street East in this location are approximately 24,000 vehicles per day and along Second Street approximately 9000 vehicles per day.

#### Current Planning Information

- The London Plan Place Type – Rapid Transit Corridor – functionally located at intersection of Urban Thoroughfare and Neighbourhood Connector, across the street from the Primary Transit Area.
- Existing Zoning – Light Industrial (LI1) Zone

### Site Characteristics

- Current Land Use – Industrial building containing a call centre.
- Frontage – 42.2 metres (Oxford Street)
- Depth – 202.4 metres (along Hydro corridor and Second Street)
- Area – 1.44 hectares (3.55 acres)
- Shape – Irregular

### Surrounding Land Uses

- North – Children’s Aid Society, group home
- East – Medland Movers, large surface parking lot leased by the subject site’s users (lease expired in March 2022), construction company
- South – Roosevelt Public School, townhouses and single detached dwellings
- West – Commercial plaza, apartment buildings.

### 1.5 Intensification

- The proposal represents intensification as it replaces an industrial building with 438 apartment units.



Figure 2. Location Map of subject site and surroundings

# Analysis

## 1.0 Proposal

The applicants are proposing two, 12 storey apartment buildings on the property. The stated intent is to build one 12 storey, 202 unit apartment building at the northern end of the site in the short term, demolishing part of the industrial building and using the remainder of the building on the south portion of the property as a self storage establishment. The applicant's have requested a temporary use zone to permit the self storage use for more than three years.

In future, Phase 2 would be built on the south portion of the site with another 12 storey, 236 unit apartment building (for a total of 438 units). Upon completion, the site would have a density of 314 units per hectare and there would be 219 parking spaces.



Figure 3. Proposal view from the corner of Oxford Street East and Second Street looking south-east (May 2022)

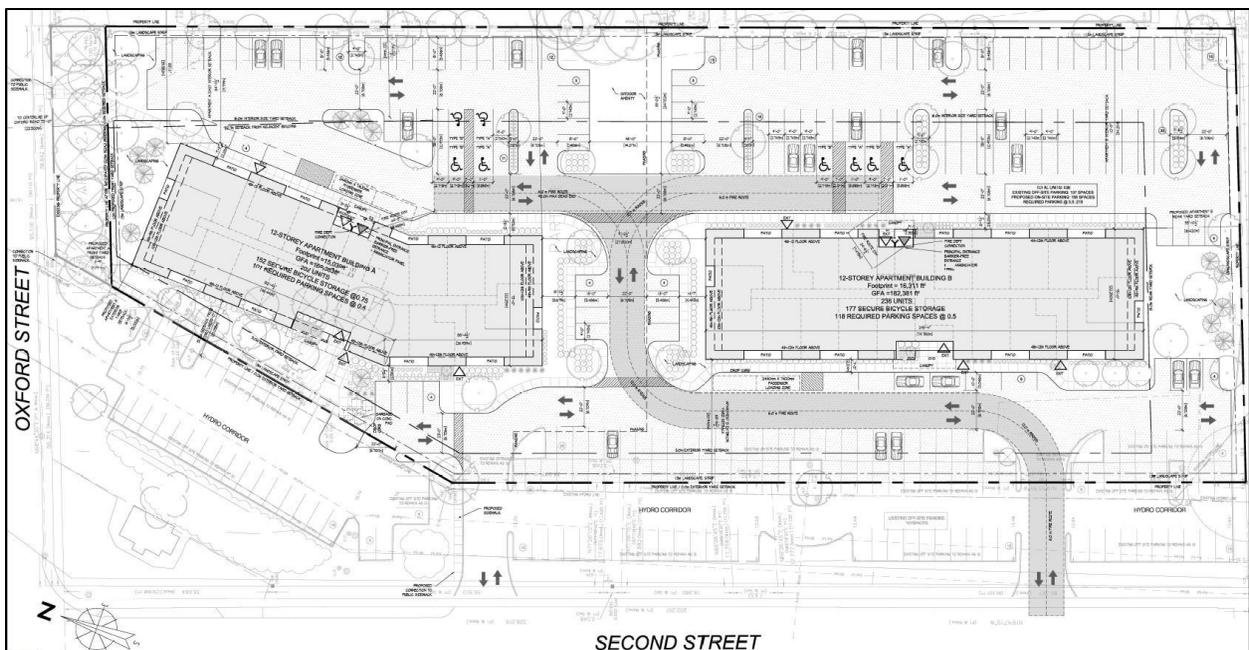


Figure 4. Conceptual Site Plan (May 2022)



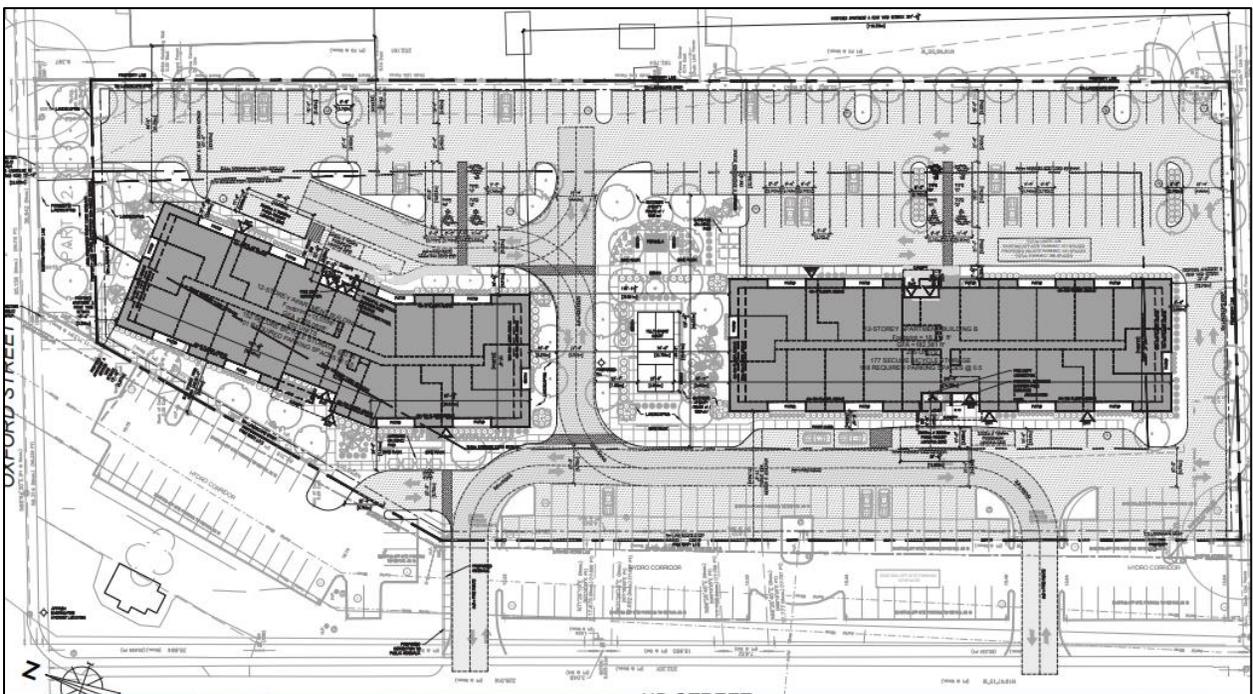
**Figure 5. Proposed Building Elevation (May 2022)**

The figures above include the original submission from May 4, 2022.

In response to City comments, the applicants made minor changes to the proposal in November 2022, March 2023 and finally in May 2023 as indicated below.



**Figure 6. Rendering looking East from Second Street (May 2023)**



**Figure 7. Conceptual Site Plan (May 2023)**



**Figure 8. Conceptual Landscaping/Site Plan (May 2023)**

## 2.0 Relevant Background

### 2.1 Planning History

There have been no previous planning applications on this property.

### 2.2 Requested Amendment

The applicant requested a Residential R9 Special Provision Bonus (R9-7( ) \* B-( )) Zone to permit apartment buildings, lodging house class 2, senior citizens apartment building, handicapped person apartment building and continuum-of-care facilities at a density of 314 units per hectare and a height of 38.4 metres (approximately 12 storeys).

Special Provisions were also requested for a reduced parking rate of 0.5 parking spaces per unit, a west interior side yard of 5 metres for building “A” and to allow a self-storage establishment in a portion of the existing building on a temporary basis until the south tower along Second Street is built. While this application was being processed the City initiated amendments to Zoning By-law Z.-1 to reduce the city-wide parking standards which were subsequently approved by Council. As such, a special provision for the reduced parking is no longer needed, as there are no parking requirements within the Rapid Transit Corridor Place Type.

A Bonus Zone was also requested to achieve the upper maximum height of 12 storeys and density of 314 units per hectare, in return for affordable housing, transit-orientated facilities and exceptional site and building design. However, the Province ended the practise of bonusing for additional height and density in September 2022, which eliminated the option to adopt a Bonus Zone bylaw.

City staff subsequently replaced the bonusing framework in The London Plan with a framework that allows for zoning to the upper maximum height through a site-specific Zoning Bylaw amendment.

In May 2022, The London Plan replaced the 1989 Official Plan as the official plan for the City of London and further amendments were unnecessary.

## 2.3 Community Engagement (see more detail in Appendix B)

On June 22, 2022 the City sent a Notice of Application to 68 landowners within 120 metres of the property boundaries. A notice was published in The Londoner newspaper on June 23, 2022, a City website page was created for the application and a sign was posted on the property.

In response to the public notification there were five (5) responses, two (2) objections and three (3) requests for additional information. The concerns included in the two objections included restricting the use of the neighbouring property to the east, vandalism, garbage, disrupting surrounding businesses and proximity to the public school.

## 2.4 Policy Context

### ***Provincial Policy Statement, 2020***

#### **General Policies**

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. Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1. b) and e).*

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 proposal is considered intensification within the Built-Up Area of the City. Although it only includes apartment buildings, and not a mix of housing units, it does meet the intent of the PPS to provide for intensification near transit. Whether affordable units are going to be included is inconclusive at this point.

#### **Use Policies**

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 including apartments, affordable housing and housing for older persons to meet long-term needs (1.1.1b).*

*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).*

As indicated above, this proposal represents intensification and an efficient use of land. However, internal staff comments have indicated that at the current time there may only be services available to accommodate half of the proposed units, or only one building, so future development within the identified site will be limited.

### **Intensity Policies**

*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)).*

As indicated above, the intensity permitted on site may be limited by the available services and infrastructure. A maximum density has been added as a special provision to the zoning, and a holding provision is also recommended to ensure development cannot proceed until such time as servicing capacity is available.

### **Form Policies**

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 PPS supports development patterns that support active transportation and transit usage (1.8.1), development that supports accessibility and public health and safety (1.1.1), and planning and development that maximize the extent and function of vegetative and pervious surfaces; and promote stormwater management best practices (1.6.6).

Concerns have been raised by City staff about the site design of the proposal, including the limited amount of amenity space and landscaped open space, the excessive amount of parking provided, the safety and connectivity of pedestrian circulation on site, and the impacts of the height and mass of the proposed buildings on the site and surrounding area. An alternative recommendation has been provided to ensure the future built form is in keeping with the policies of The London Plan. A special provision is being recommended to restrict the amount of surface parking to a maximum of 0.5 spaces per unit.

### **Summary**

The proposal meets the intent of the PPS policies by introducing a more intense form of residential intensification within the City's built-up area near transit and other services. The City still has concerns about the infrastructure constraints to accommodate two 12 storey buildings, the building design, the lack of on-site amenity space and excessive amount of parking provided.

### **The London Plan**

The London Plan is the Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and in force and effect on May 20, 2022).

The subject lands are in the Rapid Transit Corridor Place Type in The London Plan, permitting a wide range of uses in mid-rise, mixed-use buildings. Maximum heights of buildings can range from 2 storeys to 12 storeys with 16 storeys (within 100m of a Rapid Transit Station) allowed depending on location. The site is functionally at the intersection of an Urban Thoroughfare and Neighbourhood Connector with frontage on both streets and is across the street from the boundary of the Primary Transit Area. The subject site is not within 100m of a Rapid Transit Station, as such, an upper limit of

12 storeys can only be achieved on this site, subject to the Zoning to the Upper Maximum policies in Our Tools part of The London Plan and discussed below in Section 4.2.

### **General Policies**

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. Relevant Key Directions are outlined below.

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

- *Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors and within the Primary Transit Area;*
- *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 1, 2, 4 and 5).*

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

- *Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 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).*

Although the proposal is not a mixed-use development it does provide an alternative form of housing to the area, in proximity to existing commercial offerings and increases the intensity of development along a transit corridor which is limited by available services. The inclusion of affordable housing is inconclusive at this point.

### **Use Policies**

The subject site is in the Rapid Transit Corridor Place Type on Oxford Street East (Urban Thoroughfare) in proximity to the intersection, and having direct access to Second Street (Neighbourhood Connector), as identified on \*Map 1 – Place Types and Map 3 – Street Classifications. The permitted uses within the Rapid Transit Corridor Place Type at this location include a range of residential, retail, service, office, recreational and institutional uses (Policy 837). Mixed-use buildings will be encouraged and retail and service uses will be encouraged to front the street at grade. The full range of uses will not necessarily be permitted on all sites.

It is clear from The London Plan policies that the direction is to promote intensification along corridors. Specifically, Table 9 - Maximum Height in the Rapid Transit and Urban Corridor Place Types and Policy 837 state that to the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

### **Intensity Policies**

The London Plan uses height, instead of density, as a measure of intensity. The maximum permitted height is 12 storeys in a Rapid Transit Corridor at the intersection of an Urban Thoroughfare and a Neighbourhood Connector, with the potential to increase to 16 storeys if located within 100 metres of a transit station (Table 9 - Maximum Height in the Rapid Transit and Urban Corridor Place Types). Map 10 also indicates the subject site is within a Protected Major Transit Station Area (LPA 30) which protects included

lands for long term intensive development. A Transit Station is proposed across from Fanshawe College but it is more than 100 metres from the subject site.

Policies 840\_8, 840\_9 and 1638\_ indicate that intensity may be limited by the zoning by-law and the full extent of the intensity will not necessarily be permitted on all sites. The City engineering staff in Environment and Infrastructure, in their comments on this application, have indicated that there may not be enough sanitary sewer capacity at this location to accommodate two new residential towers, at a 12 storey height with a total of 438 units. Their previous comments include;

*“The current use as industrial will be acceptable. Any intensification to the proposed land would not be acceptable as there are constraints downstream on a 250mm diameter pipe on Second street. As per design sheet and area plan, there is 2 L/s remaining capacity within the system. (capacity analysis required as part of the re-zoning application). In order for this application to move forward, the applicant will required to update/upsized the sanitary system where the constraints occur, at no cost to the City”.* (April 2022)

*“We have reviewed the submitted sanitary capacity analysis and are not satisfied that the consultant has demonstrated adequate capacity in the downstream sanitary sewer system. We would recommend a holding provision be placed on the site until adequate capacity can be demonstrated and the City is satisfied.”* (July 2022)

To address these comments the City is recommending an “h” holding provision be applied until the adequacy of municipal services can be determined.

### **Form Policies**

The London Plan Rapid Transit Corridor form policies are included under Policy 841. Based on these policies City staff have commented (detailed comments in Appendix B);

*As a development within the outer bounds of the Rapid Transit Corridor Place Type, Urban Design does not support the proposed built-form due to its intensity above the 8<sup>th</sup> floor and the amount of surface parking exposed to Second Street....*

*...Urban Design recommends that the applicant adjust the floor plate size of the proposed built forms above the 8<sup>th</sup> floor and screen the parking from Second Street (LP, 841.12). The trees planted to screen the surface parking along Oxford Street East are acknowledged. The development should also incorporate transit-oriented design principles (i.e., mixed-uses, transit and pedestrian amenities, enhanced streetscaping, transition in height of the proposed built-form from the intersection) (LP, 841.4 & 841.5).*

Policy 835\_4 is also relevant to this application by stating;

*“If the site is located on a corner, the proposed front face of the building shall be orientated to the ...or Urban Thoroughfare and shall not be orientated to the more minor side street.”*

The proposed apartments are oriented to the side street, Second Street, and not Oxford Street East which has a smaller frontage.

To address these building design considerations, the staff recommendation is to add a maximum height of 39m (12 storeys) and to limit the floorplate above the 8<sup>th</sup> storey (floors 9 through 12) to a maximum of 1000m<sup>2</sup>. Consideration of the Site Plan authority to increase landscape open space and screening of surface parking is also being recommended, along with a special provision to restrict the amount of surface parking to 0.5 spaces per unit.

Policy 1638 (Zoning to the Upper Maximum Height) indicates that applications to exceed the standard maximum height (10 storeys) will be reviewed on a site-by-site

basis. An Upper Maximum Height of 12 storeys can be achieved without an Official Plan amendment but still requires an amendment to the Z.-1 Zoning By-law, which provides justification as to why the increased height is appropriate. The subject site is at the intersection in a Rapid Transit Corridor and is across from a major City institution (Fanshawe College) a height of 12 storeys is considered appropriate provided the recommended building design changes are made and there is sufficient services available.

### **Near Campus Neighbourhoods Policies**

The subject site is in close proximity to Fanshawe College and within the Near Campus Neighbourhood specific policy area, which supplements the Rapid Transit Corridor Place Type policies (Policy 962). The Near Campus Neighbourhood policies direct intensification to strategic locations which have strong transit connections to link to campuses (965\_2), concentrate development in high rise forms instead of low rise forms (965\_7), direct intensification to transportation nodes (965\_8), incorporate good urban design practices (965\_10) and direct intensification in Near Campus Neighbourhoods to Place Types which allow high-rise residential development such as Rapid Transit Corridor (967).

The subject site meets the intent of these policies as a good location for residential intensification within the Near Campus Neighbourhoods, as it is located in close proximity to a future Rapid Transit station, within the Rapid Transit Corridor Place Type.

### **Summary**

The proposal meets the intent of The London Plan policies by introducing a new, more intense housing form along a major transportation corridor. As indicated above alternative design measures are required to ensure the development meets the relevant policies of The London Plan. The built form in its current layout should be reduced to a lower height (8 storeys), or through alternative design measures which would reduce the building floor plate to 1000m<sup>2</sup> above the 8<sup>th</sup> floor. Matters identified in the City Design and Place Type policies that direct transit-supportive development, and safe, accessible and walkable environments will be further refined and addressed through the subsequent Site Plan application.

## **4.0 Key Issues and Considerations**

### **4.1 Issue and Consideration # 1 – Lack of Municipal Services**

In response to the submission of a Sanitary Capacity Analysis (MTE Consultants, March 2022) and circulation of the three submissions which included two, 12 storey apartment buildings containing 438 residential units, the City Engineering Division have commented:

*“The current use as industrial will be acceptable. Any intensification to the proposed land would not be acceptable as there are constraints downstream on a 250mm diameter on Second street. As per design sheet and area plan, there is 2 L/s remaining capacity within the system. (capacity analysis required as part of the re-zoning application). In order for this application to move forward, The applicant will required to update/upsized the sanitary system where the constraints occur, at no cost to the City”.* (April 2022)

*“We have reviewed the submitted sanitary capacity analysis and are not satisfied that the consultant has demonstrated adequate capacity in the downstream sanitary sewer system. We would recommend a holding provision be placed on the site until adequate capacity can be demonstrated and the City is satisfied.”* (July 2022).

In response to these comments Planning staff are recommending a “h” holding provision be applied until servicing capacity issues can be addressed.

## 4.2 Issue and Consideration # 2 – Height and Intensity

The applicant has requested a maximum height of 12 storeys, which is the upper maximum permitted in the Rapid Transit Corridor Place Type in The London Plan at this location.

The London Plan contemplates 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 includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8 and Table 9). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641).

To provide certainty and to ensure that impacts of the additional height and density are mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. This will provide assurance that measures, such as special provisions and Site Plan considerations, will be implemented to address public and Council concerns.

Staff are of the opinion that the requested zoning provisions do not sufficiently mitigate the impacts of the additional height and density, and are recommending additional special provisions, as well as a holding provision to ensure the development sufficiently mitigates and addresses impacts. A special provision is being recommend limiting the floor plate area above the 8<sup>th</sup> storey to a maximum of 1000m<sup>2</sup>. This will help to mitigate shadow, wind and sky view impacts. The applicant has also proposed a modest step back above the 3<sup>rd</sup> storey, which will be included as a special provision to create a comfortable pedestrian environment.

## 4.3 Issue and Consideration # 3 – Building and Site Design

The applicant's have made three submissions in response to Urban Design Peer Review Panel (July 20, 2022) and internal staff comments (July 21, 2022, December 22, 2022 and April 4, 2023) (see detailed comments in Appendix B). Few changes have been made since the application was first submitted in May 2022. The latest Urban Design comments say;

*As a development within the outer bounds of the Rapid Transit Corridor Place Type, Urban Design does not support the proposed built-form due to its intensity above the 8<sup>th</sup> floor and the amount of surface parking exposed to Second Street. 568 Second Street abuts lower intensity uses: Oxford Street East, an Urban Thoroughfare, to the North, that intersects with Second Street, a Neighbourhood Connector Street, to the West; the Light Industrial Place Type to the East; and the Neighbourhood Place Type to the South.*

*Urban Design recommends that the applicant adjust the floor plate size of the proposed built forms above the 8<sup>th</sup> floor and screen the parking from Second Street (LP, 841.12). The trees planted to screen the surface parking along Oxford Street East are acknowledged. The development should also incorporate transit-oriented design principles (i.e., mixed-uses, transit and pedestrian amenities, enhanced streetscaping, transition in height of the proposed built-form from the intersection) (LP, 841.4 & 841.5).*

Planning and Development staff also identified that the following urban design items be addressed at the site plan approval stage.

### **Items to be Addressed at Site Plan**

- *Incorporate patios or forecourt spaces that spill out into the setback to further activate the space and provide additional amenity space for residents.*
- *Provide direct walkway access from ground floor units to the public sidewalk.*

- *Use lockable (from the exterior and interior) swing doors for ground floor units facing the public street to encourage walkability and access to the units from the sidewalk and to activate the streetscape.*
- *Consider moving the outdoor garbage storage area away from the centralized outdoor amenity area.*
- *The garbage room should exit towards the eastern property boundary rather than the western property boundary abutting Second Street.*
- *Clarify that the indoor “bike” unit on each floor is intended as communal bicycle storage. Consider consolidating the bicycle storage into a single ground-floor unit so that residents will not have to bring their bicycles into the elevator. If the elevator breaks down, residents will have to bring their bikes up or down the stairs. Provide temporary outdoor bicycle parking near each Buildings entrance.*
- *Include pedestrian connections throughout the site in order to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas.*
- *Ensure that the development is “future ready” (LP, 729).*
- *Include charging stations for e-bikes and electric vehicles.*

To address the City concerns, Planning staff are providing an alternative recommendation for the application. A special provision is being recommended to address concerns with the overall height and mass of the buildings. Relevant considerations to the Site Plan Authority have also been included in the recommendations.

#### **4.4 Issue and Consideration # 4 - Request for Temporary Use**

The Applicant has requested a temporary zone as part of the application to permit a self storage establishment in a portion of the existing industrial building until the second apartment building was constructed. They requested that it be allowed until December 31, 2027 however Section 39 (2) of the *Planning Act* specifies that a maximum of three (3) years be allowed (subsection 2) with opportunities for extensions (subsection 3) (see below)

##### ***Temporary use provisions***

**39 (1)** *The council of a local municipality may, in a by-law passed under section 34, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law. R.S.O. 1990, c. P.13, s. 39 (1).*

##### ***Area and time in effect***

**(2)** *A by-law authorizing a temporary use under subsection (1) shall define the area to which it applies and specify the period of time for which the authorization shall be in effect, which shall not exceed three years from the day of the passing of the by-law. 2002, c. 17, Sched. B, s. 11 (2).*

##### ***Extension***

**(3)** *Despite subsection (2), the council may by by-law grant further periods of not more than three years each during which the temporary use is authorized. R.S.O. 1990, c. P.13, s. 39 (3).*

As a result, the City is recommending that a temporary zone only be granted for a maximum of three years, not the 4.5 years requested. As self-storage is not a use permitted within the Rapid Transit Corridor in The London Plan staff are not seeking to continue the use for an extended period of time. As such, upon the end of the three year period, Staff would anticipate building permits being received for the construction

of the second apartment, if servicing capacity has been confirmed, or an alternative development proposal being explored. If no progress on the development is being achieved, Staff would not be supportive of any future extension of the Temporary Zone.

#### **4.5 Issue and Consideration # 5 – Other Issues Raised**

Other issues raised through the public liaison include:

Medland Movers to the east expressed the following concerns:

*“would unduly restrict the use of our property, restrict the expansion of our building and restrict the uses of the rear two acres of our property used by the applicant”*

*“Would not permit us to build on the open property within 15 m of the property line”*

*“Rash of vandalism and theft”*

*“Future of other properties on Second Street and Oxford Street”*

*“Disruption to existing businesses”*

*“Danger to children at neighbouring school”*

*“Site plan items including fencing”*

Fletcher expressed the following concern:

*“target of garbage”*

Through evaluation of the site and policy framework, staff are of the opinion that mitigative measures are being incorporated into the zoning to reduce impacts on the adjacent property. Site Plan approval will address matters of site layout and functionality.

## Conclusion

The proposed application is not consistent with The London Plan, including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Rapid Transit Corridor Place Type, and Zoning to the Upper Maximum policies contained in Our Tools. As such, it is recommended the requested amendment be refused.

Alternatively, staff recommend approval of a Zoning By-law amendment to permit phased development of two 12-storey apartment buildings with appropriate setbacks, stepbacks, tower floor plates, buffering, and maximum surface parking requirements to ensure appropriate mitigation measures are in place to address shadow, wind and sky view impacts and to avoid causing adverse impacts on adjacent properties and residents. The recommended amendment provides for the same number of units (438) as requested. 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, City Design policies, and the Rapid Transit Corridor Place Type. The recommended amendment would facilitate the development of an underutilized site within the Built Area Boundary with a use, intensity, and form that is appropriate for the lands and surrounding context, as well as the interim use of the property until such time as servicing capacity can be confirmed.

**Prepared by:** W.J. Charles Parker, MA  
Senior Planner, Long Range Planning and Research

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

**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

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

Z:\Shared\DEVELOPMENT SERVICES\11 - Current Planning\DEVELOPMENT APPS\2022 Applications 9472 to\Applications\Second Street 568 (CP)- Z-9522\08-PEC\Report\DRAFT PEC Report-original (CP)-June 19 2023.docx

Copy:  
Britt O'Hagan, Manager, Current Development  
Michael Pease, Manager, Site Plans  
Ismail Abushehada, Manager, Development Engineering

## Appendix A – Recommended Zoning By-law Amendments

Bill No.(number to be inserted by Clerk's Office)  
2023

By-law No. Z.-1-23\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 568 Second Street (at Oxford Street East).

WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to the northern portion of lands located at 568 Second Street, as shown on the attached map, comprising part of Key Map No. A108, from a Light Industrial (LI1) Zone to a Holding Residential R9 Special Provision (h\*R9-7( )\*H39) Zone;
- 2) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to the southern portion of lands located at 568 Second Street, as shown on the attached map, comprising part of Key Map No. A108, from a Light Industrial (LI1) Zone to a Holding Residential R9 Special Provision Temporary (h\*R9-7( )\*H26/ T- ) Zone.
- 3) Section 13.4 of the Residential R9 Zone is amended by adding the following Special Provision:

R9-7 ( ) 568 Second Street

a) Regulation

- i) Density (maximum): 314 units per hectare
- ii) Height (maximum): 39 metres
- iii) Surface parking (maximum): 0.5 spaces per unit
- iv) Interior side yard setback – west and northwest (minimum): 5 metres
- v) Floor plate above the 8<sup>th</sup> storey (maximum): 1000 square metres
- vi) Step back at the 4<sup>th</sup> storey (minimum): 1.5 metres

- 4) Section 50.2 of the Temporary (T) Zone is amended by adding the following:

) T - \_ 568 Second Street (Southerly portion)

Lands may be used as a self-storage establishment for a period not exceeding three (3) years beginning June 27, 2023.

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.

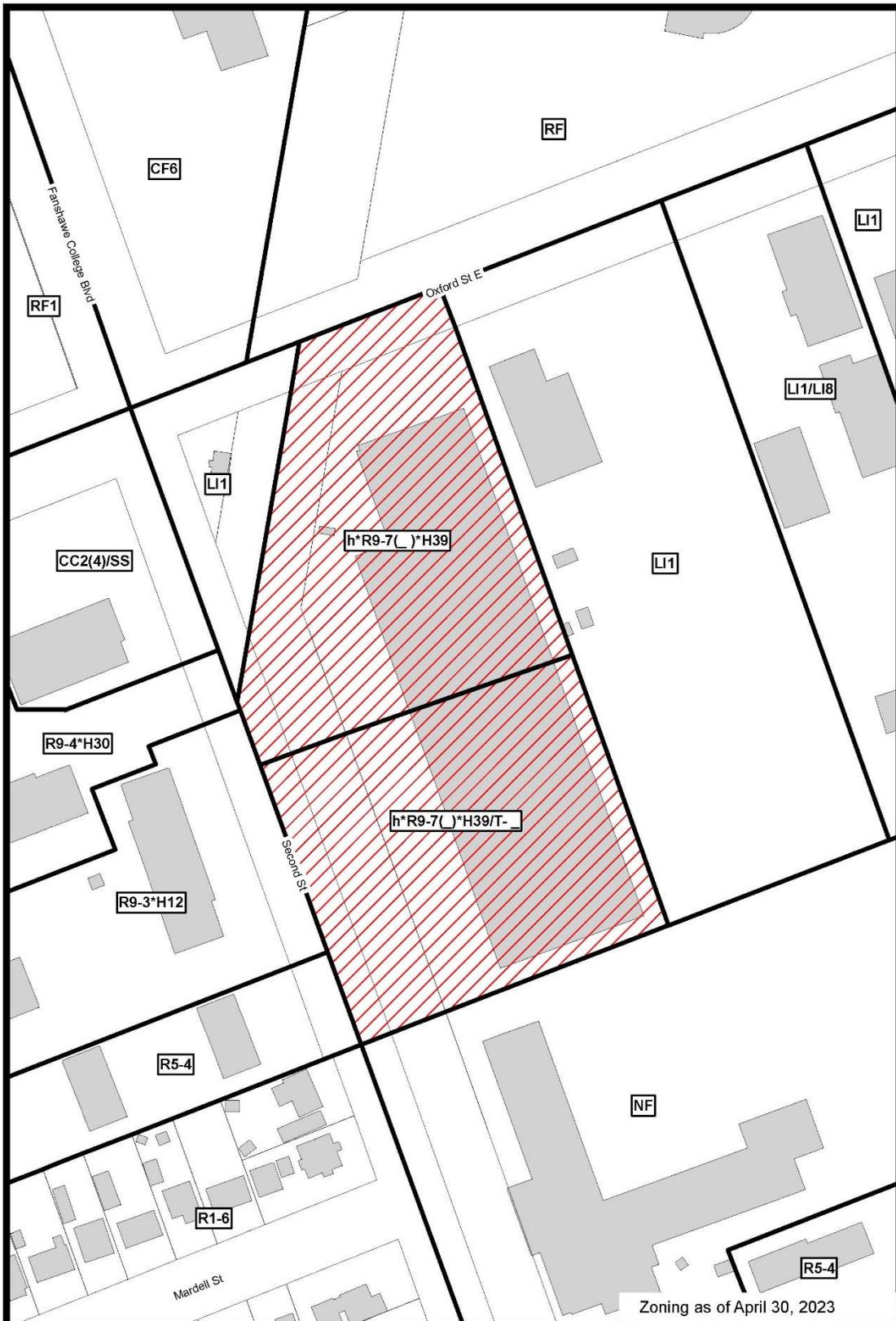
PASSED in Open Council on June 27, 2023.

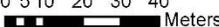
Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 27, 2023  
Second Reading – June 27, 2023  
Third Reading – June 27, 2023

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



<p>File Number: Z-9522                  Planner: CP                  Date Prepared: 2023/05/15                  Technician: rc                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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Geodatabase

## Appendix B – Public, Department and Agency Comments

### Public Engagement

**Public liaison:** On June 22, 2022, Notice of Application was sent to 68 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 23, 2022. A “Planning Application” sign was also posted on the site.

5 replies were received.

**Nature of Liaison:** Zoning by-law amendment to allow:

- Two, 12 storey apartment buildings at a density of 314 units per hectare
- 438 apartment units
- 219 parking spaces
- Special provisions to allow a reduced parking rate of 0.5 parking spaces per unit, a west interior side yard of 5 metres and allow a self storage establishment in a portion of the existing building temporarily until the second tower is built.
- Bonusing for additional density and height has been requested in return for affordable housing, transit-orientated facilities and exceptional site and building design.

In September 2022 the Province ended the practise of bonusing so the last request was not considered.

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

Telephone	Written/E-mail
	John Fletcher
	Tom and David Medland

### PUBLIC COMMENTS

#### Tom and David Medland – June 30, 2022

*“We object to the zoning Amendment for the following reasons:*

- *Rezoning the Proposed site to Residential from Light Industrial would unduly restrict the use of our property. The rezoning would restrict the expansion of our building. It would also restrict the uses of the rear two acres of our property presently used by the Applicant.*
- *The zoning change would not permit us to build on the open property within 15 metres of the property line.*
- *Our additional objection is based on the recent rash of vandalism and theft to adjoining properties. We have been informed by the applicant that when this was reported to the Police “who wasn’t very helpful”...*
- *Lack of specifics and details casts concerns and doubts as to the future of properties on both Oxford and Second Streets.*
- *There can be no assurance to the neighboring businesses that they will continue to operate without disruption.*
- *Several businesses in this area are deemed as essential and may be endangered if disrupted.*
- *With the elementary school next door to the proposed site, this proposal and increased density puts the students at risk...*

*We also object too many items in the proposed site plan including but not limited to fencing.”*

**John Fletcher – July 18, 2022**

*“I have known the Medland family for nearly 60 years and the possibility and probability of Mr. Medlands equipment and property becoming the target of garbage is simply appalling.*

*We are all aware of the actions of irresponsible people when they no longer want to see an irritant in the apartment and lack the energy to take it to the garbage area, it is thrown over the balcony. This is even more frequent after indulging in alcohol and drugs.*

*I am not a fear mongerer but a realist.”*

**DEPARTMENT COMMENTS (ordered latest to oldest)**

First Submission – Original Application – May 4, 2022

Second Submission – December 9, 2022

Third Submission – March 6, 2023

Fourth Submission – May 2023 (no further comments received)

**Engineering Comments**

August 23, 2022 (First Submission)

*There is limited available capacity remaining in that existing 250mm sewer on Second St. Definitely not ideal and definitely can not support multiple high density sites or big intensifications. There may have been some confusion in that we are not holding capacity for a refused application, but SED would be interested to know if any conversations were had between November and now with the other applicant. We are of the understanding that P&D will be requiring a new application for Ayreswood’ site.*

*And to hopefully answer your question as far as what is remaining in the pipe is 5 l/s based on accepted record drawings.*

*At present there have been no significant infrastructure improvements here aside from some proposed upstream work on Oxford as part of the BRT project. And even if we recognize the constraint there is no City planned projects or growth money currently allocated and no dialog if there are possible developer lead upgrades.*

*As mentioned previously SED has no objection to using current DM per capita rates for the just the subject site.*

*Holding provisions will be recommended.*

July 26, 2022 (First Submission)

*We have reviewed the submitted sanitary capacity analysis and are not satisfied that the consultant has demonstrated adequate capacity in the downstream sanitary sewer system. We would recommend a holding provision be placed on the site until adequate capacity can be demonstrated and the City is satisfied. Please have the applicant/consultant reach out to Marcus Schaum to discuss revisions to the capacity report.*

*As for the other engineering areas, there are no further comments related to the TIA and zoning application.*

April 19, 2022 (First Submission)

*A Servicing and Lot Grading Plan will be required for the subject property. Attached are notes and commentary to assist the applicant in providing the necessary Site Servicing and Grading Plan and engineering reports to progress this development.*

- *The site servicing and grading plans are to show current conditions on the adjacent streets and properties such as existing roads, accesses, sidewalks, sewers, watermains, utilities, etc.*
- *Should a private drain connection(s), or other works be installed on a City street to service this site, then details of these works including restoration of the City street are to be shown on the site servicing plan or a separate drawing to City standards.*
- *The Owner is required to obtain all other necessary and relevant permits and approvals such as MECP Approvals, Permits for Approved Works (PAWS) etc.*

#### **TRANSPORTATION:**

- *A TMP is required for any work in the City ROW, including servicing, restoration, proposed access construction, etc. To be reviewed as part of a PAW submission;*
- *A Transportation Impact Assessment (TIA) will be required, the TIA will evaluate the impact the development will have on the transportation infrastructure in the area and provide recommendations for any mitigation measures. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines;*
- *TIA to be completed as part of the re-zoning application;*
- *Shared access agreement is required with Hydro One to continue to use those access and parking area;*
- *As per City's Access Management Guideline revise access radii to 6.0m;*
- *It has identified that draft reference plan has been already submitted and accepted by Geomatics. No further comment on road widening.*

#### **SANITARY**

- *The current use as industrial will be acceptable. Any intensification to the proposed land would not be acceptable as there are constraints downstream on a 250mm diameter on Second street. As per design sheet and area plan, there is 2 L/s remaining capacity within the system. (capacity analysis required as part of the re-zoning application).*
- *In order for this application to move forward, The applicant will required to update/upsized the sanitary system where the constraints occur, at no cost to the City.*

#### **WATER**

- *Water is available via the municipal 400mm PVC watermain on Oxford Street.*
- *A water servicing report will be required addressing domestic demands, fire flows, water quality and future ownership of the development.*
- *Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.*
- *Further comments will be provided during site plan consultation/application for the proposed development.*

#### **STORMWATER MANAGEMENT:**

- *As per as-constructed drawing 4666S2, the site at C=0.70 is tributary to the existing 975 mm storm sewer on Oxford Street East, and not to the storm sewers on Second Street. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but*

*not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.*

- *As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.*
- *The proposed land use of a high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.*
- *The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.*
- *As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site and safely convey the 250 year storm event.*
- *Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.*
- *This site plan may be eligible to qualify for a Stormwater Rate Reduction (up to 50% reduction) as outlined in Section 6.5.2.1 of the Design Specifications and Requirements manual. Interested applicants can find more information and an application form at the following: <http://www.london.ca/residents/Water/water-bill/Pages/Water-and-Wastewater-Rates.aspx>.*
- *The subject lands are located in the Pottersburg Creek and Crumlin Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Pottersburg Creek and Crumlin Drain Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.*
- *The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.*
- *The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.*
- *The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.*
- *Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.*
- *An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and*

satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

- Additional SWM related comments will be provided upon future review of this site.

## **Urban Design Comments**

### **March 31, 2023 (Third Submission)**

#### **Comments for Zoning**

As a development within the outer bounds of the Rapid Transit Corridor Place Type, Urban Design does not support the proposed built-form due to its intensity above the 8<sup>th</sup> floor and the amount of surface parking exposed to Second Street. 568 Second Street abuts lower intensity uses: Oxford Street East, an Urban Thoroughfare, to the North, that intersects with Second Street, a Neighbourhood Connector Street, to the West; the Light Industrial Place Type to the East; and the Neighbourhood Place Type to the South. Urban Design recommends that the applicant adjust the floor plate size of the proposed built forms above the 8<sup>th</sup> floor and screen the parking from Second Street (LP, 841.12). The trees planted to screen the surface parking along Oxford Street East are acknowledged. The development should also incorporate transit-oriented design principles (i.e., mixed-uses, transit and pedestrian amenities, enhanced streetscaping, transition in height of the proposed built-form from the intersection) (LP, 841.4 & 841.5).

If the intensity and form is deemed to be appropriate, the following matters should be addressed through zoning:

- Zoning provisions for the setbacks, & step back should be provided to mitigate negative impacts on the existing neighbourhood and planned vision for the Rapid Transit Corridor.
  - Provide a minimum 3m step-back above the 3<sup>rd</sup> storey of both Buildings to provide a human-scale environment along the public streets. The existing step-back above the 3<sup>rd</sup> storey for both Building A & B is 1.5m/5'.
    - Provide a step-back above the 8<sup>th</sup> floor and above, to achieve a slender tower (maximum floor plate size of up to 1,000 square meters and a length to width ratio of 1:1.5). The additional step-back will reduce the "slab-like" appearance of the tower. Which will mitigate impacts on the neighbouring properties and the abutting public school. The floor plate size proposed above 8 storeys is large and elongated (Building A: 1,397sqm footprint and Building B: 1,515sqm footprint). Clarify how footprint is being defined.
  - An adequate landscape buffers of 3m shall be provided between the eastern side yard and the parking area, to allow adequate space for trees (LP, 224).
  - Provide a parking setback from the front and western side yard property boundary, to ensure that parking is setback and screened from Oxford Street East and Second Street.
- The tower should be designed with a distinct podium, middle, and top.
  - Rooftop utilities & mechanical equipment should be outlined in the elevations. Design the top or "cap" of the building so it integrates the mechanical and elevator penthouses into an architectural feature (LP, 289.3 & 296).
- The primary entrance of Building A should be oriented to Oxford Street East and be differentiated (i.e., signage, double doors, canopies, awnings) from any private ground floor residential and commercial unit entrances (LP, 290).
- The primary entrance of Building B should be oriented to Second Street and be differentiated (i.e., signage, double doors, canopies, awnings) from any private ground floor residential and commercial unit entrances (LP, 290).

## Items to be Addressed at Site Plan

- *Incorporate patios or forecourt spaces that spill out into the setback to further activate the space and provide additional amenity space for residents.*
  - *Provide direct walkway access from ground floor units to the public sidewalk.*
  - *Use lockable (from the exterior and interior) swing doors for ground floor units facing the public street to encourage walkability and access to the units from the sidewalk and to activate the streetscape.*
- *Urban Design acknowledges that the applicant has relocated the outdoor garbage storage area next to the centralized outdoor amenity area. Consider moving the garbage area away from the centralized outdoor amenity area.*
  - *The garbage room should exit towards the eastern property boundary rather than the western property boundary abutting Second Street.*
- *Clarify that the indoor “bike” unit on each floor is intended as communal bicycle storage. Consider consolidating the bicycle storage into a single ground-floor unit so that residents will not have to bring their bicycles into the elevator. If the elevator breaks down, residents will have to bring their bikes up or down the stairs.*
  - *Provide temporary outdoor bicycle parking near each Buildings entrance.*
- *Ensure pedestrian connections are included throughout the site in order to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas.*
- *Ensure that the development is “future ready” (LP, 729).*
  - *As a Rapid Transit Corridor Place Type, 568 Second Street, is exempt from minimum parking standards. Include charging stations for ebikes and electric vehicles.*

## December 22, 2022 (2<sup>nd</sup> Submission)

In response to the circulation of the second submission on December 9, 2022 Urban Design provided the following additional comments on December 22, 2022;

The applicant attended the UDPRP Panel in July 2022 and here are their comments;

*The applicant is to submit a completed “Urban Design Peer Review Panel Comments – Applicant Response” form that was forwarded following the UDPRP meeting. The plans and elevations should also be updated to reflect changes that were made to address the UDPRP comments.*

### **Building design:**

- *Redesign the layout of the site and buildings to reduce the impacts from large, long and elongated floor plates and the wide expanse of paved areas including driveways and surface parking*
  - *Reduce the overall mass of the proposed buildings by breaking up the large, elongated floor plate, providing step backs/variation in height and/or incorporating additional diverse forms such as townhouses.*
    - *Direct the height of the building towards Oxford Street E and maximize the built form along that frontage.*
    - *Consider more mid-rise (up to 8 stories) built form to follow the property edge along hydro corridor and Second Street.*
    - *Provide for a step-back of minimum 3m above the 4th or 5th storeys along both street edges in order to provide for a more comfortable environment along the street and minimize wind and shadow impacts.*
- *Articulate facades by including balconies or terraces along the street frontages to have ‘eyes on street’ and to provide depth and variation in the built form to enhance the pedestrian environment.*

### **Tower Design**

- *Design high-rise buildings (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order*

to reduce "slab-like" appearance of the towers, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces [TLP 293].

- Reduce the proposed floor plate to be less than 1000 sqm above the 8<sup>th</sup> storey.
- Reduce the slab like appearance of the tower portion by optimizing the length and width within a 1.5:1 ratio.
- Design and distinguish the top of the buildings (i.e.. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into the architecture of the building. [TLP 289\_3, 296].
- Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the buildings.
  - Increase the size & scale of proposed windows and use material change, balconies, and articulation to break up the facades.
  - Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.

### **Ground Floor Design and Uses**

- Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points. Explore opportunities to increase the ground floor presence on the site to accommodate active uses street facing facades and incorporate the parking within the building. [TLP 285, 291].
  - Locate the principal building entrance on Oxford Street-facing elevation, or in a convenient and prominent location on the Second Street frontage and differentiate it from the individual residential unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
  - Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, commercial units, and residential units with direct access to the sidewalk along both street-facing elevations in order to activate the street edge.
  - For any ground-floor street facing residential, include individual ground floor unit entrances with courtyards or "front porches" with access directly to the City sidewalk along the street frontage they face in order to activate the street edge. Raise units slightly above grade to provide privacy and reduce impacts of vehicle headlights.

### **Site design**

- Provide for a more legible and usable public realm to support the proposed intensity and density of the development in terms of outdoor amenity spaces, privately owned public spaces (POPS), transit-oriented amenities, pedestrian connectivity and safety [TLP 255].
- Provide for appropriately sized and located outdoor amenity spaces (including private amenity spaces) and/or privately-owned public spaces (POPS) throughout the site for the number of residents anticipated [TLP 295].
  - The location of the outdoor amenity spaces provided between two rows of parking is undesirable. Remove or relocate the parking adjacent to amenity areas to a different location.
  - Additional amenity spaces could also be provided as roof top amenity areas where possible.
- Parking for high-rise developed should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. [TLP 285].
  - Reduce the amount of surface parking and explore opportunities to locate the parking underground or within a parking structure to mitigate the potential heat island effects and provide an efficient use of land and larger amenity areas.

- Consider an addition of a podium floor (4 storey podium) with enlarged podium area along the site to integrate structured parking/underground parking and provide active facades (residential units) along Oxford Street and Second Street.
- Minimize the exposure of the above ground structured parking( if provided) along street frontages. Locate any surface parking away from the street edge and behind the proposed built form.
- Locate any surface parking away from the street edge and behind the building. Screen any surface parking exposed to a public street with a combination of low masonry walls and/or enhanced landscaping.
- Provide sufficient space between any parking/drive aisles and the property lines to accommodate soil volumes that support large tree growth.
- Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance, and in proximity to the closest transit stop(s).
- Ensure pedestrian connections are included throughout the site in order to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas.
  - Provide direct pedestrian connections from ground-floor residential units to the city sidewalk.
- Provide pedestrian connections to the proposed amenity areas.
- Include all requirements of the Site Plan Control By-Law in the site design, in particular as it relates to parking (landscape islands, parking setbacks) and garbage pick-up (location).

#### **July 21, 2022 (1st Submission)**

- **Building design:**
  - Explore opportunities to reconfigure the layout and reduce the overall mass of the building by breaking up the large, elongated floor plate, providing step backs/variation in height and/or incorporating additional diverse forms such as townhouses.
  - Direct the height of the building towards Oxford Street E and maximize the built form along that frontage.
  - Consider more mid-rise (up to 8 stories) built form to follow the property edge along hydro corridor and Second Street.
  - Provide for a step-back above the 4th or 5th storeys along both street edges in order to provide for a more human-scale environment along the street.
  - Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, commercial units, and residential units with direct access to the sidewalk along both street-facing elevations in order to activate the street edge.
  - Locate the principal building entrance on Oxford Street-facing elevation, or in a convenient and prominent location on the Second Street frontage and differentiate it from the individual residential unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
  - For ground-floor street facing residential, include individual ground floor unit entrances with courtyards or “front porches” with access directly to the City sidewalk along the street frontage they face in order to activate the street edge. Raise units slightly above grade to provide privacy and reduce impacts of vehicle headlights.
  - Articulate facades by including balconies or terraces along the street frontages to have ‘eyes on street’ and to provide depth and variation in the built form to enhance the pedestrian environment.
  - Incorporate a variety of materials and textures to highlight different architectural elements and provide interest and rhythm, along the building (i.e., trim, framing, decorative masonry details, fenestration rhythm).
  - Design and distinguish the top of the building through an articulated roof form, step-backs, cornices, material change and/or other architectural details

*and explore opportunities to screen/integrate the mechanical and elevator penthouses into an architectural feature of the building.*

- Site design:
  - *Reduce the amount of surface parking and explore opportunities to locate the parking underground or within a parking structure to mitigate the potential heat island effects.*
  - *Locate any surface parking away from the street edge and behind the building.*
  - *Provide an adequately sized and located amenity area(s) for the number of units proposed. Roof top amenity space should be considered as well.*
  - *Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance, and in proximity to the closest transit stop(s).*
  - *Ensure pedestrian connections are included throughout the site in order to provide for safe, direct and convenient pedestrian connectivity from the City sidewalk, and between building entrances, parking and amenity areas.*
  - *Screen any surface parking exposed to a public street with a combination of low masonry walls and/or enhanced landscaping.*
  - *Provide sufficient space between any parking/drive aisles and the property lines to accommodate soil volumes that support large tree growth.*

### **Site Plan Comments;**

#### **April 13, 2023 (Third Submission)**

*“minimal site plan comments this time around. I like the new location of their amenity space.”*

#### **June 6, 2022 (First Submission)**

##### Site Design

- *Provide for a more legible and usable public realm to support the proposed intensity and density of the development in terms of outdoor amenity spaces, privately owned public spaces (POPS), transit oriented amenities, pedestrian connectivity and safety [TLP 255].*
  1. *Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance, and in proximity to the closest transit stop(s).*
  2. *Ensure pedestrian connections are included throughout the site in order to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas.*
- *Reduce the amount of surface parking and locate the parking underground or within a parking structure to mitigate the potential heat island effects.*
  1. *Parking for high-rise developed should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages.*
- *Provide for appropriately sized and located outdoor amenity spaces (including private amenity spaces) and/or privately-owned public spaces (POPS) throughout the site for the number of residents anticipated [TLP 295].*
  1. *The location of the outdoor amenity spaces provided between two rows of parking is undesirable. Remove or relocate the parking adjacent to amenity areas to a different location.*
  2. *Provide pedestrian connections to the proposed amenity areas.*
  3. *Additional amenity spaces could also be provided as roof top amenity areas where possible.*
- *Locate any surface parking away from the street edge and behind the building. Screen any surface parking exposed to a public street with a combination of low masonry walls and/or enhanced landscaping.*
- *Relocate the garbage and recycling pick up location to ensure it is accessible by collection vehicles.*

- Provide a layby dimensioned at least 3.5m x 12m within 15m of the main entrance for each building.
- Ensure all parking areas are a minimum of 3m from windows to habitable rooms.

#### Building Design Comments:

*Redesign the layout of the site and buildings to reduce the impacts from large, long and elongated floor plates and the wide expanse of paved areas including driveways and surface parking*

*Incorporate underground/structured parking to reduce the vast expanse of paved areas and mitigate the potential heat island effects. This will also aid in providing more at grade outdoor amenity areas and landscaped open spaces for the number of units proposed.*

*Reduce the overall mass of the proposed buildings by breaking up the large, elongated floor plate, providing step backs/variation in height and/or incorporating additional diverse forms such as townhouses.*

*Direct the height of the building towards Oxford Street E and maximize the built form along that frontage.*

*Consider more mid-rise (up to 8 stories) built form to follow the property edge along hydro corridor and Second Street.*

*Provide for a step-back of minimum 5m above the 4th or 5th storeys along both street edges in order to provide for a more human-scale environment along the street.*

#### Ground Floor Design and Uses

*Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points. Explore opportunities to increase the ground floor presence on the site to accommodate active uses street facing facades and incorporate the parking within the building. [TLP 285, 291].*

*Locate the principal building entrance on Oxford Street-facing elevation, or in a convenient and prominent location on the Second Street frontage and differentiate it from the individual residential unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.*

*Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, commercial units, and residential units with direct access to the sidewalk along both street-facing elevations in order to activate the street edge.*

*For any ground-floor street facing residential, include individual ground floor unit entrances with courtyards or “front porches” with access directly to the City sidewalk along the street frontage they face in order to activate the street edge. Raise units slightly above grade to provide privacy and reduce impacts of vehicle headlights.*

*Articulate facades by including balconies or terraces along the street frontages to have ‘eyes on street’ and to provide depth and variation in the built form to enhance the pedestrian environment.*

#### Podium Design

*Parking for high-rise developed should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. [TLP 285].*

*Reduce the amount of surface parking and explore opportunities to locate the parking underground or within a parking structure to mitigate the potential heat island effects.*

*Consider an addition of a podium floor( 4 storey podium) with enlarged podium area along the site to integrate structured parking/underground parking and provide active facades( residential units) along Oxford Street and Second Street.  
Minimize the exposure of the above ground structured parking( if provided) along street frontages by providing residential units and other amenity spaces.*

### *Tower Design*

*Design high-rise buildings (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce "slab-like" appearance of the towers, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces[TLP 293].*

*Reduce the proposed floor plate to be less than 1000 sqm.*

*Reduce the slab like appearance of the tower portion by optimizing the length and width within a 1.5:1 ratio.*

*Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the buildings.*

*Increase the size & scale of proposed windows and use material change, balconies and articulation to break up the facades.*

*Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.*

*Design and distinguish the top of the buildings (i.e.. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into an architecture of the building. [TLP 289\_3, 296].*

### **UDPRP Comments (July 20, 2022-First Submission)**

#### *Site Strategy*

- The Panel notes that there are concerns with the current site configuration and massing strategy of the proposed development and strongly recommends the applicant revisit the Panel at the Site Plan stage for further design review and comments.*

- The Panel notes that the site design of the current proposal appears parking-oriented, with the site design and layout responding to the incorporation of parking to meet the hydro and industrial setback requirements and i.e. sound urban design residential planning principles. The Panel recommends additional massing and site layout analysis take place to evaluate the feasibility of the following:*

- i. Moving the South building as close as possible to the Second Street setback to provide a more active frontage linked to the public realm along Second Street, and relocate the surface parking, fire route, and layby from the West side of the site to the East parking lot and area along the main driveway;*

- ii. Incorporating two taller buildings with smaller footprints in order to create more open space for outdoor amenities, such as playgrounds and parklands; plazas and patios.*

### Open Space

- *The Panel notes that the current site layout is devoid of greenspace and suggests a centrally located and programmed communal greenspace and/or outdoor amenity area be provided for residents on site.*
- *The Panel notes there could be opportunities to utilize the existing hydro corridor running through the site as a redeveloped greenway corridor, connecting the existing greenspace at the intersection of Fanshawe Boulevard and Oxford Street East to the existing greenspace further South running parallel to Second Street. The Panel suggests consulting with London Hydro to negotiate the removal of surface parking to achieve this.*
- *The Panel recommends a provision of a parkette at the N-W corner of the site, between the new development and the existing restaurant at the S-E corner of Oxford Street and Second Street. A parkette or 'forecourt' could also be located between the two buildings with adjacent lobbies/indoor amenities to animate the main driveway and act as a 'gateway' to the site.*
- *The Panel notes that where there are private patios proposed at grade or bordering a sidewalk, an appropriate buffer should be provided. This can be achieved using landscaping, low fences and gates, or elevation changes. Consider connecting these patios directly to the sidewalks.*
- *The Panel recommends relocating surface parking to one level of below grade parking to free up space at grade for additional landscaping and amenity opportunities.*

### Architectural Expression

- *The Panel notes that while the elevations are articulated, the overall expression is a little bland. Regarding the architectural treatment of the buildings, consider the following: I. Further articulation of the towers, such as including vertical bays with different cladding material and differentiation of parapet heights to help break up the mass and slab-like appearance of the towers. II. Consider increasing the use of the 'wood' cladding at the podium level by wrapping corners completely, cladding the façade behind the balconies, and carrying the material all the way down to grade.*

### **Concluding comments:**

*This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process.*

*The overall development of this site as proposed could benefit from further analysis and is recommended to return to the Panel at or prior to Site Plan Submission. Consider the panel's recommendations as noted above for future refinements to the project in the interest of enhanced experience of the public realm and for current and future residents. The Panel looks forward to the proponent's response.*

### **Parks Planning and Design Comments (July 22, 2022 1<sup>st</sup> Submission)**

*Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.*

### **Landscape Architect-Trees Comments (July 12, 2022 – 1<sup>st</sup> Submission)**

*The City's Landscape Architect has reviewed the Tree Assessment Report prepared by RKLA, March 2022 for 568 Second Street and has no concerns with its accuracy or completeness. The inventory captured 30 individual trees within the subject site and within 3 meters of the legal property boundary. No species classified as endangered,*

*threatened, or at risk under the Ontario Endangered Species Act, 2007, S.O. 2007, c. 6 were observed during the tree inventory.*

- 1. One tree in the Hydro corridor is proposed for removal, #5 Oakleaf Mountain Ash. The applicant will need to forward consent letter from Hydro to Development and Planning at time of Site Plan Application.*
- 2. Off-site trees #27-30 will have approximately 50% of their root mass removed or injured with the proposed development; this will cause significant stress and compromise the structural stability of the trees. Where critical root mass cannot be adequately protected, trees should be recommended for removal.*

*Reminder that no trees can be removed until site plan approval is granted or a separate tree removal permit is issued.*

### **Archaeological Comments**

*No concerns.*

### **AGENCY COMMENTS**

UTRCA- no objection (July 14, 2022)

London Hydro (July 22, 2022 – 1<sup>st</sup> Submission)

*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.*

*London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.*

## Appendix C - Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

### Infill and Intensification

Located within the Built Area Boundary: Yes  
Located within the Primary Transit Area: No, but on the boundary  
Net density change: 314 units per hectare  
Net change in affordable housing units: Unknown

### Complete Communities

New use added to the local community: Yes, apartment buildings  
Proximity to the nearest public open space: Farnsborough Park (700m)  
Proximity to the nearest commercial area/use: 100m  
Proximity to the nearest food store: 1,600m  
Proximity to nearest primary school: Roosevelt Public School (100m)  
Proximity to nearest community/recreation amenity: Stronach Arena and Community Centre (1,400m)  
Net change in functional on-site outdoor amenity areas: Unknown

### Reduce Auto-dependence

Proximity to the nearest London Transit stop: 100m  
Completes gaps in the public sidewalk network: N/A  
Connection from the site to a public sidewalk: Yes  
Connection from the site to a multi-use pathway: N/A  
Site layout contributes to a walkable environment: No, to be addressed at Site Plan  
Proximity to nearest dedicated cycling infrastructure: 100m, Fanshawe Collee Boulevard  
Bicycle parking spaces: 328 required (0.75 spaces per unit)  
Bicycle parking ratio: 0.75 spaces per unit required  
New electric vehicles charging stations: Unknown  
Vehicle parking ratio: 219 spaces (0.5 spaces per unit)

### Environmental Impacts

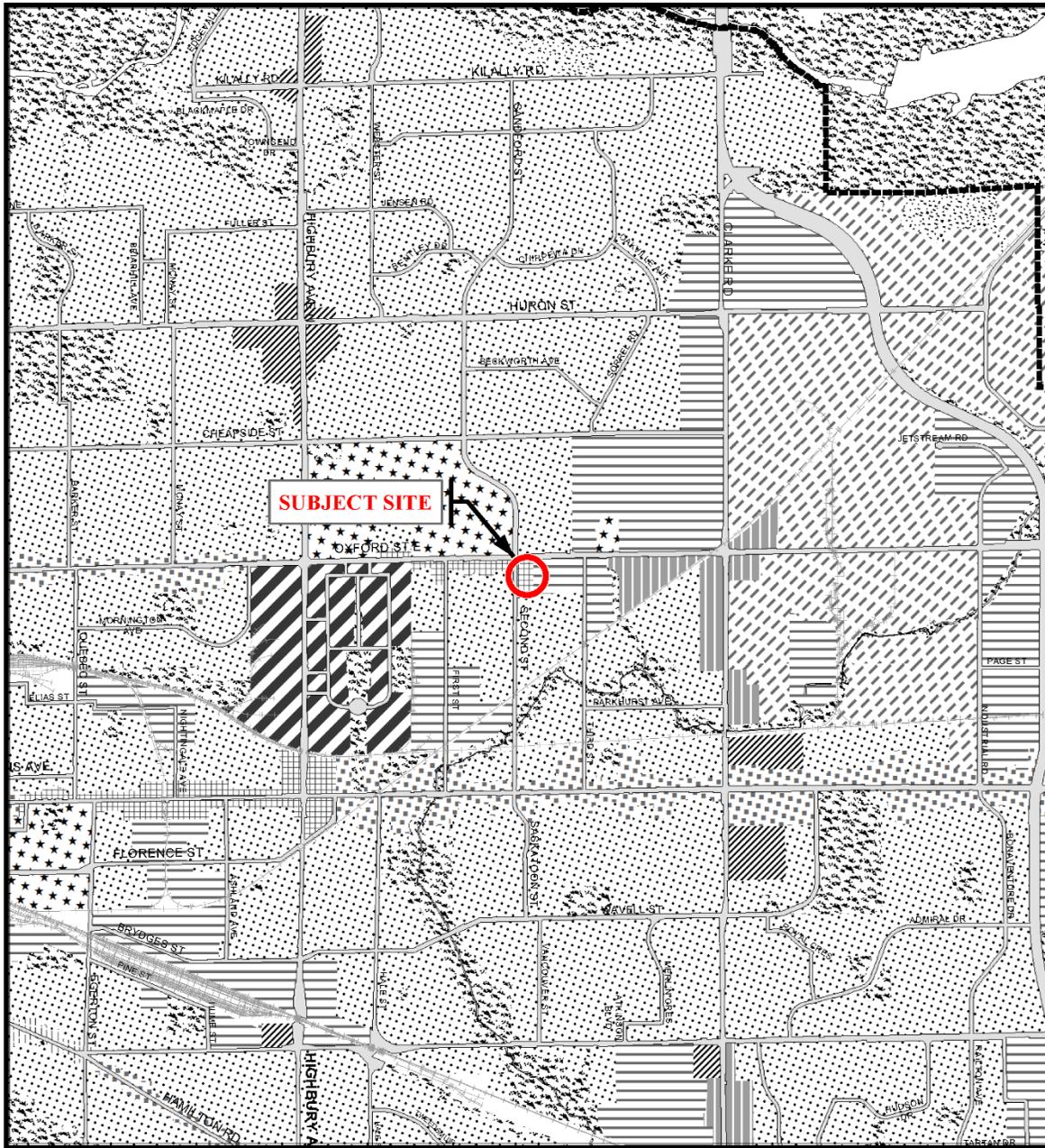
Net change in permeable surfaces: Unknown  
Net change in the number of trees: Positive change  
Tree Protection Area: No  
Loss of natural heritage features: No  
Species at Risk Habitat loss: No  
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): N/A

### Construction

Existing structures on site: Yes  
Existing structures repurposed/adaptively reused: Yes, self storage  
Green building features: Unknown  
District energy system connection: N/A

# Appendix D – Relevant Background Information

## Additional Maps

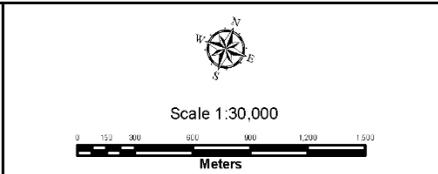


**Legend**

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	

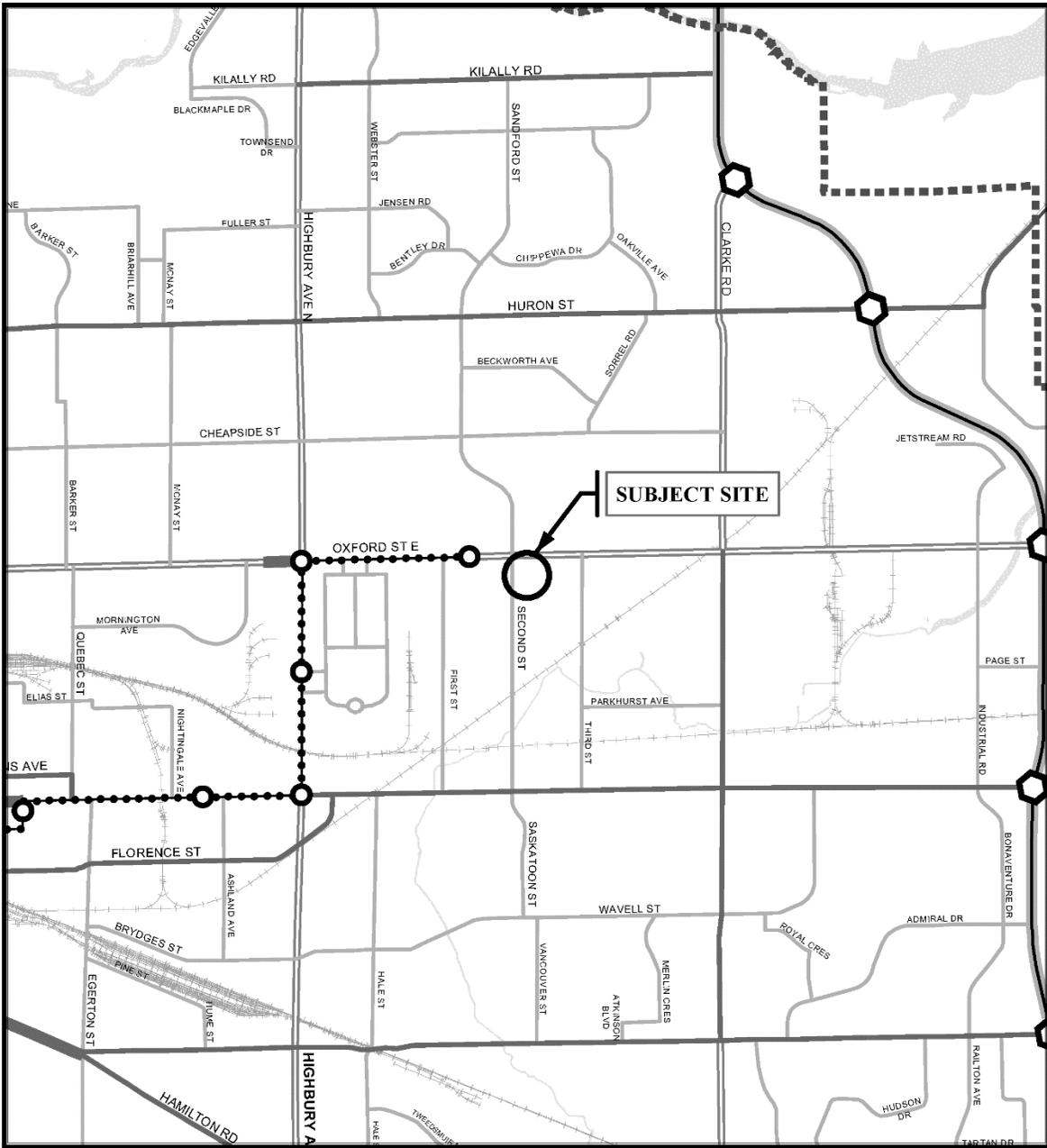
*This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

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



**File Number:** Z-9522  
**Planner:** CP  
**Technician:** RC  
**Date:** 2022/8/26

Project Location: E:\Planning\Projects\p\_officialplan\workconsol\00\excerpts\_LondonPlan\mxd\Z-9522-EXCERPT\_Map1\_PlaceTypes.mxd



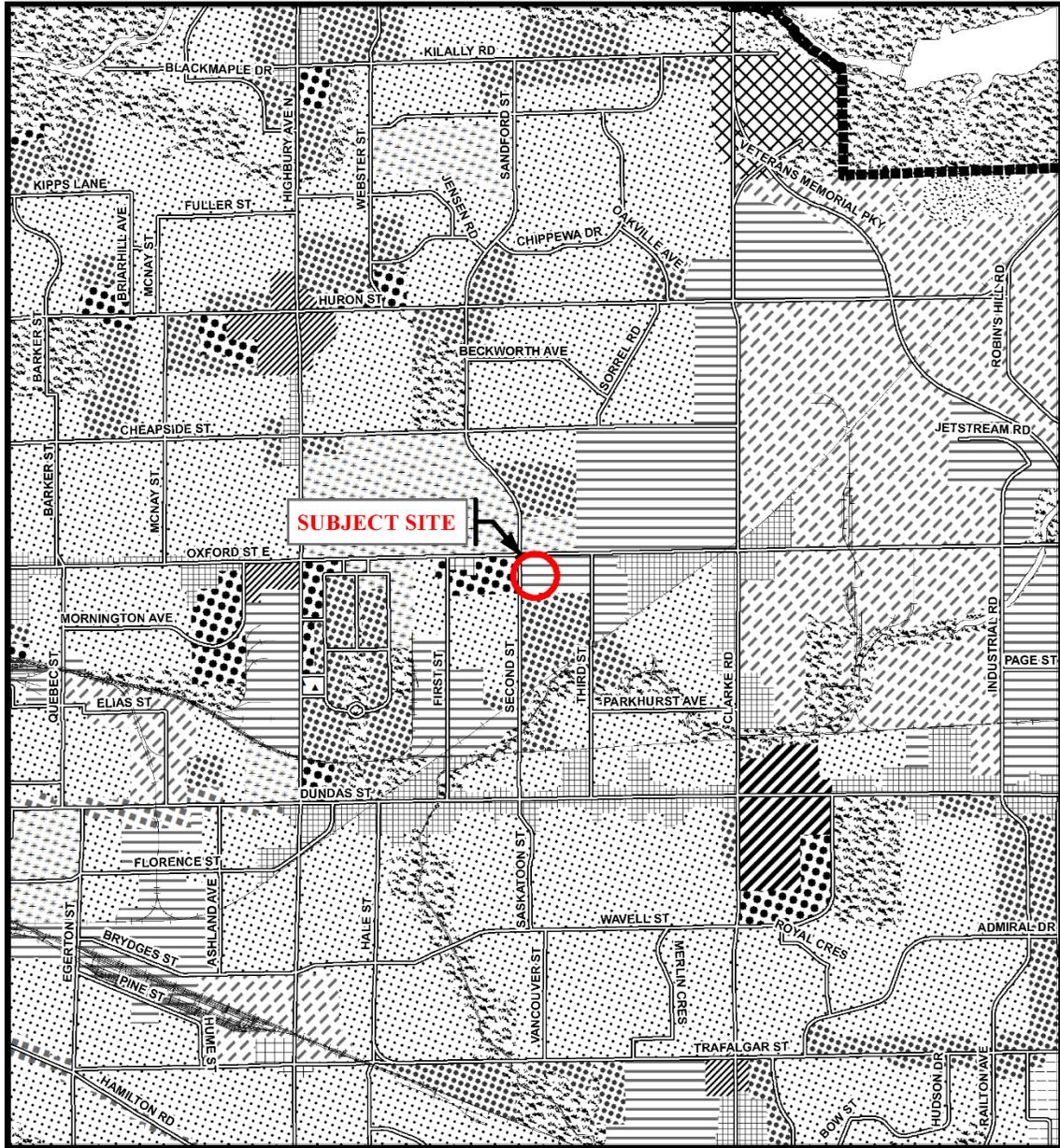
**Legend**

- |  |                         |  |                         |  |                        |
|--|-------------------------|--|-------------------------|--|------------------------|
|  | Provincial Highway      |  | Main Street             |  | Interchanges           |
|  | Expressway              |  | Neighbourhood Connector |  | Rapid Transit Stations |
|  | Urban Thoroughfare      |  | Rural Thoroughfare      |  | Urban Growth Boundary  |
|  | Rapid Transit Boulevard |  | Rural Connector         |  |                        |
|  | Civic Boulevard         |  |                         |  |                        |

*This is an excerpt from Planning & Development's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.*

<p><b>CITY OF LONDON</b> Official Plan</p> <p>LONDON PLAN MAP 3 - STREET CLASSIFICATIONS -</p> <p>PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>0 145 290 580 990 1160 1450</p> <p>Meters</p>	<p><b>File Number:</b> Z-9522</p> <p><b>Planner:</b> CP</p> <p><b>Technician:</b> RC</p> <p><b>Date:</b> 8/26/2022</p>
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Project Location: E:\Planning\Projects\p\_officialplan\workconsol\00\excerpts\_LondonPlan\mxd\Z-9522-EXCERPT\_Map3\_StreetClassifications.mxd

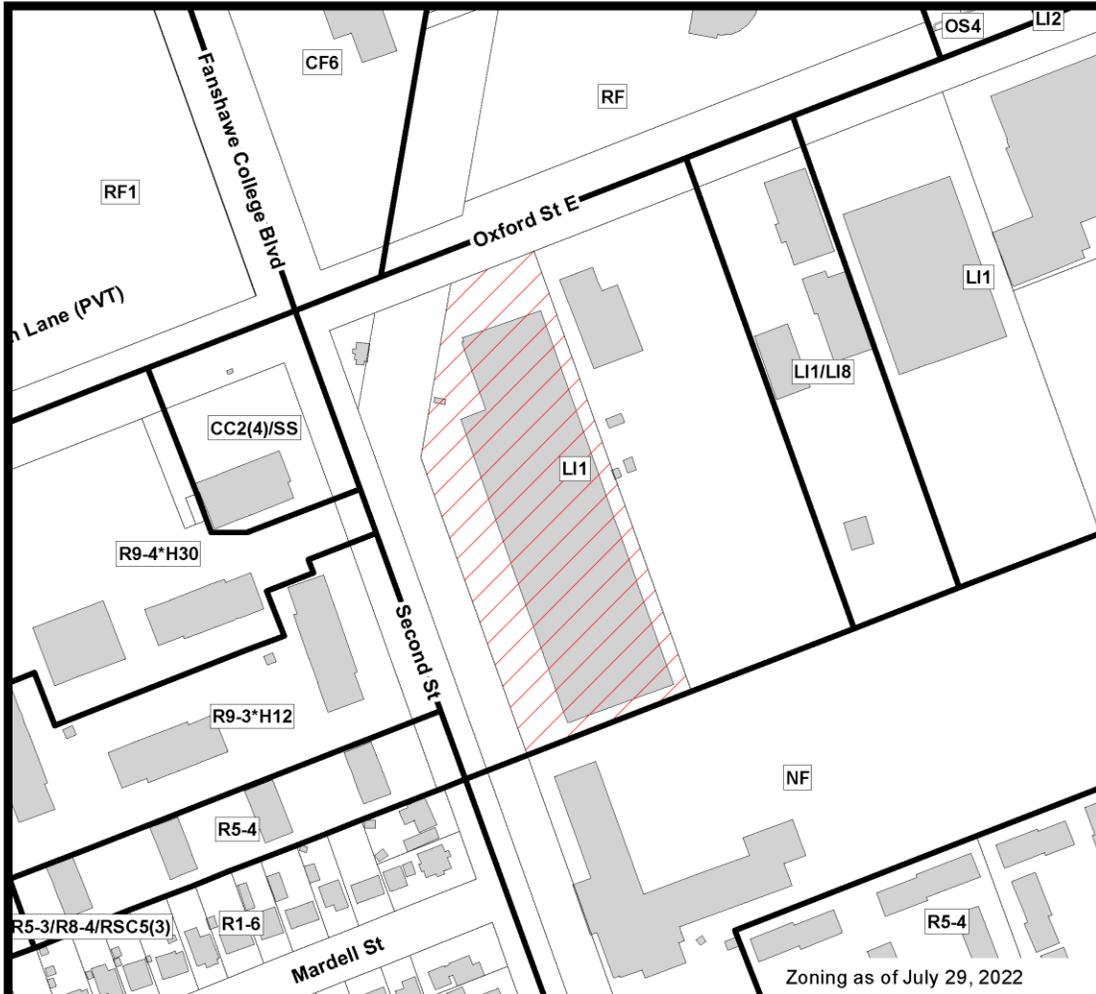


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
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><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>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-9522</p> <p>PLANNER: CP</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/08/26</p>
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PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consol00\excerpts\mxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd



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

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

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
|--|---|

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
BY-LAW NO. Z.-1  
SCHEDULE A**



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

FILE NO:  
**Z-9522** CP

MAP PREPARED:  
**2022/08/26** RC

1:2,500  
0 12.525 50 75 100  
Meters

# 568 Second Street (SE corner at Oxford Street East)



Z-9522/Parkit Enterprises

**Planning and Environment Committee – June 19, 2023**



London  
CANADA

# Location



# Proposal — 4<sup>th</sup> Submission

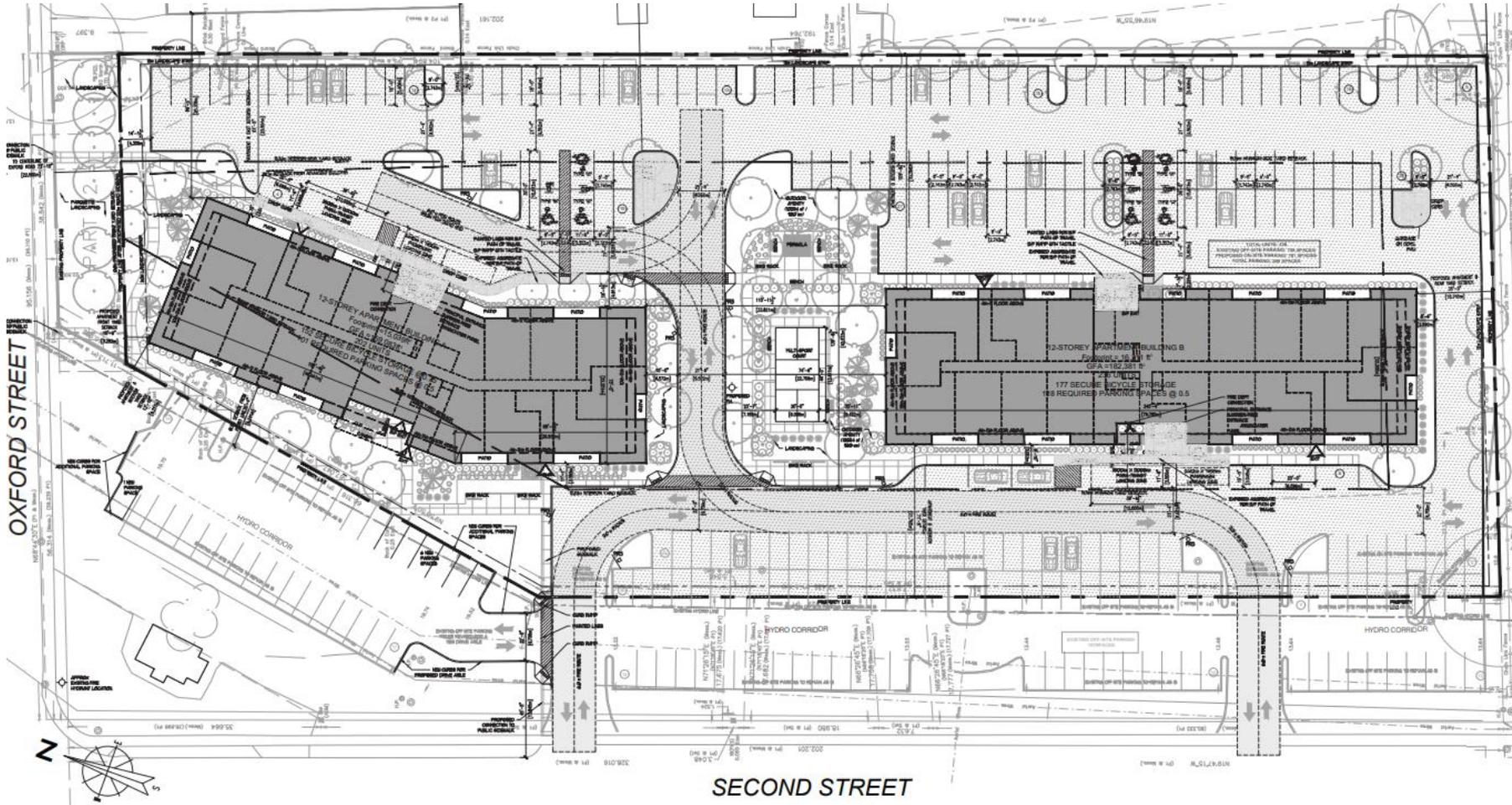
- Two, 12 storey apartment buildings at a density of 314 units per hectare (to be built in two phases)
- 438 apartment units with 219 parking spaces
- Part of existing industrial building to be demolished for first tower and in future, the second tower.





London  
CANADA

# Site Plan — 4<sup>th</sup> Submission





London  
CANADA

# Landscaped Site Plan- 4th Submission





# Existing Policies and Requested Changes

- Application accepted June 9, 2022
- The London Plan- Rapid Transit Corridor Place Type – intersection with Neighbourhood Connector (12 storeys height maximum)
- Existing Z-1 Zoning – Light Industrial (LI1)
- Zoning Request- R9-7( ). B- ( )- not enough time before Province ended practice of bonusing
- Special Provisions Requested-
  1. 314 u/ha instead of 150 u/ha (1989 Plan) – density no longer needed- London Plan deals with use, intensity and form which includes height not density.
  2. Parking at 0.5 spaces/unit instead of 1.25 spaces/unit (City standards changed after application submitted)
  3. Interior Side yard Depth min.- Northwest corner of Building A- 5m instead of 15.36m
  4. Permit self-storage establishment as a temporary use in a portion of existing building until second building built.

# Department/Agency Issues

- **Not enough sanitary capacity for two buildings-** Engineering requested holding provision-have indicted there may be enough capacity for one building without upgrades
- **Urban Design, Site Plan and UDPRP have had concerns with the submitted concepts-** site layout, building form/massing, function of site, use of the hydro corridor and site too parking orientated.
- Recommended resubmission (4<sup>th</sup> resubmission – same concerns).

# Public Issues

- 2 letters/e-mails

Issues (both from adjacent use to the east)

1. Target of garbage
2. Unduly restricted the use of their property-  
want to expand (rear 2 ac.)- want 15m  
setback
3. Vandalism and theft
4. Disruption of businesses
5. Students at elementary school next door at  
risk



# Alternative Recommendation

The recommended zoning by-law amendments are similar to those requested;

1. 12 storey height
2. Could allow 438 units
3. Special provisions for parking and setback
4. Temporary use of existing building

With the following exceptions;

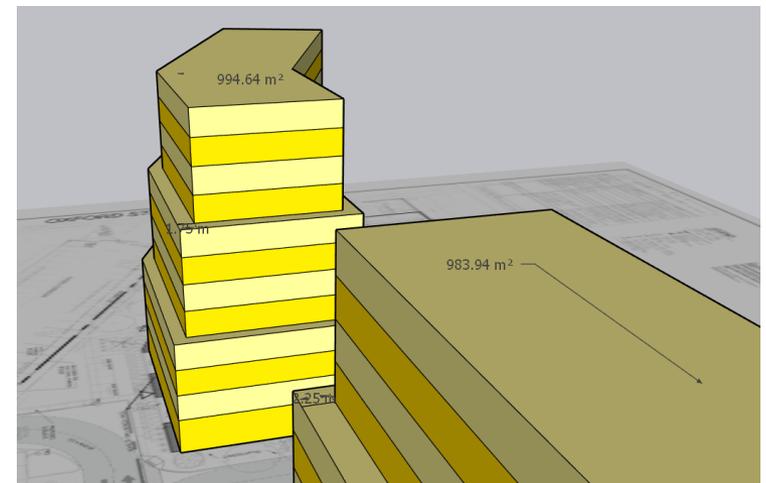
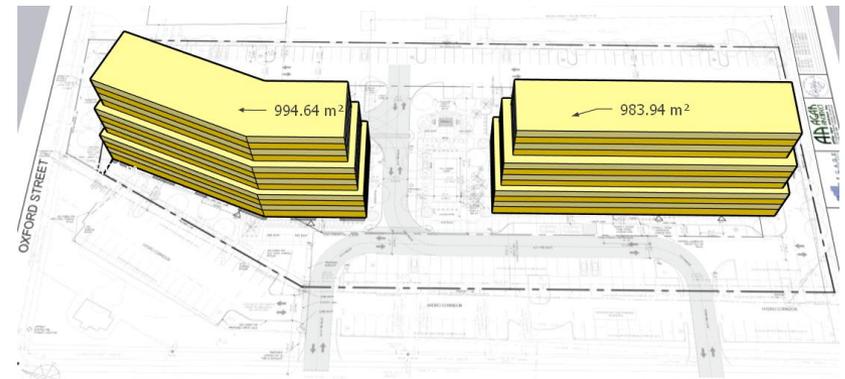
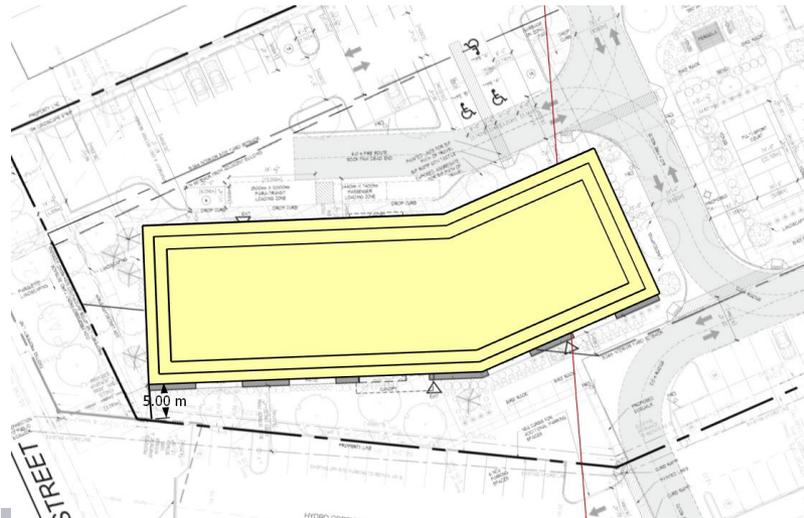
1. **inclusion of a holding provision to ensure services are available before second tower is constructed** – motivate them to pursue site plan approval(development agreement)/building permit to reserve sanitary capacity. Cannot hold capacity at application stage.
2. **inclusion of regulations to address urban design comments** regarding location and amount of amenity space (green space instead of surface parking), wind and shadowing impacts floorplate size and stepbacks reduce shadow and wind impacts at ground level) , amount of parking (maximum applied similar to 307 Fanshawe West). Can still provide underground or structured parking.



London  
CANADA

# Staff Concepts showing Alternate Recommendation

## Phase 1 Phase 2



# 568 Second Street

*Parkit Enterprises Inc.*

PEC Meeting | Monday, June 19, 2023

# Proposed alternative zoning amendment

- ▶ **Holding provision for sanitary capacity**
- ▶ Special regulations:
  - ▶ Max. Density: 314 uph
  - ▶ **Max. Height: 39m (actual 41.1m)**
  - ▶ Min. interior side yard setback (W + NW): 5m
  - ▶ Min. Step back at 4<sup>th</sup> storey: 1.5m
  - ▶ Temporary (T) Zone (southerly portion): Self Storage Establishment for 3 years
  - ▶ **Max. floor plate above 8<sup>th</sup> storey: 1,000 sqm**
  - ▶ **Max. surface parking spaces: 0.5 spaces per unit**

*Rendering of view of proposed buildings, looking south east*



*Rendering of Building A from across Oxford Street, looking south*



*Rendering of view of communal outdoor area, looking east (Building A on left)*

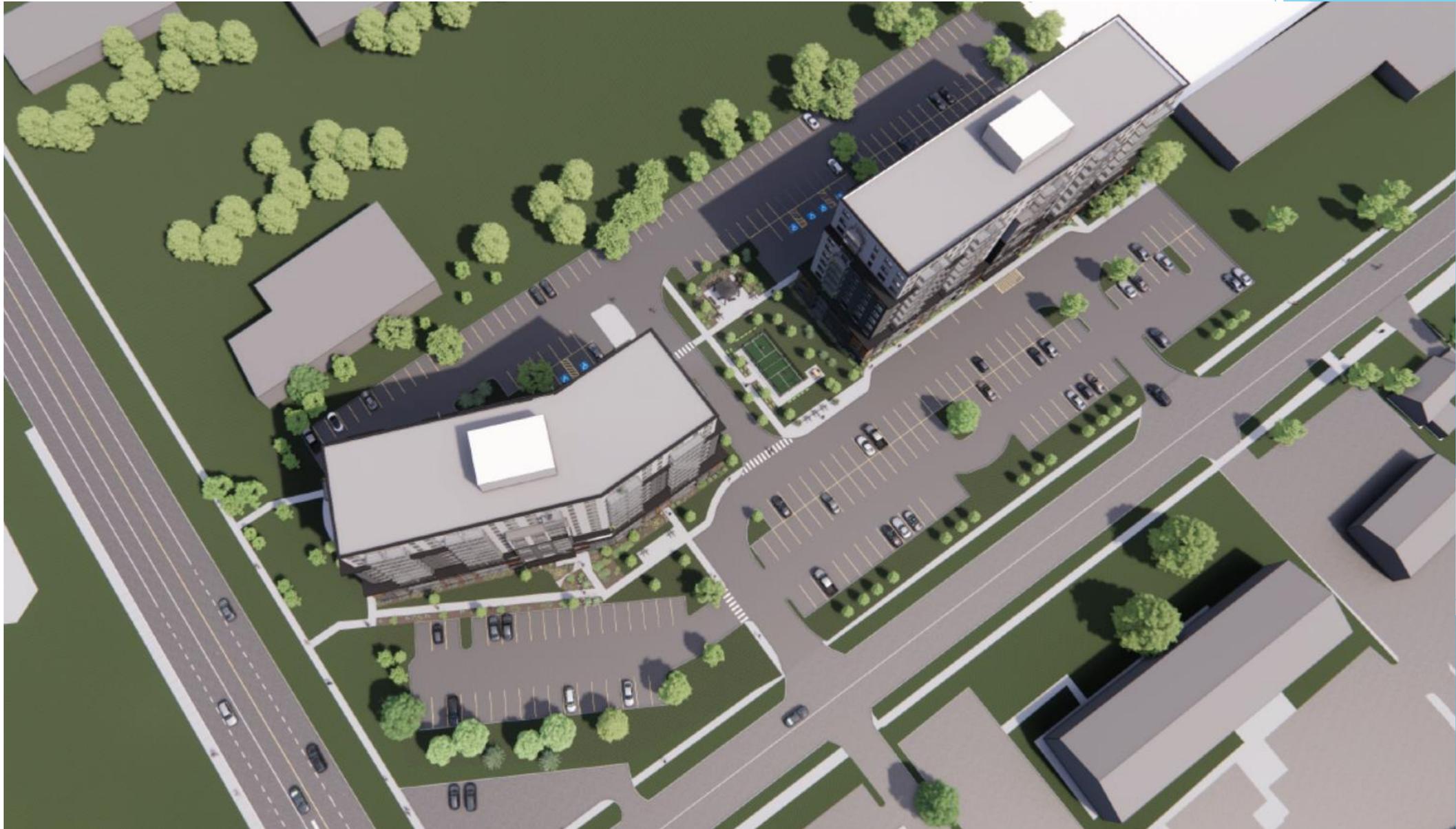


OXFORD STREET



SECOND STREET

*Rendering of aerial view of proposed development*



# Affordable housing offer

Based on the 438-unit scheme submitted, the owner is willing to offer the following affordable housing component:

- ▶ A total of six (6) one-bedroom units + one (1) two-bedroom unit;
  - ▶ *(i.e. 10% of uplift; storeys 11 & 12) = 34 units in Building A + 40 units in Building B*
- ▶ Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- ▶ The duration of affordability set at 30 years from the point of initial occupancy;
- ▶ The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.

# Key Considerations

- ▶ The proposed development is supported by all levels of current provincial and city land use planning policies, which encourages efficient and cost-effective residential development in locations such as the subject lands, at the height and density being proposed.
- ▶ The addition of 438 rental residential units will provide enhanced housing options for this part of London.
- ▶ The massing and layout of the proposed development is considered appropriate for the size and configuration of the subject lands, and the proposed buildings have been designed and positioned to respect existing site constraints and surrounding land uses. Further consideration of detailed design during future SPA application.
- ▶ The proposal is supported by a range of technical studies. The provided Capacity Analysis Study confirms that there is adequate capacity within the existing municipal system to service the entire development.
- ▶ In our professional opinion the proposed development is appropriate and desirable for the subject lands, and represents sound land use planning principles.

Thank you!

Questions?

## 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:** 1176, 1180, 1182, & 1186 Huron Street & 294 Briarhill Avenue  
Public Participation Meeting  
City File No: OZ-9596 Ward 3

**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2864876 Ontario Inc. relating to the property located at 1176, 1180, 1182, & 1186 Huron Street & 294 Briarhill Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 27, 2023 to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of the Official Plan;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting June 27, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, for the City of London to change the zoning of the subject property **FROM** a Residential R1 (R1-6) Zone **TO** a Holding Residential R9 Special Provision (h-18\*R9-7(\_)\*H27) Zone;
- (c) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
  - i) Provision of adequate outdoor amenity space;
  - ii) Differentiate the main building entrance from ground floor units;
  - iii) No portions of the building or landscaping features (ie planting boxes or privacy screens) are permitted to encroach into the City right-of-way;
  - iv) Consent to remove any boundary trees is required prior to final Site Plan Approval; and,
  - v) At the time of Site Plan Approval, the building design is to be similar to that which was considered at the time of the Official Plan/Zoning By-law Amendment application.
- (d) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the recommended by-law.

## Executive Summary

### Summary of Request

The applicant has requested to amend The London Plan to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

The applicant has also requested to rezone the subject site from a Residential R1 (R1-6) Zone to a Residential Special Provision (R9-7(\_)) Zone to permit an 8-storey, 143-unit apartment building. Special provisions would permit the following: a minimum lot area of 6,800 square metres; a minimum front/exterior side yard depth of 1.0 metre; a maximum front/exterior side yard depth of 6 metres; a minimum setback of 0 metres to the sight triangle; a maximum balcony encroachment of 0.5 metres into the front/exterior side yard; a minimum rear yard depth of 1.0 metres per 1.0 metres 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 7.5 metres; a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres; a maximum building height of 27.0 metres; a maximum density of 225 units per hectare; and, notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line.

### **Purpose and the Effect of Recommended Action**

The purpose and effect of the recommended action is to facilitate the development of an 8-storey, 143-unit apartment building. A maximum building height of 27 metres is recommended through the H27 height provision. Staff are further recommending an h-18, Holding Provision be applied to ensure all outstanding archaeological matters are addressed.

### **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 in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, the Neighbourhoods Place Type policies, the Zoning to the Upper Maximum policies, and the Evaluation Criteria for Planning and Development Applications policies;
3. The recommended amendment would permit development at a transitional scale and intensity that is appropriate for the site and the surrounding neighbourhood;
4. The recommended amendment facilitates the development of an underutilized site within the Built-Area Boundary and Primary Transit Area with an appropriate form of development.

## **Linkage to the Corporate Strategic Plan**

A well planned and growing community – London’s growth and development is well-planned and considers use, intensity, and form.

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The introduction of a Temporary Zone for a surface parking lot continues to foster the use of automobiles and is a use that conflicts with the long-term planning of the subject lands for development, which promotes mobility alternatives that are transit-supportive and pedestrian-friendly. See more detail in Appendix F.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Property Description**

The subject lands are located at the northeast corner of Huron Street and Briarhill Avenue within the Huron Heights Planning District. The subject lands currently consist

of five properties addressed as 1176, 1180, 1182 and 1186 Huron Street and 294 Briarhill Avenue. The properties are currently developed with existing single detached dwellings, with the exception of 1182 Huron Street which is currently vacant. The consolidated site is 0.686 hectares in area with frontages on Huron Street and Briarhill Avenue. The surrounding area is predominantly developed with low, medium, and high density residential uses.



Figure 1: Photo of the subject lands

## 1.2 Current Planning Information (see more detail in Appendix G)

- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R1 (R1-6) Zone
- Street Classification – Civic Boulevard (Huron Street) and Neighbourhood Connector (Briarhill Avenue)

## 1.3 Site Characteristics

- Current Land Use – Single detached dwellings and vacant
- Frontage – 95.2 metres (Huron Street) and 75.8 metres (Briarhill Avenue)
- Area – 0.686 hectares
- Shape – Irregular

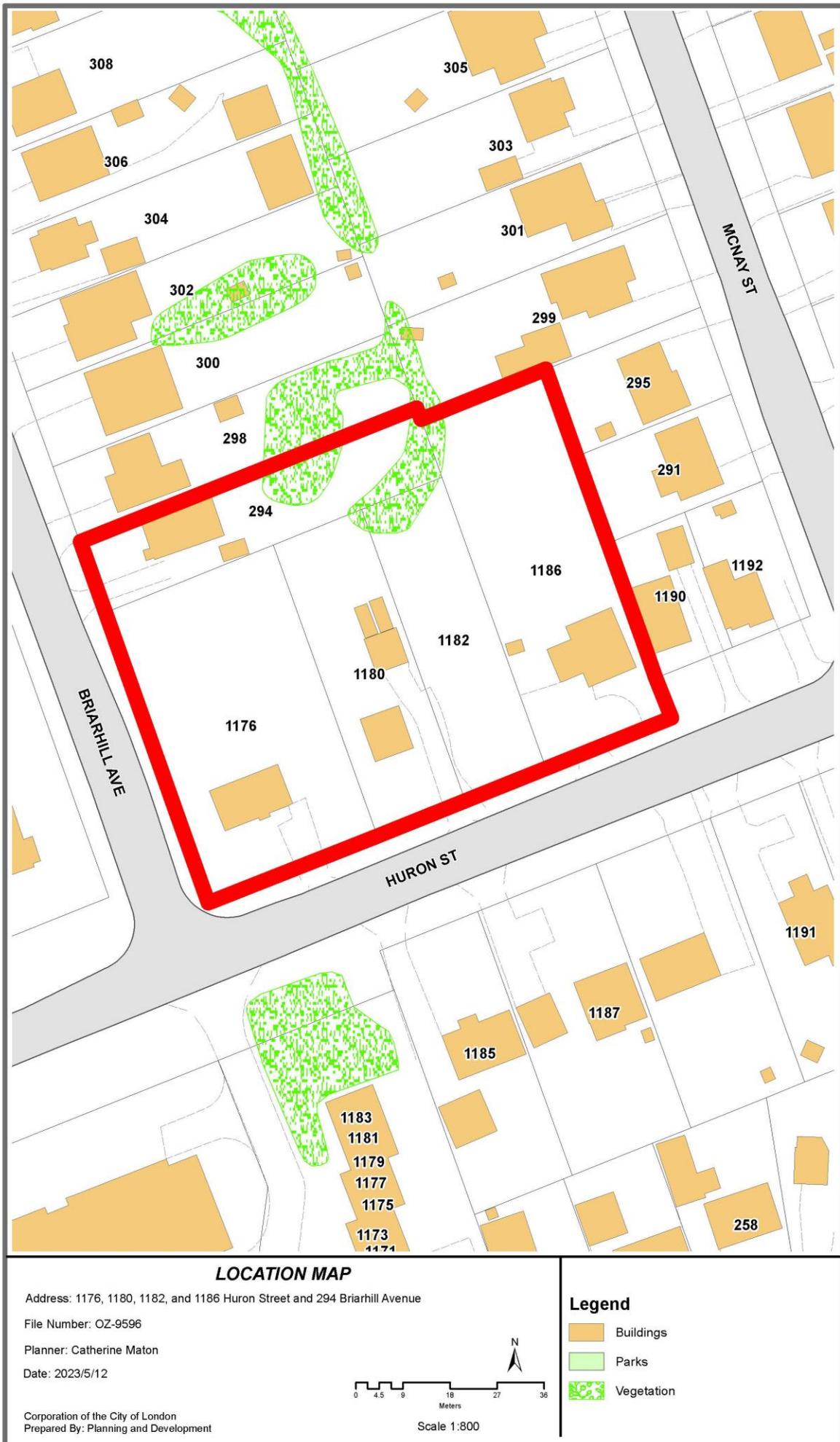
## 1.4 Surrounding Land Uses

- North – Single Detached Dwellings
- East – Single Detached Dwellings
- South – Townhouses and 8 Storey Apartment Building
- West – 4 Storey Apartment Building

## 1.5 Intensification

The proposed development represents intensification within the Built-Area Boundary and Primary Transit Area through the addition of 143 new residential units.

## 1.6 Location Map



## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The proposed development consists of an L-shaped building containing 143 residential units with a maximum density of 225 units per hectare (UPH) and a height of up to 27 metres (8 storeys). Vehicular access is proposed off Briarhill Avenue leading to 51 surface parking spaces and an underground parking garage containing 102 parking spaces. The underground parking garage would also contain 122 bicycle parking spaces. The building is oriented towards the intersection of Huron Street and Briarhill Avenue, with the 8 storey portion sited at the intersection and along Huron Street, lowering to 6 storeys along Briarhill Avenue towards the low density residential properties to the north. The site concept plan and renderings are contained in Figures 2 to 5.

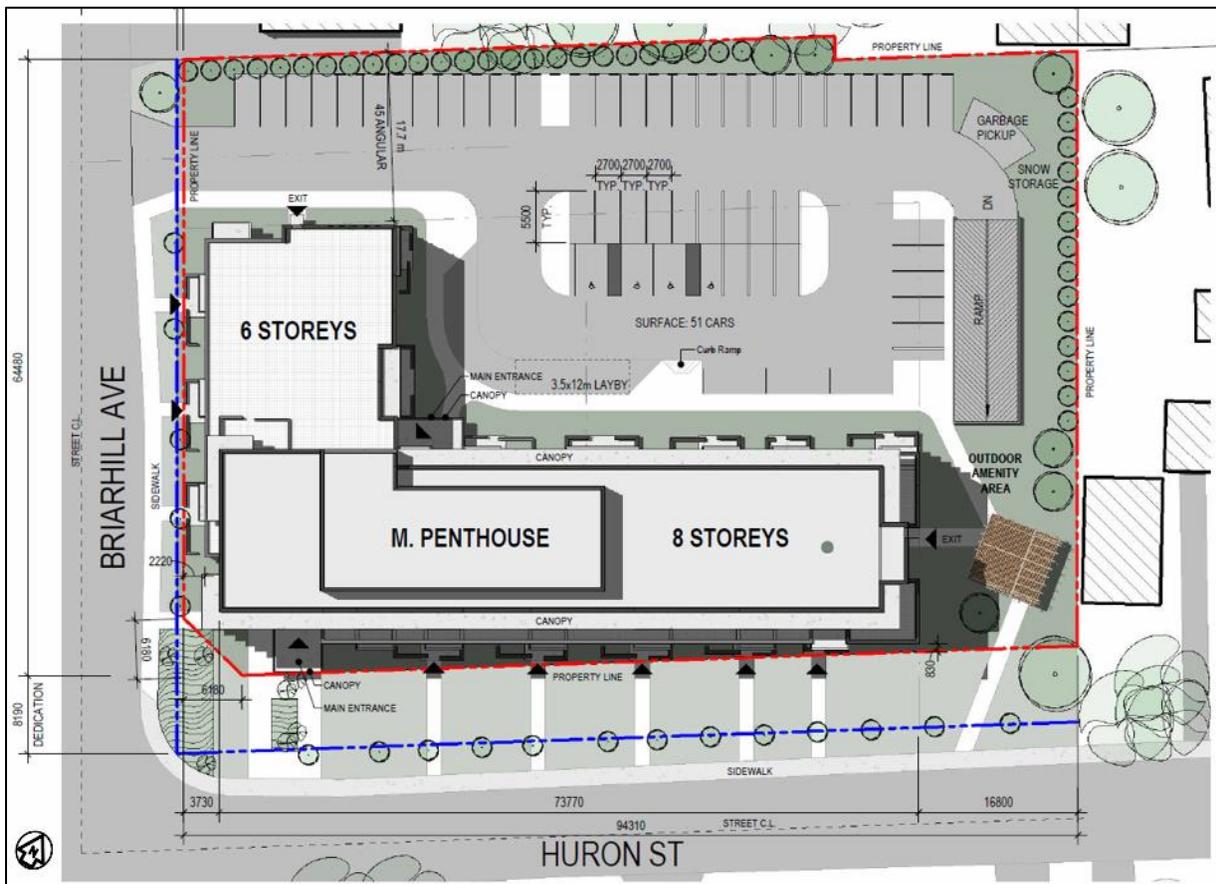


Figure 2: Site concept plan



Figure 3: Conceptual rendering – view from intersection of Huron Street and Briarhill Avenue



Figure 4: Conceptual rendering – Huron Street view



Figure 5: Conceptual rendering – Briarhill Avenue view

**2.2 Requested Amendment**

The applicant has requested to amend The London Plan to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storesys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

The applicant has further requested to rezone the subject site from a Residential R1 (R1-6) Zone to a Residential Special Provision (R9-7(\_)) Zone to permit an 8-storey, 143-unit apartment building. Special provisions are requested to permit the following:

- A minimum lot area of 6,800 square metres;
- A minimum front/interior side yard depth of 0 metres;
- A maximum front/interior side yard depth of 6 metres;
- A minimum rear yard depth of 1.0 metres per 1.0 metres 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 7.5 metres;

- A minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres;
- A maximum building height of 27.0 metres;
- a maximum density of 225 units per hectare; and,
- Notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line.

In May 2023, the applicant amended the requested Zoning By-law Amendment to permit 1.0 metre front/exterior side yard depths, whereas 0 metres was previously requested and to permit the following additional special provisions: a 0 metre setback to the sight triangle; and a maximum balcony encroachment of 0.5 metres into the front/exterior side yard. No major changes to the site or building design resulted from the amended request.

### **2.3 Community Engagement (see more detail in Appendix C)**

Staff received seven (7) responses through the circulation of the application consisting of a mix of support, opposition, and requests for clarification. The concerns raised were with regards to affordability of the units, increased traffic, and ease of access to the proposed bike parking.

## **3.0 Financial Impact/Considerations**

None.

## **4.0 Key Issues and Considerations**

### **4.1 Issue and Consideration #1: Provincial Policy Statement, 2020**

*Provincial Policy Statement, 2020*

The *Provincial Policy Statement, 2020* (PPS) 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 policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment where it can be accommodated. The PPS also takes 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) and 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, 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)).

Lastly, the PPS is supportive of development standards which facilitate intensification,

redevelopment, and compact form (1.1.3.4) and identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define character (1.7.1 e)).

The recommended amendment is consistent with the PPS as it will permit a more compact and intense form of development. The amendment will also contribute to providing an appropriate range and mix of housing options and densities essential to meeting the projected requirements for current and future residents. The development creates an appropriate land use pattern and makes efficient use of five underutilized parcels within an established neighbourhood and settlement area. The proposed development represents an appropriate form of residential intensification, which assists in avoiding the need for unjustified, and uneconomical, expansion of land. It should also be noted that the proposed development is at the intersection of two streets allowing for easy access to bus transit facilities and nearby commercial uses that assist in supporting a complete community.

#### **4.2 Issue and Consideration #2: The London Plan Key Directions**

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 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 1, 2, 4 and 5).

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

- Implementing “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character. Integrating affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources. (Key Direction #7, Directions 3 and 10).

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

- Ensuring that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
- Thinking “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.
- Avoiding current and future land use conflicts – mitigate conflicts where they cannot be avoided.
- Ensuring new development is a good fit within the context of an existing neighbourhood.
- Ensuring health and safety is achieved in all planning processes. (Key Direction #8, Directions 1, 3, 8, 9, and 10).

The recommended amendment supports these Key Directions by proposing a development that achieves a form of residential intensification that builds inward and upward, resulting in compact growth that utilizes existing services and facilities. Further, the proposed 8-storey, 143-unit apartment building contributes to a mix of housing options within the neighbourhood, providing a more intrinsically affordable housing

option in the community.

The area surrounding the subject lands primarily consists of a mix of low to high rise residential uses. The recommended amendment would permit a form of residential intensification that is transitional in height towards the surrounding low-rise residential uses and allows for a height and density that assists in thinking “big-picture” by contributing to the mix of housing options in the neighbourhood. The proposed development would also maximize the use of the land to accommodate appropriate residential density within the neighbourhood thereby allowing existing residents to age in place whilst efficiently taking advantage of existing municipal services and facilities.

#### **4.3 Issue and Consideration #3: Use**

The site is located within the Neighbourhoods Place Types of The London Plan, with frontage on a Civic Boulevard (Huron Street) and a Neighbourhood Connector (Briarhill Avenue), in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

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 low-rise residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses, triplexes, and low-rise apartment buildings. Mixed-use buildings are also contemplated at the intersection of a Civic Boulevard and a Neighbourhood Connector.

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 apartment building is a contemplated use in accordance with Table 10 and would contribute to a mix of housing types, providing more intrinsically affordable housing options. Mixed-use buildings are also contemplated at this location, therefore the requested Specific Policy to permit the option of a mixed-use building is in conformity with Table 10. As such, the proposed use is in conformity with The London Plan.

#### **4.4 Issue and Consideration #4: Intensity**

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted heights based on street classification (935\_1). At this location, Table 11 would permit a standard maximum building height of 4 storeys. An upper maximum height of 6 storeys may be contemplated, subject to the policies for Zoning to the Upper Maximum Height contained in policies 1638\_ to 1641\_ in the Our Tools section of The London Plan. The applicant has requested an Official Plan Amendment to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8 storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

Policy 1638\_ states that applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to The London Plan, however heights exceeding the upper maximum will require an amendment. In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific Zoning By-law amendment will be required to exceed the standard maximum height (1640\_). Through the amendment process the community, City Council and other stakeholders

can be assured that measures will be implemented to mitigate any impacts of additional height or density. Increases in building height above the Standard Maximum may be permitted where the resulting intensity and form of the proposed development represents good planning within its context (1641\_).

The proposed development has been reviewed from a form-based perspective to evaluate the appropriateness of the proposed intensity and to ensure the site is of a sufficient size to accommodate it. The requested amendment has also been reviewed in accordance with the Evaluation Criteria for Planning and Development Applications contained in policies 1577\_ to 1579\_ of the Our Tools section of The London Plan. Specifically, the application has been reviewed on the degree to which the proposal fits within its context.

Staff is satisfied appropriate mitigation measures are in place to justify the additional building height as discussed in Section 4.5 of this report. Given that the surrounding context consists of a range of residential uses and intensities, the proposed 8 storey apartment building is considered appropriate for the neighbourhood context. As such, staff is satisfied the proposed intensity is in conformity with the policies of The London Plan, including the criteria for Zoning to the Upper Maximum and the Evaluation Criteria for Planning and Development Applications.

Lastly, The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (1729\_ to 1734\_).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that all the above conditions have been met.

#### **4.5 Issue and Consideration #5: Form**

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).

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.).

In addition to the Form policies of the Neighbourhoods Place Type, all planning and development applications will conform with the City Design policies of The London Plan (841\_ 1). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193\_ 1 and 193\_ 2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (252\_ and 253\_).

In accordance with policy 289\_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

#### *Building Orientation and Built Form*

The proposed building has been sited close to the front and exterior side lot lines, with the greatest mass oriented to the intersection and along the higher order street (Huron Street) and the main entrance oriented to the intersection. The requested specific policy would establish angular plane requirements, specifically a 45-degree angular plane measured from the north property line and a 60-degree angular plane measured from the east property line, which would ensure an appropriate transition in height is provided towards adjacent development. These angular plane requirements would be implemented through the rear and interior side yard setback regulations requested through the application, and would ensure the massing is appropriate to the scale of the surrounding neighbourhood. While the applicant has requested reduced front and exterior side yard setbacks of 1 metre, which is smaller than the front yard setbacks of adjacent buildings, the reduced setbacks would facilitate an urban character that better aligns with modern urban design principles, creates a strong street wall, and sets the context for a comfortable pedestrian environment. This also allows for substantial separation from the rear and interior side lot lines to preserve access to sunlight and minimize overlook into rear yard amenity spaces, and to ensure development remains oriented towards Huron Street to encourage an active streetscape. It should also be noted that the existing 8 storey apartment buildings on Huron Street across from the subject lands were developed with no setbacks or transition in height. As such, the proposed development incorporates design attributes that currently do not exist within the neighbourhood context to assist in mitigating any adverse impacts as a result of the increased building height and location near the property line. Lastly, a Shadow Study was prepared for the proposed development to illustrate the potential shadow impacts on adjacent properties. The Shadow Study images are contained in Appendix E.

#### *Parking and Vehicular Access*

Vehicular access is proposed off of Briarhill Avenue, the lower order street, leading to 51 surface parking spaces and an underground parking garage containing 102 parking spaces. The underground parking garage would also contain 122 bicycle parking spaces. The surface parking is located at the rear of the building which would limit visual impacts of the parking lot on Huron Street. In total, 153 parking spaces are proposed, equating to 1.06 spaces per unit. Section 4.19 of Zoning By-law Z.-1 requires parking for apartment buildings at a rate of 0.5 spaces per unit, therefore the applicant is proposing more than twice the minimum required.

#### *Outdoor Amenity Area*

A common outdoor amenity area is proposed in the interior side yard to the east of the proposed building. While the applicant is commended for providing a reasonably-sized and centrally-located outdoor amenity area, the proposed location along Huron Street is not the most ideal. In addition, concerns were raised that the location of this amenity area could conflict with the proposed location of the ramp leading to the underground parking garage. However, as the applicant is proposing a significant oversupply in parking, there is opportunity to explore alternative options to reduce the number of surface parking spaces to allow for a more favourable location for the outdoor amenity area. These details will be reviewed and determined in greater detail at a future Site Plan Approval stage.

The application was reviewed by the Urban Design Peer Review Panel (the Panel) on March 15, 2023. The Panel was generally supportive of the proposed development, commending the proponents for the quality of the submission, and the quality of the proposed design. The Panel advised that the architecture, massing, and treatment of

the street frontages are all seen as positive contributions to this corner site. The Panel's full comments and the applicant's response are contained in Appendix D.

Staff are satisfied the proposed building and site design has adequately addressed comments from staff and the Panel. Further design refinements, including landscaping details and final determination of the common outdoor amenity area(s), will occur through the detailed design at a future Site Plan Approval stage. As such, staff are satisfied the proposed development and built form are in conformity with policies of The London Plan.

#### **4.6 Issue and Consideration #6: Zoning**

The applicant has requested to rezone the lands from the existing Residential R1 (R1-6) Zone to a Residential R9-7 Special Provision (R9-7( )\*H27) Zone. Special provisions are requested to permit the following: a minimum lot area of 6,800 square metres; a minimum front/exterior side yard depth of 0 metres; a maximum front/exterior side yard depth of 6 metres; a minimum rear yard depth of 1.0 metres per 1.0 metres 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 7.5 metres; a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres; a maximum building height of 27.0 metres; a maximum density of 225 units per hectare; and, notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line.

The proposed R9-7 Zone variation provides for, and regulates, a wide range of medium and higher density residential developments in the form of apartment buildings which are suitable for the intended nature of development in the Neighbourhoods Place Type along higher order streets such as a Civic Boulevard.

##### *Lot Consolidation*

The applicant has requested an increased minimum lot size of 6,800 square metres, whereas a minimum of 1,000 square metres is required in the R9-7 Zone. The purpose of the requested increase in lot area is to ensure development can only occur on the five consolidated parcels. This aligns with the vision of The London Plan to ensure redevelopment occurs comprehensively through lot assembly. The size and shape of the proposed lot assembly is desirable and provides a unique opportunity to accommodate residential intensification in a manner that is sensitive and responds well to its context.

##### *Front/Exterior Side Yard and Setback to the Sight Triangle*

In the Residential R9 Zone, minimum front/exterior side, interior side, and rear yard depths are established relative to building height resulting in larger setbacks for taller buildings. However, larger front yard depths are generally less conducive to achieving a street-oriented and transit-oriented building design. The reduced front yard and interior side yard depth reflects current urban design standards in The London Plan, which encourage buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (259\_). In addition, staff is recommending a 0 metre setback to the sight triangle. With the building oriented to the corner, there is a pinch point where a sight triangle is to be dedicated to the City. Staff have no concerns with the requested reductions, as they facilitate a development that is better oriented towards the intersection of Huron Street and Briarhill Avenue, consistent with the City Design policies in The London Plan.

##### *Balcony Projection*

Section 4.27 of the Zoning By-law establishes a list of structures and the maximum projection permitted into required yards. In accordance with section 4.27(6), balconies on apartment buildings may project 1.5 metres provided the projection is no closer than 3.0 metres to the lot line. The proposed balconies project beyond the façade of the building into the front yard and exterior side yards. As such, a special provision is required to permit a maximum balcony encroachment of 0.5 metres into the front/exterior side yard. As the proposed balconies provide additional private outdoor

amenity space for residents and do not encroach into the City's right-of-way, staff are satisfied the requested 0.5 metre encroachment is appropriate.

#### *Rear Yard Depth*

The intent of the required rear yard depth is to provide adequate separation between the proposed development and adjacent buildings, while also maintaining opportunities for amenity space in the rear yard. The applicant has requested a minimum rear yard depth of 1.0 metres per 1.0 metres 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 7.5 metres. The intent of the proposed setback is to facilitate the proposed development while recognizing that existing low-rise residential development and rear yard amenity spaces of those properties will be maintained in perpetuity and are not planned to change by way of the applicable policy framework. The regulation will ensure that the new building will fit within a 45 degree angular plane measured from 3 metres above grade, mitigating potential massing and shadow impacts. The actual rear yard depth proposed for the building is 17.7 metres, providing adequate separation between the building and adjacent properties to the north.

#### *Interior Side Yard Depth*

The intent of the required interior side yard depth is to provide adequate separation between the proposed development and adjacent buildings, while also providing perimeter access to the rear yard. The applicant has requested a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres. The proposed regulation will ensure all new buildings on the project site are setback at a minimum 1:2 depth-to-height ratio to provide additional horizontal plane separation and enhanced opportunities for plantings/buffering. The actual interior side yard depth proposed for the building is 16.8 metres, which provides plenty of separation between the building and adjacent property to the east.

#### *Building Height, Density, and Building Stepbacks*

Staff is satisfied the requested 8 storey (27 metre) building height and density of 225 units per hectare are appropriate for the site. As discussed in section 4.4 of this report, the increase in intensity beyond the standard maximum of 4 storeys and upper maximum of 6 storeys is appropriate for the site and has been appropriately mitigated to ensure there will be no adverse impacts on adjacent properties. Angular plane and minimum setback requirements captured in the recommended amendments ensure adequate separation between the building and adjacent properties, as well as an appropriate transition in height. In addition, 1.5 metre and 2.0 metre stepbacks above the 6th storey are recommended along Briarhill Avenue and Huron Street, respectively, to assist in creating a human-scale streetscape. Adequate outdoor amenity space has been provided on site and will be refined at a future Site Plan Approval stage. As such, staff is satisfied the proposed 8 storey (27 metre) building height and density of 225 units per hectare is appropriate and provides for higher density, transit-oriented development. It should be noted that the requested building height of 27 metres is recommended through the H27 height provision.

#### *Front Lot Line Interpretation*

As the subject site is located on a corner, the lot contains both a front lot line and an exterior side lot line. By definition in the Zoning By-law, the front lot line is the shorter lot line abutting the street which in this case is the Briarhill Avenue frontage. However, the site has been designed such that the building is oriented towards Huron Street, the higher order street, therefore the applicant has requested an additional special provision to interpret Huron Street as the legal frontage. As this is a technical matter and would secure building orientation to the higher order street, staff have no concerns with the requested special provision.

### **4.7 Issue and Consideration #7: Traffic and Parking**

As previously stated, the applicant is proposing 153 parking spaces which equates to more than double the requirement of Section 4.19 of Zoning By-law Z.-1. As such, staff have no concerns about the on site parking or impacts within the neighbourhood. In addition, the site is located in close proximity to bus stops #300, #1002, and #1012,

which are located on Briarhill Avenue (directly across from the property) and along Huron Street. There are also a number of other transit stops in the vicinity.

As part of the submission for the revised development concept, the applicant provided a Transportation Impact Assessment (“TIA”) prepared by Paradigm Transportation Solutions Limited, dated November 2022. The City’s Transportation Division has reviewed the TIA and has accepted the conclusions and recommendations.

#### **4.8 Issue and Consideration #8: Archaeology**

The subject lands are identified on the City’s Archaeological Mapping as having archaeological potential. As part of the complete application, the applicant submitted a Stage 1-2 Archaeological Assessment prepared by Lincoln Environmental Consulting Corp., dated June 2022. However, the submission did not include the necessary Ministry of Citizenship and Multiculturalism (MCM) compliance letter. As such, staff are recommending an h-18 Holding Provision be applied to ensure the compliance letter is received and all outstanding archaeological matters are addressed.

### **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, City Building policies, the Neighbourhoods Place Type policies, the Zoning to the Upper Maximum policies, and the Evaluation Criteria for Planning and Development Applications policies. The recommended amendment would permit development at a transitional scale and intensity that is appropriate for the site and the surrounding neighbourhood, and facilitates the development of an underutilized site within the Built-Area Boundary and Primary Transit Area with an appropriate form of development.

**Prepared by:** Catherine Maton, MCIP, RPP  
Senior Planner, Planning Implementation

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

**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

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

**Cc:**  
Britt O’Hagan, Manager, Community Planning, Urban Design and Heritage  
Michael Pease, Manager, Site Plans  
Ismail Abushehada, Manager, Development Engineering

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2023

By-law No. C.P.-XXXX-\_\_\_\_

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on June 27, 2023

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 27, 2023  
Second Reading – June 27, 2023  
Third Reading – June 27, 2023

**AMENDMENT NO.  
to the  
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum contained in the Our Tools part of this Plan, and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for an apartment building or a mixed-use apartment building with an upper maximum height of 8-storeys. Additional criteria would require lot assembly and ensure the increased intensity fits within the character of the existing area and is appropriate for the site.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

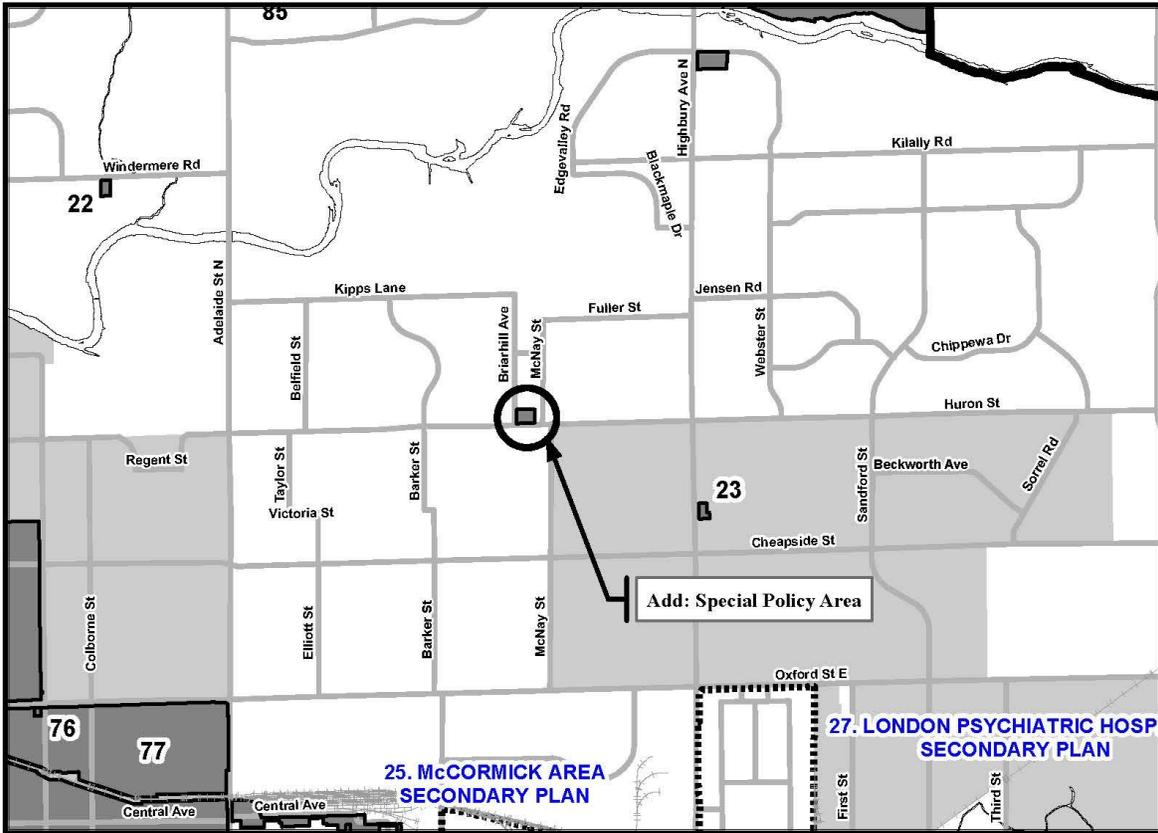
1. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following:

( ) 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

In the Neighbourhoods Place Type applied to the lands at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, an apartment building or mixed-use apartment building shall be permitted at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum contained in the Our Tools part of this Plan, and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

2. Map 7 - Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue in the City of London, as indicated on “Schedule 1” attached hereto.



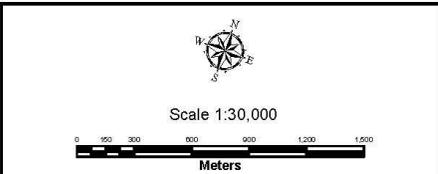


LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

*This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.*

**SCHEDULE #**  
**TO**  
**OFFICIAL AMENDMENT NO. \_\_\_\_\_**

PREPARED BY: Planning & Development



**FILE NUMBER:** OZ-9596  
**PLANNER:** CM  
**TECHNICIAN:** JI  
**DATE:** 5/12/2023

## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2023

By-law No. Z.-1- \_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

WHEREAS 2864876 Ontario Inc. has applied to rezone an area of land located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R1 (R1-6) Zone **TO** a Holding Residential R9 Special Provision (h-18\*R9-7( )\*H27) Zone.
- 2) Section Number 13.4g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7( ) 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

a) Regulations

- |  |   |
|--|---|
| i) Lot Area (Minimum)  | 6,800 square metres   |
| ii) Front and Exterior Side Yard Depth (Minimum)                       | 1.0 metre   |
| iii) Front and Exterior Side Yard Depth (Maximum)                      | 6.0 metres  |
| iv) Front Yard Building Stepback Above the 6th Storey (Minimum)        | 2.0 metres  |
| v) Exterior Side Yard Building Stepback Above the 6th Storey (Minimum) | 1.5 metres  |
| vi) Setback to the Sight Triangle (Minimum)                            | 0.0 metre   |
| vii) Rear Yard Depth (Minimum)   | 1.0 metres per 1.0 metres 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 7.5 metres |

- viii) Interior Side Yard Depth (Minimum) 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres
- ix) Density (Maximum) 225 UPH
- x) Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 0.5 metres into the required front and exterior side yard.
- xi) Notwithstanding anything to the contrary, Huron Street shall be deemed to be the front lot line.

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.

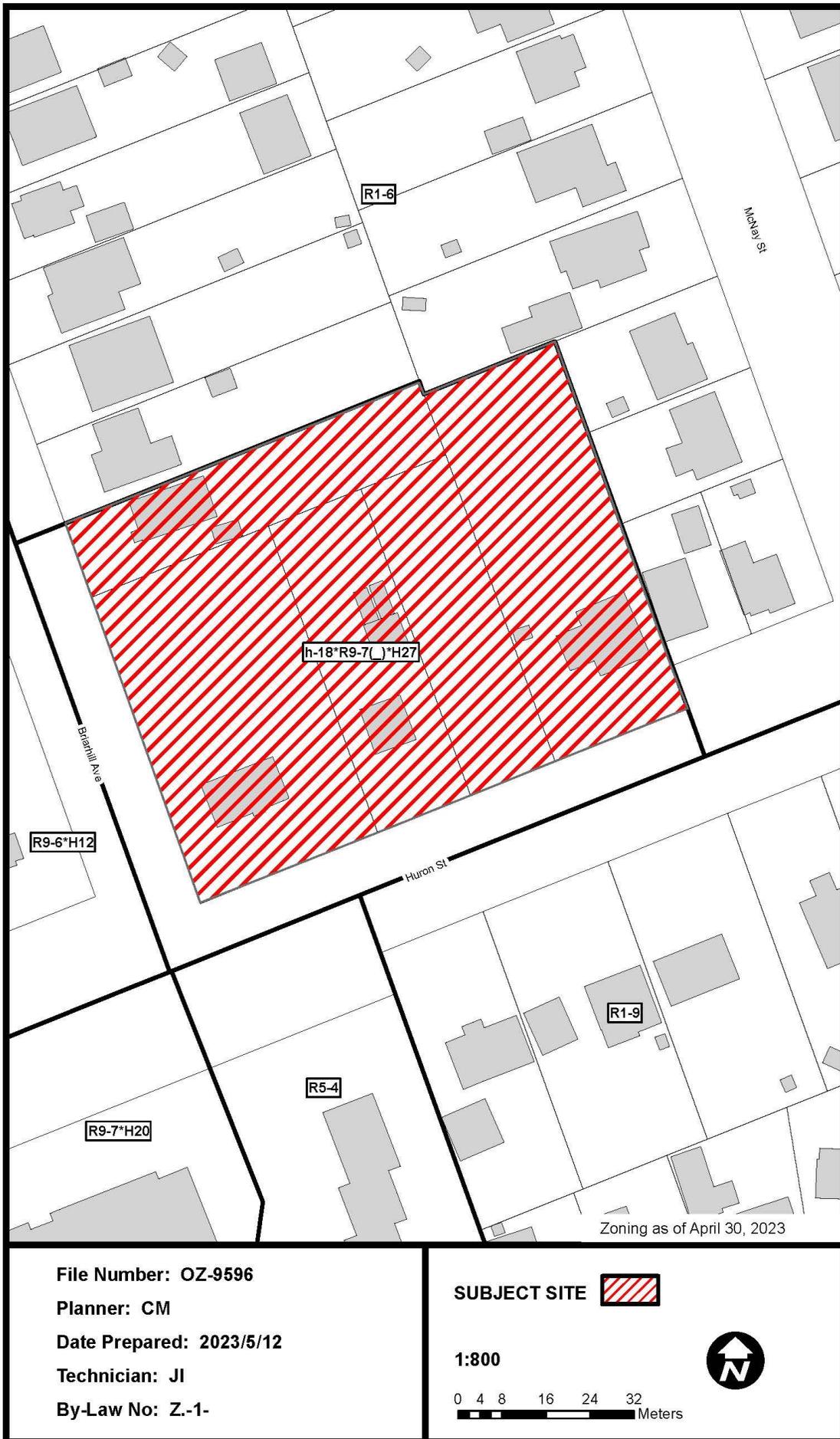
PASSED in Open Council on June 27, 2023

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 27, 2023  
Second Reading – June 27, 2023  
Third Reading – June 27, 2023

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



## Appendix C – Public Engagement

### Community Engagement

**Public liaison:** On March 8, 2023, Notice of Application was sent to 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 March 9, 2023. A “Planning Application” sign was also posted on the site.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit an 8-storey, 143-unit apartment building. Possible amendment to the Official Plan to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-6) Zone, which permits a single detached dwelling, **TO** a Residential R9 Special Provision (R9-7(\_)\*H27) Zone, which permits: apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings; and continuum-of-care facilities. The following special provisions have been requested: a minimum lot area of 6,800 square metres; a minimum front/exterior side yard depth of 0 metres; a maximum front/exterior side yard depth of 6 metres; a minimum rear yard depth of 1.0 metres per 1.0 metres 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 7.5 metres; a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres; a maximum building height of 27.0 metres; a maximum density of 225 units per hectare; and, notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line. File: OZ-9596 Planner: C. Maton.

**Public Responses:** Five (5) written responses and three (3) phone calls were received from seven (7) interested parties.

#### Concern for:

##### *Affordability:*

Concern that there is a need for affordable housing in this area and that the units will not be affordable.

##### *Traffic:*

Concern that there are existing traffic issues in the area which will be exacerbated by the proposed development.

##### *Bike Parking:*

Concern that the proposed bike parking is not easily accessible for residents.

**From:** Lord Byron

**Sent:** Monday, March 20, 2023 5:53 PM

**To:** Maton, Catherine <cmaton@london.ca>; Planning and Development <PlanDev@london.ca>

**Subject:** [EXTERNAL] Huron St & Briarhill Apartment Proposal

Good Evening Catherine.

I can assume that you are the project planner for the Apartment to be built at the corner of Huron & Briarhill in London ON?

I saw your plans and am excited for the new Development. It appears to be a High End building, which should fit in just fine in our neighbourhood.

I do have 2 questions. As you may have surveyed the area, Huron St has been a busy East - West road in London for quite some time. With the addition of this building, the traffic will most certainly rise.

My 1<sup>st</sup> question, does the City of London plan on widening Huron St from McNay St through Barker to Adelaide? This street has been a high flow traffic street for many trying to travel from home, work and school. Many times during peak hours in the afternoon/evening, traffic has been backed up from McMay to Barker heading Eastbound.

With the new construction, now would be the BEST time to widen Huron, at least from McNay to Barker. Now I did notice that there is another building proposal on Huron St close to Adelaide. Again, if the plans are to go ahead, widening Huron from Adelaide to McNay would then be the most optimal time to do so.

I understand this may not have anything to do with your building proposal.

David Sharples, resident @

May the force be with you.

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**From:** SHIVANI SHELAT

**Sent:** Wednesday, March 22, 2023 2:21 PM

**To:** Maton, Catherine <cmaton@london.ca>

**Subject:** [EXTERNAL] Notice of Planning Application- Huron and Briarhill Avenue

Hello Catherine,

Thank you for speaking with me this afternoon. Please share the link for tonight's meeting on this email.

Thanks,  
Shivani Shelat

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**From:** Chris Brook

**Sent:** Wednesday, March 29, 2023 5:18 PM

**To:** Maton, Catherine <cmaton@london.ca>

**Cc:** Cuddy, Peter <pcuddy@london.ca>; Stevenson, Susan <sstevenson@london.ca>

**Subject:** [EXTERNAL] Notice of Planning Application OZ-9596 - Resident Feedback

Good afternoon,

I received a notice regarding the planning application that has been submitted for the rezoning and redevelopment of the properties at 294 Briarhill and 1176, 1180, 1182 and 1186 Huron. As a resident of this neighbourhood, I do have some feedback to provide with regards to this development application.

First of all, I do not have any concerns with redeveloping this site into a multi-unit residential building. I think given fact that Huron is a major road and already has dozens of multi-unit residential buildings, this redevelopment makes sense for the neighbourhood. I also recognize that this fits in with the city's current mandate of residential densification and that such redevelopment could help to alleviate the current housing affordability crisis we are facing.

I do, however, have three primary concerns with regards to the development itself and the collateral impacts of increasing the population density at Huron and Briarhill.

1. With regards to the development itself, is this building going to be used to provide affordable housing? If that is not the primary purpose of the building, is there going to be a requirement for the building to include a percentage of affordable units?

This neighbourhood is already facing a housing affordability crisis as this is one of the lower income areas of the city with high poverty rates and affordable housing is what is needed here. We do not need more overpriced rentals or luxury condos, we need housing that people can actually afford. If this development is not planning to provide

any affordable housing units to this neighbourhood at this time, then this should be a condition of approval of the application.

2. If this site is redeveloped into a 143 unit residential building then there needs to be sufficient parking for the residents. My understanding is that the city currently has a minimum requirement of 1 parking space per 2 units in these sorts of multi-unit residential buildings and this is simply insufficient for any residential development in this city at this time. I understand that the intention is to push the use of transit, however Huron is not getting rapid transit and the local transit system is currently insufficient forcing residents to have to rely on their cars to get around.

If this development is approved and the bare minimum parking is provided, then residents without onsite parking will simply find other places to park. That may end up being on the street or on private property such as in the visitors/overflow parking in my townhouse complex at 305 Briarhill where we already have plenty of our own issues with parking.

3. If this development is approved, then the city needs to address the traffic issues on Huron, particularly at the Huron and Briarhill intersection. This area is already subject to plenty of congestion due to the fact that this section of Huron is insufficient for the requirements of current traffic volumes. If a new apartment building is built at this site then the city needs to take the opportunity to widen and redevelop Huron to accommodate the added traffic, in addition to the current traffic volumes, and improve pedestrian and bicycle infrastructure.

At this point I believe Huron should have two lanes in each direction from Highbury to Adelaide to accommodate the traffic volumes. In the current state, these houses between McNay and Briarhill present an obstacle to widening the road, however if they are being removed for this development then this is the perfect time for the city to address the traffic issues here as well. I know this section of Huron already has had repeated issues with water mains as well, so this would be a good time to address water and sewer infrastructure.

I do hope this feedback is helpful in the consideration of this application. If you should have any questions about my feedback, please do not hesitate to ask.

Thank you,

Christopher Brook  
Ward 4 Resident at

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**From:** Sharon Crowther  
**Sent:** Monday, April 17, 2023 12:26 PM  
**To:** Maton, Catherine <cmaton@london.ca>  
**Subject:** [EXTERNAL] File OZ-9596

I viewed the sign on the corner of Briarhill and Huron Streets concerning the erection of a 143 unit apartment building on this corner. My first question is what is the meaning of maximum density 225 uph?

From what I could see on the website, it appears that there is to be one entrance/exit to this building which is to be on Briarhill Avenue. This corner becomes quite congested and I cannot imagine what further traffic chaos is going to be created when you have the additional impact of 143-286 cars entering and exiting the building a few yards from the corner where the traffic that already uses Briarhill as a short-cut is coming around the corner proceeding north directly in front of the entrance/exit to this new building. While they obviously will not all be leaving the building at the same time, there is the potential of a lot of additional traffic thrown into the mix. Is there a plan to deal with this?

Thirdly, and of maximum concern to the residents on Briarhill Avenue, traffic on Briarhill has become a critical issue. We have been trying to have City Hall address our

concerns. It can take a considerable length of time just to back out of your driveway already and what is this going to do to an already difficult situation? Most of the people in this section have been in their houses between 25 and 75 years and the traffic is just getting worse. It can be a real problem trying to cross the street unless it is 7:00 am Sunday morning. The realtors have told people trying to sell their houses that traffic is a problem and the last 3 families who have moved in on the street have said they never would have bought the house if they had known how busy the street is. As I see it the addition of this building on the corner is only going to heighten the problems of traffic.

Currently, if the light is red at Briarhill, traffic travelling west will go North on McNay, West on Melsandra, and whip around the corner onto Briarhill (never observing the stop sign). Other traffic turns at Briarhill to cut down to Kipps Lane, and the Adelaide Street traffic cuts eastward on Kipps Lane, barrelling around the stop sign at Briarhill and races up to Huon Street. No one stops at the stop signs if they are going north or south. What plan is in place to deal with this problem when you are adding potentially up to 286 cars onto the corner?

I look forward to hearing from you.

Sharon & Doug Crowther

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**From:** Daniel Hall  
**Sent:** Sunday, April 23, 2023 6:25 PM  
**To:** Maton, Catherine <cmaton@london.ca>  
**Subject:** [EXTERNAL] 1176, 1180, 1182, & 1186 Huron Street and 294 Briarhill Avenue

Hi Catherine,  
I live off of Huron St near this proposed development and want to say I am very excited for this development on Huron St. We need more density broadly in the City, and this location is well served by transit, and is close to commercial opportunities at Highbury. Additionally, I've lived in the area for 10 years and haven't seen very much new development, so to me it's a good sign that new development is happening in this area.

I also have a few comments about the development that hopefully are helpful:

- Mixed use developments are critical and this would be a missed opportunity to not have some commercial within the development. I think at a minimum requiring a single-unit of commercial would help activate the street frontage and provide an amenity to the neighbourhood
- The bike parking inside the development seems to be behind many doors. It should be designed for easy in and out for people cycling
- The sidewalk on Huron St should be in line with the sidewalk to the west of Briarhill - set back from the road. Curb face sidewalk is not ideal here.
- There is an existing transit stop at the eastern edge of this development. This should be an opportunity to enhance this stop - planning for amenities or a place to have a shelter for example

Thanks for your consideration,  
Daniel

### **Agency/Departmental Comments**

#### **Site Plan – March 9, 2023**

The overall layout is similar to SPC, but a few things stand out. I provided comments below.

The southern setbacks are very tight. If the red line is the post-widened property line, they seem to be blurring the public-private realm. I'm curious about the site features they're showing beyond the red line – does the developer intend to make these site features then hand over maintenance to the City? Perhaps the City is willing to entertain this responsibility but this isn't a substitute for on-site tree planting/landscaping buffering the street. I'll leave this to you and Corby to discuss.

Urban Design can speak more to the shadow study, but several neighbouring parcels would be regularly occluded from the sun, either partially or fully.

That northwestern parking is quite exposed. Again, I appreciate the public-side tree but I'd want another tree on their side as well. If and when the City widens that, it'd be a football field worth of parking from the streetscape. I also want to see trees on the parking islands.

Accessible parking is calculated per provided parking, not required, so this needs to be updated. They'd also need to shown the barrier-free pathway. I want to see outside bicycle parking too.

I don't mind the amenity space. However, I don't see an indication of how they'll handle that nearby ramp. I'm imagining kids running around. I figure OBC likely requires some guard for safety but additionally, the applicant may consider bushes to further section off this area.

#### Urban Design – March 14, 2023

Urban Design is generally supportive of this proposal. The London Plan contemplates four storeys with the potential to go up to six storeys – if zoning provisions are applied that address contextual fit. Urban Design staff would be amenable to an increase beyond the maximum height, if the scale and contextual fit of the building is properly addressed through the zoning provisions, in particular, transitions to the London Plan planned context along both street frontages.

- This application will be reviewed by the Urban Design Peer Review Panel (UDPRP)
- Following the UDPRP meeting, the applicant is to forward the following information to the Planner and Urban Designer:
  - i. UDPRP Memo
  - ii. Applicant response to the UDPRP memo
  - iii. Updated drawings reflecting the revisions made to address the UDPRP comments.

#### *Minor Comments for Zoning*

- Provide height transition to the east that will minimize shadow impacts and reduce the abrupt change in intensity along Huron Street. A stepdown to six storeys along Huron Street and down to four storeys on Briar Hill may be more appropriate to transition to the existing and planned context. Additional design measures relating to building height, scale and massing may be used to provide this transition [TLP 298\_]
- Provide a setback above the fourth storey to create a human scale streetwall better aligned with the London Plan policy context.
- Integrate the underground parking ramp into the building rather than as a stand-alone structure to allow for additional amenity space and to minimize visual impact [TLP 275\_].

#### *Items to be Addressed at Site Plan*

- Provide an appropriate landscape treatment between the building and the street, along Huron Street and Briarhill Avenue.
  - Provide a mix of hard- and soft- landscape treatments and pedestrian amenities near the main lobby entrance such as seating and lighting to attract pedestrian activity to the front of the building [TLP 243\_, 879\_4].
  - Provide the public sidewalk in the ultimate location and provide direct walkways to individual units' entrance with front doors.
  - Design the landscape with clear sight lines especially along pedestrian routes and delineate the public and private realm.
- Increase the landscape buffer to the abutting properties to the north for visual amenity. This would also assist with stormwater management and reduce the heat island effect [TLP 278\_, 282\_].

- Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance [TLP 280\_]. Ensure these are denoted on the site plan.
- If garbage pickup location is to remain at the currently illustrated location on site, provide a garbage enclosure and buffer the enclosure with landscaping [TLP 266\_].

### Urban Design Peer Review Panel (UDPRP) – March 15, 2023

#### *General Comments*

The panel commends the proponents for the quality of the submission, and the quality of the proposed design. The architecture, massing, and treatment of the street frontages are all seen as positive contributions to this corner site.

#### *Surface Parking, Circulation, Outdoor Amenity Space*

- The panel suggest consideration be given to reducing the amount of surface parking, either by reducing the overall parking count, or by redistributing more surface parking to underground parking.
- A reduction in surface parking will allow for a larger and more useful amenity space. The panel notes that in its current location, the amenity space will require noise mitigation. Consider providing a larger amenity space with a paved terrace and planter boxes along the north edge of the interior corner of the L-shaped building. The proposed amenity space at the east edge of the site could also remain, or be revised to a simple generous landscaped buffer space with walkways.
- The panel recommends consideration be given to relocating the parking ramp closer to the north side of the site, to make a better site configuration, a better condition for the suggested revised amenity space location noted above, and the pedestrian walkway proposed to connect from the Huron Street public sidewalk across the east side of the site to the rear of the building.
- The panel commends the inclusion of private amenity spaces and entrances to apartments at grade, as well as direct paved walkways connecting the public sidewalks along Huron and Briarhill to individual private entrance. The panel suggests that individual walkways could also be provided to private amenity spaces included along the interior corner of the building on the parking lot side.

#### *Architectural Expression*

- The panel commends the proponent for a thoughtful and appropriate proposed building massing and architectural treatment.
- Consider providing larger glazed openings at the end of the ground floor corridors at the north end of the building and the east end of the building. Consider a slight alteration to the location of the two outside exit stairs to allow for a direct line of sight and path of travel from the corridors through these entrance/exit points This could improve wayfinding for residents and visitors entering or exiting the building. The inclusion of canopies at both these entry/exit points is commended.

#### *Concluding comments*

This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process. Subject to incorporation of the comments and recommendations noted above, the proposed redevelopment of this site will make a positive contribution to the evolving neighbourhood. Consider the panel's recommendations as noted above for future refinements to the project in the interest of enhanced experience of the public realm and for current and future residents. The Panel looks forward to the proponent's response.

### London Hydro – March 17, 2023

- 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.

- 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.

#### Landscape Architecture – March 20, 2023

The City's Landscape Architect has reviewed the Tree Preservation Report prepared by Arthur Lierman for 1176-1186 Huron St and 294 Briarhill Avenue and has the following comments:

1. The development poses some risk of injury to two CoL boulevard trees [#1, 12]. All trees located on City of London Boulevards (including their root zones) are protected from any activities which may cause damage to them or cause them to be removed by the Boulevard Tree Protection Bylaw. At time of **Site Plan** Application, the owner is to forward proof of payment to Forestry Operations for removal of tree #12 and permission to injure the roots of #1. Any person who contravenes any provision of this By-law is guilty of an offence and is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00.
2. One large tree is growing on the property line shared with 295 MacNay Street will be injured with the development as proposed. The tree is protected by the Province's Forestry Act. Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. Forestry Act 1998, c. 18, Sched. I, s. 21. To injure the roots of this tree, estimated non-fatal 10%, **written consent from co-owner, owner 295 MacNay must be obtained and forwarded to Development and Planning.** Any person who injures or destroys a tree growing on the boundary between adjoining lands without the consent of the land owners is guilty of an offence under this Act.

#### UTRCA – March 27, 2023

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

#### **CONSERVATION AUTHORITIES ACT**

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

#### **DRINKING WATER SOURCE PROTECTION: Clean Water Act**

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:  
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

#### **RECOMMENDATION**

The UTRCA has no objections to the application and we have no Section 28 approval requirements.

#### Ecology – March 31, 2023

- No ecological planning issues related to this property and/or associated study requirements.
- No 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.

#### Engineering – April 3, 2023

Engineering has reviewed the submitted TIA and servicing report and have no issues or concerns with the proposal and we do not require any holding provisions.

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

*Transportation:*

- A response to comment letter is required for each following comments;
- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.;
- Ensure proposed access meets minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes;
- As per Site Plan control by-law and City's Access Management Guideline (AMG) minimum 6.0m curb radii and 6.7m driveway width is required;
- A 15.0m clear throat is required from property line in to the site;
- Ensure access radii must not extend beyond property line projection, access must be maintained within the projected property frontage and not encroach on the neighbouring properties projected frontage;
- Currently, the width from C/L along Briarhill Ave is 10.058m. Therefore a widening of 0.692 is required to attain 10.75 road dedication from centerline;
- Along Huron St, the width from C/L is 10.058m at the present. Therefore a widening of 7.942m is required to attain 18.0m road dedication from centerline;
- A 6.0m x 6.0m daylight triangle is required at the corner of Huron St and Briarhill Ave;
- Please register draft reference plan with City's Geomatic department for required widening.

*Water:*

- Municipal watermains fronting the subject site include a 300 mm diameter PVC watermain on Briarhill Avenue, a 600 mm diameter Steel watermain on Huron Street and a 150 mm diameter CI watermain on Huron Street.
- Water servicing for this development should be taken from the 300 mm diameter PVC watermain on Briarhill Avenue.
- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- All water servicing to the site shall be to City of London Design Standards.
- Existing water services are to be decommissioned as per City Standards.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

*Wastewater:*

- There are two municipal sanitary sewers available to service the subject site. There is a 375 mm diameter sanitary sewer, down to a 350 mm diameter sanitary sewer downstream, on Huron Street and a 200 mm diameter sanitary sewer on Briarhill Avenue.

*Stormwater:*

**Specific comments for this site:**

- Currently, there is no frontage storm sewer and any future extension would be at the applicant cost.
- In addition, Changes in the "C" value will require the applicant to demonstrate sufficient capacity in the receiving pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. As-constructed information should also be updated to reflect the proposed development. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- If the number of at grade parking spaces exceed 29, the owner shall be required to have a consulting Professional Engineer addressing the water quality to the

standards of the Ministry of the Environment, Conservation and Parks and to the satisfaction of the City Engineer. Applicable options to address water quality could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required sampling/inspection maintenance hole.

- The proposed land use of a medium density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
  - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
  - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
  - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
  - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
  - shall comply with riparian right (common) law.

The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.

- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event.
- Additional SWM related comments will be provided upon future review of this site.

#### **General comments for sites within Central Thames Subwatershed:**

- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.

An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and

satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

## Appendix D – Applicant’s Response to UDPRP Comments

**Comment:**

The panel commends the proponents for the quality of the submission, and the quality of the proposed design. The architecture, massing, and treatment of the street frontages are all seen as positive contributions to this corner site.

**Applicant Response:**

Acknowledged, thank you.

**Comment:**

The panel suggest consideration be given to reducing the amount of surface parking, either by reducing the overall parking count, or by redistributing more surface parking to underground parking.

**Applicant Response:**

The current design strives to strike a balance between the provision of housing, green/amenity space and effectively using surface area for parking and vehicle circulation. As shown on the concept plan, 2/3 of all proposed parking located in the underground garage. We will continue to look at opportunities to reduce the amount of paved area at-grade as we get into detailed design through the Site Plan process.

**Comment:**

A reduction in surface parking will allow for a larger and more useful amenity space. The panel notes that in its current location, the amenity space will require noise mitigation. Consider providing a larger amenity space with a paved terrace and planter boxes along the north edge of the interior corner of the L-shaped building. The proposed amenity space at the east edge of the site could also remain, or be revised to a simple generous landscaped buffer space with walkways.

**Applicant Response:**

It is our belief that the current at-grade outdoor amenity space along with the opportunity of rooftop amenity space provides for an adequate amount of common outdoor amenity for the development. Due to other urban design considerations such as locating the building along both street edges and due to the orientation, size and dimensions of the site, the current location of the at-grade amenity space would have the greatest opportunity for continuous sunlight while being next to the building. We will explore opportunities to potentially enlarge the space through detailed design as we progress to the Site Plan process.

**Comment:**

The panel recommends consideration be given to relocating the parking ramp closer to the north side of the site, to make a better site configuration, a better condition for the suggested revised amenity space location noted above, and the pedestrian walkway proposed to connect from the Huron Street public sidewalk across the east side of the site to the rear of the building.

**Applicant Response:**

Through detailed design we will explore opportunities to potentially relocate the ramp, however in order to create an efficient and functional layout of the underground parking structure there may be limited opportunity to move the ramp further north.

**Comment:**

The panel commends the inclusion of private amenity spaces and entrances to apartments at grade, as well as direct paved walkways connecting the public sidewalks along Huron and Briarhill to individual private entrance. The panel suggests that individual walkways could also be provided to private amenity spaces included along the interior corner of the building on the parking lot side.

**Applicant Response:**

We will explore opportunities to add the individual walkways through detailed design as we progress to the Site Plan process.

**Comment:**

The panel commends the proponent for a thoughtful and appropriate proposed building massing and architectural treatment.

**Applicant Response:**

Acknowledged, thank you.

**Comment:**

Consider providing larger glazed openings at the end of the ground floor corridors at the north end of the building and the east end of the building. Consider a slight alteration to the location of the two outside exit stairs to allow for a direct line of sight and path of travel from the corridors through these entrance/exit points. This could improve wayfinding for residents and visitors entering or exiting the building. The inclusion of canopies at both these entry/exit points is commended.

**Applicant Response:**

We will explore opportunities to add the suggested larger glazed openings at the end of the ground floor corridors along with the relocation of the outside exit stairs through detailed design as we progress to the Site Plan process.

# Appendix E – Shadow Study Images



## Appendix F – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

### Infill and Intensification

Located within the Built Area Boundary: Yes  
Located within the Primary Transit Area: Yes  
Net density change: 225 UPH  
Net change in affordable housing units: N/A

### Complete Communities

New use added to the local community: No  
Proximity to the nearest public open space: 550 metres (Northeast Park)  
Proximity to the nearest commercial area/use: 150 metres  
Proximity to the nearest food store: 950 metres (Walmart Superstore)  
Proximity to nearest primary school: Lord Elgin Public School, 850 metres  
Proximity to nearest community/recreation amenity: London Public Library (Beacock Branch), 650 metres  
Net change in functional on-site outdoor amenity areas: N/A

### Reduce Auto-dependence

Proximity to the nearest London Transit stop: 49 metres  
Completes gaps in the public sidewalk network: No  
Connection from the site to a public sidewalk: Yes  
Connection from the site to a multi-use pathway: N/A  
Site layout contributes to a walkable environment: Yes  
Proximity to nearest dedicated cycling infrastructure: 170 metres  
Secured bike parking spaces: 122 spaces  
Secured bike parking ratio: 0.75 spaces per unit  
New electric vehicles charging stations: 0  
Vehicle parking ratio: 1.01 spaces per unit

### Environmental Impacts

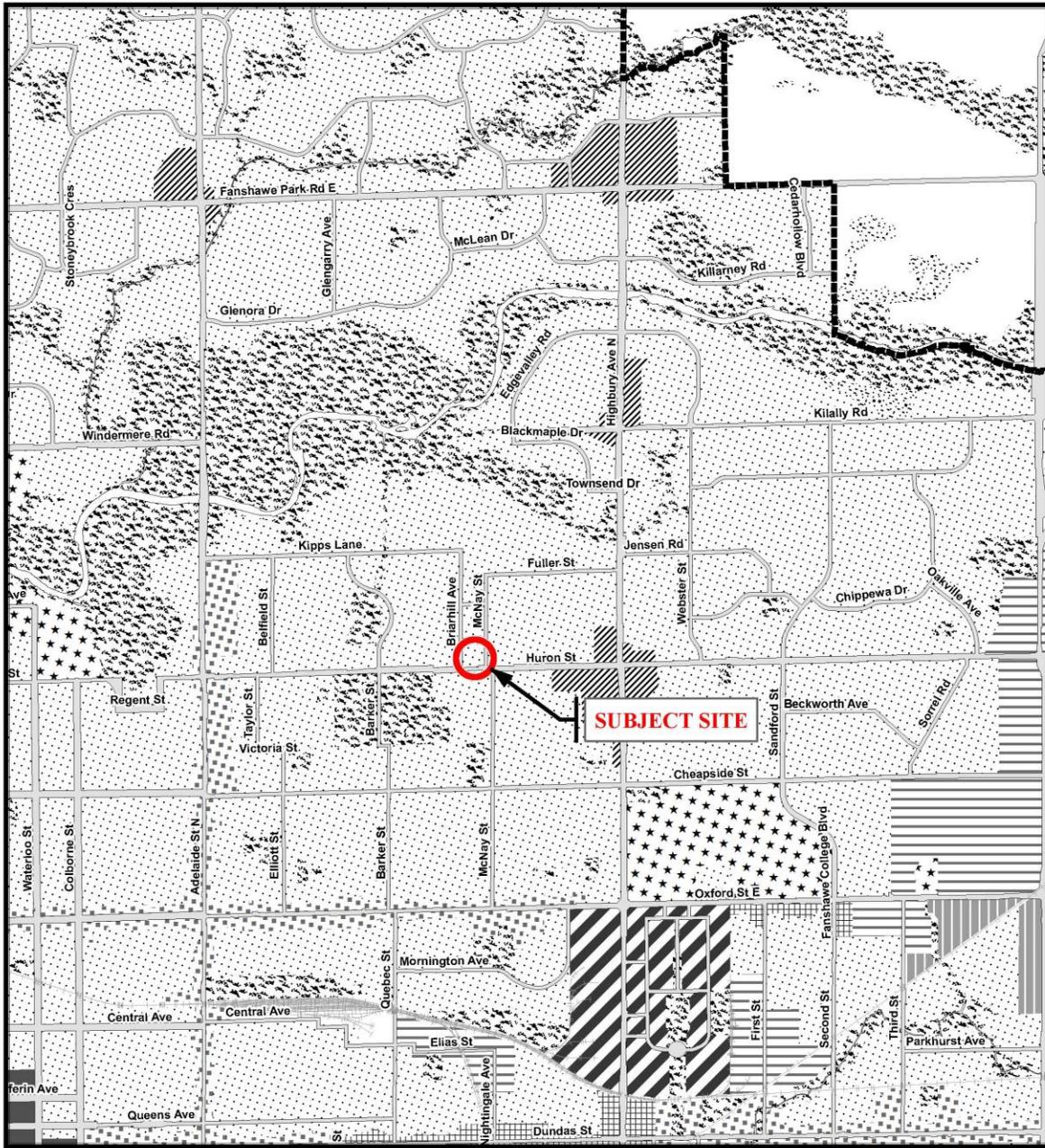
Net change in permeable surfaces: - 0.46 hectares  
Net change in the number of trees: - 49  
Tree Protection Area: No  
Landscape Plan considers and includes native and pollinator species: N/A  
Loss of natural heritage features: No  
Species at Risk Habitat loss: No  
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): N/A

### Construction

Existing structures on site: Yes, 7 (including accessory structures)  
Existing structures repurposed/adaptively reused: No  
Green building features: No  
District energy system connection: N/A

# Appendix G – Relevant Background

## The London Plan – Map 1 – Place Types



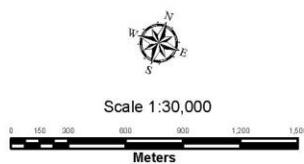
### Legend

- |                        |                          |   |
|------------------------|--------------------------|---|
| 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 -**

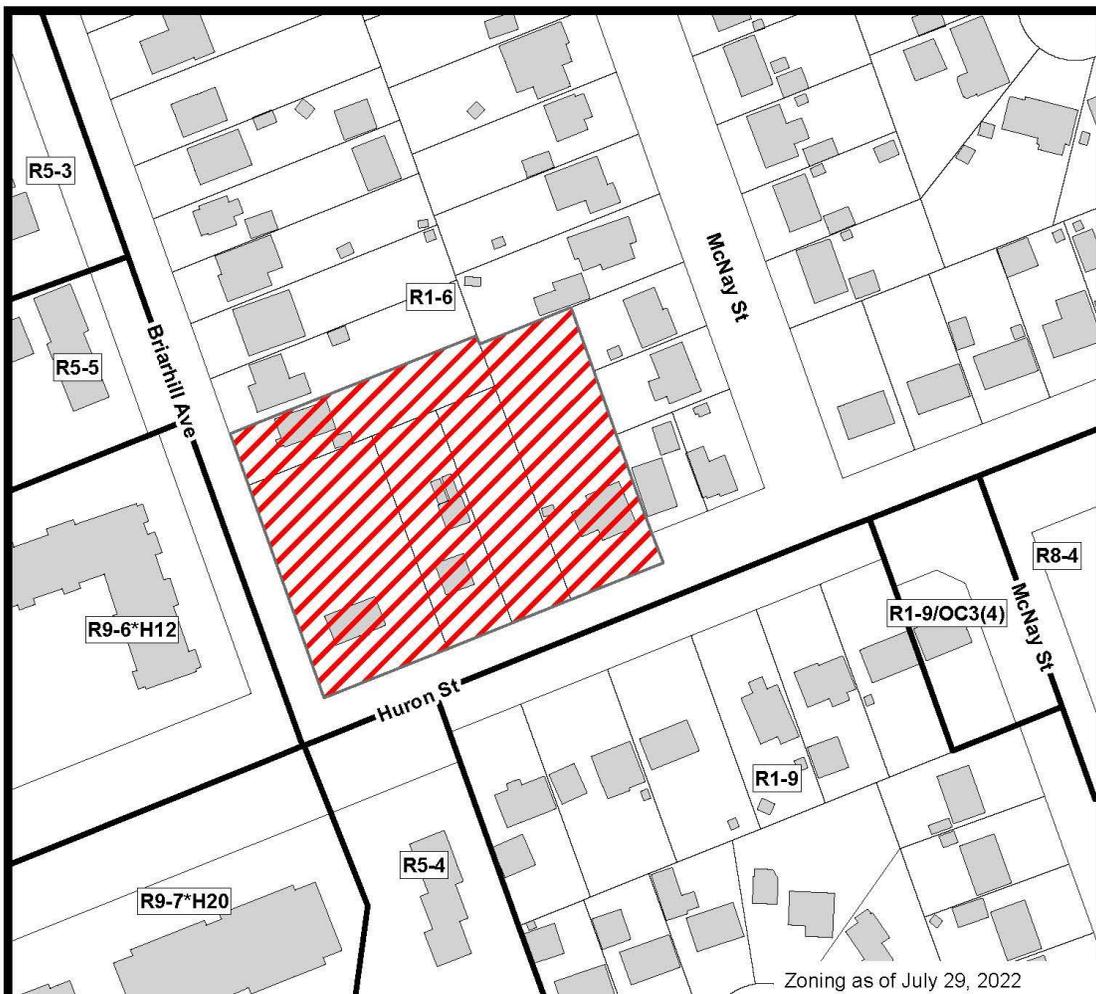
PREPARED BY: Planning & Development



**File Number:** OZ-9596  
**Planner:** CM  
**Technician:** JI  
**Date:** 2023/5/12

Project Location: \\cfile1\giswork\Planning\Projects\p\_officialplan\workconso\00\excerpts\_LondonPlan\mxd\OZ-9596\_Map1\_PlaceTypes.mxd

# Zoning By-law Z-1 – Zoning Excerpt



## COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE
  
- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
  
- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

## CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

### ZONING BY-LAW NO. Z-1 SCHEDULE A



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

FILE NO:

OZ-9596

CM

MAP PREPARED:

2023/05/12

JJ

1:1,500

0 5 10 20 30 40

Meters

# 1176, 1180, 1182 & 1186 HURON STREET AND 294 BRIARHILL AVENUE

## PROJECT SUMMARY

www.siv-ik.ca/1176h | **Developer:** 2862876 Ontario Inc. (c/o Timeless Homes Corp.)

## Concept At-A-Glance

### USE



**143**  
RESIDENTIAL UNITS

### PARKING



**153**  
VEHICLE SPACES  
(102 UNDERGROUND SPACES  
AND 51 SURFACE SPACES)

### HEIGHT



**8**  
STOREYS  
(27.0m)

### DENSITY

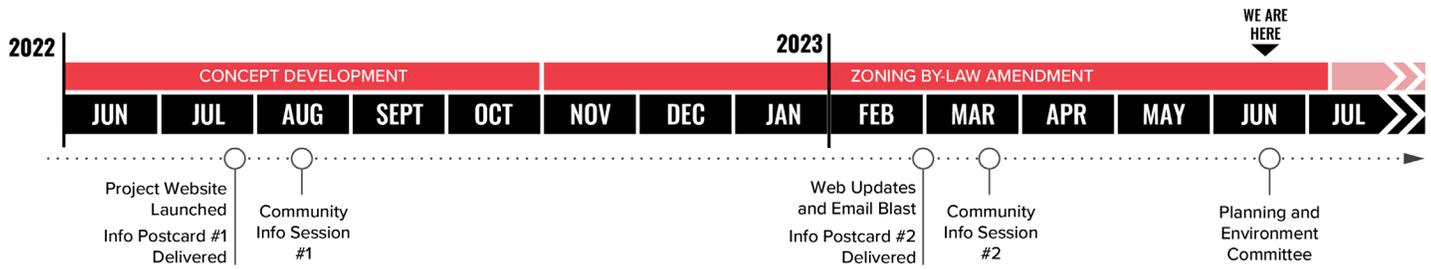


**211**  
UNITS PER  
HECTARE

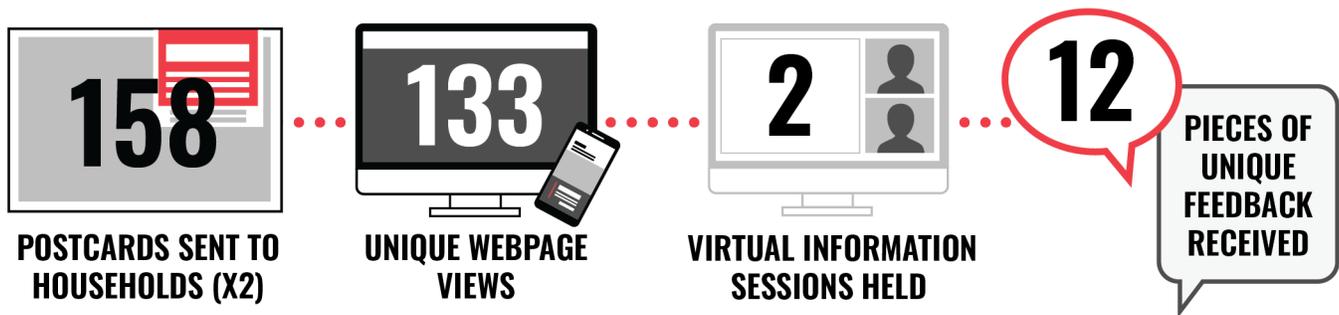
## Key Features



# Timeline



## Community Engagement by the Numbers



\*Includes feedback received from the Siv-ik project website feedback form and Virtual Community Information Meeting #1 and #2. The count does not include any feedback sent directly to the City.

## Key Themes Heard and Our Response

### Affordability

- The concept envisions a mix of 1-bedroom and 2-bedroom units that will cater to a range of demographic segments.
- It is anticipated that the large majority of residential units will be offered at market rate.
- The specific form of tenure (i.e., rental vs. condominium) has not been determined at this time.

### Traffic

- The Transportation Impact Assessment (TIA) submitted as part of this application concluded that the intersection of Huron Street and Briarhill Avenue is forecast to operate with acceptable levels of service.
- The vehicular entrance has been located off of Briarhill Avenue so as to not introduce new potential conflict points on Huron Street.

### Parking

- The proposed development has been planned with both surface and underground parking spaces.
- The developer intends to exceed a 1:1 ratio of parking stalls per unit for residential apartments (with 10% of those stalls reserved for visitors).

### Water/Sewer Capacity

- The Preliminary Servicing Report that was submitted as part of this application determined that there were no capacity concerns with outletting into the existing sanitary sewer on Briarhill Avenue.
- The report identified that the storm sewer along Briarhill Avenue had capacity for flows from the entire site.

### Contact Us

www.siv-ik.ca | info@siv-ik.ca

## Report to Planning and Environment Committee

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

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

**Subject:** 954 Gainsborough Road  
Application By: Royal Premier Homes  
Draft Plan of Subdivision for 954 Gainsborough Road  
File Number: 39T-22501 & OZ-9502, Ward 7  
Public Participation Meeting

**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Royal Premier Homes relating to the property located at 954 Gainsborough Road:

- (a) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** an Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone, **TO** a Residential R4 Special Provision (R4-5(\_)) Zone, Residential R5 (R5-5) Zone and a Residential R9 Special Provision Zone (R9-7(\_)), **BE REFUSED** for the following reason:
  - i) The Application did not include Holding Provisions, a number of holding provisions are considered necessary to address a range of planning and servicing issues associated with the proposed development.
- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 27, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, *The London Plan*, for the City of London, to change the zoning of the subject property **FROM** an Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone **TO** a Holding Residential Special Provision R4 (h\*h-100\*R4-5(\_)) Zone, Holding Residential R5 (h\*h-100\*R5-5) Zone and a Holding Residential R9 Special Provision Zone (h\*h-100\*R9-7(\_)); and,
- (c) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 954 Gainsborough; and,
- (d) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed Plan of Subdivision as submitted by Royal Premier Homes. (File No. 39T-22501), prepared by ENG PLUS (Project No. 20.221), certified by Jake Surgenor O.L.S., dated April 13, 2022, as red-line revised, which shows a total of three (3) medium density blocks and five road allowance blocks served by one Neighbourhood Street (Sophia Crescent) and one Neighbourhood Connector (Coronation Drive), **SUBJECT TO** the conditions contained in the attached Appendix "B".

## Executive Summary

### Summary of Request

**Staff recommendation** for a zone change from an Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone **TO** a Holding Residential Special Provision R4 (h\*h-100\*R4-5(\_)) Zone, Holding Residential R5 (h\*h-100\*R5-5)

Zone and a Holding Residential R9 Special Provision Zone (h\*h-100\*R9-7(\_)), a request for a Draft Plan of Subdivision to permit a subdivision consisting of: one (1) medium density block to accommodate a six (6) storey apartment building containing 190 units, two (2) medium density blocks to accommodate townhouse dwelling units, and five (5) blocks for road allowances serviced by the extension of Sophia Crescent (Neighbourhood Street) and Coronation Drive (Neighbourhood Connector).

A R9-7(\_) Special Provision Zone has been requested to accommodate a:

- Minimum front yard setback of 4.3 metres from Gainsborough Road;
- Minimum exterior side yard setback of 1.5 metres, not withstanding section 4.27 of the Z.-1 Zoning By-law;
- Minimum interior side yard setback of 7 metres;
- Minimum rear yard setback of 4 metres;
- Maximum height of six (6) storeys; and,
- Density of 276 units per hectares.

A R4-5(\_) Special Provision Zone has been requested to accommodate a:

- Minimum front yard setback of 3.0 metres from Coronation Drive for the main building;
- Minimum front yard setback of 6.0 metres from Coronation Drive for the garage; and,
- Maximum lot coverage of 46 per cent.

Staff have proposed two holding provisions form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

**Refusal** of the submitted Application for a zone change from a Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone, **TO** a Residential Special Provision R4 (R4-5(\_)) Zone, Residential R5 (R5-5) Zone and a Residential R9 Special Provision Zone (R9-7(\_)), **BE REFUSED** as the Application did not include Holding Provisions, a number of holding provisions are considered necessary to address a range of planning and servicing issues associated with the proposed development.

### **Purpose and Effect of the Recommended Action**

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Zoning By-law Amendments, as well as recommend that the Approval Authority for the City of London issues Draft Approval of the proposed Plan of Subdivision, subject to conditions.

### **Rationale of Recommended Action**

Approval of the recommended Zoning By-law Amendment and Draft Plan of Subdivision because:

1. The recommended zoning by-law amendment is consistent with the Provincial Policy Statement.
2. The recommended zoning conforms to the in-force policies of *The London Plan*, including, but not limited to, the Shopping Area Place Type, City Building and Design, Our Tools, and all other applicable *The London Plan* policies.
3. The zoning will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands.

4. The proposed and recommended amendments are consistent with the *Provincial Policy Statement 2020*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
5. The proposed and recommended zoning amendments will facilitate an appropriate form of low and medium density residential development that conforms to *The London Plan*.
6. The recommended draft plan supports a broad range of low and medium density residential development opportunities within the site including more intensive, mid-rise apartments along Gainsborough Road. The Draft Plan has been designed to support these uses and to achieve a visually pleasing development that is pedestrian friendly, transit supportive and accessible to the surrounding community.

## Linkage to the Corporate Strategic Plan

A well planned and growing community - London's growth and development is well-planned and considers use, intensity, and form.

## Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City, is committed to reducing and mitigating Climate Change. Please refer to Appendix "F" for further details on the characteristics of the proposed Application relates to the City's climate action objectives.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

**October 16, 2006** – Report to Planning Committee regarding the Hyde Park Significant Woodlands OMB Hearing and Decision

#### 1.2 Planning History

The subject lands are located within the Hyde Park Community Planning Area, which was adopted alongside the associated Official Plan Amendments (OPA 193) by Council in January of 2000. This Planning Area is bounded by the Fanshawe Park Road West to the north, Aldersbrook Road to the East, the Urban Growth Boundary to the west, and the CN railroad right of way to the south.

OPA 193 was appealed by the London Development Institute to the Ontario Municipal Board regarding the redesignation of three woodland patches within the Hyde Park Community Planning Area from "Environmental Review" to "Open Space". Patch #1006 was located at 910 Gainsborough, known as the Van Horik property, which is directly east of the lands subject to this application. This Patch was proposed to be designated as "Open Space" on Schedule A and "Woodland" on Schedule B of the *1989 Official Plan*. The Ontario Municipal Board held hearings in November of 2005 and July of 2006. A decision was issued on August 15, 2006, which found that there was insufficient evidence supporting the change of the designation of the Vegetation to "Open Space" and that it was appropriate to amend OPA 193 for the Vegetation Patch to be designated "Urban Reserve". The other two patches were found to be significant by the Board and approved the designation of "Open Space".

The amended OPA 193 allowed for 910 Gainsborough Road to be developed for residential land uses and the creation of Van Horik Woods to protect the two vegetation patches found to be significant. The Open Space (OS5) lands at 954 Gainsborough Road are remnants of the area proposed for “Open Space” as originally proposed under OPA 193. This designation has not changed as this property was not included in the Appeal.

### **1.3 Property Description**

The subject property is generally located south of Gainsborough Road and east of Hyde Park Road, described as Part of Lots 23 of Concession in the former London Township. There is a mix of built or proposed low and medium density residential to the north, south, east, and west, and Community Facilities north of the subject lands. The proposed Draft Plan of Subdivision and Zoning By-law Amendments would permit the development of townhouse dwelling units and an apartment building. Currently, the site is vacant and approximately 2.17 hectares (5.36 acres) in size. The site would have access to municipal services and is within the Urban Growth Boundary.

### **1.4 Current Planning Information**

- The *London Plan* Place Type – Neighbourhoods
- Existing Zone – Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone

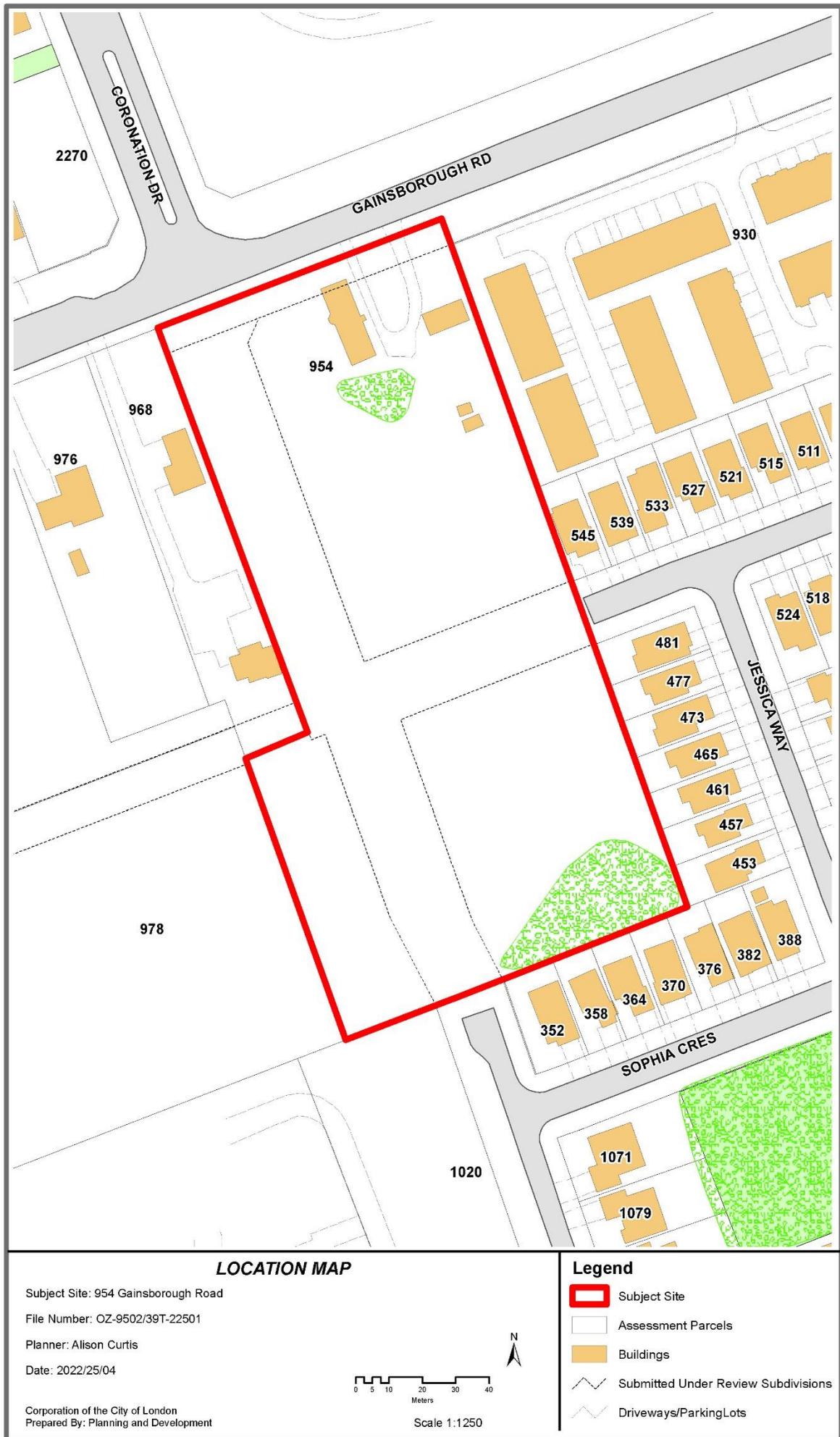
### **1.5 Site Characteristics**

- Current Land Use – Vacant residential
- Frontage – 92.5 metres on Gainsborough
- Depth – 218 metres
- Area – 2.17 hectares (5.36 acres)
- Shape – Rectangular

### **1.6 Surrounding Land Uses**

- North – Community Facility/Residential
- East – Residential
- South – Residential/Open Space
- West – Residential

## 1.7 Location Map



## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The Draft Plan of Subdivision provides for three (3) medium density blocks and five (5) blocks for road allowances. A six (6) storey, U-shaped apartment building containing 190 units is proposed for Block 1. This Block fronts onto Gainsborough Road and is intended to serve as a gateway and transition to the low and medium density residential land uses to the south. Blocks 2 and 3 are proposed to be developed for three rows of two (2) storey townhouses. The proposed Draft Plan will be served by the extension of Sophia Crescent (Neighbourhood Street) and Coronation Drive (Neighbourhood Connector). Please note that the Draft Plan of Subdivision, seen below, may be further refined, and reviewed prior to Draft Approval.

Additional relief from the regulations of the R4-5 Zone may be required for the development of Block 2, but these will be reviewed through a separate Minor Variance Application that will be submitted following Draft Approval of the proposed Subdivision.

The Draft Plan incorporates the following key features:

- Medium density, multiple-attached residential dwellings that will provide a more intensive scale of development that supports a compact urban form, area commercial uses to the west, and transit services, as well as serving as a transition between low density residential to the south and east;
- Residential development on a vacant lot that is within the Urban Growth Boundary and adjacent to existing development within the Built Area Boundary; and,
- Extension of Sophia Crescent and Coronation Drive, improving pedestrian and vehicle connectivity within the subdivision and to the adjacent lands.

Draft Plan Approval Conditions for the proposed subdivision can be found in Appendix "B".



## 2.2 Requested Amendments

In addition to the Draft Plan of Subdivision, the Applicant has also requested Zoning By-law Amendments to facilitate the proposed subdivision.

The Urban Reserve UR3 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs and riding stables. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process. Conservation lands and works, passive recreation uses, and managed woodlots are permitted within the Open Space (OS5) Zone. The OS5 designation is remnant of woodlands at the former 910 Gainsborough that were deemed to not have significance by the Ontario Municipal Board.

The requested amendments to the Z.-1 Zoning By-law are as follows:

### Requested Zoning

Possible Amendments to the Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone to:

- Residential R9 Special Provision Zone (R9-7( )) (Block 1) – to permit apartment buildings, lodging houses class 2, senior citizens apartment buildings, and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres. Special Provisions are requested for: minimum front yard setback of 4.3 metres from Gainsborough Road; minimum exterior side yard setback of 1.5 metres, notwithstanding section 4.27 of the Z.-1 Zoning By-law; minimum interior side yard setback of 7 metres; minimum rear yard setback of 4 metres; maximum height of six (6) Storeys; and, density of 276 units per hectares.
- Residential R4 Special Provision (R4-5( )) Zone (Block 2) - to permit street townhouse dwellings on lots with a minimum lot area of 145 square metres with special provisions for: minimum front yard setback of 3.0 metres from Coronation Drive for the main building; minimum front yard setback of 6.0 metres from Coronation Drive for the garage; and, Maximum Lot Coverage of 46 per cent.
- Residential R5 (R5-5) Zone (Block 3) – to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 1000 square metres and a minimum lot frontage of 30 metres.

The initial submission included requests for amendments to the *1989 Official Plan* and *The London Plan* in order to facilitate the proposed development of Block 1. The amendments included:

- To add a special policy to the Multi-Family, Medium Density Residential Designation of the *1989 Official Plan* to permit a density of 276 units per hectare and,
- To add a special policy to the Neighbourhoods Place Type of *The London Plan* to permit a height of nine (9) storeys.

Since the initial submission, the Ontario Land Tribunal ordered that the *1989 Official Plan* be repealed in its entirety and the Applicant revised their submission to a six (6) storey apartment proposed for Block 1. As a result, the requested *1989 Official Plan* and *The London Plan* Amendments are no longer required.

Staff have proposed two holding provisions to form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

Please note, a site concept plan has been provided with the Subdivision Application but has not been submitted through the Site Plan Consultation process and will be subject to additional review according to the Site Plan Control By-law and Z.-1 Zoning By-law.

### **3.0 Financial Impact and Community Engagement**

#### **3.1 Financial Impact**

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

The extension of Coronation Drive could be considered a Strategic Link, and if it is constructed to a Municipal Standard, surface works within the municipal right-of-way (i.e., road base granular, asphalt, curb, gutter, sidewalk, and streetlights) may be eligible for Development Charge reimbursement subject to an approved Work Plan.

#### **3.2 Community Engagement (more detail in Appendix “C”)**

Information regarding the Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments Applications and opportunities to provide comments were provided to the public as follows:

- Notice of the Application was sent to property owners within 120 metres of the subject property and Published in “The Londoner” on May 19, 2022.
- Notice of the Revised Application was sent to property owners within 120 metres of the subject property and Published in “The Londoner” on January 26, 2023.
- Notice of the Public Participation Meeting was published in the Public Notices and Bidding Opportunities section of “The Londoner” on June 1, 2023.
- Notice of the Public Participation Meeting was sent to property owners within 120 metres of the subject property on June 1, 2023.
- Information about the Application was posted on the website on May 19, 2022.

Please refer to Appendix “C” to review comments from external agencies and internal departments.

Responses were received from three members of the public, two were by email and one was by phone. Their comments and concerns were related to:

- Their opposition to the proposed development;
- Loss of green space that currently exists on the lands;
- How much green space is required under the requested zoning;
- Building design and community aesthetics;
- Setbacks of the proposed apartment building to existing dwellings
- Location of parking garage in relation to existing dwellings; and,
- The height requested for the proposed apartment building.

### **4.0 Policy Analysis (see more detail in Appendix “D”)**

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

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies:

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

Important policy objectives to highlight are those within Sections 1.1, 1.4 and 1.6. These policies require land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. Directing new housing development to areas where there are, or will be, appropriate levels of infrastructure and public service facilities will ensure that land and infrastructure are used efficiently and can meet current and future needs. Promoting appropriate densities and mix of housing will also help to ensure current and future housing needs can efficiently be met, as well as supporting the use of active transportation and transit facilities. The requested amendment has been reviewed for consistency with the *PPS*, and the analysis can be found in Appendix “D”.

### *The London Plan*

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (\*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT).

*The London Plan* includes criteria for evaluation plans of subdivision through policy 1688\* and required consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Place Type policies
- Our Tools

The subject lands are currently designated within the Neighbourhoods Place Type along a Civic Boulevard (Gainsborough Road) and proposes to extend another Neighbourhood Connector (Coronation Drive). This Place Type at this location, based on Street Classification, permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10\*). A minimum height of two (2) stories, a standard maximum height of four (4) stories and an upper maximum of six (6) stories is permitted at the intersection of the Civic Boulevard and a Neighbourhood Connector (Table 11\*). Permitted heights along a Neighbourhood Street are a minimum of one (1), a standard maximum of three (3) and an upper maximum of four (4). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

The vision for the Neighbourhoods Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and, parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhoods Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed Subdivision is near to lands designated within the Main Street and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation. The provision of park and open space provides for recreational opportunities and alternatives for mobility.

The requested amendment has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type and Our Tools sections of *The London Plan*. The analysis can be found in Appendix D. An excerpt from *The London Plan* Map 1 – Place Types is found in Appendix E.

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

The appropriateness of the proposed zone change, the permitted uses and regulations have been reviewed against the regulatory requirement of Zoning By-law Z.-1.

The lands are currently zoned Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone. The Urban Reserve UR3 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs and riding stables. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process.

Conservation lands and works, passive recreation uses, and managed woodlots are permitted within the Open Space (OS5) Zone. The OS5 zoning was applied to the wooded area on the subject site and the neighbouring lands to the southeast (formerly 910 Gainsborough Road). In a 2006 Ontario Municipal Board hearing, the Board deemed the woodlot not to have ecological significance and could be developed for residential uses. The current OS5 zoned lands are remnant to the removed woodlot.

A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found in Appendix "E".

## **Hyde Park Community Plan**

The subject lands are within the Hyde Park Community Planning Area and subject to the Hyde Park Community Plan and Urban Design Guidelines to guide development to create a healthy, functional, and pleasing community environment. The Urban Design Guidelines provide a means to ensure compatibility between land uses, create a pedestrian and transit-supportive form, emphasize public spaces, and the integration of the open space network into the Community. Under this plan, the lands are designated Medium Density Residential. The proposal incorporates urban design guidelines for the general streetscape and building design.

## **5.0 Key Issues and Considerations**

### **5.1 Use**

The proposed stacked-townhouse and apartment building development would provide a mix of housing choices in compact form that is street oriented, which contributes to a safe pedestrian environment that promotes connectivity to adjacent lands within the Main Street Place Type. There are lands designated within the Main Street Place Type west of the subject lands at the intersection of Gainsborough Road and Hyde Park Road, providing for amenities and employment opportunities within a distance appropriate for active transportation. The proximity of parks and other open space lands provides for recreational opportunities and attractive alternatives for mobility. Lands within the Neighbourhoods Place Type are located directly to the north, south, east, and west, and there are additional lands further east within the Neighbourhoods Place Type.

The Residential R4, R5 and R9 Zone have been requested by the Applicant in order to facilitate their proposed development. The Residential R4 zone permits street townhouse dwellings, and the Residential R5 Zone permits cluster townhouses and stacked townhouses. Permitted uses with the R9 Zone include: apartment buildings, lodging house class 2; senior citizens apartment buildings; persons with accessibility needs apartment buildings; and, continuum-of-care facilities. The recommended zoning and holding provisions are considered an appropriate use that is generally consistent with Z.-1 Zoning By-law and *The London Plan* and surrounding residential and commercial development.

## 5.2 Intensity

The subject lands are sufficient in size and configuration to accommodate the development of street townhouses and one (1) apartment building. The Residential R4-5 Zone Variation requires a minimum lot area of 160 square metres per townhouse dwellings unit, while the Residential R5-5 Zone Variation requires a minimum lot area of 1500 square metres for cluster townhouse developments. Blocks 2 and 3 of the Draft Plan of Subdivision satisfy these zoning requirements. East of the subject lands there are townhouse dwellings fronting onto Gainsborough Road. The Residential R9-7 Zone Variation requires a minimum lot area of 1000 square metres, and the proposed Block 1 far exceeds this minimum at 7180 square metres.

The Residential R4-5 Zone Variation does not specify a density maximum as it provides regulations based on one unit per lot, and the Residential R5-5 Zone Variation permits a maximum density of 45 units per hectare. Blocks 2 and 3 of the Draft Plan of Subdivision satisfy these zoning requirements. A maximum density of 150 units per hectare are permitted in the Residential R9-7 Zone Variation and a special provision to permit a maximum density of 276 units per hectare has been requested. Similar densities have been considered and permitted in the R9-7 Zone Variation. The proposed size of Block 1 far exceeds the minimum lot size and is sufficient to accommodate the increased density requested.

Building heights within the Neighbourhoods Place Type, at this location, shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this Plan relating to Zoning to the Upper Maximum Height (Policies 1638 to 1641). The Residential R4-5 Zone Variation permits a height of 10.5 metres and the Residential R5-5 Zone Variation permits twelve (12) metres. Development proposed for Blocks 2 and 3 is compliant with these zone regulations. The Residential R9-7 Zone Variation sets no maximum for height and heights will be included in zones and identified on the Zone Map. A special provision to permit a maximum height of 6 stories has been requested for Block 1.

The street and cluster townhomes proposed for Blocks 2 and 3 will serve as a transition in densities, buffering the existing single-detached dwellings to the south and southeast. Lands further to the west, in the Main Street Place Type and Business District Commercial Zone are currently being developed for, or are planned to accommodate, greater heights and densities appropriate for their location. The height and density proposed for Block 1 will help serve as a transition between the higher density lands to the west and lower density lands to the east.

## 5.3 Form

As previously noted, the recommended zoning would permit medium density residential development in the form of townhouses and an apartment building, which can be accommodated on the lands. The recommended zoning would facilitate the development of mid-rise development, which aligns with the form identified as appropriate in *The London Plan* and is designed with street and pedestrian orientation in mind to promote connectivity. This connectivity could contribute to walkability to support lands to the west in the Main Street Place Type. The Residential R4-5 Zone Variation requires a minimum lot area of 160 square metres per townhouse dwellings unit, while the Residential R5-5 Zone Variation requires a minimum lot area of 1500 square metres for cluster townhouse developments. Blocks 2 and 3 of the Draft Plan of Subdivision satisfy these zoning requirements. The Residential R9-7 Zone variation requires a minimum lot area of 1000 square metres, and the proposed Block 1 far exceeds this minimum at 7180 square metres. The subject lands are 2.17 hectares (21 700 square metres) in size. Block 1 of the proposed Draft Plan of Subdivision is 7180 square metres and Blocks 2 and 3 are a combined size of 7370 square metres. These block configurations exceed the minimum requirements, and the subject lands can accommodate the proposed development. The subdivision maintains the grid pattern of the surrounding neighbourhood and has connections to the existing street network, which contributes to ease of mobility and walkability for a healthy and connected

community. The extension of Coronation Drive, identified as a possible Strategic Link, will contribute to improved pedestrian and active transportation connectivity between the existing development and Gainsborough Road. The recommended zoning, special provisions and holding provisions are considered an appropriate form that is generally consistent with the existing and proposed future development surrounding.

## 5.4 Zoning

The Applicant has requested consideration of a zoning By-law amendment to rezone the lands from an Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone to a Residential R4 (R4-5) Zone, Residential R5 (R5-5) Zone and a Residential R9 Special Provision Zone (R9-7( )\*H21). Staff are recommending a Holding Residential R4 (h\*h-100\*R4-5) Zone, Holding Residential R5 (h\*h-100\*R5-5) Zone and a Holding Residential R9 Special Provision Zone (h\*h-100\*R9-7( )). This amendment has been requested to facilitate the development of a six (6) storey apartment building containing 190 units and two (2) medium density blocks to accommodate townhouse dwellings.

Staff have proposed two holding provisions form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

Not all of the holding provisions included in the current zone are applicable to the proposed development, and they are not included in Staff's recommended zoning. A summary of the rationale is provided in Appendix "D" – Policy Context.

Three zones have been requested by the Applicant:

- Residential R9 Special Provision Zone (R9-7( )) (Block 1) – to permit apartment buildings, lodging houses class 2, senior citizens apartment buildings, and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres. Special Provisions are requested for: minimum front yard setback of 4.3 metres from Gainsborough Road; minimum exterior side yard setback of 1.5 metres, notwithstanding section 4.27 of the Z.-1 Zoning By-law; minimum interior side yard setback of 7 metres; minimum rear yard setback of 4 metres; maximum height of six (6) Storeys; and, density of 276 units per hectares.
- Residential R4 Special Provision (R4-5( )) Zone (Block 2) - to permit street townhouse dwellings on lots with a minimum lot area of 145 square metres with special provisions for: minimum front yard setback of 3.0 metres from Coronation Drive for the main building; minimum front yard setback of 6.0 metres from Coronation Drive for the garage; and, Maximum Lot Coverage of 46 per cent.
- Residential R5 (R5-5) Zone (Block 3) – to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 1000 square metres and a minimum lot frontage of 30 metres.

Special provisions have been requested for Block 1, and they are as follows:

### Reduced Front Yard Setback of 4 metres (Minimum)

Front yard setbacks are intended to ensure adequate space between buildings and lot lines to ensure there are adequate sight lines, landscaping, and space to accommodate future road-widening, should it be required. The requested reduced front yard setback helps to facilitate development that is street and pedestrian oriented by helping to

establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping.

#### Reduced Rear Yard Setback of 4 metres (Minimum)

Front yard setbacks are intended to ensure there is sufficient separation between new and existing development to potentially mitigate negative impacts, while also provided access to the rear yard space. The requested reduced rear yard setback helps to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping along Sophia Crescent.

#### Reduced Exterior Side Yard Setback of 1.5 metres (Minimum)

Exterior Side Yard Setbacks are intended to ensure there is sufficient separation between new and existing development to potentially mitigate negative impacts, while also providing adequate space between buildings and lot lines to ensure there are adequate sight lines, landscaping, and space to accommodate future road-widening, should it be required. For the subject lands, the exterior side yard is located adjacent to the extension of Coronation Drive. The requested reduced exterior side yard setback helps to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping.

#### Reduced Interior Side Yard Setback of 7 metres (Minimum)

Interior Side Yard Setbacks are intended to ensure there is sufficient separation between new and existing development to potentially mitigate negative impacts, while also provided access to the interior yard space. For the subject lands, the interior side yard is located adjacent to the existing development to the east. The proposed development locates the buildings closer to the proposed extension of Coronation Drive, which would provide sufficient distance between the proposed and any existing development and there is sufficient access to the interior side yard.

#### Maximum Density of 276 units per hectare

A maximum density of 150 units per hectare are permitted in the Residential R9-7 Zone Variation and a special provision to permit a maximum density of 276 units per hectare has been requested. Similar densities have been considered and permitted in the R9-7 Zone Variation. The proposed size of Block 1 far exceeds the minimum lot size and is sufficient to accommodate the increased density requested.

The street and cluster townhomes proposed for Blocks 2 and 3 will serve as a transition in densities, buffering the existing single-detached dwellings to the south and southeast. Lands further to the west, in the Main Street Place Type and Business District Commercial Zone are currently being developed for, or are planned to accommodate, greater heights and densities appropriate for their location. The height and density proposed for Block 1 will help serve as a transition between the higher density lands to the east and lower density lands to the west.

Special provisions have been requested for Block 2, and they are as follows:

Reduced Front Yard Setback of 3 metres (Minimum) for the Main Building and 6 metres for a Garage

Front yard setbacks are intended to ensure adequate space between buildings and lot lines to ensure there are adequate sight lines, landscaping, and space to accommodate future road-widening, should it be required. The requested reduced front yard setback helps to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping.

Maximum Lot Coverage of 46 per cent

Lot coverage is defined as percentage of a lot covered by the first storey of all buildings and structures on the lot including the principal building or structure, all accessory buildings or structures and all buildings or structures attached to the principal building or structure, excluding balconies, canopies and overhanging eaves which are 2.0 metres (6.6 ft.) or more in height above finished grade. The R4-5 Zone Variation sets a maximum of 40 per cent and a special provision for a maximum of 46 per cent has been requested, which is sufficient to ensure the site functions properly.

## **5.5 Public Comments**

### **Loss of greenspace and zoning requirements for green space.**

The Z.-1 Zoning By-law sets out requirements for landscaped Open Space, which is used for the growth and maintenance of grass, flowers, shrubbery, and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area, or any open space beneath or within any building or structure. The Residential R4-5 Zone Variation requires a minimum of 30 per cent Landscaped Open Space, and the Residential R5-5 Zone Variation requires a minimum of 35 per cent. A minimum of 30 per cent is required in the Residential R9-7 Zone Variation.

A Tree Preservation Report has been prepared by the Applicant and Draft Plan Conditions have been included to ensure the recommendations of the Tree Preservation Report are implemented, that removed trees are replaced on site, and that there is appropriate compensation for bat habitat, if required.

### **Building design and community aesthetics.**

Staff have reviewed the proposed development and provided comments to ensure the development incorporates good urban design principles. In addition, the proposed apartment building for Block 1 has been reviewed by the Urban Design Review Panel, which has provided additional comments as to the design of the building. Although some building design features may be considered in the Zoning Amendments, site layout and parking orientation will be dealt with through a Site Plan Approval Application at a later date.

### **Setbacks of the proposed development to existing dwellings.**

As noted in the previous section, setbacks are required to ensure there is adequate space between buildings, sight lines, landscaping, space to accommodate future road-widening, and access to side yards to help mitigate potential negative impacts on new development. The requested reduced front and exterior side yard setbacks help to facilitate development that is street and pedestrian oriented by helping to establish a strong street edge and an active street front, while still allowing sufficient space for sight lines and landscaping. More detailed aspects of a development, such as fencing, light pollution, and other measures to ensure new development does not adversely affect

existing development, will be examined through a Site Plan Approval Application at a later date.

**Location of the parking garage in relation to existing dwellings.**

The purpose of the requests made by the Applicant are to divide the land into new blocks, apply new zoning and add special policies to permit increased height. Issues relating to site layout, parking orientation and privacy will be dealt with through a Site Plan Approval Application at a later date.

**Height requested for the proposed apartment building.**

Building heights within the Neighbourhoods Place Type, at this location shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this plan relating to Zoning to the Upper Maximum Height (1638 to 1641). The Residential R4-5 Zone Variation permits a height of 10.5 metres and the Residential R5-5 Zone Variation permits twelve (12) metres. Development proposed for Blocks 2 and 3 is compliant with these zone regulations. The Residential R9-7 Zone Variation sets no maximum for height and heights will be included in zones and identified on the Zone Map. A special provision to permit a maximum height of six (6) storeys has been requested for Block 1.

The street and cluster townhomes proposed for Blocks 2 and 3 will serve as a transition in densities, buffering the existing single-detached dwellings to the south and southeast. Lands further to the west in the Main Street Place Type and Business District Commercial Zone are currently being developed for, or are planned to accommodate, greater heights and densities appropriate for their location. The height and density proposed for Block 1 will help serve as a transition between the higher density lands to the east and lower densities lands to the east.

## Conclusion

The development proposal, as recommended by Staff, provides for a mix of housing affordability that will meet the projected requirements of current and future residents. The application is consistent with *The London Plan*, *the Hyde Park Community Plan*, and the *Z.-1 Zoning By-law* to redevelop a vacant and underutilized site with a range of housing options. The recommended zoning and special provisions of the zoning amendment will permit townhouse units and an apartment building that are considered appropriate and compatible with existing and future land uses in the surrounding area. Therefore, staff are satisfied that the proposal represents good planning in the broad public interest and recommends approval.

Staff are recommending refusal of the requested Zoning By-law Amendment, submitted by Royal Premier Homes, because the application did not include a number of holding provisions that are considered necessary to address a range of planning and servicing issues associated with the proposed development. Noting, the Staff recommended zoning amendment will facilitate the Applicant's proposed development while ensuring there is orderly development, adequate provision of municipal services and adequate access.

**Prepared by:** Alison Curtis, MA  
Planner 1, Subdivision Planning

**Reviewed by:** Bruce Page  
Manager, Subdivision Planning

**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Development.

CC: Peter Kavcic, Manager, Subdivisions and Development Inspections  
Matt Davenport, Manager, Subdivision Engineering  
Michael Pease, Manager, Site Plan

## Appendix A: Zoning Amendment Schedule

### Appendix "A"

Bill No. (number to be inserted by Clerk's Office)  
(2023)

By-law No. Z.-1-23 \_\_\_\_\_

A bylaw to amend By-law No. Z.-1 to rezone lands located at 954 Gainsborough Road.

WHEREAS Royal Premier Homes has applied to rezone lands located at 954 Gainsborough Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 954 Gainsborough as shown on the attached map comprising part of Key Map No. A101, from a Urban Reserve (UR3), Holding Urban Reserve (h-2\*UR3) and Open Space (OS5) Zone to a Holding Residential R4 Special Provision (h\*h-100\*R4-5( )) Zone, Holding Residential R5 (h\*h-100\*R5-5) Zone and a Holding Residential R9 Special Provision Zone (h\*h-100\*R9-7(\_)).

- 2) Section Number 8.4 of the Residential R4-5 Zone is amended by adding the following Special Provisions:

R4-5(\_)

a. Regulations:

- |   |                         |
|---|-------------------------|
| i) Front Yard Depth for Main Building (Minimum) | 3.0 metres (9.84 feet)  |
| ii) Front Yard Depth for Garage (Minimum)       | 6.0 metres (19.68 feet) |
| iii) Lot Coverage (Maximum)                     | 46%                     |

- 3) Section Number 13.4 of the Residential R9-7 Zone is amended by adding the following Special Provisions:

R9-7(\_)

a) Regulations:

- |   |                        |
|---|------------------------|
| i) Front Yard Depth (Minimum)           | 4.3 metres (14.1 feet) |
| ii) Rear Yard Depth (Minimum)           | 4 metres (13.1 feet)   |
| iii) Interior Side Yard Depth (Minimum) | 7 metres (22.9 feet)   |
| iv) Exterior Side Yard Depth (Minimum)  | 1.5 metres (4.92 feet) |

Not withstanding Section 4.27 of this By-law.

- |     |                      |                      |
|-----|----------------------|----------------------|
| v)  | Height<br>(Maximum)  | 6 Storeys            |
| vi) | Density<br>(Maximum) | 276 unit per hectare |

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.

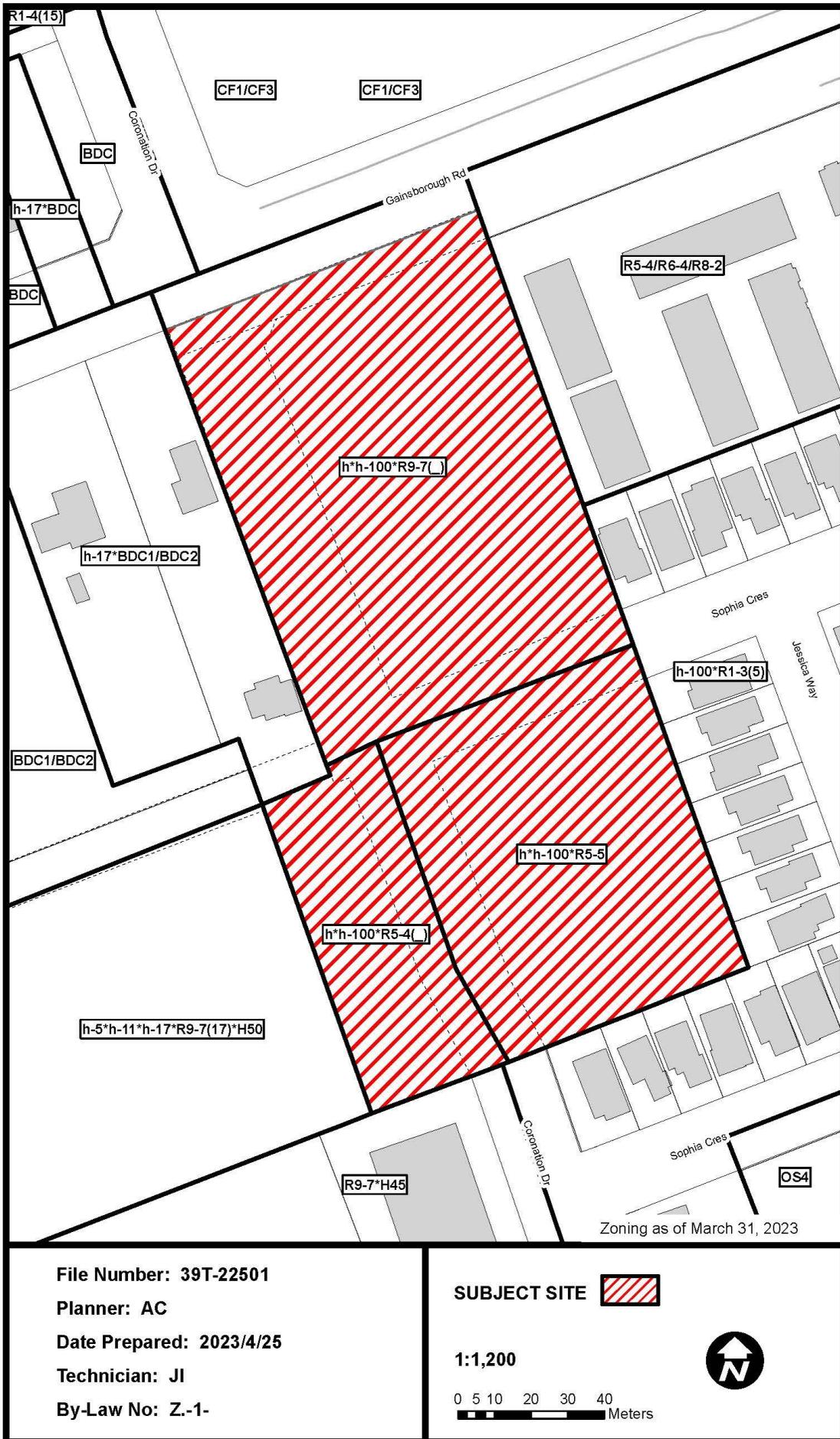
PASSED in Open Council on June 27, 2023

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 27, 2023  
Second Reading – June 27, 2023  
Third Reading – June 27, 2023

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



## Appendix B: Draft Plan of Subdivision Conditions

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-22501 ARE AS FOLLOWS:

- | NO. | CONDITIONS   |
|-----|--|
| 1.  | This draft approval applies to the draft plan submitted by Royal Premier Homes, prepared by ENG Plus, certified by Jake Surgenor, OLS, File No. 39T-22501, project no. 20.221, <b>as red-line amended</b> , which shows a total of three (3) medium density blocks and five (5) road allowance blocks served by one (1) Neighbourhood Street (Sophia Crescent) and one (1) Neighbourhood Connector (Coronation Drive).   |
| 2.  | This approval of the draft plan applies for three (3) years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.  |
| 3.  | <b>The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Planning and Development)</b> , which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.   |
| 4.  | The Owner shall comply with all City of London standards, guidelines, and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.  |
| 5.  | In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.   |
| 6.  | Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.  |
| 7.  | The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.  |
| 8.  | Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.  |
| 9.  | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.   |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, <u>and any required studies, reports, data, information or detailed engineering drawings</u> , and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City. |

## Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. In conjunction with the Focused Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of traffic noise on future residential uses adjacent to arterial roads. The noise study shall be prepared in accordance with the Ministry of the Environment, Conservation and Parks Guidelines and the City of London policies and guidelines. Any recommended noise attenuation measures are to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner, or may be incorporated into the subdivision agreement.
14. Prior to the issuance of a Certificate of Conditional Approval, the Approval Authority shall be advised that the accepted noise attenuation measures have been constructed or installed or have been incorporated into the subdivision.

## Engineering

### Sanitary:

15. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
  - i) Provide a sanitary drainage area plan and design sheet, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the City;
  - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
  - iii) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;
  - iv) Provide a hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407; and
  - v) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
16. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
  - i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 250 mm diameter sewer located on Coronation Drive and to the 450mm diameter sanitary sewer on Gainsborough Road for only the northerly portion of the subject lands;
  - ii) Confirm how the northerly portion of these lands will be connected and the need for sanitary and storm sewer extensions;
  - iii) Construct Coronation Drive as a fully serviced road to be extended to Gainsborough Road and confirm that Sophia Crescent will be extended as a fully serviced municipal road;
  - iv) Demonstrate and include external adjacent lands specifically from the west, namely 968, 982, 1006, 1018 Gainsborough Road such that they are able to access the future Coronation Drive and the extension of local sewers and services to

- permit in future the anticipated lane in an acceptable alignment from the west that is expected will connect to Coronation Drive;
- v) Demonstrate that all street facing towns or narrow lot units have sufficient frontages to meet municipal standards to attain adequate minimum horizontal separation distances between services. All street facing units are to be individually serviced to the fronting municipal sewer;
  - vi) Demonstrate how proposed Block 3 can be serviced and provide enough detail as to what private access and services are anticipated;
  - vii) Where sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the Deputy City Manager, Environment and Infrastructure. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the Deputy City Manager, Environment and Infrastructure;
  - viii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
  - ix) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
  - x) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.

#### Storm and Stormwater Management (SWM)

15. In conjunction with Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, all to the satisfaction of the City;
  - ii) Identifying major and minor storm flow routes for the subject and external lands, and demonstrate these flows can be adequately controlled and conveyed to the final outlet with no impacts to downstream properties or infrastructure, to the satisfaction of the City;
  - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
  - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design (e.g., lands to the west), all to the specifications and satisfaction of the City Engineer;
  - v) Develop sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities and inspecting/reporting requirements for the subject lands, in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements and current industry standards all to the specification and satisfaction of the City. The sediment and erosion control plan(s) shall confirm and identify all interim and long-term drainage measures, responsibilities, and maintenance requirements, as well as an inspection program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City for conformance to our approved Environmental Management Guidelines (EMGs). Prior to any work on site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained, maintained to adapt to the changing site conditions, and operated as intended during all phases/stages of construction.
  - v) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these

measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the Deputy City Manager, Environment and Infrastructure;

- vi) Ensure the post-development discharge flow from the subject site meets stormwater control requirements for water balance, quality, quantity, and erosion control, and can be accommodate by existing or proposed SWM infrastructure. The subject site shall not exceed the capacity of the stormwater conveyance system, to the satisfaction of the City. In an event where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted design requirement for Permanent Private Stormwater Systems, to the satisfaction of the City, at no cost to the City. For blocks identified in the face of the Draft Plan as medium density, the Owner is to provide a runoff coefficient value representative to the anticipated impervious surfaces such as houses and hardscaping to ensure the future proposed development of those blocks does not exceed the capacity of the stormwater conveyance system;
  - vii) Provide the functional SWM report supporting the proposed SWM strategy, objectives, and targets including, but not limited to, minor flow design for internal and external catchment areas tributary to the City owned Hyde Park 1 SWM facility, overland flow route capacity calculations and associated drawings for the conveyance of the major overland flows from this plan of subdivision to the intended receiving system, water balance strategy, etc. to the satisfaction of the City; and,
  - viii) Identify on-site SWM control targets and requirements for any high density, medium density, and commercial blocks where PPS stormwater controls will be subject to a future site plan or condominium application. If freehold lots are proposed within a medium density block, a municipal stormwater strategy to address water quality/quantity for uncontrolled flows may accommodate the future freehold lots and be included in the Stormwater Servicing Report. SWM quantity controls are to be contained within each high or medium density blocks.
16. The subdivision to which this draft approval relates shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties, or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
17. The Owner shall have a consulting professional engineer design and construct the proposed storm/drainage and SWM servicing works for the subject lands all to the satisfaction of the City and according to the requirements of the following:
- i) The SWM criteria and environmental targets for the Stanton Drain Subwatershed Study;
  - ii) The accepted Hyde Park Community Storm Drainage and Stormwater Management Servicing Schedule 'B' Municipal Class EA Assessment report (Earth Tech, August 2002) and any addendum completed by the City;
  - iii) The Hyde Park Community Storm Drainage and Stormwater Management Servicing Municipal Class EA Addendum - Final Report (Aecom, March 2018);
  - iv) The approved Functional Design SWM facility No 1 Hyde Park South (Earth Tech, February 2003) and all applicable revisions and updates;
  - v) The approved Storm/Drainage and SWM Servicing functional Report for the subject lands;
  - vi) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements, and practices;
  - vii) The Ministry of the Environment SWM Practices Planning and Design Manual (2003); and,
  - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the City of London approved Environmental Management Guidelines (EMGs), etc.
18. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:

- a) Construct storm sewers to serve this plan, located within the drainage area described in the accepted Hyde Park Community Storm Drainage and Stormwater Management Servicing Schedule 'B' Municipal Class EA Assessment report (Earth Tech, August 2002) and the Hyde Park Community Storm Drainage and Stormwater Management Servicing Municipal Class EA Addendum - Final Report (Aecom, March 2018), and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 900 mm diameter storm sewer on Coronation Drive.
19. The Owner acknowledges that the existing storm sewer along Gainsborough Road may have limited capacity and therefore the Owner agrees to make any efforts to service the entire site for minor and major flows by the minor and major outlet provided by the existing Coronation Drive south of this site, all to the satisfaction of the City. Design of on-site SWM controls for the entire Block 1 are required to discharge to the storm sewer on Coronation Drive shall be included as part of the functional SWM report and identified in all pertinent servicing drawings.
20. The Owner shall compensate the City for any costs incurred by the City due to remedial work required to address adverse impacts to downstream infrastructure or natural areas from failure or sufficient maintenance of ESC measures, all to the satisfaction of the City.
21. The Owner shall have its professional engineer ensure all geotechnical conditions, natural heritage and/or hazard considerations, and required setbacks related to the slope stability and natural features including open watercourses, if any, that services upstream catchments are adequately addressed for the subject lands, all to the satisfaction of the City and UTRCA if applicable.
22. In accordance with the MECP and City's requirements, adequate setbacks shall be maintained and allocated in accordance with the City Council approved Official Plan Policies relating to open watercourse setbacks, if any. Required setbacks, buffers, regulated areas, and areas to be protected during construction shall be clearly identified within the engineering drawings issued for construction. Required buffers to PSW, if any, are subject to the City's Official Plan and MNRF policies and should be consistent with the approved EIS.
23. If the subdivision includes any regional SWM work to be constructed by the City, the Owner shall develop the proposed plan of subdivision in accordance with the Design and Construction of Storm Water Management Facilities policies and processes identified in Appendix 'B-1' and 'B-2' Stormwater Management Facility "Just in Time" Design and Construction Process adopted by Council on July 30, 2013, as part of the Development Charges Policy Review: Major Policies Covering Report.
24. In conjunction with the Focused Design Studies submission, the Owner shall have a professional engineer or professional geoscientist prepare a hydrogeological investigation and/or addendum/update to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City. Hydrological support to features identified in the approved EIS should also be included in the functional SWM design. The Owner agrees to coordinate with the City a scoped hydrogeological assessment for the preparation of the hydrogeological investigation. Elements of the hydrogeological investigation should include, but are not to be limited to, the following:
  - i) Analysis of water quality and quantity impacts on the existing PSW, if any, under the existing and post-development conditions and recommendations to minimize any adverse impacts from the proposed land development to the satisfaction of the City and UTRCA where applicable;
  - ii) The pre-development discharges from PSW must be maintained under the post-development conditions and these discharges shall be accommodated in the proposed storm/drainage and SWM servicing works for the subject lands in accordance with existing drainage pattern;
  - iii) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;

- iv) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
  - v) Completion of a water balance and/or addendum/update to the existing water balance for the proposed development, revised to include the use of LIDs as appropriate;
  - vi) Completion of a water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs as appropriate;
  - vii) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table and potential road salt application impacts;
  - viii) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
  - ix) Evaluation of construction related impacts and their potential effects on local significant features;
  - x) Development of appropriate short-term and long-term monitoring plans (if applicable);
  - xi) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction;
  - xii) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
  - xiii) identify any abandoned wells in this plan;
  - xiv) any fill required in the plan;
  - xv) provide recommendations for foundation design should high groundwater be encountered;
  - xvi) address any contamination impacts that may be anticipated or experienced as a result of the said construction;
  - xvii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site; and,
  - xviii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken.
25. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydrogeological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
26. In conjunction with the first submission of engineering drawings, the Owner's consulting Professional Engineer shall submit, a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM Facilities within this plan (i.e., Dry ponds, LIDs, OGSs, etc.), in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" and other available guidance document requirements to the City for review and approval. The program will include but not be limited to the following:
- a) A work program manual for the phasing, maintenance, and monitoring of these facilities during all phases of buildout as well as following assumption; and,
  - b) A verification and compliance monitoring program the developer will need to complete to verify the SWM features meet the intended design prior to assumption.
27. Following construction and prior to the assumption of the stormwater system, the Owner agrees to complete the following at no cost to the city, and all to the satisfaction of the City:
- a) Operate, maintain, and monitor the SWM Facilities in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities"; and,
  - b) Have its consulting Professional Engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" to the City for review and approval.

### Watermains

28. In conjunction with the first submission of engineering drawings the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following

design information, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:

- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
  - ii) Identify domestic and fire flows for the future residential/development Blocks from the low-level (high-level) water distribution system;
  - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
  - iv) Include modeling for two fire flow scenarios as follows:
    - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
    - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
  - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
  - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
  - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
  - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
  - ix) Identify any required watermain oversizing and any cost sharing agreements;
  - x) Identify the effect of development on existing water infrastructure and identify potential conflicts;
  - xi) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks;
  - xii) An engineering analysis to determine the extent of external watermains are required to serve Blocks within this plan, at no cost to the City; and,
  - xiii) Provide a servicing concept acceptable to the Deputy City Manager, Environment and Infrastructure for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services is being achieved.
29. In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- a) Construct watermains to serve this Plan and connect them to the existing high-level municipal system, namely the existing 300 mm PVC diameter watermain on Coronation Drive, the 200mm PVC diameter watermain on Sophia Crescent and the existing 600mm watermain on Gainsborough Road (high level system);
  - b) Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure when development is proposed to proceed beyond 80 units; and,
  - c) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval.
30. The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

#### Roadworks

31. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the Deputy City Manager, Environment and Infrastructure.

32. In conjunction with the Focused Design Studies submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 10 metre straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections;
  - ii) Confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions";
  - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 10 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer;
  - iv) Shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
  - v) Shall ensure street light poles and luminaires, along the street being extended, match the style of streetlight already existing or approved along the developed portion of the street, to the satisfaction of the City of London;
  - vi) Shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and,
  - vii) Shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
33. Prior to the submission of Focused Design Studies, the Owner shall submit a revised draft plan, to the specifications and satisfaction of the City.
34. In conjunction with the Focused Design Studies submission, the Owner shall provide an evaluation of the turning lane offsets at Gainsborough Road, all to the specifications and satisfaction of the City.
34. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Coronation Drive (Neighbourhood Connector) to have a road pavement width (excluding gutters) of 6 metres plus parking lay-bys, with a minimum road allowance of 23.0 metres. Parking lay-bys shall be 2.5 metres in width with dropped curb in between the through lane and the parking lay-by as per City standards. Parking lay-bys shall be maximum 100 metres in length from the start of one lay-by to the start of the next, with tapers and radii to City standards and as per Complete Streets. Parking lay-bys shall have a 10.0 metre tangent section between the end of radius curve from an intersection to the beginning of the lay-by radius curve;
  - ii) Sophia Crescent (Neighbourhood Street) to have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20.0 metres;
  - iii) Construct a gateway treatment on Coronation Drive (Neighbourhood Connector) at the intersection of Gainsborough Road with a right of way width of 25.5 metres for a minimum length of 45.0 metres tapered back over a distance of 30 metres to the standard Neighbourhood Connector road right of way width of 23.0 metres, to the satisfaction of the City; and,
  - iv) Taper existing Coronation Drive over 30 metres from the existing road pavement width (excluding gutters) of 9.5 metres with a road allowance of 21.5 metres to 23 metres at the north limit of 33M-702.

35. In conjunction with the first submission of engineering drawings, the Owner shall identify any external works on Gainsborough Road to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
36. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
  - a) Confirm that the centreline of Coronation Drive is aligned with the centreline of existing Coronation Drive in Plan 33M-702, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
37. In conjunction with the first submission of engineering drawings, the Owner shall align Coronation Drive perpendicular to Sophia Crescent, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
38. The Owner shall ensure access to lots and blocks adjacent to gateway treatments will be restricted to rights-in and rights-out only.
39. In conjunction with the first submission of engineering drawings, the Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
40. In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (e.g., reverse curves, 10 metre straight tangents, etc.), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
41. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
42. The Owner agrees that, if a parking plan is required for this subdivision, and increased pavement width is proposed to accommodate the parking plan, the road allowance width will be increased a corresponding amount in order to maintain the standard 6.0-metre-wide boulevards on either side of the road. Further, the Owner agrees that any proposed widening of the pavement and the road allowance will be to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

#### Sidewalks

43. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre sidewalk on both sides of Coronation Drive and Sophia Crescent, all to the satisfaction of the City.

#### Pavement Markings & Signs

44. The Owner shall install pavement markings & signs to the satisfaction of the City, at no cost to the City.
45. In conjunction with the Focused Design Studies submission, the Owner shall provide a pavement marking plan, to include all turn lanes (if necessary), to the satisfaction of the City.
46. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the following pavement markings and signs, as per City standard to the satisfaction of the City:
  - a) No Parking signs within 20 metres of all stop signs; and,
  - b) Speed cushion signs and pavement markings.

#### Streetlights

47. In conjunction with the submission of engineering drawings, the Owner shall have a qualified professional engineer provide to the Deputy City Manager, Environment and Infrastructure for review and acceptance appropriate drawings and calculations (e.g., photometric) for streetlights that exceeds the street lighting standards in new subdivisions as required by the Deputy City Manager, Environment and Infrastructure, at no cost to the City.

48. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.
49. In conjunction with the first submission of engineering drawings, the Owner shall provide photometrics at the intersection of Gainsborough Road and Coronation Drive, to the specifications and satisfaction of the City.

#### Boundary Road Works

50. In conjunction with the Focused Design Studies submission, the Owner shall submit a transportation study in accordance with the Transportation Impact Study Guideline to determine the impact of this development on the abutting arterial roads to the satisfaction of the City. Prior to undertaking this study, the Owner shall contact the Transportation Planning and Design Division regarding the scope and requirements of this study. The Owner shall undertake any recommendations of the study, to the satisfaction of the City and at no cost to the City.
51. In conjunction with the first submission of engineering drawings, the Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
52. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Gainsborough Road adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading, and sodding as necessary.
53. In conjunction with first submission of engineering drawings, the Owner shall make adjustments, if necessary, to the existing streetlights on Gainsborough Road or provide temporary streetlights to provide for sufficient illumination at the intersection of Coronation Drive and Gainsborough Road, at no cost to the City, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
54. In conjunction with the first submission of engineering drawings, the Owner shall have its professional consulting engineer submit design criteria for turn lanes and identify, if necessary, as per the recommendations of the Transportation Impact Study for review and acceptance by the City.

#### Road Widening

55. The Owner shall be required to dedicate sufficient land to widen Gainsborough Road to 18.0 metres from the centreline of the existing road, to the satisfaction of the City.
56. The Owner shall be required to dedicate 6.0 m x 6.0 m “daylighting triangles” at intersections with arterial roads.

#### Vehicular Access

57. The Owner shall ensure that no vehicular access will be permitted to Block 1 from Gainsborough Road. All vehicular access is to be via the internal subdivision streets.
58. The Owner shall restrict access to Gainsborough Road by establishing blocks for 0.3 metre (1') reserves along the entire Gainsborough Road frontage, to the satisfaction of the City.
59. The Owner shall provide a 0.3 metre reserve from Gainsborough Road southerly for 75 metres on the east side of Coronation Drive, to the satisfaction of the City.
60. The Owner shall provide a 0.3 metre reserve from Gainsborough Road southerly to Sophia Crescent on the west side of Coronation Drive, to the satisfaction of the City.

#### Traffic Calming

61. In conjunction with the first submission of engineering drawings, the Owner shall have its professional engineer provide a conceptual design of the proposed traffic calming measures, to be constructed along Coronation Drive, including parking bays, curb extensions, speed cushions and other measures, to the satisfaction of the City.
62. The Owner shall install the following traffic calming measures to the satisfaction of the City, at no cost to the City:
  - a) Traffic Calming shall be provided in the form of speed cushions as per City standards, spaced at 100m, avoiding maintenance covers on Coronation Drive, and

- b) The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Speed cushions shall be installed on base asphalt within two weeks of placement of base asphalt and remain in place. Speed cushions may be removed one week prior to placement of topcoat asphalt and shall be reinstated within one week of placement of the topcoat asphalt.

#### Construction Access

63. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Gainsborough Road or other routes as designated by the City.

#### Tree Preservation

64. As part of the Focused Design Studies, the Owner shall provide an updated Tree Preservation Report that incorporates the comments from the City. Implement the recommendations of the Revised Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory, and incorporate the approved Tree Preservation Plan on the accepted grading plans. Identify on engineering drawings areas of tree compensation/replacement consistent with replacement rates within *The London Plan* and boundary tree protection measures.

#### Parkland Dedication

65. The Owner shall include a cash-in-lieu payment in accordance with the provisions By-law CP-25.

#### Ecology

66. In conjunction with the Focused Design Studies submission, the Owner shall provide an addendum to the EIS identifying any endangered species or bat habitat, and any recommendations included in the addendum will be implemented as part of the engineering review. Alternatively, the Owner may provide for the appropriate number of bat boxes in adjacent woodlots.

#### General

67. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
68. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.
69. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure.
70. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the Deputy City Manager, Environment and Infrastructure.
71. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in

writing regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for “Guidelines for Notification to Public for Major Construction Projects”.

72. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources and Forestry, Ministry of the Environment, Conservation and Parks, City, etc.)
73. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
74. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
75. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage, or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
76. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
77. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
78. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.
79. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the Deputy City Manager, Environment and Infrastructure and Deputy City Manager, Finance Supports (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
80. In conjunction with the Focused Design Studies submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner’s geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the

City, at no cost to the City.

81. In conjunction with the Focused Design Studies submission, the Owner shall have its geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminants under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
82. In conjunction with the Focused Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
  - i) Servicing, grading, and drainage of this subdivision;
  - ii) Road pavement structure;
  - iii) Dewatering;
  - iv) Foundation design;
  - v) Removal of existing fill (including but not limited to organic and deleterious materials);
  - vi) The placement of new engineering fill;
  - vii) Any necessary setbacks related to slope stability for lands within this plan;
  - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions;
  - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback;
  - x) Cutting/filling, erosion, maintenance, and structural setbacks related to slope stability associated with the existing wetlands, all to the satisfaction of the City and the Upper Thames River Conservation Authority; and,
  - xi) Any other requirements as needed by the City, all to the satisfaction of the City.
83. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
84. In conjunction with the first submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per City standards to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.
85. Where site plan approval is required, the Owner shall install servicing on streets in this plan of subdivision for these blocks only after site plan approval has been obtained or as otherwise approved by the City, all to the satisfaction of the City, at no cost to the City.
86. The Owner shall have the common property line of Gainsborough Road graded in accordance with the City of London Standards and as per the accepted engineering drawings, at no cost to the City.
87. In conjunction with the Focused Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
88. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, i.e., Water, septic, storm, hydro, driveways, etc. and provide details of any decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
89. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer investigate whether there is a municipal drain located on this site. Should there be a municipal drain, the Owner shall identify and prepare a report of any

works required to keep the municipal drain in operation or the decommissioning of the drain, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

90. The Owner shall have its professional engineer design and supervise the construction of Coronation Drive and Sophia Crescent to City standards with regards to the existing grade and conditions along the boundary of these streets and the abutting lands, to the specifications of the Deputy City Manager, Environment and Infrastructure. The Owner shall make any necessary adjustments to the right-of-way, pavement, boulevard, sidewalks, utilities, and services to accommodate the existing grades and conditions without required a retaining wall and to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
91. In conjunction with the first submission of engineering drawings, the Owner shall make adjustments to the existing works and services on Gainsborough Road, Coronation Drive and Sophia Crescent, adjacent to this plan to accommodate the proposed works and services the blocks in this plan fronting this street (e.g. Private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
92. The Owner/Developer shall provide to Union Gas the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge.
93. The Owner/Developer shall provide London Hydro the necessary blanket easements for the provisions of services for this project.
94. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
  - i) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”;
  - ii) The Owner is advised to contact Bell Canada at [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development;
  - iii) It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure; and,
  - iv) If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

## Appendix C: Public Engagement

### Internal Department Comments

#### **Parks Planning and Design**

Parks Planning and Design staff have reviewed the submitted Notice of Application for draft plan of subdivision, official plan and zoning by-law amendments for the above noted development and offer the following comments:

- Parkland dedication for this development is required. The City has no need for parkland within this development. Cash in lieu as per By-law CP-25 will be required for the proposed medium and high-density blocks.

#### **Urban Design**

Please find below the Urban Design comments related to Block 1 of the Subdivision at **954 Gainsborough Road (39T-22501)**:

##### Major Comment

The proposed development at 954 Gainsborough Road is located in the Neighbourhood Place Type and at the intersection of a Civic Boulevard and a future Neighbourhood Connector which permits a minimum two storey height and a standard maximum of 4 storeys. The proposal is generally consistent with the Hyde Park Community Plan - Community and UD Guidelines (HPCP).

**Urban Design is generally supportive of the proposed development provided the intensity is justified and there is an appropriate transition in the form of the proposed development without having any negative impacts on the surrounding low density residential use and the public realm.** Refer to The London Plan, Policy 163

**The Applicant is commended** for incorporating the following site and building design features and is advised to continue through the site plan application stage:

1. Limiting the surface parking to minimum and designing the built form to screen the parking from the view of the public streets.
2. Creating an attractive interface between Gainsborough Rd and the proposed development
  - Providing a main sidewalk and the landscaped boulevard that is consistent with the design guidelines for arterial roads in the HPCP.
3. Providing individual entrances to ground floor units on the street facing elevations and designing amenity spaces as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape.
  - Providing direct walkway access from ground floor units to the public sidewalk on Gainsborough Rd and establishing the neighbourhood character at a key gateway to reinforce a pedestrian oriented streetscape.
4. Establishing a direct connection between the outdoor amenity space and the apartment building for better functionality

#### **Site Design**

1. Provide direct walkway access from the ground floor units to the public sidewalk on New Coronation Drive to reinforce the public realm. Refer to The London Plan, Policy 268
2. Ensure that the landscape buffer along the street frontages and around the internal parking area offers privacy and screens noise and dust while still providing clear sight lines to activate frontage and promote passive surveillance. Refer to the London Plan, Policy 228

3. Provide an adequate landscape buffer between the property line and the proposed ramp/parking areas to allow space for additional landscaping and avoid any negative impacts on the adjacent properties on the east. Refer to The London Plan, Policy 253, 258

### **Building Design**

1. Ensure that the proposed building design conforms to the design guidelines for mid-rise as stated in the City Building Policy. Refer to The London Plan, Policy 289
2. The forecourt with outdoor amenity space and the recessed façade treatment to address the corner at the intersection of New Coronation St and New Sophia Crescent has been acknowledged.
  - Consider providing a forecourt or extend the paved part further to the east and provide a corner canopy to address the corner at the intersection at Gainsborough Road and New Coronation St. This would add prominence to the primary entrance and to facilitate wayfinding. Refer to The London Plan, Policy, 289\_1, 290.
3. Providing a step-back of (5m) above 2nd floor along Gainsborough Rd and New Coronation St for providing a comfortable pedestrian environment. Refer to The London Plan, Policy 286, 292
4. The transition of building height along the south wing is acknowledged. Provide a similar step-down for the north wing abutting the low-rise residential area on the east to mitigate shadow and overlook issues. Refer to The London Plan, Policy 298
5. Ensure all rooftop mechanical and elevator equipment are enclosed within the architectural detail of the building. Refer to The London Plan, Policy 289\_3 & 296
6. Consider integrating the underground parking ramp into the building rather than as a stand-alone structure to allow for additional amenity space and to minimize visual impact. Refer to The London Plan, Policy 275.

### **Ecology**

Because the wooded area on the property is too small now to be considered a natural feature from the London Plan perspective and NRSI has confirmed in their memo that it is not considered Significant Wildlife Habitat for bat maternity roosting, Ecology is satisfied from the City's perspective that requirements are fulfilled.

The implications relating to the Endangered Species Act requirements will come from direction from the MECP. NRSI has provided the correspondence they've provided to MECP, but no response from MECP has been provided yet. Any mitigation/compensation requirements from MECP for impacts to potential SAR bat habitat should be followed through by the proponent.

It should be noted that the active breeding bird season is still during this period and in order to prevent contravention of the Migratory Birds Convention Act (1994) vegetation removals should take place outside of April 1 – August 30. In simple habitats where nests would be easily visible, a qualified Ecologist may clear the vegetation prior to removal during the active bird nesting season. However, with the mature trees present on this site this approach may not be applicable. Therefore due to potential harm to individual roosting bats as well as migratory birds nests, it is still recommended that vegetation removal occur outside of the active bat and bird periods

### **Landscape Architecture**

The site will need to have a Tree Preservation Report prepared as there are trees on site and adjacent property to west. This is required to:

- establish the ownership of trees growing along property lines, including the identification of boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to

adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Tree Preservation Plans will not be accepted without letters of consent for removal from all owners of trees.

- Identify rare or endangered species that are protected by the province's Endangered Species Act, 2007, S.O., C.6. An endangered tree can have provincially legislated setbacks and protection policies.
- Determine total dbh proposed for removal to determine tree replacement. London Plan Policy 399 requires 1 tree for every cm dbh removed.

The development will not impact any City owned trees or tree protection areas.

## **Engineering Comments**

### **Zoning By-law Amendment**

Planning and Development and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. R4-5 zone to have a minimum lot frontage of 6.7 metres (not 5.5 metres) as per City standard SW-7.0, to provide adequate separation between services and avoid conflicts with City infrastructure.

### **Official Plan Amendment**

Planning and Development and the above-noted engineering divisions have no objection to the proposed Official Plan Amendment associated with the proposed draft plan of subdivision.

### **Required Revisions to the Draft Plan**

Note: Revisions are required to the draft plan as follows:

- i) Identify the centreline radius on Coronation Drive where it transitions from 23.0 metres to 21.5 metres in width. Smooth out transitions.
- ii) Add 0.3 metre reserve along the entire west limit of Coronation Drive to Sophia Crescent.
- iii) Add 0.3 metre reserve along the entire limit of Block 1 abutting Gainsborough Road.
- iv) Add 0.3 metre reserve along the east limit of Coronation Drive (abutting Block 1) 75 metres southerly from the centreline of Gainsborough Road.
- v) Dedicate sufficient land to widen Gainsborough Road to 18.0 metres from the centreline of the existing road to the satisfaction of the City.
- vi) Remove pavement widths from face of draft plan as these are identified in the conditions.
- vii) Revise the alignment of the intersection of Sophia Crescent/Coronation Drive. The centrelines of the rights-of-ways are to align through the intersection.
- viii) Widen Coronation Drive (Neighbourhood Connector) at the intersection of Gainsborough Road to a right of way width of 28.0 metres for a minimum length of 45.0 metres tapered back over a distance of 30 metres to the standard Neighbourhood Connector road right of way width of 23.0 metres.

- ix) Ensure all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City.
- x) Remove the Parking lay-bys on Coronation Drive from the face of the draft plan.
- xi) The following intersections are to be aligned in accordance with the requirements specified below:
- xii) Coronation Drive – north and south limits
- xiii) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- xiv) The Owner shall eliminate the deflection(s) shown in the street line along Coronation Drive by providing a radius to City standards.
- xv) Remove lot fabric from Blocks 2 and 3. Noting minimum narrow lot frontage widths of 6.7 metre for R4 zones.
- xvi) Remove ghosted road from Block 3 and the future private driveways to Block 1 and Block 3; these will be reviewed at site plan stage.
- xvii) Extend the private laneway access southerly across Block 2 to be consistent with the 12m easement dimension through the Coronation Drive and red-line Block 2 if necessary;

**Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.**

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

### **External Agency Comments**

#### **Bell Canada**

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

### **UTRCA**

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

### **CONSERVATION AUTHORITIES ACT**

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

### **DRINKING WATER SOURCE PROTECTION: Clean Water Act**

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

### **RECOMMENDATION**

The UTRCA has **no objections** or requirements to this application and a Section 28 permit will not be required. Thank you for the opportunity to comment.

### **London Hydro**

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 a minimum 16 weeks. Contact engineering Dept. to confirm requirements and availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

### **Hydro One**

We are in receipt of your Draft Plan of Subdivision Application, 39T-21504 dated April 21, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:

<http://www.hydroone.com/StormCenter3/>

### **Enbridge Gas (Union Gas)**

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

Should you require any further information, please contact the undersigned.

### **Public Comments**

### **Email Correspondences**

Hello,

I hope all is well.

My name is Sangev.

I writing in regards to 954 Gainsborough Road. File: 39T-22501 & OZ-9502.

I am just inquiring about the green space Behind my home? Will that be left alone or will it be developed? Also how much greenspace is mandatory for the city to maintain?

Sincerely,

Sangev Bharij MRT(MR)(R)

Hello,

I hope all is well.

I am just inquiring about the proposed plan of subdivision and zoning amendment for both 954 & 978 Gainsborough Road.

As much as new housing is trying to be tabled and developed, the environmental impact needs to be assessed as well. I believe there is a percentage of greenspace that needs to be maintained and this has not been outlined in the proposals of either document.

Also, you have probably already heard from others that the sightline that was an initial proposition of the neighborhood will be severely impacted due to the new infrastructure being tabled.

What is the impact of the nearby ponds and wildlife?

Was the farmhouse that was torn down not a historical structure? Why was the dismantling of a historical structure allowed to take place?

When we bought my home in 2017, we were enamoured by the view of the field, pumpkins (when in season) and the farmhouse that resided directly behind us. We were expecting at the time and wanted our child and now children to grow up with this same perspective. The destruction and lack of communication in the process that has followed has really dampened my opinion of the city as a whole. London is supposed to be the "Forest City." We have not just become another engulfment of the metropolis that is Toronto.

As outlined by the questions above, I and my family are not in favor of the proposed plans for 954 and 978 Gainsborough Road.

Sincerely,  
Sangev

**From:** Diane Harris

**Sent:** Friday, June 10, 2022 10:17 AM

**To:** Doc Services

**Subject:** [EXTERNAL] Planning 954 Gainsborough Rd

Hello,

Re: 954 Gainsborough Rd.

I received notification of Royal Premier Homes development application. As a resident of the neighbourhood. I have some serious concerns about this proposal. Firstly, my house sits next door to the proposed 9 story apartment building. I was quite shocked and disappointed by the proposal.

I bought my house with the knowledge that future developments would include single family homes. I would have not purchased my home had I known an apartment building would be built beside me. The proposal draft is not very detailed. I have so many questions. How far will the apartment be from my house? What will be done with the land between my property line and the apartment building? Will there be a fence? What will the new development look like? Will it enhance or devalue the aesthetic of the neighbourhood? Who is responsible for revising the proposal?

Looking forward to your response.

Diane Harris

**From:** Diane Harris  
**Sent:** Saturday, June 11, 2022, 12:57 AM  
**To:** Curtis, Alison  
**Subject:** Re: [EXTERNAL] Planning 954 Gainsborough Rd

The plans are unacceptable. I will not allow a parking lot to be constructed next to my house. This is in poor taste and extremely unsafe. This is outrageous!! I will appeal the design of the apartment building and parking area.

Hello,

I reside on \*\*\*\*\* , in London Ontario. I received a notice for a zoning amendment, file 39T-22501 & OZ-9502. I would like to vote NO to this application, please and thank you.

Thank you,

Dan Bee

We are residents if \*\*\*\*\* . We are unable to attend the public meeting with the planning and environmental committees on June 19, 2023 but want to voice our support for the rezoning and extension of Coronation Dr to Gainsborough Rd.

Thank you,  
Heather and David Denton

### **Phone Correspondences**

Dan Bee – February 28, 2023

“I am opposed to this Application”

## Appendix D: Policy Context

### Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdiction, as well as establishing the rules and legislation that municipalities must conform to, or be consistent with, when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2, that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, Subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed draft plan of subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the Municipality.

### Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. This Draft Plan of Subdivision is consistent with several *PPS* policies, which are outlined below.

#### Building Strong Healthy Communities

This first policy section of the *PPS* outlines the policies to achieve sustainability through efficient land use and development patterns that promote strong, livable, healthy, and resilient communities. This section also seeks to avoid development and land use patterns that result in inefficient expansion of settlement areas and that the necessary infrastructure and public service facilities are, or will be, available to meet current and projected needs.

Policy Sections 1.1.1, 1.1.3 and 1.6 requires land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. This contributes to resilient development and the creation of healthy, livable, and safe communities. This proposal redevelops vacant lands, which are within the settlement area with have full access to municipal services and were redesignated with the intent they be used for residential uses. A compact form of development is supported through this proposal and will contribute to a mix of housing options in keeping with the *PPS 2020* (Section 1.4).

The *PPS* seeks to create healthy and active communities through planned public streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1) It also identifies that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management (Section 1.6.1). The proposed Draft Plan of Subdivision is within walking distance of a number of public parks, including Maple Grove Park, Gainsborough Meadows, and Coronation Park North. Extending Coronation Drive and Sophia Crescent, and the inclusion of sidewalks through the subdivision will contribute to community connectivity and provide a pedestrian link to this park space. The lands are also adjacent to bike lanes and public transit routes on Hyde Park Road. These aspects of the proposal will help to support energy conservation and help to improve air quality, which is consistent with Section 1.8 of the *PPS*

#### Wise Use and Management of Resources

Section 2 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon the conservation and protection of our

natural heritage and agricultural resources. The policies outlined in this section serve to protect sensitive areas, natural features, and water resources.

The *PPS* states that “Natural features and areas shall be protected for the long term” and that “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 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.” (Sections 2.1.1 and 2.1.8). In accordance with discussions with City Staff, a Tree Preservation Report has been prepared in lieu of an Environmental Impact Study, as well as a brief study to identify bat habitat. Draft Plan Conditions have been included to ensure the recommendations of the Tree Preservation Report are implemented, that removed trees are replaced on site, and that there is appropriate compensation for bat habitat, if required.

This section of the *PPS* sets out policies for the protection of significant built heritage resources and significant cultural heritage landscapes to ensure they are conserved, and development or site alteration shall not be permitted adjacent to protected heritage property, except where the proposed development or site alteration has been evaluated and demonstrated that the heritage attributes of the protected property will be conserved (Sections 2.6.1 and 2.6.3). A Stage 2 Archaeological Assessment was conducted for the subject lands, and no archaeological resources were found. The Ministry of Culture, Tourism and Sport was satisfied by the fieldwork and reporting, and the report was entered into the Ontario Public Register of Archaeological Reports.

#### Protecting Public Health and Safety

Section 3 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon reducing the potential for public cost or risk to residents from natural or human-made hazards. Policies in this Section direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property-damage, as well as to not create new, or aggravate existing, hazards. The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards.

#### **The London Plan**

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (\*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT). Policies under appeal at the time of submission, but now in full force and effect are indicated with an asterisk (\*) throughout this report.

*The London Plan* includes criteria for evaluating plans of subdivision through policy 1688\* and require consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools
- Relevant Secondary Plans and Specific Policies.

#### Our Strategy

This section of *The London Plan* outlines the values and vision that will guide our planning process to create an exciting, exceptional, and connected city. The Key

Directions contained in this section outline the planning strategies that will help to achieve the vision. Applicable Key Directions include:

Direction #1 is to *Plan strategically for a prosperous city* (55). The proposed Draft Plan of Subdivision helps to achieve this key direction by providing new residential growth within the Urban Growth Boundary that will be able to support adjacent commercial land uses and business.

Direction #5 is to *Build a mixed-use compact city* (59). The proposed subdivision is within the Urban Growth Boundary and within an area that is designated for growth. The proposal contributes to a mix of housing choices and densities within the surrounding context and provides for opportunities to access green space, for recreational opportunities, and transit services.

Direction #7 is to *Build strong, healthy, and attractive neighbourhoods for everyone* (61). This key direction is achieved as the proposed subdivision provides a mix of housing choices that meet the needs of people of all ages, incomes, and abilities, and allowing for affordability and ageing in place within the community. It also helps to implement “placemaking” by promoting a neighbourhood design that promotes active living, walkability, and connectedness within and around the community.

Direction #8 is to *Make wise planning decisions* (62). The proposed Draft Plan of Subdivision has been assessed for conformity with Provincial and Municipal planning policies, and balances economic, environmental, and societal considerations.

### Our City

The policies contained in this section of *The London Plan* are designed to plan for the population and economic growth the City will experience over the next twenty (20) years. Growth and development will be in a compact form and directed to strategic locations. The required infrastructure and services to support growth will be planned in a way that is sustainable from a financial, environmental, and social perspective.

“Inward and upward” growth is emphasized in the *Plan* to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal. Residential intensification can take the following forms: secondary dwelling units; expansion of buildings to accommodate a greater residential intensity; adaptive re-use of existing, non-residential buildings, for residential uses; infill development of vacant and underutilized lots; severance of existing lots and, redevelopment, at a higher than existing density, on developed lands (Policy 80). A minimum of 45 per cent of new residential development will be achieved within the Built-Area Boundary (Policy 81). This target is referred to as the “intensification target” in *The London Plan*. The proposed Draft Plan of Subdivision is located close to the border of the Built Area Boundary, but represents infill development of a vacant and underutilized lot within the Urban Growth Boundary.

The City is comprised of neighbourhoods, including Hyde Park, and business areas that were built in different eras and with different forms. The purpose of Urban Regeneration is to support sensitive growth and change within these areas so that they are sustainable and prosperous over the long term (Policy 153). Some of the efforts of Urban Regeneration that are applicable to this application are: facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood; and, expand the City’s range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods. The Draft Plan of Subdivision represents intensification within an urban neighbourhood that will provide affordable housing, and will be in a form that is keeping with the surrounding neighbourhood.

### City Building Policies

This section of *The London Plan* provides a platform for growth that supports the *Plan’s*

vision and priorities, and sets out policies for the shape, character, and form of the City over the next twenty (20) years.

Development proposals within existing neighbourhoods are required to articulate the neighbourhood's character and demonstrate a good fit within that context (Policy 199). The Applicant's Final Proposal Report identified the mainly low-density residential character of the neighbouring lands, and commercial high-density residential character of the lands to the west. Building heights in this area range from one and a half (1.5) to three (3) storeys, with higher density development located further west in the Main Street Place Type. The proposed development would provide a mix of medium and low-density development, including two (2) storey townhomes to serve as a transition between the proposed six (6) storey apartment building and existing single-detached residential dwellings. This will help to ensure the development fits with the context of the surrounding neighbourhood.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the surrounding context and will provide a new direct connection from Gainsborough Road. No dead-ends or cul-de-sacs are included in the Draft Plan of Subdivision. The proposed blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Hyde Park Road, as well as provide for safe and easy walking and cycling on Hyde Park Road. To support walkability, sidewalks shall be located on both sides of all streets (349). The Draft Plan of subdivision includes sidewalks on both sides of Coronation Drive and Sophia Crescent.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the place type and the surrounding area (197, 202, 221 and 252). These policies are addressed through the proposed Draft Plan of Subdivision as the requested reduced front yard and exterior side yard setbacks would site the proposed development for Block 1 close to the street to create an active street front at a human scale.

### Neighbourhoods Place Type

The subject lands are currently designated within the Neighbourhoods Place Type along a Civic Boulevard (Gainsborough) and proposes to extend another Neighbourhood Connector (Coronation Drive). This Place Type at this location, based on Street Classification, permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10\*). A minimum height of one (1) storey, a standard maximum height of four (4) stories and an upper maximum of six (6) stories is permitted at the intersection of the Civic Boulevard and a Neighbourhood Connector (Table 11\*). Permitted heights along a Neighbourhood Street are a minimum of one (1), a standard maximum of three (3) and an upper maximum of four (4). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

The vision for the Neighbourhood Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include: strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and, parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhood Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices.

The proposed Subdivision is near to lands designated within the Main Street and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation. The proximity to parks and open spaces provides for recreational opportunities and alternatives for mobility.

### Our Tools

Policy 1578 outlines evaluation criteria for planning and development applications. Section 5 of this policy requires that municipal services be available in conformity with the Civic Infrastructure chapter of and the Growth Management/Growth Financing policies of *The London Plan*. Municipal services are available to service the subject lands. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded.

Subsection 6 of Policy 1578 outlines the potential impacts on adjacent and nearby properties to consider when reviewing an application, and the degree to which these potential impacts could be managed and mitigated. They include:

- a. Traffic and access management.
- b. Noise.
- c. Parking on streets or adjacent properties.
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.
- e. Lighting.
- f. Garbage generated by the use.
- g. Loss of privacy.
- h. Shadowing.
- i. Visual impact.
- j. Loss of views.
- k. Loss of trees and canopy cover.
- l. Impact on cultural heritage resources.
- m. Impact on natural heritage features and areas.
- n. Impact on natural resources.

The above list is not exhaustive

The subdivision has been assessed according to these criteria. The individual blocks will be accessed by the internal street within the subdivision. Vehicular traffic will have access to public road connections at Gainsborough Road. The proposed residential uses are not expected to generate excessive noise and emissions. On-site parking will be required as per the applicable Zoning By-law requirements based on the dwelling type. There are no concerns with respect to garbage, visual or privacy impacts, or any issues with loss of views or tree cover. The proposed apartment building on Block 1 of the Draft Plan of Subdivision could cast shadows on the neighbouring property to the east. A separate Site Plan Approval application will review the proposed development and its potential impacts. As previously noted, the wooded area on the subject lands is remnant of a wooded area deemed to not be significant by the Ontario Municipal Board and tree removal is to be compensated for within the subject lands.

Subsection 7 of Policy 1578 sets out a proposal must be shown to be sensitive to, and compatible with, its context. The fit of a proposal within its context could be assessed based on the following:

- a. Policy goals and objectives for the place type.
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.
- c. Neighbourhood character.
- d. Streetscape character.
- e. Street wall.
- f. Height.
- g. Density.
- h. Massing.
- i. Placement of building.
- j. Setback and step-back.

- k. Proposed architectural attributes such as windows, doors, and rooflines.
- l. Relationship to cultural heritage resources on the site and adjacent to it.
- m. Landscaping and trees.
- n. Coordination of access points and connections

The proposed Draft Plan of Subdivision contributes to the neighbourhood character envisioned by the Neighbourhoods Place Type and the *Hyde Park Community Plan*. It provides a compact form of development with a mix of housing opportunities and amenities within walking distance to enhance the day-to-day living experience. The proposed zoning for Block 1 includes reduced front yard and exterior side yard setbacks to activate the street front along Gainsborough Road and the extension of Coronation Drive. This will also help to establish this intersection as a focal point and gateway to the community. The proposed height is generally appropriate and maintains the intent and purpose of *The London Plan*. Landscaping will be included through the subdivision, and any trees removed will be replaced on site. As previously outlined, the Draft Plan of Subdivision includes the extension of Coronation Drive and Sophia Crescent, coordinating access with Gainsborough Road and with the adjacent lands.

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

### **1989 Official Plan**

On May 25, 2022, the Ontario Land Tribunal ordered that the *1989 Official Plan* be repealed in its entirety and *The London Plan* came into full force and effect. At the time the Application was submitted, the *1989 Official Plan* was still in force and effect and the Application has been reviewed to ensure that it is in keeping and in conformity with the applicable policies.

The subject lands Low Density Residential, Multi-Family, Medium Density Residential and a small portion is designated Multi-Family, High Density Residential. A small portion on the southern extent of the lands is within the Low-Density Residential Designation. Objectives of the Low-Density Residential designation are to enhance the character and amenities of residential areas by directing higher intensity to locations where existing land uses are not adversely affected, and encourage development of subdivisions that provide for energy conservation, public transit, and the retention of desirable natural features (Section 3.1.2). Permitted uses in the Low-Density Residential designation include single-detached, semi-detached, and duplex dwellings (Section 3.2.1). Multiple-attached buildings, such as row houses or cluster houses may also be considered if they do not exceed the permitted upper limit of 30 units per hectare (Section 3.2.2).

The Multi-Family, Medium Density Residential (MFMDR) Designation in the *1989 Official Plan* was also applied to the subject lands. The permitted uses in this residential designation include: row houses or cluster houses; low-rise apartment buildings; rooming and boarding house; emergency care facilities; converted dwellings; and, small-scale nursing homes, rest homes, and homes for the aged (3.3.1 Permitted Uses). The proposed medium density blocks are in keeping with these permitted uses. One of the preferred locations for the MFMDR designation is abutting arterial, primary collector or secondary collector streets (3.3.2 Location). Development within this designation shall be low-rise in form with a density and site-coverage that serve as a transition between low density residential areas and more intensive forms, such as commercial, industrial, or high density residential (3.3.3 Scale of Development). The proposal is in keeping with these policies as it abuts arterial and secondary collector roads, and provides the appropriate densities permitted in the MFMDR designation.

The Multi-Family, High Density Residential designation (MFHDR) in the *1989 Official Plan* was applied to a small portion of Block 2 of the proposed Draft Plan of Subdivision. This designation permitted low-rise and high-rise apartment buildings; apartment hotels;

multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses (3.4.1 Permitted Uses). The proposed development is in keeping with these permitted uses. Preferred locations for this Designation include periphery of the Downtown that are appropriate for redevelopment; lands in proximity to Enclosed Regional Commercial Nodes or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or having easy access to an arterial or primary collector road (3.4.2 Locations). It is further stipulated it should not be located adjacent to uses that would be adversely affected by high density development. Net residential densities will normally be less than 150 units per hectare for lands outside of Central London (3.4.3 Scale of Development).

The initial submission included requests for amendments to the *1989 Official Plan* To add a special policy to the Multi-Family, Medium Density Residential Designation of the *1989 Official Plan* to permit a density of 276 units per hectare in order to facilitate the proposed development of Block 1. The lands proposed for Block 1 are designated Multi-Family, Medium Density Residential (MFMDR), which permits row houses, cluster houses, and low-rise apartment buildings. Development within this designation will have a low-rise profile that can serve as a transition between Low Density and more intense forms of land use. Heights within this designation should not exceed four (4) storeys at a maximum net density of 75 units per hectare. Developments with this designation can exceed 75 units per hectare but are limited to a maximum of 100 units per hectare.

The requested density of 276 units far exceeds both the upper limit under the MFMDR designation, as well as the 150 units permitted for lands outside of the Central London Area under the Multi-Family, High Density Residential Designation (MFHDR). High density uses are intended for lands adjacent to major employment centers, shopping areas, major public open space, transportation routes and where high-density development will not adversely affect surrounding land uses. In addition, increased density beyond what is permitted in the MFHDR Designation should be located adjacent to two arterials or an arterial/primary collector intersection. The requested height and density are not in keeping with the intent for development within the MFMDR or MFHDR Designations. Bonusing to permit increased height and density was permitted under the *1989 Official Plan* but should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of the available municipal services. The original application proposed nine (9) storey apartment building that would have been located adjacent to low-density, single detached residential lots resulting a scale of density that is incompatible.

The Applicant revised their submission to reduce the height of the proposed apartment building to six (6) storeys, which is in keeping with the permissions of *The London Plan* for this location, and the *1989 Official Plan* was repealed rendering the requested amendment unnecessary.

### **Hyde Park Community Plan**

The subject lands are within the Hyde Park Community Planning Area and subject to the Hyde Park Community Plan and Urban Design Guidelines to guide development to create a healthy, functional, and pleasing community environment. The Urban Design Guidelines provide a means to ensure compatibility between land uses, create a pedestrian and transit-supportive form, emphasize public spaces, and the integration of the open space network into the Community. Under this plan, the lands are designated Medium Density Residential.

The proposal incorporates urban design principles identified for the general streetscape and building design. Guidelines for streetscape that are reflected in the proposal include: orient buildings to the street to define the public space associated with the street; buildings and structures are located at the termination of a street and corner buildings should take advantage of the prominent location; sidewalks should be

provided along one or both sides of the street; utility poles, lights, signs and other vertical elements should be located along the same planting line as street trees, where possible, to create a continuous street edge; and, landscape design should complement and unify other urban design objectives including building form, pedestrian and vehicular access points, parking location and signage.

Guidelines for building design reflected in the proposal include: buildings should be oriented to the street and located at the termination of a street; buildings on corner lots should be designed with side elevations detailing similar to the front elevation; building terminating vistas should have special attention to siting, massing and architectural detailing; a diversity in architectural expression is encouraged; building façades should be varied and articulated; and, façade design should clearly emphasize the main entrance of buildings.

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

The following provides a synopsis of the recommended zoning and permitted uses to be applied to the subject lands. Reference should be made to the Zoning Amendment Map found in Appendix A of this report.

The lands are currently zoned Urban Reserve (UR3), Holding Urban Reserve (h-28\*UR3) and Open Space (OS5) Zone. The Urban Reserve UR3 Zone permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation, farm gate sales, kennels, private outdoor recreation clubs and riding stables. This zone is applied to underdeveloped areas within the former City boundaries and to areas that have been reviewed through the Community Plan Process. Conservation lands and works, passive recreation uses, and managed woodlots are permitted within the Open Space (OS5) Zone. The OS5 designation is remnant of woodlands at the former 910 Gainsborough that were deemed to not have significance by the Ontario Municipal Board.

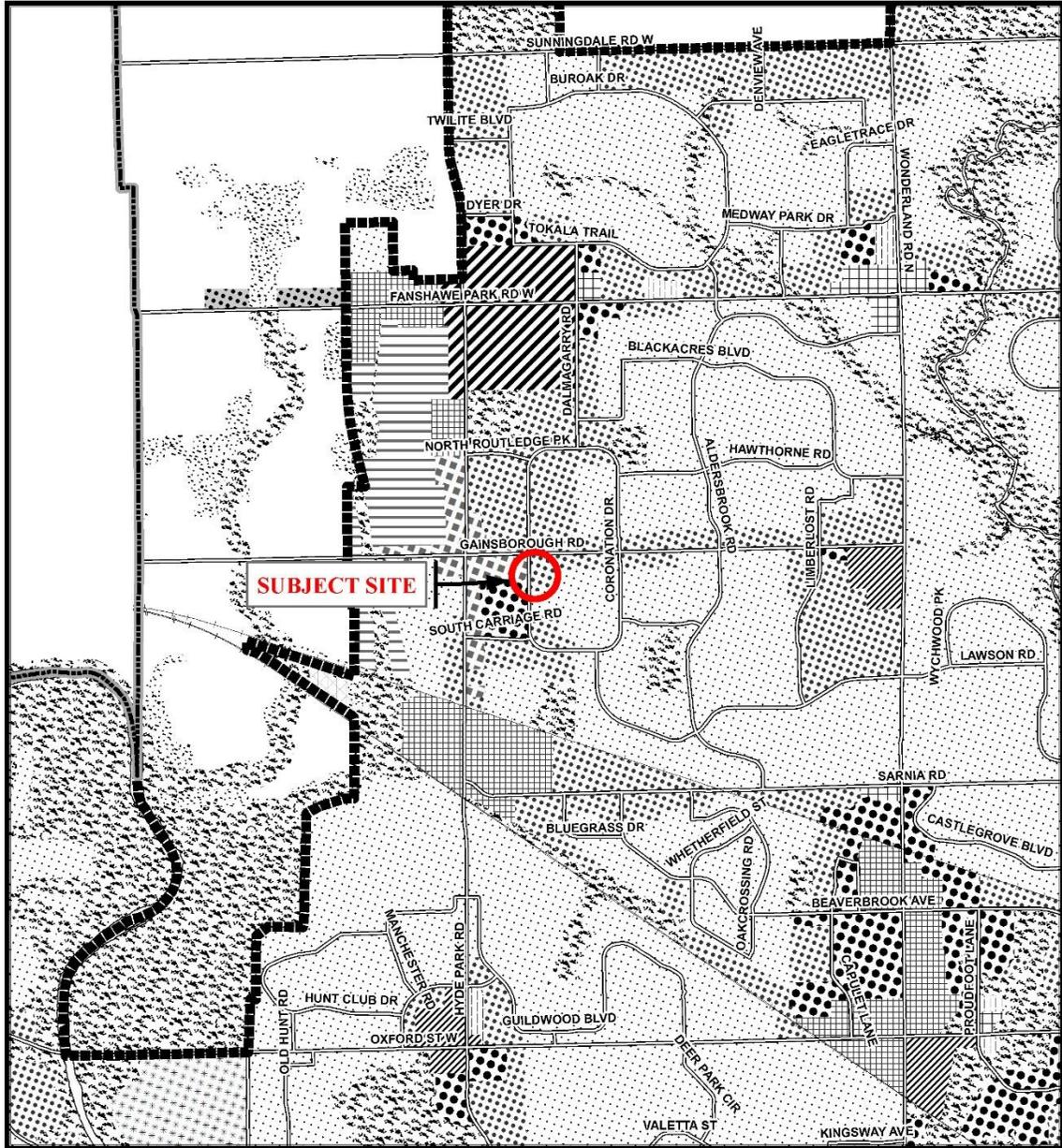
The h-2 Holding Provision is currently applied to a portion of the subject lands and is placed to determine the extent to which development will be permitted and ensure that development will not have a negative impact on relevant components of the Natural Heritage System of the Official Plan. It is not to be removed until Environmental Impact Study (EIS) or Subject Lands Status Report has been prepared in accordance with the provisions of the Official Plan and to the satisfaction of the City of London. This holding provision is applied around the lands designated Open Space OS5, which are to be rezoned as a part of this application. In accordance with discussions with City Staff, a Tree Preservation Report has been prepared in lieu of an EIS, as well as a brief study to identify bat habitat. Draft Plan Conditions have been included to ensure the recommendations of the Tree Preservation Report are implemented, that removed trees are replaced on site, and that there is appropriate compensation for bat habitat, if required.

Staff have proposed two holding provisions form part of the zone to ensure the following:

- orderly development and adequate provision of municipal services through an approved Development Agreement (h); and,
- there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer (h-100).

# Appendix E: Additional Maps

## 1989 Official Plan Excerpt



### Legend

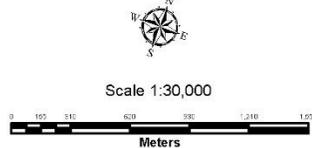
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community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

### CITY OF LONDON

Planning Services /  
Development Services

OFFICIAL PLAN SCHEDULE A  
- LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9502

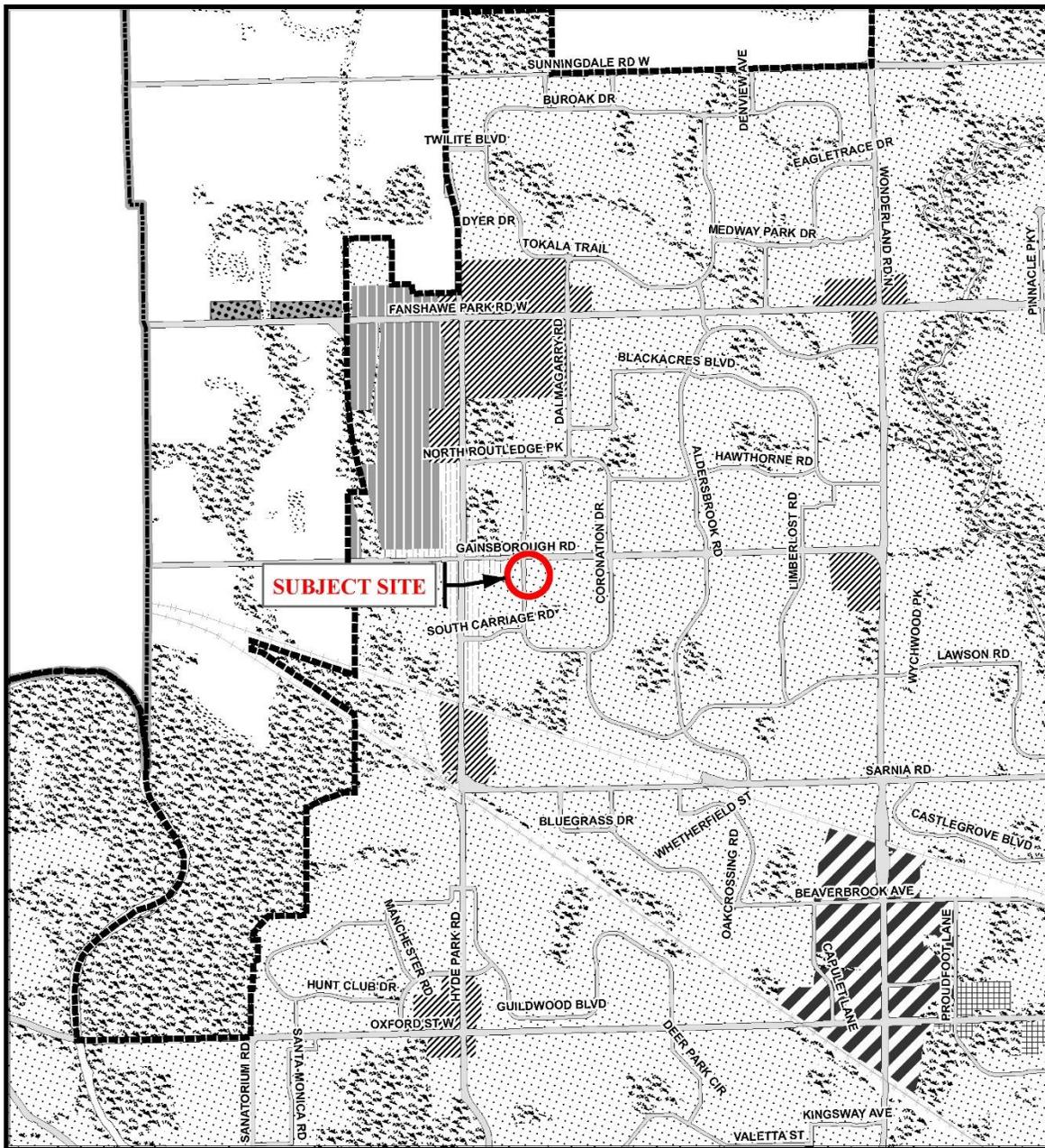
PLANNER: AS

TECHNICIAN: RC

DATE: 2022/05/03

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consolid00\excerpts\mxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd

The London Plan Excerpt



**Legend**

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

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

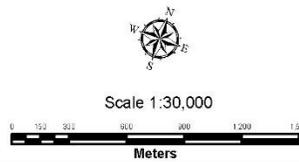
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**

Planning Services /  
Development Services

**LONDON PLAN MAP 1  
- PLACE TYPES -**

PREPARED BY: Planning Services



**File Number:** OZ-9502

**Planner:** AC

**Technician:** RC

**Date:** May 3, 2022

# Z.-1 Zoning By-law Excerpt



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

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "d" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING BY-LAW NO. Z-1 SCHEDULE A**



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

FILE NO:

OZ-9502

MC

MAP PREPARED:

2022/02/08

RC

1:2,000

0 10 20 40 60 80

Meters

## Appendix F: Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City, is committed to reducing and mitigating Climate Change. The following are characteristics of the proposed Application that are related to the City's climate action objectives.

### Infill and Intensification

Located within the Built Area Boundary: **No**  
Located within the Primary Transit Area: **No**  
Net density change: **N/A**  
Net change in affordable housing units: **N/A**

### Reduce Auto-dependence

Proximity to the nearest London Transit stop: **0.36 km**  
Completes gaps in the public sidewalk network: **No**  
Connection from the site to a public sidewalk: **Yes**  
Connection from the site to a multi-use pathway: **No**  
Site layout contributes to a walkable environment: **Yes**  
Proximity to nearest dedicated cycling infrastructure: **0.36 km**  
Secured bike parking spaces: **Unknown**  
Secured bike parking ratio: **Unknown**  
New electric vehicles charging stations: **Unknown**  
Vehicle parking ratio: **1.55 spaces per unit for residential units (66 parking spaces allocated to the townhomes - 2 spaces per unit, and 190 parking space allocated to the apartment building – 1.47 spaces per unit)**

### Environmental Impacts

Net change in permeable surfaces: **Yes**  
Net change in the number of trees: **Unknown**  
Tree Protection Area: **No**  
Landscape Plan considers and includes native and pollinator species: **Consideration through a future Site Plan Control Application**  
Loss of natural heritage features: **No**  
Species at Risk Habitat loss: **No**  
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): **N/A**

### Construction

Existing structures on site: **Yes**  
Existing structures repurposed/adaptively reused: **No**  
Green building features: **Unknown**  
District energy system connection: **No**

Attn: Planning and Environment Committee

We are the landowners of 978 Gainsborough Road, the westerly neighbours to 954 Gainsborough Road. We are providing this letter in response to the application(s) made by Royal Premier Homes for Draft Plan of Subdivision and Zoning By-law Amendment approval relating to the lands at 954 Gainsborough Road which is to be heard by the Planning and Environment Committee on Monday June 19<sup>th</sup>, 2023.

We agree with Staff's recommendation to implement holding provisions to address the range of servicing issues associated with the proposed development. We have submitted an Official Plan Amendment and Zoning By-law Amendment for redevelopment of the 978 Gainsborough lands, which require a shared servicing solution with 954 Gainsborough Road, as municipal services are not available.

It should be noted that 978 presently has a holding provision that requires servicing. We request that the city ensures the servicing needs of all lands to the west of 954 Gainsborough are accommodated for. We also request that the City look into a solution to provide servicing for all properties, or any other cost-effective options that may be available.

We note that "Condition No. 16(iv): Engineering – Sanitary" states that inclusion of lands to the west shall be considered; however, 978 Gainsborough is not included in this list. We recognize that this may have been a typographical error and hope to see it corrected to ensure our rights to services.

Further, and for information purposes only, we would like to note that we are currently seeking approvals for a 17-storey (as per in-force site-specific designation and zoning) residential apartment building at 978 Gainsborough Road and would like to ensure that all parties are aware in order to avoid any potential compatibility issues between the proposed apartment building and townhouses proposed on 954 Gainsborough Road, immediately to the east of our lands.

We trust that the above is satisfactory. Thank you for your consideration.

Regards,  
Mohamad Al Ashkar

## 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:** 785 Wonderland Road Inc.  
755, 785 & 815 Wonderland Road South, Ward 10  
File OZ-9565  
Public Participation Meeting on

**Date:** June 19, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 785 Wonderland Road Inc. relating to the property located at 755, 785 and 815 Wonderland Road South:

- (a) Council supports refusal of the request to amend *The London Plan*, the Official Plan for the City of London to **ADD** a Specific Area Policy in the Shopping Area Place Type applicable to the subject lands to permit a maximum building height of 16 storeys, and to permit an increased amount of office gross floor area of 30,000 square metres, for the following reasons:
- i) The total amount of office space is not consistent with the Provincial Policy Statement, 2020 (PPS) as the level of intensification proposed on the subject site would compete with the downtown and does maintain or enhance its vitality;
  - ii) The increased height and office space does not conform to the policies of *The London Plan*, including but not limited to:
    - i) The Key Directions that ensure new development is a good fit within existing neighbourhoods.
    - ii) The proposed intensity does not conform to the City Structure Plan and the intensity of office uses.
    - iii) The design criteria contained in the City Design chapter for site layout and high-rise buildings.
    - iv) The Evaluation Criteria for Planning and Development Applications in the Our Tools chapter of *The London Plan*.
    - v) The Shopping Area Place Type policies to complete a master plan on large commercial infill development sites.
  - iii) The increased amount of office space is significantly over the 2,000 square metres contemplated for a suburban shopping area and undermines the role and future health of the Downtown as the primary office destination in the City.
  - iv) The requested amendment does not provide a suitable transition to the existing low density residential neighbourhood and represents an over-intensification of the site.
- (b) Council supports refusal of the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Regional Shopping Area Special Provision (RSA2(3)) Zone **TO** a Residential R5 (R5-7) Zone; Restricted Service Commercial Special Provision/Residential R9 Special Provision (RSC2(\_)/R9-7(\_)\*H25\*D120) zone; Restricted Service Commercial Special Provision/Residential R9 Special Provision (RSC2(\_)/R9-7(\_)\*H40\*D200) zone; Restricted Service Commercial Special Provision/Residential R9 Special Provision (RSC2(\_)/R9-7(\_)\*H48\*D200) zone; Restricted Service Commercial

Special Provision/Residential R9 Special Provision (RSC2(\_)/R9-7(\_)\*H55\*D200) zone, for the following reasons:

- i) The total amount of office space is not consistent with the Provincial Policy Statement, 2020 (PPS) as the level of intensification proposed on the subject site would compete with the downtown and does maintain or enhance its vitality;
  - ii) The increased height and office space does not conform to the policies of *The London Plan*, including but not limited to:
    - i) The Key Directions that ensure new development is a good fit within existing neighbourhoods.
    - ii) The proposed intensity does not conform to the City Structure Plan and the intensity of office uses.
    - iii) The design criteria contained in the City Design chapter for site layout and high-rise buildings.
    - iv) The Evaluation Criteria for Planning and Development Applications in the Our Tools chapter of *The London Plan*.
    - v) The Shopping Area Place Type policies to complete a master plan on large commercial infill development sites.
  - iii) The increased amount of office space is significantly over the 2,000 square metres contemplated for a suburban shopping area and undermines the role and future health of the Downtown as the primary office destination in the City.
  - iv) The requested amendment does not provide a suitable transition to the existing low density residential neighbourhood and represents an over-intensification of the site.
- (c) Council supports the proposed by-law attached hereto as Appendix "A" at the Municipal Council meeting on June 27, 2023 to amend The Official Plan, The London Plan to **ADD** a Specific Area Policy in the Shopping Area Place Type applicable to the subject lands to permit a maximum building height of 12 storeys along Wonderland Road South and Viscount Road.
- (d) Council supports the proposed by-law attached hereto as Appendix "B" at the Municipal Council meeting on June 27, 2023 to amend Zoning By-law No. Z.-1, in conformity with The Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Regional Shopping Area Special Provision (RSA2(3)) Zone **TO** a holding Residential R5 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-( )\*R5-7( )/RSA2( )) Zone; a holding Residential R8 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-( )\*R8-4( )/RSA2( )) Zone; and a holding R9 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-( )\*R9-7( )\*H36/RSA2( )) Zone.

## Executive Summary

### Summary of Request

The requested amendment to The London Plan is to add a specific area policy to the Shopping Area Place Type to allow for the greater height of 16 storeys (55m) whereas up to six (6) storeys is contemplated, and to permit an increased amount of office gross floor area of 30,000 square metres, whereas up to 2,000 square metres is contemplated.

The requested amendment to the Z.-1 Zoning By-law is to: add the Residential R5-7 zone which permits cluster townhouses and cluster stacked townhouses; the Residential R9-7 zone permits a range of higher density residential uses including: apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum of care facilities; and to

maintain the Regional Shopping Area zone and add additional permitted uses of commercial and private schools and kennels, and a new special provision to allow a total of 30,000 square metres of office gross floor area.

The application has been appealed to the Ontario Land Tribunal (OLT), and therefore, Council has no jurisdiction to enact a Zoning By-law Amendment or pass an Official Plan Amendment. Accordingly, although Council may support refusal of the requested amendment, and may support approval of the recommended action, the OLT's decision is final and binding. The OLT will consider Council's decision in making its determination.

### **Purpose and Effect of the Recommended Action**

The recommended action is for Council to support the refusal of the requested amendment with an alternative recommendation proposed to allow for new residential uses at an appropriate scale to the surrounding context. The alternative recommendation will permit an expanded range of uses to facilitate the appropriate redevelopment of the existing shopping centre while ensuring the site does not compete with the downtown for total office space or undermines its role as the central business district city-wide.

### **Rationale of Recommended Action**

**SUPPORT REFUSAL** of the requested Official Plan and Zoning By-law Amendment:

1. The total amount of office space is not consistent with the Provincial Policy Statement, 2020 (PPS) as the level of intensification proposed on the subject site would compete with the downtown and does maintain or enhance its vitality;
2. The increased height and office space does not conform to the policies of *The London Plan*, including but not limited to:
  - i) The Key Directions that ensure new development is a good fit within existing neighbourhoods.
  - ii) The proposed intensity does not conform to the City Structure Plan and the intensity of office uses.
  - iii) The design criteria contained in the City Design chapter for site layout and high-rise buildings.
  - iv) The Evaluation Criteria for Planning and Development Applications in the Our Tools chapter of *The London Plan*.
  - v) The Shopping Area Place Type policies to complete a master plan on large commercial infill development sites.
3. The increased amount of office space is significantly over the 2,000 square metres contemplated for a suburban shopping area and undermines the role and future health of the Downtown as the primary office destination in the City.
4. The requested amendment does not provide a suitable transition to the existing low density residential neighbourhood and represents an over-intensification of the site.

**SUPPORT APPROVAL** of the recommended Official Plan and Zoning By-law amendment:

1. The recommended amendments are consistent with the Provincial Policy Statement.
2. The recommended amendments conform to the in-force policies of *The London Plan*, including, but not limited to, the City Structure policies, City Building and Design, Our Tools, and all other applicable *The London Plan* policies.
3. The zoning will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands

and broaden the use of the site.

## **Linkage to the Corporate Strategic Plan**

The Corporate *Strategic Plan* supports A Well-Planned and Growing Community by ensuring that the City's growth and development are well planned, sustainable and in strategic locations to maximize existing assets and resources. Decreasing commercial vacancy in the core area is identified to support Economic Growth, Culture and Prosperity, requires that the role of the Downtown as the primary office centre is reinforced and maintained. The subject site is intended for moderate growth and intensification within the City Structure Plan and would compete with the downtown for office uses.

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City, is committed to reducing and mitigating Climate Change. Please refer to Appendix "G" for further details on the characteristics of the proposed Application relates to the City's climate action objectives.

## **Analysis**

### **1.1 Previous Reports and Applications Related to this Matter**

A.036/23 – Minor variance application to permit an increased "Place of Entertainment" of 20% whereas a maximum of 16% is permitted to permit a circus.

Z:9356 – September 20, 2021: Application to add a Call centre use at Westmount Mall recommended for refusal and referred back to staff by Council (withdrawn).

O:9409/Z:9410 – January 31, 2022: Application to add a Kennel as an additional permitted use, approved by Council on February 15, 2022.

B.041/21 – July 6, 2022: Severance of three (3) individual commercial pads at the intersection of Wonderland Road South and Viscount Road approved.

Z-7885 – May 16, 2011: Application to add a commercial school.

### **1.2 Planning History**

On April 24, 2023, the subject application OZ-9565 was appealed for lack of decision made under section 17(40) of the Planning Act. The appeal is active as case number OLT-23-000367.

In January, 2022, an application to add a Kennel (Dogtopia) was approved as an additional permitted use through a special provision (RSA2(3)).

In 2021, a Zoning By-law Amendment was requested to add Business Service Establishment as an additional permitted use to the existing zone to allow a proposed call centre (Z-9356). Staff recommended the request be refused at the September 20, 2021 Planning and Environment Committee (PEC) meeting. The application was referred back to staff to facilitate further discussions with the applicant before returning to a future PEC meeting. The application was formally withdrawn on March 17, 2023 as the request was incorporated into the existing application OZ-9565.

In 2021, a severance of three (3) individual commercial pads located at 775-805 Wonderland Road South, at the intersection of Viscount Road and Wonderland Road South occurred from the shopping centre property.

In 2011, the subject site was rezoned from a Regional Shopping Area (RSA2) Zone to a Regional Shopping Area Special Provision (RSA2(2)) Zone to permit a 2,020 square metre commercial school (Z-7885).

### 1.3 Property Description

The subject lands are located in the Westmount Planning District and bordered by Wonderland Road South to the east, Village Green Avenue to the north, Viscount Road to the south and Woodcrest Boulevard to the west. The site is occupied by an existing two-storey enclosed shopping centre, known as Westmount Mall. There are a broad range of existing retail, office, commercial recreation, and entertainment uses. The shopping centre was built in the 1980's and has been added to and modified multiple times since its initial construction. The adjacent parcel, municipally addressed as 775-805 Wonderland Road South, is developed with three commercial retail units (CRUs) and recently severed from the Shopping Centre parcel.

The existing mall building, excluding the movie theatre and adjacent commercial retail units (CRUs), has a gross floor area of approximately 49,373 square metres (531,464 square feet) and a gross leasable floor area of approximately 41,847 square metres (450,448 square metres). The existing ground floor of the mall is occupied by retail uses and the City of London Social Services satellite office. The second floor is comprised of offices (medical/dental, professional, service etc.), as well as a number of vacant units.

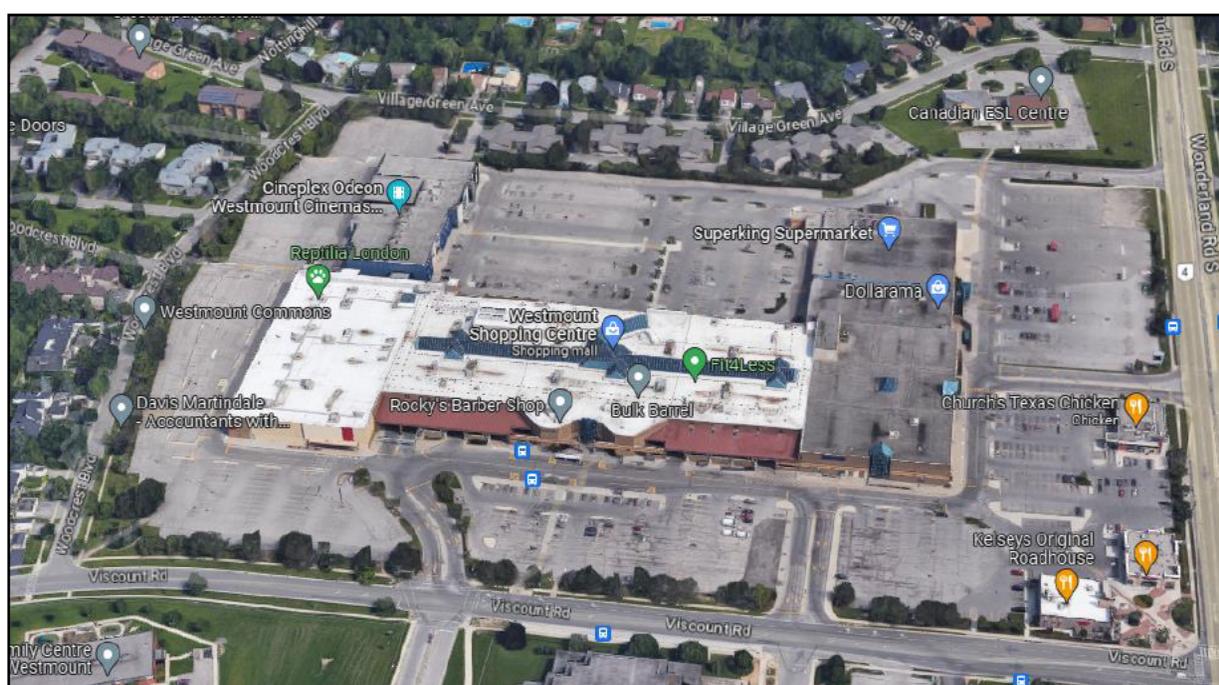


Figure 1: Subject Site – Google 3D View

### 1.4. Current Planning Information (see more detail in Appendix E)

- The London Plan Place Type – Shopping Area
- Existing Zoning – Regional Shopping Area Special Provision (RSA2(3)) Zone

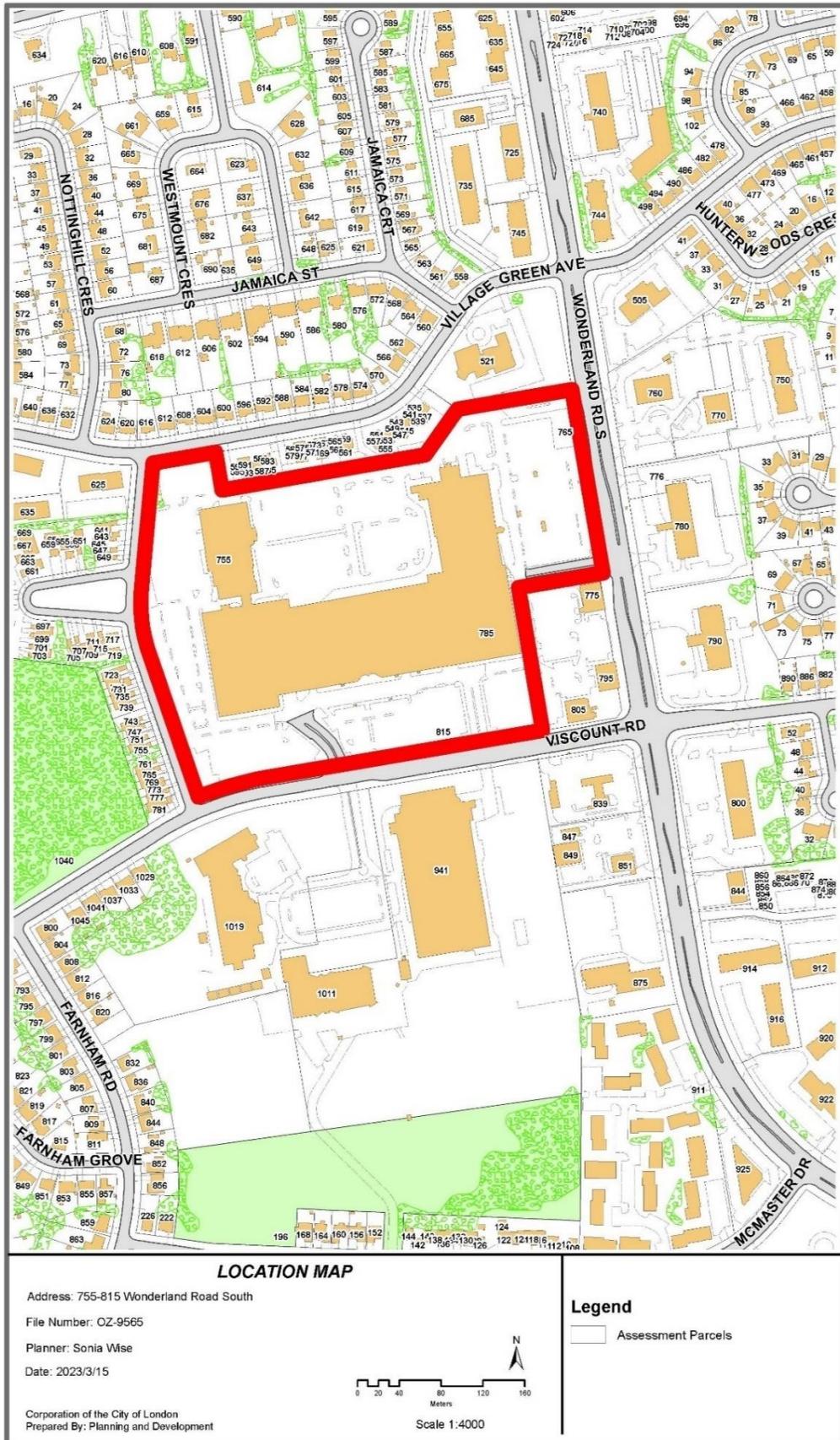
### 1.5 Site Characteristics

- Current Land Use – Shopping Centre
- Frontage – 176.4m
- Depth – 620m
- Area – 11.34ha
- Shape – Irregular

### 1.6 Surrounding Land Uses

- North – Place of Worship, Low-rise Residential
- East – High-rise residential
- South – School, Secondary School, Commercial Uses
- West – Low-rise residential

## 1.7 Location Map



## 2.0 Description of Proposal

### 2.1 Development Proposal and Amendments

A complete application was accepted on November 23, 2022 for an Official Plan and Zoning By-law Amendment as file OZ-9565, to redevelop the site into a mixed-use development comprised of commercial, office and high density residential uses. The existing shopping centre is proposed to be re-purposed as a podium for future mixed-use apartment buildings.

On April 24, 2023, the subject application was appealed for lack of decision made under section 17(40) of the Planning Act. Council may endorse or support a development proposal either as requested or as staff recommended, however is not able to approve or refuse the request.

## 2.2 Revised Development Proposal and Amendments

In March, 2023, a revised request was received for discussion, which is the current request for amendment. The revised request was for 30,000 square metres of office gross floor area, which was reduced from the initial request of 40,000 square metres.

Development would be contemplated both on the existing shopping centre and on vacant parts of the site that are currently used for surface parking.



Figure 2: Proposed Rendering from Viscount Road

A policy framework was also submitted to support the requested development that was structured as an area plan/secondary plan. Three Special Policy Areas as identified in Figure 3 have different proposed uses, intensities and form.

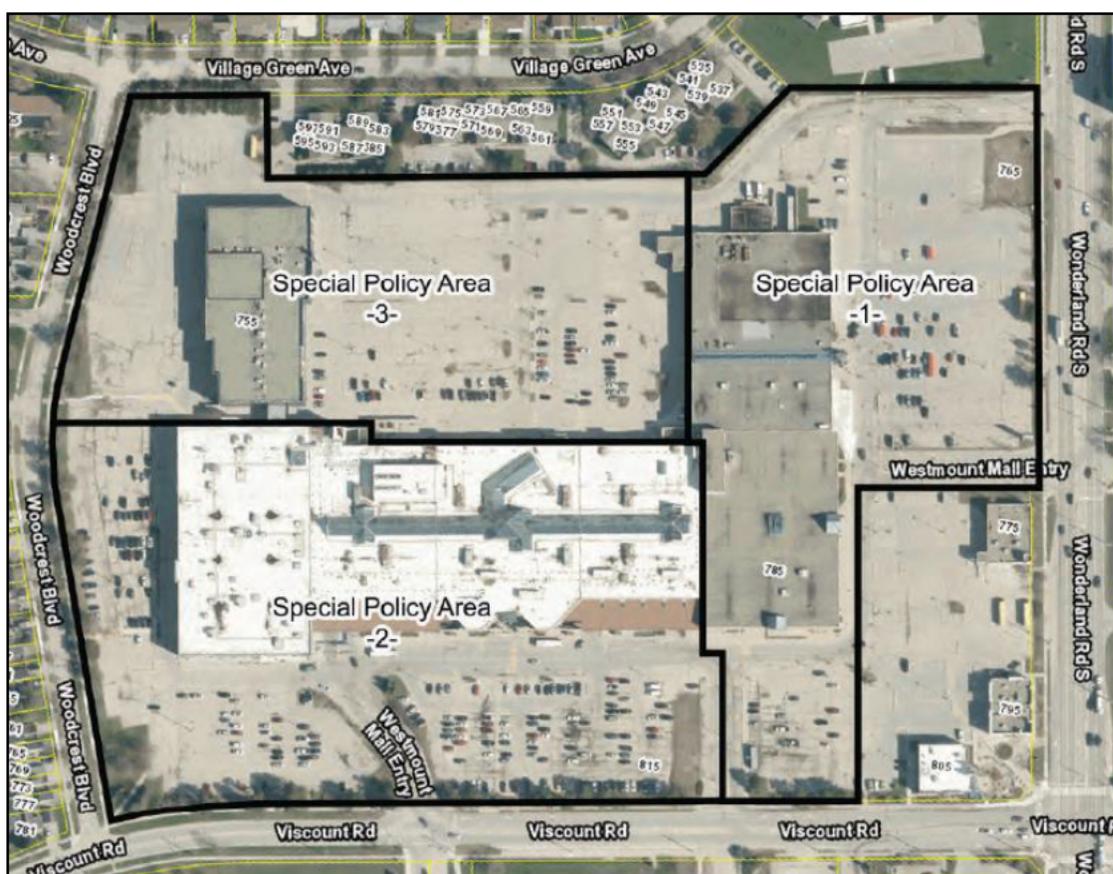


Figure 3: Proposed Special Policy Areas

### Special Policy Area 1: Wonderland Rd S

This policy area is proposed to include:

- Mid-rise, high-rise apartment buildings and seniors residences
- Office uses are proposed to be located on the 2<sup>nd</sup> floor of each building
- Commercial uses are proposed for the ground floor
- Heights are proposed up to 16 storeys
- Densities up to 250uph

### Special Policy Area 2: Viscount Road

This policy area is proposed to include:

- Townhouse, cluster townhouse, low-rise to high-rise apartment buildings
- Office uses are proposed to be located on the 2<sup>nd</sup> floor of each building
- Commercial uses are proposed for the ground floor
- Heights are proposed up to 10 storeys
- Densities up to 200 units per hectare

### Special Policy Area 3: Woodcrest Blvd & Rear of Lands

This policy area is proposed to include:

- Multiple attached dwellings such as townhouses, stacked townhouses, low to mid-rise apartment buildings and seniors housing
- Building heights are proposed up to 6 storeys
- Densities up to 120 units per hectare

A height map was prepared to show the general heights proposed. The majority of the greatest heights are proposed towards the interior of the site where the existing shopping centre is.

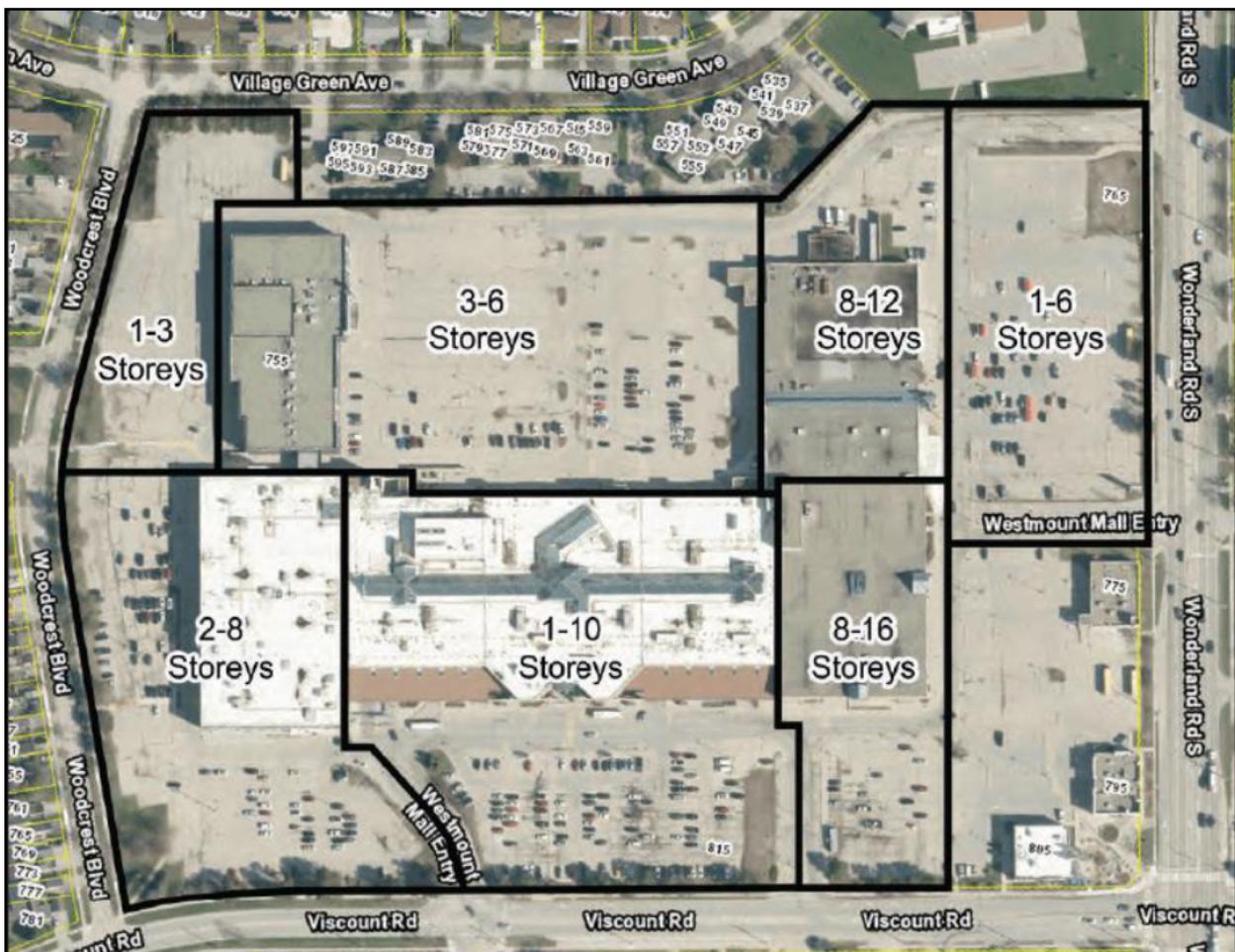


Figure 4: Proposed Height Map

A corresponding zoning map was also provided which shows the requested amendments as follows:

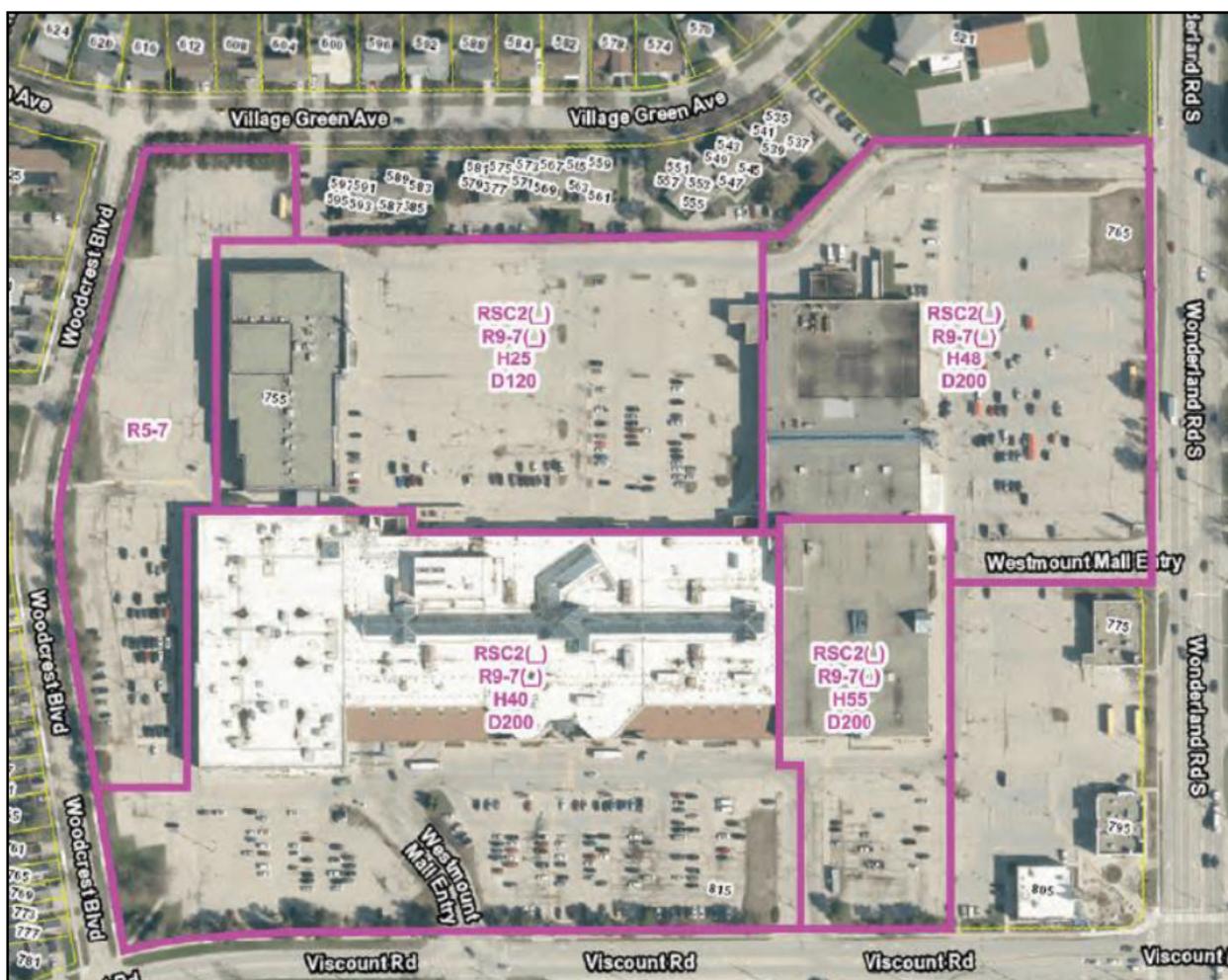


Figure 5: Proposed Zoning Amendment

## 2.2 Initial Request

The initial request for the amendments proposed buildings on top of the existing 2 storey shopping centre range from 8 -16 storeys. The first level of each new building would be for office use, adding approximately 20,000sqm of office GFA to the subject lands for a total overall request of 40,000sqm of office gross floor area.

The initial request also considered demolition of the existing free-standing cinema building and incorporating townhouse development and mid-rise residential development in the northwest quadrant of the site. The overall re-development plan was for a total of 900 residential units, including apartment buildings located on top of the shopping centre containing approximately 680 units. An additional 220 residential units from new development in the northwest quadrant would occur as 24 townhouse dwellings and 196 apartment units.

The existing underground parking area and surface parking areas would be maintained and an expansion of the underground parking garage is contemplated. Vehicular access and internal roadways would remain as existing with the exception of demolished buildings and their immediate area.



Figure 6: Initial Proposed Rendering from Wonderland & Viscount

### 2.3 Initial Amendments

The initial requested Official Plan amendment was to permit the increased height of 16 storeys, whereas the Shopping Area Place Type permits heights up to 6 storeys, and to permit an increased amount of office gross floor area to 40,000 square metres whereas up to 2,000 square metres is contemplated currently.

The requested Zoning By-law amendment was to rezone the lands to a site-specific RSA2( ) Zone and add the Residential R5 (R5-6) Zone and Residential R9 (R9-7) Zone to permit:

- Increased height of 16 storeys (65m)
- Increased office gross floor area of 40,000 square metres
- Additional uses of: Business Service Establishment, Automobile Sales Boutique, Craft Brewery, Artisan Workshop
- A new use and definition for a 'Call Centre: An establishment set up to handle large volume of phone calls, typically in support of other business operations such as but not limited to, marketing/surveying firms, and customer service operations'
- Residential uses including: cluster townhouses, stacked townhouses, apartment buildings, lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings; and continuum-of-care facilities

Studies and reports provided with the application include:

1. Archaeological Assessment – Lincoln Consulting – November, 2022
2. Transportation Impact Study – LEA – October, 2022
3. Office Market Needs Analysis – Urban Metrics – August, 2022
4. Planning Justification & Design Report – Zelinka Priamo – September, 2022
5. Servicing Design Brief – Development Engineering – November, 2022

The submitted reports were circulated and reviewed by City Staff, the UTRCA other commenting agencies. The application has not been reviewed by the City's Urban Design Peer Review Panel.

### 2.4 Community Engagement (see more detail in Appendix C)

Replies were received from 14 respondents that expressed the following:

Concern for:

Use: Not well thought out x2, Should demolish mall and rebuilt x1, Construction nuisance (dust, noise, vehicles) x4, Disrupts neighbourhood x3, Damage to homes x2, Loss of home value x2, Built elsewhere x1 (Southdale Rd)

Intensity: Stress on city services (schools, servicing etc) x3, Too many units x1, Safety impacts, x3, Negative impacts to downtown office space, x4, Not consistent with the City Structure Plan x1, Office Needs Study should be peer reviewed x1

Form: noise x3, Should locate intensity towards Wonderland x1, Impact to birds of high rises x1, Loss of Sunlight x3, Loss of views x1

Traffic: Traffic congestion in area x7

#### Support for:

Support proposal, will curb sprawl x1, Exciting redevelopment opportunity x1

## **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.

The Provincial Policy Statement (PPS) promotes growth within settlement areas that are well-served by transit, and enhancing the vitality of the Downtown.

### *The London Plan – City Structure Plan*

The City Structure Plan within The London Plan provides the framework for London’s growth and change over the next 20 years. There are strategic locations identified for growth, development and infill which include the Downtown, the four (4) Transit Villages, and the corridors that connect them. There are also numerous opportunities for redevelopment and intensification in other place types, though at a more moderate scale.

The City Structure Plan focuses the greatest levels of intensities to these strategic areas to manage growth on a city-wide bases, promote a compact form of development, integrate the highest levels of transit and ensure infrastructure financing is predictable and anticipated. The Shopping Area place type does contemplate a greater mix of uses and has infill potential, though is at a more moderate rate than the other parts of the City Structure plan where the highest development opportunities are directed.

### *The London Plan – Place Type*

The site is in the Shopping Area Place Type with frontage on an Urban Thoroughfare (Wonderland Road South), two Neighbourhood Connectors (Viscount Road and Village Green Boulevard) and a Neighbourhood Street (Woodcrest Boulevard). A broad range of retail, service, business, recreational, social and educational uses are permitted. Shopping Areas will re-format to become more pedestrian, cycling and transit-oriented and less automobile dominated in their design. Heights up to six (6) storeys are contemplated with up to 2,000 square meters of office gross floor area to accommodate moderate intensification.

## **3.0 Financial Impact/Considerations**

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

## 4.0 Key Issues and Considerations

### 4.1 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.

The PPS recognizes the important role of the downtown within cities through policy 1.7.1.d) which states that long term economic prosperity is supported by “maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets”. The Downtown is London’s dominant office area where the greatest amount of office use is permitted to ensure it remains a key economic driver for the City. Allowing a significant amount of office space outside of the Downtown will compromise the function and role city-wide and set a precedence for other suburban expansions.

The PPS further identifies that employment areas should be planned for, protected and preserved for current and future uses (1.3.2.1). The Downtown is a major employment area that provides numerous jobs city-wide in a concentrated space that should continue to be protected to ensure its long-term health and city-wide focus.

Section 1.8 of the PPS identifies that land use and development patterns should “focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed” (1.8.1.c)). The subject site has an on-site interchange for a number of bus routes, though is not one of the identified Transit Villages where the greatest intensity and levels of transit services are directed to provide the most optimal integration.

Settlement areas are the focus for growth and development, and planning authorities shall identify appropriate locations for transit-supportive development and to accommodate a range of housing options (1.1.3.3). The subject site is within an existing settlement area and can support additional land uses and intensification, though at a more moderate and context specific amount. Land use must be carefully managed to accommodate appropriate development to meet current and future needs and achieve efficient development patterns (IV).

The subject site is considered appropriate to support redevelopment at a more moderate scale that would be reflective of its place in the City Structure and overall hierarchy. An alternative recommendation is proposed to provide redevelopment opportunities at an appropriate scale and intensity.

### 4.2 Land Use

#### *Office Use and Call Centre*

Within the Shopping Area Place Type, a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted. Mixed-use buildings will be encouraged. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. The full range of uses described above will not necessarily be permitted on all sites (\_877,1-5.).

There are a broad range of uses currently permitted and a request to add a number of additional uses including: Business Service Establishment, Automobile Sales Boutique, Craft Brewery, and Artisan Workshop. These uses would be generally consistent with the role of the Shopping Area and represent a moderate expansion of permitted uses.

An additional new use for a ‘Call Centre’ is requested as a new definition as follows:

“An establishment set up to handle large volume of phone calls, typically in support of other business operations such as but not limited to, marketing/surveying firms, and customer service operations”.

It is the opinion of staff that a 'call centre' is appropriately captured and classified as an 'office use' and that a separate definition is not warranted. A call centre and office would both utilize traditional office layouts, equipment and function. Some specific types of offices occasionally warrant separate definition due to differences in intensity or patronage, such as a medical/dental office. A call centre would not be anticipated as a destination draw for the public, clients, customers or patients, and the space is anticipated to be occupied primarily by employees, which is reflective of a common office use. There is no substantial land use difference between a call centre and an office that would warrant a separate definition, classification or regulation through zoning. The definition for office is as follows:

"OFFICE" means a building, or part thereof, containing one or more offices including professional or service offices and all other forms of offices except medical/dental offices.

Permitting the call centre as a newly defined use would have the same effect of permitting an abundance of office space simply under a new name, which is contrary to official plan policy and not supported.

### *Residential Uses*

The proposed addition of residential land use for the site is aligned with the Shopping Area Place Type policies to "introduce mid-rise residential development into these existing centres to intensify their use, promote activity on these sites outside of shopping hours and strengthen their role as neighbourhood centres" (876\_5). The proposal to add cluster townhouse dwellings, cluster stacked townhouse dwellings, apartment and other specialized residential buildings are appropriate land uses for the site. The overall scale, intensity, urban design and built form of the new residential uses require further refinement and adherence to the policy framework which is detailed further in this report.

### **4.3 Amount of Office Space**

The London Plan identifies a hierarchy of office space and intensity with the Downtown at the top, followed by the Transit Villages, and with Shopping Areas providing a nominal amount of local office space. This hierarchy directs large office spaces to the Downtown to ensure its long-term health and vibrancy, while providing more moderate amounts of suburban office space to serve local areas at a smaller scale (128\_). Additional policies in the Downtown Place Type direct large scale office developments, greater than 5,000 square metres to the Downtown to prevent the deterioration of the important Downtown office market while still allowing for a reasonable supply of office uses outside of the Downtown (799\_14). In the Shopping Area Place type, the total amount of aggregate office uses will not exceed 2,000 square metres, which recognizes its role in the hierarchy and provides a small amount of suburban office space (878\_6).

When The London Plan was prepared, there was an Office Policy Study prepared by Hemson Consulting Ltd, in April of 2016 to inform and support the development of the official plan policies. The report analysed the effectiveness of the policies to achieve the objectives of The London Plan policies, as well as key considerations such as changing market factors, office management trends and similar policies of other mid-sized cities across North America. This report helped inform and reinforce to the policy framework that is now in effect and in place. Some of the key findings include:

- The 2016 market conditions favoured suburban office development with Class B and Class C office space in the Downtown struggling to attract tenants
- London's office management policies are some of the most prescriptive for managing office development amongst cities of similar size and economic character. Only the City of Regina has more restrictive policies, and in this same regard, both Regina and London have been the most successful examples of retaining office development in their downtown areas (88% and 79% respectively)

- Raising the threshold (over 5,000m<sup>2</sup>) was not recommended as it would make it much easier for major firms to relocate away from the Downtown, undermining the goals of the Official Plan

An Office Needs Analysis was prepared by Urban Metrics as part of the submission for the Official Plan and Zoning Amendment Application. Similar to the Office Policy Study by Hemson, the Office Needs Analysis by Urban Metrics both recognized the trend that there was greater demand for office space in the suburbs than the downtown core. Unlike Hemson, however, Urban Metrics suggested that adding additional office space to the downtown core is unlikely to attract tenants unless it is Class A space and that Class B and C office space should be permitted to develop in the suburbs where there is very high demand.

Both studies recognize the same trend that there is high demand for office space outside of the Downtown which indicates that this has been a persistent issue for the City. City Council, through the adoption of The London Plan policies has taken the approach that the Downtown should remain the primary office area for the City and that this should be protected by restricting office uses outside of the Downtown boundary. The City's Realty Services division reviewed the report submitted and are not in agreement that such a large amount of new office space should be permitted as it would compete with the downtown for office vacancy. Major office uses and GFA should continue to be directed to the Downtown as per policy.

The applicant's Urban Metrics report also identified that the proposed office space at Westmount "would reduce the number of auto or transit-oriented trips for employees who currently or in future will work in the Downtown core". This is an important acknowledgment of the role and draw of the downtown as a major employment destination. Having employees within the downtown is desirable, not discouraged, as workers activate the streets through pedestrian movements and support downtown merchants. The Downtown is also in the centre of the City which has the best transit routes connecting all areas of the City, providing convenient alternatives to single-vehicle trips. Transit ridership to the core is similarly desirable and not discouraged as it provides an efficient method of travel and reduces private vehicle traffic.

#### 4.4 Impact on the Downtown and Revitalization Efforts

The Downtown has long since been the focus for revitalization and investment through a number of initiatives and plans such as:

**Core Area Community Improvement Plan, 2021:** Strategy to guide redevelopment and improvements in the Downtown, Richmond Row and Old East Village. Includes an incentive program to provide grants to implement safety, boulevard cafés, and signage. The 5 year review was recently brought forward to June 12 Planning and Environment Committee.

**Core Area Action Plan, 2019:** Includes the Business Improvement Areas (BIAs) of the Downtown, Richmond Row and Old East Village. The Core Area Action Plan was developed to address challenges common in the inner core, one of which was acknowledged high vacancies in existing office buildings, with an update brought forward on May 30, 2023 to the Strategic Priorities and Policy Committee.

**Our Move Forward – London's Downtown Plan, 2015:** Establishes a vision for the Downtown and charts a path forward to continue revitalization. The Plan recognizes that the Downtown has "continually maintained its status as the office employment centre of London, with over 80% of the city-wide office space" (p.12). There are a number of key Strategic Direction including one to 'Create the Buzz' which contains relevant planning policies, such as 6.1, to: Maintain and enhance the downtown as the major focus for employment and economic activity within the city and region (p.65).

**Downtown Community Improvement Plan (CIP):** Provides the context for coordinated municipal efforts to improve the physical, economic and social climates of the Downtown. One of the stated goals is "to promote the continued development of the

Downtown as the primary business, office, cultural and administrative centre for the City”

**Downtown Millennium Plan, 1998:** Identified a series of projects and initiatives for revitalization including the Downtown Arena (Budweiser Gardens), improvements to the Downtown Library and Market as well as various incentive programs.

*State of the Downtown, 2019*

One method of tracking the progress or challenges is captured in the “State of the Downtown” which is prepared every other year to evaluate and reflect the overall status. The Downtown comprises 0.2% of London’s land area and, in 2019, employed over 39,000 people which was 19% of all people employed in the City.

According to the latest “State of the Downtown” from 2019, there was an overall total of 418,308 square metres, or 4.5M square feet of office supply in the downtown, which represents almost 75% of the City office inventory. In 2015 this amount was at 80% which reflects a reduction of the total supply downtown and/or an increase in office space outside of the downtown. Additionally, the London core vacancy rate was 18.4% by the final quarter of 2019 which is well above the considerations of a healthy rate of 5-8%.

Additionally, a Core Area Land and Building Vacancy Reduction Strategy was prepared which included analysis and research conducted by Tate Economic Research Inc. in 2022, providing an updated Building Vacancy Study. The strategy found that there was a vacancy rate of 24.6% in the third quarter of 2022, or 110,645 square metres (1,190,983 square feet) of vacant commercial office space, with 339,483 square metres (3,654,171 square feet) of occupied space for a total of 450,128 square metres (4,845,145 total square feet) of class A, B and C office space. The impact of COVID-19 has resulted in increased vacancy with the difference pre COVID at Q3 of 2019 and Q3 2022 being approximately 6%.

The requested 30,000 square metres (322,917 sq ft) of office space at Westmount Mall would shrink the total amount of office space located in the downtown as a proportion of the City’s inventory. Permitting such a large amount of office space in a suburban context undermines the role of the downtown and does not represent a unique situation and could be precedent-setting. Staff do not support the requested increase in the amount of office space and would direct any new office of this size to locate in the downtown.

The numerous current initiatives and previous efforts related to the downtown focus on its long-term health and continued revitalization. In most, there is acknowledgement and effort to maintain the downtown as the primary office destination as it contributes to its vitality, helps attract a younger population, increases tourism and supports local businesses.

#### **4.5 Residential Intensity**

The City Structure Plan identifies strategic locations for more intense growth such as the downtown or transit villages development, as well as locations identified for more moderate growth such as the Shopping Areas. The intensity policies allow for more intense and efficient use of Shopping Area sites through redevelopment, expansion and the introduction of residential development (878\_1). Introducing mid-rise residential development into these centres to intensify their use, promote activity outside of shopping hours and strengthen their role as neighbourhood centres is encouraged. High-rise residential uses are not contemplated in the Shopping Area Place Type and are instead directed to more strategic areas of the City such as the Transit Villages, Downtown and Rapid Transit Corridors.

One of the primary measures for intensity within The London Plan is building height for new development applications. Within the Shopping Area Place Type, buildings are contemplated up to 6 storeys in height which equates to a mid-rise form (878\_2). The

requested heights are up to 55m for parts of the site which is approximately 18 storeys and represent a high-rise form that requires a specific policy consideration.

The residential intensity proposed for the site at a maximum of approximately 18 storeys is not supported as it is not aligned with the City Structure Plan and overall role of the Shopping Centre, requires more refinement for the design and built form elements and does not provide adequate transition to the adjacent residential neighbourhood.

The alternative recommendation recognizes that there are on-site transit services, nearby schools and commercial and service uses that would all support new residents and recommends a more moderate residential intensification. The recommended amendment provides development options and flexibility for new built form, while also providing an appropriate transition to the adjacent neighbourhoods, directing new development to locate in the most appropriate parts of the site.

While there is a surplus of parking spaces (2,556 proposed where 1,846 are required), there is an absence of green space, amenity areas and landscaped open space which are all required for balanced mixed-use development and new residents.

An alternative recommendation that provides for residential uses at an appropriate scale include the following:

- A low-rise residential area along the north and east of the site which have an interface with the existing abutting neighbourhoods. Townhouses and stacked townhouses up to a maximum height of 3 storeys are recommended to ensure development is a good fit with the existing neighbourhood and provides a suitable transition from the higher intensity forms of development.
- A high-rise residential area is recommended along the Viscount Road frontage to the east of the Westmount Mall entry and along the Wonderland Road frontage. The residential intensity is recommended up to 12 storeys in height where there are existing high-rise forms and the greatest separation to the existing low-rise neighbourhoods. Some redevelopment of the shopping centre could be considered along the eastern portion of the site, however; the greatest development potential is provided on the surface parking lots along the major roads to promote the development of the parking areas and activate the street edge.
- A mid-rise form of up to 6 storeys in height is recommended for the remainder of the site primarily occupied by the existing shopping centre and to the west of the Westmount Mall entry. This enables some redevelopment at a mid-rise scale, while directing the most intensive built forms to more desirable locations where they are appropriate and can have the greatest impact.

In addition to the residential intensity recommended, it is noted that partial or full development may only occur if it can be demonstrated that the sanitary capacity is available. More detail is provided in section 4.7 of this report.

#### **4.5 Urban Design and Built Form**

To achieve the City Design objectives, all planning and development applications shall conform with the Character, Street Network, Streetscapes, Public Space, Site Layout and Buildings policies (194\_).

The Shopping Area Place Type also contains policies related to form (879\_2-8), including:

- the integration of a grid of driveways to provide a form of large-lot development that can be redeveloped more easily in phases at a future date, to allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, to allow for better connections through the site for pedestrians, transit users, and cyclists, and to allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood (879\_2);
- large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the

greatest extent possible, a pedestrian-oriented street wall, with front entrances oriented toward and accessible from the primary street, and to screen large fields of parking from the road (879\_3);

- amenities, such as landscaping, street furniture, and patios, should be designed and provided on the site to attract pedestrian activity (879\_4);
- large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots (879\_5);
- opportunities will be explored for creating central seating areas and private parkette features that enhance the centre's function as a public meeting place (879\_7); and,
- abundant tree planting (879\_8).

The subject site is a good candidate to accommodate new residential development, though it requires a thoughtful and comprehensive consideration of the entire property. There was no masterplan provided that would establish an organizational structure of how vehicle connections, pedestrian connections, development blocks, green space and tree planting would be incorporated into the overall planning of the site. A masterplan is a critical piece in understanding how the various aspects and features of development will work together cohesively and a holding provision is recommended to ensure one is created.

Further, the proposed development form locates the new apartment buildings on top of the existing shopping centre and maintains the surface parking on site. Locating the new buildings away from the street edge does not establish a pedestrian-oriented street wall or provide activation with the various pedestrian movements into and out of the site. Maintaining the surface parking continues to prioritize vehicle movements and requires people to walk through parked cars to get to public streets and sidewalks.

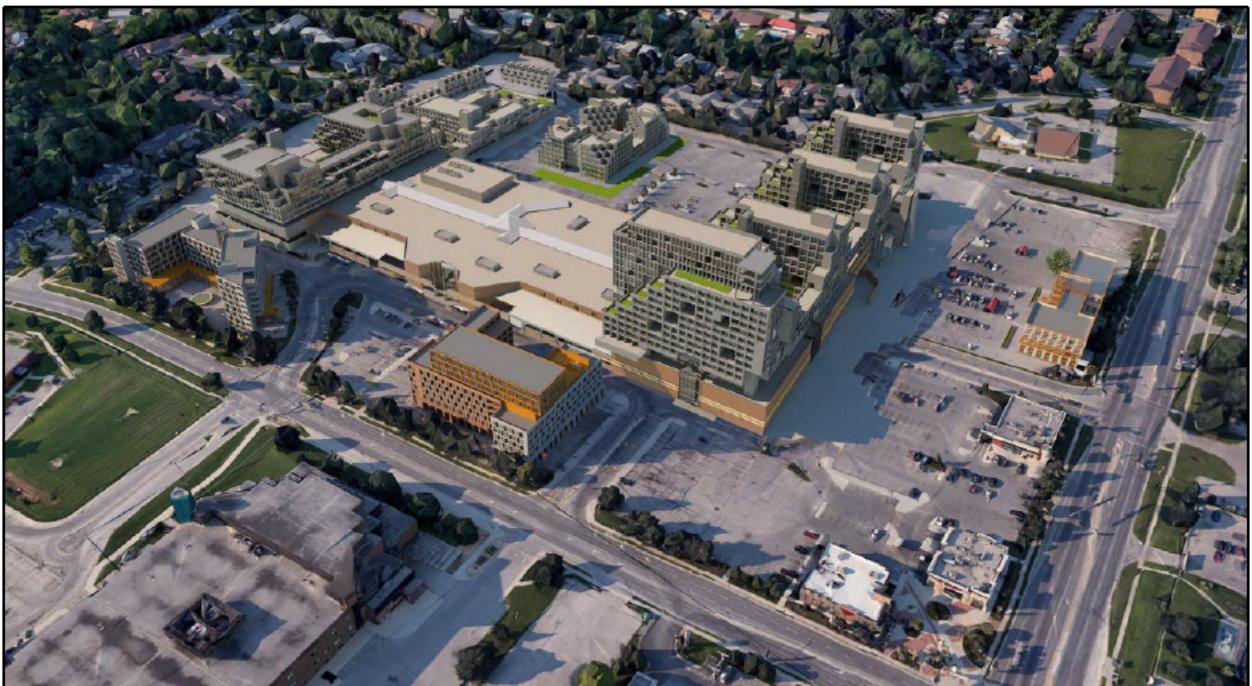


Figure 7: Proposed Rendering from Wonderland & Viscount

The built form and site design is not achieving basic design principles such as screening parking, bringing the built form to the street edge, facilitating pedestrian movements or providing amenity spaces and tree planting. Additionally, this proposed development did not attend the Urban Design Peer Review Panel (UDPRP) as it did not have sufficient level of detail to be reviewed. The UDPRP is comprised of industry experts that provide feedback on development proposals to improve the design and layout and would be beneficial for any future development. Substantial changes to the site design are required to facilitate a design outcome that appropriately accommodates new residents.

#### 4.6 New Specific Area Policies

The proposed development is not within the identified use, intensity or form parameters contemplated by The London Plan, and requires a Specific Area Policy to allow for the proposed development. The London Plan identifies that Specific Area policies may be applied where the place type policies would not accurately reflect the intent of City Council with respect to a specific site or area. Criteria for evaluation of the adoption of policies for specific areas may be considered in limited circumstances where the following conditions identified in policy 1730\_ apply:

- 1) The proposal meets all other policies of the Plan beyond those that the specific policy identifies.

The proposed development does not meet the policies of the City Structure Plan to maintain the Downtown as the primary office destination as the total amount of office space significantly exceeds what is permitted in the Shopping Area Place Type and can compete with the Downtown. The residential intensity proposed is directed to more strategic growth areas of the City such as the Downtown or Transit Villages, though some higher intensity residential development could be contemplated for this site, given its context and attributes.

- 2) The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.

The proposed amount of office gross floor area would have a negative impact on the Downtown Place Type as the creation of 30,000sqm of office space does not represent new demand and is instead representative of a migration of the existing demand from elsewhere in the City. The amount of high-rise residential development proposed is a departure from the intended vision for the Shopping Area, and may result in lower development demand in other more strategic parts of the City, like the south Transit Village.

- 3) The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.

There are a number of similar sites across the City in the Shopping Area place type that could make a similar request including Sherwood Forest Mall located at Wonderland and Gainsborough, Pond Mills located at Highbury and Commissioners, Oxford and Hyde Park, Fanshawe and Hyde Park, and Northland Mall located at Huron and Highbury. The increased permission for suburban office space is a common request which has been consistently directed to the downtown. There is merit in allowing some additional development for the site, though permitting the full office and residential uses requested can set precedence for similar requests in the future.

- 4) The proposed use cannot be reasonably altered to conform to the policies of the place type.

The site is a large parcel of land containing an existing shopping centre and surface parking. There are a variety of different development options that the subject site could achieve. It is the opinion of staff that the site is capable of supporting development that completely conforms to the policies of the place type and The London Plan overall. The desire and benefits for higher density residential uses are acknowledged and some additional intensity for this site is justified as per the staff recommendation.

- 5) The proposed policy is in the public interest, and represents good planning.

The requested amendment does not conform to the Provincial Policy Statement or The London Plan and is not in the public interest or represent good planning.

The recommended amendment aligns with the overall intent of The London Plan City Structure Plan and place type policies, allows for redevelopment on an

opportunity site and represents good planning that is in the public interest. Further changes to the site layout and design refinements will be required as part the holding provisions and further planning act approvals.

#### **4.7 Sanitary Capacity**

Sewer engineering has identified that the requested density is above the population that was originally contemplated for this area and that there are significant wet weather flows in the existing Westmount Sanitary System and increase inflow and infiltration (I&I). There is no remaining capacity available for intensification above normal standards and policy.

The sanitary capacity brief needs to be revised to reflect additional tributary lands that were not included as well as increased wet weather flow values above standard design criteria in the Westmount system. A holding provision is recommended until adequate capacity can be demonstrated.

Additionally, there is an easement and sewer infrastructure located on the subject site that runs parallel to Wonderland Road South along the Wonderland frontage. The location of the sewer restricts development above it and is not scheduled for relocation.

#### **4.8 Zoning By-Law**

The requested amendment is not supported and recommended for refusal.

The alternative recommendation is to add the following zoning to the property to provide for flexible land uses and a mixed-use development form as follows:

##### **holding Residential R5 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-(\_)\*R5-7(\_)/RSA2(\_)) zone**

This zone will allow the existing and additional commercial uses, as well as townhouses and stacked townhouses up to 3 storeys in height (9.0m).

##### **holding Residential R8 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-(\_)\*R8-4(\_)/RSA2(\_)) zone**

This zone will allow the existing and additional commercial uses, as well as mid-rise apartment buildings and mixed-use apartment buildings up to 6 storeys in height.

##### **a holding R9 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-(\_)\*R9-7(\_)\*H36/RSA2(\_)) zone**

This zone will allow the existing and additional commercial uses, as well as mid-rise and high-rise apartment buildings and mixed-use apartment buildings up to 12 storeys in height.

Holding provisions are proposed as follows:

h-5: public site plan review

h-54: noise mitigation for residential along arterial

h-63: noise mitigation between residential and commercial

h-123: Urban Design Brief and review by the Urban Design Peer Review Panel

h-149: sanitary and stormwater servicing reports

h-213: sanitary servicing capacity and sewer outlet is available

h-(\_): new holding provision to require a master plan be prepared to the City's satisfaction.

## **Conclusion**

The requested amendment proposes an amount of office space that undermines the role of the Downtown as the primary office destination and has a level of residential intensity that would be more appropriate in a strategic growth area of the City. In the opinion of planning staff, the requested amendment is not consistent with the Provincial Policy Statement, 2020, does not conform to The London Plan.

The alternative recommendation provided by Staff supports growth and development of the site at a more moderate scale which would be more compatible with the surrounding area and the policy framework. The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to The London Plan, and facilitates the development of an underutilized site within the Built Area Boundary and Primary Transit Area with a use, intensity, and form that is appropriate for the lands and surrounding context.

The subject application was appealed for lack of decision made under section 17(40) of the Planning Act. Council may endorse or support a development proposal either as requested or as staff recommended, however is not able to approve or refuse the request.

**Prepared by:** **Sonia Wise, MCIP, RPP**  
**Senior Planner, Site Plans**

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

**Recommended by:** **Heather McNeely, MCIP, RPP**  
**Director, Planning and Development**

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

**cc:**  
**Britt O'Hagan, 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)  
2023

By-law No. ~~C.P.-1284~~  
A by-law to amend the Official Plan  
relating to 755, 785 & 815 Wonderland  
Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading –  
Second Reading –  
Third Reading –

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Shopping Area Place Type and add the subject lands to Map 7 – Specific Policy Areas – of The London Plan, the City’s Official Plan, to permit an increased height of 12 storeys (36m) along Wonderland Road South and Viscount Road.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 755, 785 and 815 Wonderland Road South in the City of London.

C. BASIS OF THE AMENDMENT

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, Specific Area Policies and the Shopping Area Place Type. The recommended amendment will facilitate an expanded range of residential uses and mixed-use development in an existing settlement area.

D. THE AMENDMENT

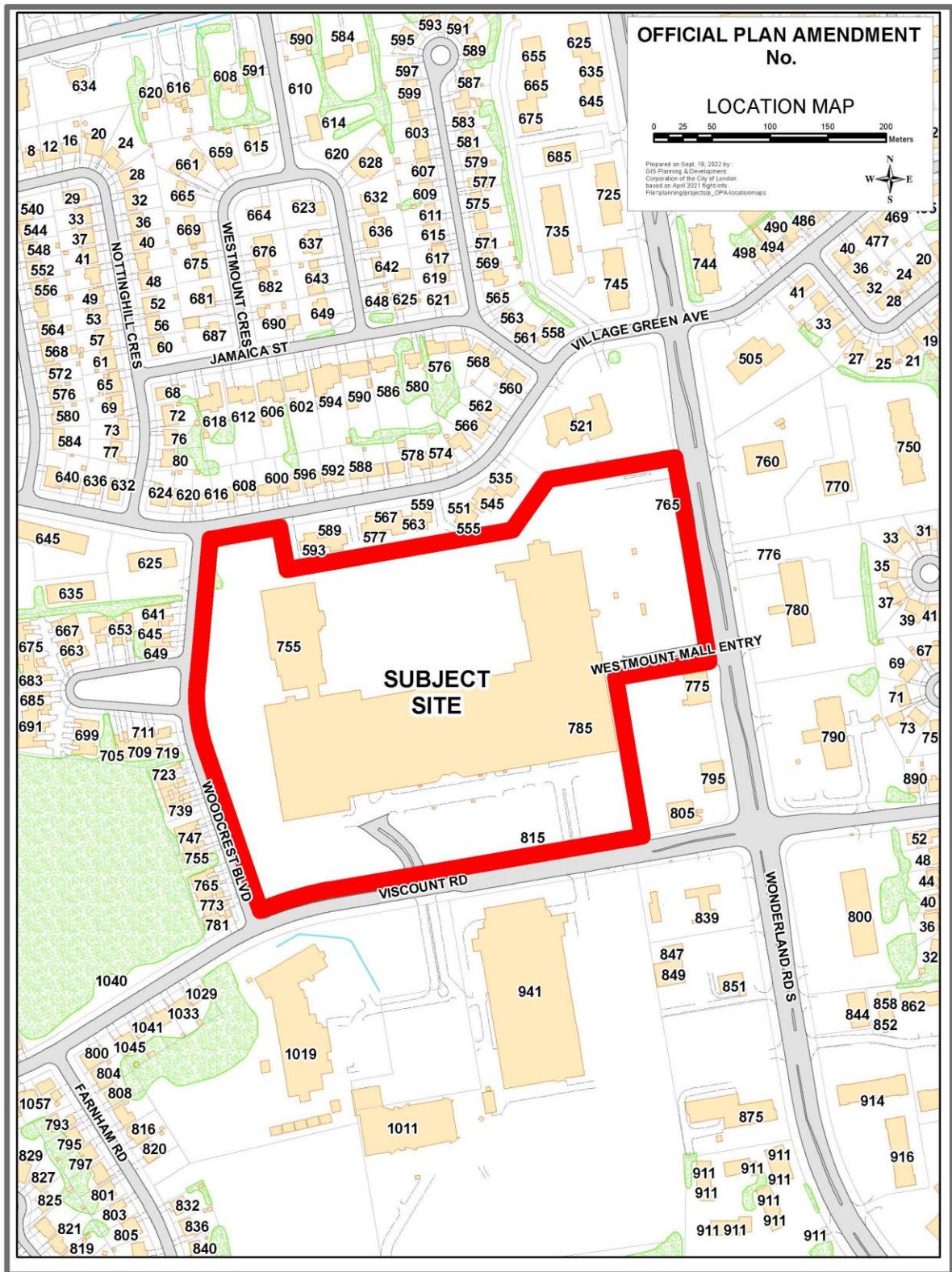
The Official Plan for the City of London is hereby amended as follows:

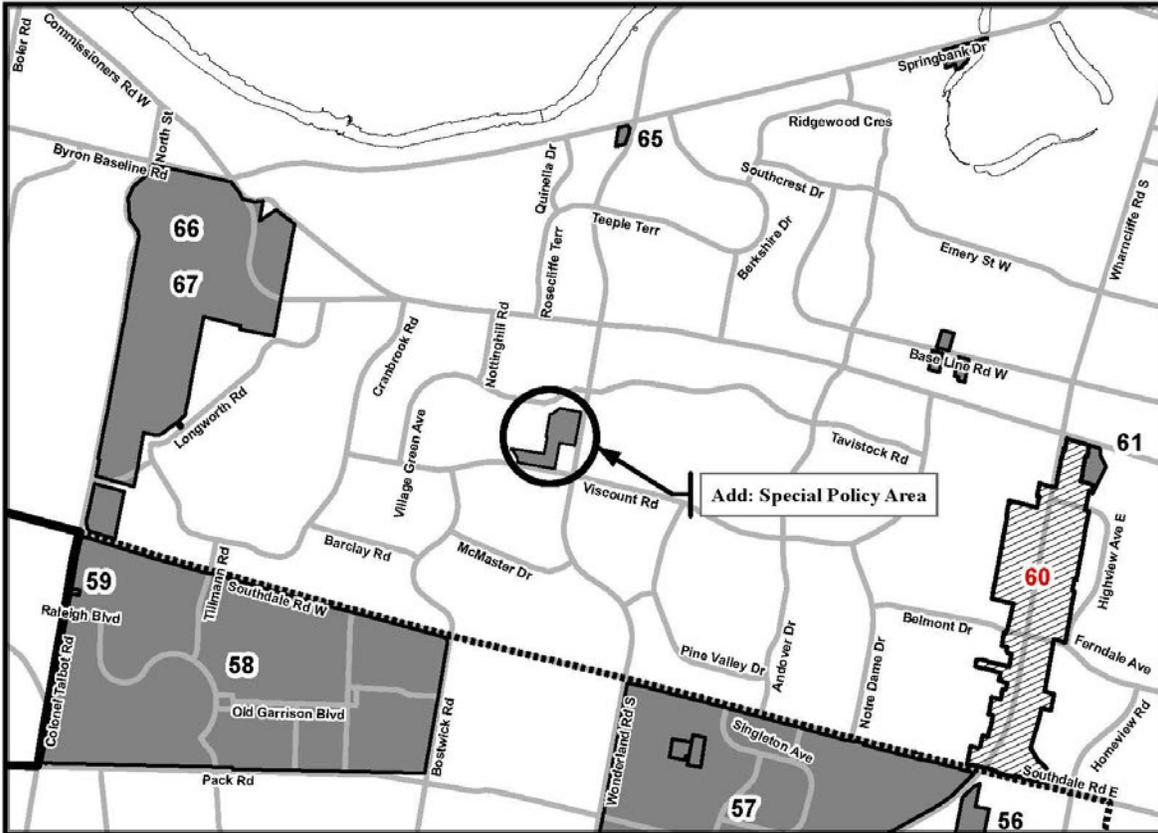
1. Specific Policies for the Shopping Area Place Type of The London Plan for the City of London is amended by adding the following:

755, 785 and 815 Wonderland Road South in the City of London

A maximum height of 12 storeys (36m) is permitted within 145m (475 ft) distance from Wonderland Road South; and 75m (246 ft) from Viscount Road: extending from Wonderland Road South to the South Westmount Mall Entry.

2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 755, 785 and 815 Wonderland Road South in the City of London.





LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

*This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.*

<p><b>SCHEDULE #</b> <b>TO</b></p> <p>OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning &amp; Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p><b>FILE NUMBER:</b> OZ-9565</p> <p><b>PLANNER:</b> SW</p> <p><b>TECHNICIAN:</b> JI</p> <p><b>DATE:</b> 5/30/2023</p>
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## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2023

By-law No. Z.-1-23\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 755, 785 and 815 Wonderland Road South.

WHEREAS 785 Wonderland Road Inc. has applied to rezone an area of land located at 755, 785 and 815 Wonderland Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan (London Plan) Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan (The London Plan);

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 755, 785 and 815 Wonderland Road South, as shown on the attached map comprising part of Key Map No. A106, from a Regional Shopping Area Special Provision (RSA2(3)) Zone to a holding Residential R5 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-( )\*R5-7( )/RSA2( )) zone; a holding Residential R8 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-( )\*R8-4( )/RSA2( )) zone; and a holding R9 Special Provision/Regional Shopping Area Special Provision (h-5\*h-54\*h-63\*h-123\*h-149\*h-213\*h-( )\*R9-7( )\*H36/RSA2( )) zone.

- 2) Section Number 3.8 2) Holding Zone Provisions is amended by adding the following new holding zone:

h-( ) Purpose: To ensure the orderly development of lands, a masterplan shall be prepared to the satisfaction of the City, to provide an organizational structure that establishes: pedestrian connections, vehicular connections, development parcels, landscaping and amenity areas.

Permitted Uses: Existing Uses

- 3) Section Number 9.4 of the Residential R5 (R5-6) Zone is amended by adding the following Special Provision:

R5-7( ) 755, 785 and 815 Wonderland Road South

a) Regulations

- i) Height 9.0 metres (39.3 feet)  
(Maximum)

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

R8-4( ) 755, 785 and 815 Wonderland Road South

a) Additional Permitted Use

- i) Cluster Townhouse Dwellings

- ii) Apartment buildings with any or all of the other permitted uses on the first floor.

b) Regulations

- i) Height 18.0 metres (59 feet)  
(Maximum)

- 5) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:

R9-7( ) 755, 785 and 815 Wonderland Road South

a) Additional Permitted Use

- i) Cluster Townhouse Dwellings
- ii) Cluster Stacked Townhouse Dwellings
- iii) Apartment buildings with any or all of the other permitted uses on the first floor.

b) Regulations

- i) Height 36.0 metres (118 feet)  
(Maximum)

- 4) Section Number 21.4 of the Regional Shopping Area Zone is amended by deleting and replacing the following Special Provision:

RSA2(3) 755, 785 and 815 Wonderland Road South

a) Additional Permitted Uses

- i) Commercial and Private Schools
- ii) Kennel
- iii) Craft Brewery
- iv) Artisan Workshop
- v) Automobile Sales Boutique
- vi) Business Service Establishment

b) Regulations

- i) Gross floor area for business 500sqm (5,382 sq ft)  
Service Establishment Use  
(Maximum)

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

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading –  
Second Reading –  
Third Reading –

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



Zoning as of April 30, 2023

<p>File Number: OZ-9565                  Planner: SW                  Date Prepared: 2023/5/10                  Technician: JI                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,500</p> <p>0 15 30 60 90 120 Meters </p> <p></p>
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Geodatabase

## Appendix C – Public Engagement

### Community Engagement

**Notice of Application:** On December 7, 2022, Notice of Application was sent to 644 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 December 8, 2022. Three (3) “Planning Application” signs were also posted on the site.

There were 14 replies received.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a mixed-use redevelopment of an existing shopping centre. Possible amendment to the Official Plan to permit greater heights for apartment buildings of 16 storeys (65m), and a total of 40,000 square metres of office gross floor area. Possible change to Zoning By-law Z.-1 **FROM** a Regional Shopping Area Special Provision (RSA2(3)) **TO** a Residential R5/Residential R9/Regional Shopping Area Special Provision (R5-6/R9-7/RSA2(\_)/H65/D130) Zone with a maximum height of 65m and density of 130 units per hectare, to permit the existing broad range of commercial and retail uses that are currently permitted in the Regional Shopping Area zone of: assembly halls; automotive uses, restricted; catalogue stores; clinics; commercial parking structures and/or lots; commercial recreation establishments; convenience service establishments; day care centres; duplicating shops; financial institutions; institutions; liquor, beer and wine stores; medical/dental offices; offices; patient testing centre laboratories; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; supermarkets; taverns; taxi establishments; video rental establishments; place of entertainment; brewing on premises establishments; commercial and private schools; and kennel, as well as the additional uses of: business service establishment, automobile sales boutique, craft brewery, artisan workshop, a newly defined use of call centre proposed as “an establishment set up to handle large volume of phone calls, typically in support of other business operations such as but not limited to, marketing/surveying firms, and customer service operations.”; cluster townhouse dwellings, cluster stacked townhouse dwellings in the R5-6 zone, and apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum of care facilities in the R9-7 zone.

**Responses:** A summary of the various comments received include the following:

#### Concern for:

Use: Not well thought out x2, Should demolish mall and rebuilt x1, Construction nuisance (dust, noise, vehicles) x4, Disrupts neighbourhood x3, Damage to homes x2, Loss of home value x2, Built elsewhere x1 (Southdale Rd)

Intensity: Stress on city services (schools, servicing etc) x3, Too many units x1, Safety impacts, x3, Negative impacts to downtown office space, x4, Not consistent with the City Structure Plan x1, Office Needs Study should be peer reviewed x1

Form: noise x3, Should locate intensity towards Wonderland x1, Impact to birds of high rises x1, Loss of Sunlight x3, Loss of views x1

Traffic: Traffic congestion in area x7

#### Support for:

Support proposal, will curb sprawl x1, Exciting redevelopment opportunity x1

## Written Comments

-----Original Message-----

From: Brianna Smith < >

Sent: Thursday, April 6, 2023 2:07 PM

To: Planning and Development <[PlanDev@london.ca](mailto:PlanDev@london.ca)>

Subject: [EXTERNAL] OZ-9565

To who it may concern,

My family and I have recently moved into a sifton townhouse behind westmount mall on Village green Ave. We wanted to let you know that our neighbourhood opposes the redevelopment plan of the mall for several reasons.

The first being this new structure would tower over our homes. We would no longer have sun exposure and we'd be living in the shadow of a huge apartment building.

Our family recently moved from xx Huxley street where the exact same thing is happening. They turned our back yard into a loud, noisy, smoggy job site that we did not want to expose our children to. Had we have known of this redevelopment plan for the mall we would not have moved into our town house. I do not want our neighborhood exposed to any more exhaust fumes and dust than is already happening. This would be for YEARS. What sort of damage would this do to our health?

There would be increased traffic to an already congested intersection at commissioners and Wonderland.

Trying to find an affordable home was a struggle for our family. We were hoping to raise our children here for years. I hope we are not forced to move again.

Had any thought been put in to reducing the rent of the empty stores in the mall to attract businesses ? It is possible to revitalize the mall without building a huge monstrosity on top of it.

At the end of the day it usually comes down to money and unfortunately I do not have the means to fight this battle. I hope for once the little guy can have a say instead of development companies paying their way through the door.

Please think of the children.

Thanks for your time!

Brianna Smith

**From:** Paula Lombardi < >

**Sent:** Monday, January 9, 2023 4:20 PM

**To:** Wise, Sonia <[swise@london.ca](mailto:swise@london.ca)>

**Cc:** Scott Allen < >; Andrea Edward < >

**Subject:** [EXTERNAL] Comments Proposed Zoning By-law Amendment, City of London File: Z-9565

Good afternoon,

Please see letter attached.

Thank you,

Paula

**File No. 872523**

Sonia Wise  
Planning &  
Development City  
of London, City  
Hall 300 Dufferin  
Avenue London,  
ON N6B 1Z2  
[swise@london.ca](mailto:swise@london.ca)

Attention: Sonia Wise, Planning & Development, City of London

**Re: Proposed Zoning By-law Amendment, City of London  
File: Z-9565 785 Wonderland Road South c/o McCor  
Management (East) Inc. Westmount Shopping Centre**

We act on behalf of Farhi Holdings Corporation (the “**Client**” or “**FHC**”) and have been retained to review and comment on the proposed zoning by-law amendment as it relates to the property identified as 785 Wonderland Road South (the “**Westmount Shopping Centre**”) to: (i) create a mixed-use redevelopment of an existing shopping centre with 898 residential units; (ii) provide 40,000 m<sup>2</sup> of office gross floor area; (iii) provide development for the surface parking lots and on top of the existing Westmount Shopping Centre; and (iv) provide for a broad range of residential, commercial, office and retail uses with the additional uses of business service establishment, automobile sales boutique, craft brewery, artisan workshop and a new proposed use for a call centre (the “**Proposed OP and ZBL Amendments**”).

We ask that the Planning and Environment Committee (“**PEC**”) receive and review these written preliminary comments when considering the Proposed OP and ZBL Amendments. FHC is submitting these comments for consideration by the City of London (the “**City**”).

We also enclose a letter from Scott Allen, MA, RPP, of MHBC, Planning Urban Design & Architecture, advising that taking into consideration the vacancy rate in the downtown core coupled with the magnitude of office space being proposed for Westmount Shopping Centre, it is critical that the City conduct a third party peer review of the methodology and findings of the Office Market Needs Analysis submitted in support of the Proposed OP and ZBL Amendments.

We further note that Westmount Shopping Centre may currently have approximately twice the permitted gross leasable floor area permitted under the City’s policies and plans to be allocated to office uses. In previous staff reports City staff have taken the position that the existing office space in Westmount Shopping Centre does not comply, and exceeds, what is permitted and/or planned for the area.

The London Plan and the numerous other plans, policies and City endorsed documents clearly support the continued protection of Downtown office space market including but not limited to the Community Improvement Plan and Core Area Action Plan. We refer the City to our Client’s comments submitted in response to application Z-9356 dated September 20, 2021.

The protection of the Downtown office market is consistent with the City’s policy framework requiring that any suburban office space be restricted to protect the important Downtown office market.

In light of these considerations, we seek that at a minimum the City conduct a third party review of the methodology and findings of the Office Market Needs Analysis submitted in support of the Proposed OP and ZBL Amendments.

The OP and ZBL Amendments do not align with the policy direction and permissions of the City’s applicable planning framework, fails to protect the Downtown Core Area and Downtown office market, and does not represent good planning.

We ask you to note that these are preliminary comments and further comments may be provided as more information becomes available. Please notify us of any and all public meetings, or meetings within the City relating to these applications.

We preserve our Client’s right to raise any additional issue that may arise upon further review and consideration. Should you have any questions or concerns, please do not hesitate to contact us.

Do not hesitate to contact us if you have any questions or wish to discuss this letter in

more detail. Yours very truly,  
Siskinds LLP

e-signature

Per: Paula Lombardi

January 9, 2023

Paula Lombardi, Partner  
Siskinds

Dear Ms. Lombardi:

RE: Official Plan and Zoning By-law Amendment Applications (City of London File: OZ-9565) McCor Management (East) Inc.

**755-785 Wonderland Road South (Westmount Shopping Centre) Our File: 18159'P'**

In response to your request, MHBC has conducted an initial assessment of materials submitted in conjunction with the above-referenced planning application pertaining to the Westmount Shopping Centre located at 755-785 Wonderland Road South (the "**Subject Lands**"). We have also had the opportunity to review the Notice of Planning Application issued for this proposal, dated December 7, 2022 (the "**Notice**").

As identified in the Notice, the intent of application OZ-9565 is to apply planning permissions to the Subject Lands allowing for a range of residential, commercial, office and retail uses. Notably, this application proposes to permit 40,000 m<sup>2</sup> of office space on the premises (gross floor area). The following outlines our preliminary comments relating to the Planning Application materials.

#### Application Review

It is our understanding that, generally, the applicant is seeking to redevelop the shopping centre for a mixed-use development, with the existing shopping centre being repurposed as the podium feature for a multi-tower configuration. As set out in Section 6.0 of the Planning Justification & Design Report (the "**PJDR**") prepared for this project by Zelinka Priamo Ltd., dated September 2022, the redevelopment plan would add approximately 20,000 m<sup>2</sup> of office gross floor area ("**GFA**") to the first level of the new buildings proposed for the Subject Lands (all measurements herein are approximations). Also, given the existing leased floor space arrangement, we understand that the shopping centre currently contains 20,000 m<sup>2</sup> of office space (with the conversion of existing shopping centre space on the second level). In relation to existing office tenants, Section 2.1 of the Westmount Shopping Centre – Office Market Needs Analysis report prepared for this proposal by urbanMetrics, dated August 29, 2022, states that, "Significant office tenants at Westmount include the City of London Realty Services, London Health Sciences Centre, and MPAC as existing major office tenants".

Section 8.1 of the PJDR prescribes that the proposed Official Plan Amendment ("**OPA**") being advanced for the Subject Lands would add a Specific Area permission to the applicable Shopping Area Place Type of The London Plan. This site-specific permission would allow for additional building height and, significantly, 40,000 m<sup>2</sup> of office GFA. By contrast, Policy 878\_6 of this Official Plan prescribes that the total aggregate office space within the Place Type will not exceed 2,000m<sup>2</sup>.

Section 8.2 of the PJDR and the Notice of Planning Application describe the Zoning By-law Amendment ("**ZBA**") proposed to implement the redevelopment project. Generally, this proposed amendment would rezone the Subject Lands from 'Regional Shopping Area Special Provision (RSA2(3))' to a "Residential R5/Residential R9/Regional Shopping Area Special Provision (R5-6/R9- 7/RSA2(\_)/H65/D130)" Zone. Respecting office uses, special permissions associated with this site-specific compound zone would allow for Business Service Establishment and Call Centre uses within the Subject

Lands. In relation to the proposed call centre use, the following is stated in Section 8.2 of the PJDR:

**In response [to] a previous application proposing a Business Service**

**Establishment in order to secure a Call Centre tenant**, there is a disagreement on how Call Centre should be interpreted under the OP policies and within the Zoning By-law. To provide some clarity to this, as part of this ZBA, 'Call Centre' would be added to the City of London Zoning By-law as a separate permitted use, and a new definition added to better facilitate future applications dealing with this type of use. (emphasis added)

It is further stated in this Section that the site-specific density permission of 130 units/ha (D130) accounts for the existing shopping centre space, the proposed residential units and the addition of 20,000 m<sup>2</sup> of office space.

In response to the previous application (City of London File: Z-9356), MHBC provided preliminary comments dated September 16, 2021, regarding an alternative development proposal pertaining to the Subject Lands. As identified in the City's Public Meeting Notice, dated September 1, 2021, the intent of that application Z-9356 was to either (1) add business service establishment as an additional permitted use to the existing RSA2(3) Zone or (2) increase the maximum 'cap' for office space in this zone. In effect, the intent of the previous application to increase the office space permissions for the Subject Lands reflects the more specific ZBA proposed as part of the current application.

#### Official Plan Considerations

As set out in our comments responding to application Z-9356, in our opinion The London Plan contains a number of policies that are intended to help sustain and enhance the vitality of the City's Downtown, and to reflect related objectives and guidance in London's Downtown Plan (Our Move Forward), the Downtown London Community Improvement Plan and the Core Area Action Plan. It is also our opinion that this direction is largely encapsulated in the following policies of The London Plan:

#### City Structure Plan:

128\_ At the top of the hierarchy for these centres [*Downtown, Transit Village, Rapid Transit Corridor Place Types*], the Downtown will offer rich cultural opportunities and a wide variety of services that will be offered to those who live throughout the city as well as those living Downtown. With the exception of offices that are directly ancillary to industrial uses, our large office spaces will be directed to the Downtown to ensure its long- term health and vibrancy.

#### Downtown Place Type:

795\_ Our Downtown will be the hub of our economy's business community, containing the city's largest office buildings and a complex blend of professional and business service functions that collectively create dynamic synergies. Our vibrant Downtown restaurants, entertainment venues, hotels, and convention centre facilities, combined with the highest- order communications infrastructure, will be attractive to those who work Downtown and those businesses that seek out the best and the brightest employees.

Relative to planned function, Policies 127 and 129 of the London Plan contrast the roles of the Shopping Area Place Type applied to the Westmount Shopping Centre with the Downtown, Transit Village, and Rapid Transit Corridor Place Types:

127\_ Figure 14 illustrates our Downtown, Transit Villages, and Rapid Transit Corridors which will be economic engines for commerce, employment, and economic growth. These mixed- use centres will be planned to offer a wide array of amenities, services, and experiences. They will offer the highest level of communications infrastructure, smart city services, high- quality walking, cycling and transit environments, and will be

serviced by rapid transit. They will be planned to be highly supportive of small, medium and large-scale businesses and will be well connected to our major institutions.

129\_Shopping Areas are also shown on Figure 14. These areas serve the regular needs of those who live near them as well as those who travel to them for goods and services. These centres may serve as community hubs to provide for a variety of non-commercial services as well.

The London Plan also prescribes two intensity policies relating to office space caps which, in our opinion, are intended to support the planned function of the Downtown and protect the Downtown office market:

799\_14. Direct large-scale office developments, greater than 5,000m<sup>2</sup>, to the Downtown to prevent the deterioration of the important Downtown office market while still allowing for a reasonable supply of office uses outside of the Downtown.

878\_6. Total aggregate office uses will not exceed 2,000m<sup>2</sup> within a Shopping Area Place Type.

In light of this policy framework, in our opinion any proposal to permit exceed the 2,000 m<sup>2</sup> office space cap of the Shopping Area Place Type would specifically need to demonstrate the proposal would not undermine (1) the role of the Downtown Place Type within the City Structure Plan of The London Plan and/or (2) the vitality of the Downtown office market.

In this respect, Section 1.2 of the Office Market Needs Analysis sets out the purpose of the study:

This study is intended to provide a professional, third-party assessment of market need for the amount of office space being proposed as part of the re-development scheme. It sets out to answer the following questions:

Will the proposed development threaten the viability of the downtown office market?  
Is there market demand for office space on the subject site?  
Is there market demand for retail uses on the subject site?  
What fiscal and employment benefits would the proposed development bring to the City of London?

Section 7.0 of the Office Market Needs Analysis sets out several conclusions identified through the associated market study, including the following relevant commentary:

**Despite the current planning framework, there is a high office vacancy rate in the downtown core and low vacancy rate in the suburbs particularly for Class B and C space, indicating a higher demand for suburban office space, and weaker demand for core office space in these two space classes.** However, there is high demand for Class A office space in the downtown core, with a lower vacancy rate and higher rents. As older and less desirable buildings (Class B and C) in the core are retrofitted or replaced, and as new class A office space is added to the core, vacancy rates in this area are likely to decline and rental rates rise. **At the same time, demand for class B and C office space in the suburbs indicates there is considerable demand for office space on the subject site.** (emphasis added)

Commentary

Given the potential significance of these findings and the magnitude of office space being proposed for the Westmount Shopping Centre, **in our opinion it is critical that the methodology and findings of the Office Market Needs Analysis be subject to a third-party peer review.** It is anticipated that a peer review will help to verify the potential impact of this proposal on the Downtown office market and, consequently, the planned function of the Downtown Place Type. Additionally, with consideration for commentary provided in Section 2.1 of Office Market Needs Analysis addressing existing office uses, the peer review may confirm if the existing inventory of office

tenants exceeds RSA2(3) Zone permissions (being a maximum of 10% of the total gross leasable floor area).

#### Summation

As stated in our commentary above, it is our recommendation that a peer review of the Office Market Needs Analysis be initiated by a qualified professional to assess study findings and to help inform the evaluation of the office space component of this OPA and ZBA application. Specifically, this peer review should verify whether the four guiding questions set out in that study have been adequately evaluated and if the associated conclusions can be substantiated.

We trust this information is of assistance. Should you have any questions pertaining to our comments, please do not hesitate to contact the undersigned.

Yours truly,

**MHBC**

Scott Allen,

**From:** Wendy Murray < >

**Sent:** Monday, January 9, 2023 10:28 PM

**To:** Wise, Sonia <swise@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>

**Subject:** [EXTERNAL] File: OZ-9565

Dear Sonia and Paul,

I am sending the following email on behalf of my mother Sandra Murray.

To Whom It May Concern,

My name is Sandra Murray and I have lived in London for almost 6 years. As a resident of the Sifton Properties building at , facing the Westmount Mall I am vehemently opposed to the proposed zoning change. I am concerned about the potential development at Westmount Mall with multiple towers of office and residential suites bringing in thousands of people to live and work into a community that currently has strained infrastructure.

Some of my concerns are as follows:

1. Wonderland Road is already congested with cars idling constantly.
2. Surrounding residential streets will undoubtedly become more congested as a result.
3. It will be dangerous for the children walking to and from school moving through these congested streets.
4. Some of the schools already have portables.
5. I was informed by my Landlord that the overflow of children residing in the proposed towers will be bused to Byron adding to the congestion.
6. The construction vehicles, the noise and the dust.
7. The views will be impeded and sunsets will no longer be visible (potentially losing 50% of current view)
8. Why would a project like this be proposed in the middle of a suburb when there are plenty of building expansion opportunities on Southdale Rd.?
9. With a large number of people working from home now who is going to rent the office spaces and could they end up empty?
10. We need our mall back with stores, not towers.

I urge you to please reconsider this zoning change proposal.

Sincerely,  
Sandra Murray

Attention Sonia Wise Refile # 02-9565. Please give a copy of this letter to all the Councillors & the Mayor.

My name is Edward Slivinski. I live at [REDACTED] [REDACTED]. I am President of the Woodhurst Homeowners Association, representing fifteen (15) homeowners.

All of us are opposed to the zoning change. We are also opposed to the disaster the Westmount Mall Management wishes to impose on us. Our quiet RESIDENTIAL area does not want or need new construction. We enjoy the peace and quiet of our area. Our home was built in 1971. When the mall was expanded in 1989 for second level, due to the pile driving, there were cracks in the drywall & the foundation in all of the homes on our street.

Would you enjoy twenty (20) years of construction on your street? Who will be responsible for the construction damage to our homes? Do you enjoy the sunshine in the summer and winter? So do we. When 16 floors are added to the present mall, we will lose a large amount of our sunshine. We will be living in the shadows. What effect will the high rise building have on the amount of sunshine we receive.

Page 2

Think of all the birds that will die from crashing into the high rises. What other environmental impact will this have on our area? Will the sewer system be adequate and will we have sewer backups. Will we need to install sewer back up valves. Will the electrical system carry the load. This project is not meant for a quiet residential area. Whose will the value of our homes go? Down -

Mr. & Mrs. Edward Slivinski

From: Wendy Murray <>

Sent: Monday, January 9, 2023 2:06 PM

To: Wise, Sonia <swise@london.ca>; Van Meerbergen, Paul

<pvanmeerbergen@london.ca>

**Subject:** [EXTERNAL] File: OZ-9565

Hello Sonia and Paul,

My name is Wendy Murray and I have lived at in London, Ontario for nearly 18 years. When I moved to London with my husband we chose Westmount because my husband grew up here and we knew it was a well established quiet neighbourhood. We enjoyed being close to all amenities including a then bustling mall with several clothing stores, book store, grocery store, pharmacy, card store, food court, movie theatre, health food store, shoe repair, key cutting, etc.. Over the last 18 years we have watched the mall slowly deteriorate into a shell of its former existence. We spoke with store owners and heard the same story over and over again about the incredibly expensive rent that they could no longer afford. We worried for the future of the mall when Zeller's was closing and again when Target had to pull out of Canada. When Sears closed we thought the mall would surely try to encourage another anchor store to take its place, but were disappointed to see a clothing store move in. We wondered why they tore down part of the mall, including the food court, movie theatre and several stores, to build a parking lot. We couldn't understand why the upstairs stores were being rented to businesses instead of stores. This was not happening at White Oaks Mall or Masonville Mall, so it couldn't be an economic change; it was apparent to us that this was because of the mismanagement of the mall.

We feel that the proposed construction project at the mall is incredibly ambitious and could cause a great amount of disruption in our well established neighbourhood. We are sympathetic to the housing crisis in the city and certainly do not want to see an empty lot across the road, but we do not feel that this project is the best decision for the community. We understand that a project of this magnitude could breath new life into the mall, but with that comes a huge influx of people and traffic into an area that was not designed to support the load. The following is a small list of concerns we have if the project is allowed to move forward:

- current mall may need under pinning and footings - noise, dust, environmental impacts need consideration
- damage to homes - would the developer be responsible for costs or homeowners
- lose of value of our homes - if the zoning is approved no one will be able to sell their homes with a 20 - 30 year construction project in the front yard
- Wonderland Road is congested - could it handle the construction vehicles let alone the movement in and out of the neighbourhood with 900 residential units and 40,000 square meters of office space
- construction vehicles moving through the neighbourhood
- these towers will obstruct views and sunlight onto our street
- can our local schools handle the influx of new students - we already have some portables
- grocery stores, pharmacies, other resources
- traffic through our neighbourhood - our street is already a thoroughfare; it could be considerably worse
- children need to move safely through the neighbourhood - construction could be dangerous.
- we already have a large number of high density housing in this community
- office space of this nature belongs downtown not in a neighbourhood
- the number of vehicles and buses required to move this number of people will bring a lot of congestion into the community

We understand that a project of this magnitude has the potential to bring a great deal of income to the developer through rent and a great deal of income to the city through property taxes, but this money comes with a human impact that can be negative and may not be realized immediately.

If you would like me to expand on any of the above concerns please feel free to contact me at or at .

Thank you for your time and consideration.

Sincerely,  
Wendy Murray

**From:** Robert Geerts < >

**Sent:** Monday, January 9, 2023 10:06 AM

**To:** Wise, Sonia <swise@london.ca>

**Cc:** pvanmeerbergen@london.ca

**Subject:** [EXTERNAL] Zoning By-law Amendment File: OZ: 9565 785 Wonderland Rd.

Good morning Ms. Wise,

We received the documentation for the revisions to the by-law for Westmount Mall Property. We live at 709 Woodcrest Blvd directly west of the mall property.

We have concerns about the large amount of proposed units for the land. With approximately 900 units proposed will come a large increase in automobile traffic. The Viscount Rd. is already congested with the three schools that are located on Viscount. The development on the back west side of the property would flow to the south Viscount access where the school entrances are. We would strongly oppose any access to Woodcrest Blvd from the mall property.

We are not opposed to development on this property but suggest the bulk of the development should be along Wonderland Rd. where access would stay on a major road and not congest the Viscount Rd. area. Nine hundred units are too much.

Robert Geerts/ Lynn Lariviere

January 9, 2023

Sonia Wise  
Planning & Development, City of London,  
300 Dufferin Ave, 6th Floor  
London Ontario  
N6A 4L9

Dear Sonia Wise,

On behalf of Downtown London, London Downtown Business Association board of directors, and our membership, we are not in support of Planning Application for Official Plan and Zoning By-law Amendments relating to the property located at 755- 785 Wonderland Road South (Westmount Shopping Centre) - File: OZ-9565; and their request to amend Zoning By-law No.Z.-1 to add a mixed-use redevelopment of an existing shopping centre that will include 40,000 square metres of office gross floor area for a broad range of commercial and office uses.

Downtown London continues to defend any zoning amendment requests that do not conform to the policies and the intent of the London Plan, and that are aimed at increasing the floor plate of employment-based offices in suburban areas beyond that set out in the City of London's By-law Z-1 regulations and guiding principles of the Official Plan.

We encourage City staff, Planning and Environment Committee and City Council not to support this application as it contravenes the London Plan, specifically where it makes references *DOWNTOWN/OUR VISION FOR THE DOWNTOWN PLACE TYPE 795\_ Our Downtown will be the hub of our economy's business community, containing the city's largest office buildings and a complex blend of professional and business service function.* As such this policy establishes the Downtown as the primary location for the largest office buildings.

The alternative would have negative impacts on downtown's vacancy rate which was at 25.3% in Q3 2022 (CBRE Market Report). Allowing this office development outside of the downtown, would significantly impede the downtown's economic recovery postpandemic and lose any ground we have made in 2022 through efforts of Main Street London and LDBA's work with the City, LEDC, London Small Business Centre to fill core area vacancies through the Core Area Vacancy Pilot Program that was funded by the City through LCRN.

Sincerely,

Asaad Naeel

Barbara Maly

Cc.

Cllr. Lehman - Chair PEC

Mayor Morgan

Cllr. Ferreira

Cllr. Hillier

Cllr. Hopkins

Cllr. Lewis

January 4, 2023

Luc Corneli

ECCOR Management Inc.

Mr. Corneli : copy to **Sonia Wise**, London City Hall ; **Paul Van Meerbergen**, London City Hall

RE; WESTMOUNT MALL PLANNING APPLICATION , LONDON, ONTARIO

Mr. Corneli I am not too sure what exactly was in your coffee cup and the coffee cups of your executive board when you re-imagined The WESTMOUNT MALL. But I don't believe you were sitting at the corner of Viscount and Wonderland Roads/London. I am all in favour of building "up", in the city of London.....BUT.... This "visioning" is beyond the pale!!!

The land is too small to sustain such an amount of ADDED BUILDINGS/FOOT TRAFFIC/ AUTOMOBILE TRAFFIC. **Wonderland Road and Viscount Road would not be able to sustain the car traffic** – unless there will NOT be any automobiles! **WAS ANY THOUGHT GIVEN AS TO THE IMPLICATIONS OF THE INCREASE OF HUMAN BEINGS ON TRAFFIC/SCHOOLS/PUBLIC TRANSIT/WASTE MANAGEMENT/CITY INFRASTRUCTURE in your planning??????** I believe you REALLY need to do due diligence, and REPLANNING of your vision . The traffic on Wonderland Road, **currently**, is NOT sustainable for the amount of accelerated building that is occurring NOW in the city....because the city of London for THE PAST YEARS has NOT PLANNED for the future. There needs to be HUMAN IMPACT element to the planning. I know this is not going to be built tomorrow.....but ALL ELEMENTS NEED TO BE CONSIDERED....has ANYONE in your office studied that? PLAN DIFFERENTLY.

INVITATION: come join me for tea and "timmies" at 3:00 p.m. on any Monday thru Friday and we can look at your proposal from my apartment. Wonderful "bird's eye view".

Sincerely,

Ann Marie Richardson,

P.S. in "my day" if someone received written correspondence, a written reply was anticipated.

**From:** Bernadette Warren < >

**Sent:** Friday, January 6, 2023 10:28 AM

**To:** Wise, Sonia <swise@london.ca>

**Subject:** [EXTERNAL] Notice of Planning Application re File No. OZ-9565

Dear Ms. Wise:

I am in receipt of the above-noted Notice dated December 7, 2022.

My husband and I live near Westmount Mall. Our concerns are more toward the increased traffic that will be associated with the new residences being proposed. Wonderland Road is already a very busy road, and we hear sirens almost every day. How does the City plan on dealing with the increased traffic?

Thank you.

Yours truly,

**Bernadette Warren**

**From:** Shmuel Farhi < >  
**Sent:** Thursday, January 5, 2023 3:39 PM  
**To:** Wise, Sonia <swise@london.ca>  
**Cc:** Marcello Vecchio < >; Samuel Rincon < >  
**Subject:** [EXTERNAL] Comments regarding OZ-9565 (Westmount Mall)

Hello Sonia,

Please see attached our comments regarding OZ-9565 (Westmount Mall), with thanks.

Happy new year,

**Shmuel Farhi / *President***  
**Farhi Holdings Corporation**

**6 January, 2023**

Dear City Council,

Re: Opposition to OZ-9565 Office Space Re-Development

On behalf of Farhi Holdings Corporation, this letter is to ask City Council to deny the Official Plan and Zoning By-Law Amendment at 755-815 Wonderland Road South (also known as Westmount Mall), file reference OZ-9565.

The applicant is asking for the approval of 40,000 m<sup>2</sup> of office space in the former suburban shopping centre. This is directly at odds with The London Plan: Our Move Forward, and also against numerous planning policies and strategies in the City.

Allowing this application to proceed will further erode London's economic core. The downtown of any city should be the driver of the community and as such, the core should maintain its status as the home of premium office space.

Previous City Councils and City staff concur with this notion, as demonstrated by the copious policies restricting the approval of large amounts of office space beyond the core.

We are requesting that City Council vote down this application, lest it create a dangerous precedent of ignoring pertinent policy that will continue to hollow out the core. In our direct experience, the core is already facing numerous issues that Council needs to prioritise.

Re-purposing failed malls and allowing medium- to large-scale new office space construction are primary issues that have been affecting the core negatively over the past several years.

Continued investment into our core is the most important mandate of Council in order to ensure its preservation. FHC will continue to work and believe in creating a vibrant and economically stable downtown in London, despite the continuing exodus of office space to the suburbs.

Sincerely,

Shmuel Farhi President

**From:** ghowie < >  
**Sent:** Friday, December 30, 2022 2:15 PM  
**To:** Van Meerbergen, Paul <pvanmeerbergen@london.ca>  
**Cc:** Wise, Sonia <swise@london.ca>;  
**Subject:** [EXTERNAL] Re: Notice of Rezoning and application File: OZ 9565

Dear Ms Wise, I'm writing to apposed the application of file oz - 9565, at 785 wonderland rd by McCor Management.  
And apposed the planning to build at 785 wonderland rd as per above.  
At present and currently the area is beyond all congestion, traffic is over run, the noise pollution is at all hours. This development would destroy our community.  
Please add me to all out going correspondence regarding this matter as I'm apposed to this development. Thank you kindly for your time in review.  
Regards;  
George Howie

**From:** K < >  
**Sent:** Tuesday, December 20, 2022 5:00 PM  
**To:** Wise, Sonia <swise@london.ca>  
**Subject:** [EXTERNAL] RE: File OZ-9565 Westmount Mall Redevelopment Application

Re:london.ca/planapps  
Application:785 Wonderland Road Inc. c/c McCor Management9East) Inc.

This mall has been mostly vacant for years and should be totally torn down before any thought is given to redevelop this site.  
This presents an opportunity to create something new and exciting on this land. A livable people place.  
The plan, as submitted, is a half-hearted and silly attempt to keep some of the original mall intact with added-on clumps of buildings stacked on top of it.  
This unsightly, unimaginative and poorly thought out plan would create a public eyesore for years to come.  
London can do much better than this.

Kirk Lagren  
London

**From:** Tony Kilcoyne < >  
**Sent:** Saturday, December 10, 2022 7:49 AM  
**To:** Wise, Sonia <swise@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>  
**Subject:** [EXTERNAL] File OZ-9565

Dear Ms. Wise  
I was heartened to see the proposed plan for development of 755-815 Wonderland Rd S.  
The biggest threat facing humankind is Global Warming. Higher population density and preventing urban sprawl is but one way in helping to slow the rise of temperatures.  
I am in full support of the plan and would advocate for far more high rises in the city.  
Sincerely  
Anthony Kilcoyne

## **Departmental and Agency Comments**

*London Hydro: December 12, 2022*

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.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

*Heritage: December 12, 2022*

Archaeological Assessment has been satisfied for this application

*Urban Design: December 15, 2022*

Please find UD comments for OZ-9565 below. The comments remain the same as those provided for the SPC.

- For an evaluation of the proposal, a masterplan of the site with the locations of the proposed road network, proposed blocks with concepts depicting massing, scale and height and site layout are required to understand how the proposal fits within the site context.
- The current proposal and conceptual master plan are not sufficiently detailed.
- The proposal should have regard for surrounding land uses (low-density residential, schools, places of worship etc.) and should ensure that it is well integrated with surrounding communities.
- Ensure that the renders and site plan are complementary. Several details that have been provided in the conceptual renders are missing from the masterplan.
- If a phased development approach is being undertaken, elaborate further on the phases. Phasing plans should ensure that the public realm network is built over time and expanded in each phase of development.
- Provide a full set of dimensioned elevations for all sides of the proposed buildings with materials and colours labelled. Further urban design comments will follow upon receipt of the elevations and masterplan.

#### Site Layout:

- The master plan should incorporate a grid/modified grid pattern [TLP 212\_]
  - For the overall size of this site, provide a safe pedestrian and vehicular network with new streets, shared driveways, laneways and interior and exterior pedestrian connections to create appropriately scaled development blocks and encourage walkability within the mall site.
- Provide block sizes to support walkability and transit [TLP 217\_], [TLP 218\_]
  - Setback the podium portion above any proposed entrances to create a courtyard feel, break up the mass of the podium to enhance pedestrian comfort and safety.
- Provide buildings parallel to their respective street frontages [TLP 215\_] [TLP 288\_].
  - Reconfigure the site to ensure active built forms adjacent to Wonderland Road S and Viscount Road.
- Provide amenity space(s) that is of sufficient size for the number of units proposed [TLP 295\_].
  - Amenity spaces are to be located centrally and connected with pedestrian walkways.
  - Ensure that any open spaces/parks that are privately owned publicly-accessible spaces (POPS) are safe and comfortable and provide appropriate pedestrian amenities.
- Propose an urban hardscape treatment along Wonderland Road S, Viscount Road, and Woodcrest Blvd.
  - New streets and internal driveways are to accommodate elements such as street trees and landscaping, patios, and amenities such as seating, lighting and bicycle parking.
- Locate parking underground or integrated within the building [TLP 275\_]. Reduce the visual impact of parking through making efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades.
  - Screen any exposed surface parking while ensuring sightlines and pedestrian safety are maintained.

- Provide dedicated cycling facilities on site to connect to existing and future cycling infrastructure on the surrounding street network [TLP 255\_].
- Reorganize the servicing on site to meet the standards for new and existing uses and to limit the impact on adjacent uses TLP 266\_]. Consolidate and internalize servicing and loading where possible.

#### Building Design:

- Locate higher density forms towards Wonderland Road S. Provide for a gentle transition in height and density with townhouses located closer to the low-density residential neighbourhood north of Village Green Ave.
- Design the building(s) to have regard for its corner location. Building massing and articulation should address the intersection of Wonderland Road S and Viscount Road.
- Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, commercial units, and residential units with direct access to the sidewalk along both street-facing elevations in order to activate the street edge.
  - Improve pedestrian access by providing pedestrian weather protection (canopies, overhangs), seating and landscape features.
  - Where retail is not appropriate or supportable, provide other active ground floor uses with glazing and entrances to support the public realm.
- Limit the tower portion of the building to a maximum floor-plate size of up to 750 square meters to reduce the overall massing of the building and the "slab-like" appearance of the towers [TLP 293\_].
- Design the top or "cap" of the building so it integrates the mechanical and elevator penthouses into an architectural feature for the building that will add visual interest to the skyline [TLP 289\_ 3], [TLP 296\_].
- Articulate the ground floor and podium facades to provide depth and variation in the built form to enhance the pedestrian environment.
  - Provide a variation of durable, and tactile building materials such as different types of brick, wood with textures on the ground floor to provide defined separation of spaces and uses while also enhancing the pedestrian experience at walking speed for visual stimulation [TLP 301\_], [TLP 302\_].
- Provide a variety of window glazing along the Wonderland Road, Viscount Road and Woodcrest Blvd ground floor façades to alleviate the elongated blank wall and create visual interest and sightlines for sense of safety [TLP 803\_ 3].
- Create an active and dynamic street wall that creates a streetscape that is safe and accommodating for pedestrians. Provide individual store fronts along Wonderland Rd and Viscount Rd with direct access to the city sidewalk. Use variation in material, awnings, signage, and lighting to create a human scale rhythm.

*Parks: December 16, 2022*

Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

*Realty Services: January 5, 2023 (review of Office Needs Analysis)*

I have the following comments and I am not in agreement that such a large amount of new office space should be permitted at Westmount.

Westmount Mall has 496,000 square feet (46,000 square meters) and 40 % is leased for office - 198,400 square feet. This is already a large amount of office space and close to the maximum permitted through the London Plan.

Key Findings - Page 11- Major office uses are directed to the Downtown, and to a lesser degree to Transit Villages, while the subject site is currently designated as a Shopping Area. • The subject site shares many characteristics with Transit Villages, however the

high residential density in the proposed development would help support greater amounts of office space than in Transit Villages and help create a balanced complete community.

Comment – Major office uses should be directed to the Downtown as per policy and sustaining a health core. The subject site is not a transit village.

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The proposed re-development will include 14,558 m<sup>2</sup> (156,700 ft<sup>2</sup>) of newly built office space, in addition to the 25,442 m<sup>2</sup> (273,856 ft<sup>2</sup>) of office space that will be located in the existing Westmount Shopping Centre building.

Comment – that's 430,556 square feet of office space. This will compete with the downtown office vacancy.

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Overall, for all classes of office space, the downtown core has a vacancy rate of 25.9% in Q2 2022. For reference purposes, a vacancy rate of 8% to 10% is considered healthy in a normal market.

Comment – Permitting over 150,000 square feet of new office space outside the downtown core will not reduce the high and unnormal office vacancy in the downtown.

Page 22 – The CBRE data does not demonstrate a high demand for Class A space. As there is limited supply of Class A space, there is a low vacancy rate and the limited supply also creates a higher rental rate.

Other Comments:

- Urban Metrics Analysis has not considered the new residential development in the downtown core and correlating employee growth. More housing in the downtown core will create more employees.
- Analysis has not considered changes in retail consumer behaviour and affects on retail space with on-line shopping.

*Upper Thames River Conservation Authority: January 9, 2023*

No objections.

*Development Services – Engineering: January 24, 2023*

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Re-zoning application:

**Wastewater:**

- This development is for approximately 900 residential units and a total of 57,000 sq m of commercial/office floor space on approximately an 11.3ha site known as Westmount Mall.

Sewer Engineering notes that the requested density is approximately 2.5 to 3 times above the population that was originally contemplated for this area and that there are significant wet weather flows in the existing Westmount sanitary system. As such, there is no remaining capacity available for intensifications above normal standards and policy - Sewer Engineering does not recommend zoning approval for the proposed development at this time.

Density will need to be revised to something that closely reflects original population allocated to the subject property. The sanitary capacity brief will also need to be revised to reflect additional tributary lands were not included and as well as increased wet weather flow values in the Westmount system.

Should additional clarification be required, Sewer Engineering is available for further discussion.

At minimum, a holding provision would be required until adequate capacity can be demonstrated.

**The following items are to be considered during a future site plan application stage:**

***Water:***

- Water Engineering have the no comments for the pre-application consultation for 755, 765, 785, & 815 Wonderland Road South as water servicing will remain unchanged.

***Transportation:***

- Presently the width from centerline for Wonderland Road South adjacent to this property is 18.288 m as shown on RP 979. Therefore a widening of 1.212m is required to attain 19.5m from c/l.
- Please note that all widenings will be save and except existing structures.
- Please note that a 6.0m x 6.0m daylight triangle may be required at the intersections of Village Green & Woodcrest Blvd, Viscount & Woodcrest Blvd.

***Stormwater:***

Specific comment for this site:

- As per that attached drawing No (4012),The lands are part of Westmount Subdivision Phase II – All the Stormwater management minor and major systems are to be consistent with the accepted SWM strategies of the accepted Subdivision. In addition, Consultant shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Ministry of the Environment, Conservation & Parks (MECP) Guidelines and Recommendation, and the SWM criteria and targets for the Dingman Creek Subwatershed.
- The proposed land uses will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- IF the number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators.
- This site falls within the Dingman Subwatershed. As per section 6.3.2 of the Design Specifications & Requirements manual, a water balance assessment is required to examine the site's water balance conditions and propose opportunities to mitigate water balance deficits. As an objective of the Dingman EA, this new development is to achieve the water balance conditions identified from the predevelopment study. The approach for stormwater control hierarchy, and LID design, is included in the Section 6 Stormwater Management of the Design Specifications & Requirements manual. The water balance analysis may be completed as part of a Hydrogeological Assessment, a stormwater management report, or as a standalone document
- Additionally, the consultant is expected to incorporate green space reserved for LID in efforts to achieve this requirement.
- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event as part of the water balance target would be accepted to meet Total Suspended Solids (TSS) reduction target.

- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event.

General comments for sites within Dingman Creek Subwatershed:

- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, runoff volume control, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

## Appendix D –Evaluation of Our Tools

### Evaluation of Our Tools Planning and Development Applications (1578)

*An evaluation of the criteria related to potential impacts in the area and how the proposed development fits within its context according to the considerations found in 1578. 6) and 7).*

Criteria	Response
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses:</p> <p>1578_6) g) privacy            1578_6) h) shadowing            1578_6) i) visual impact            1578_7) f) height            1578_7) g) density            1578_7) h) massing            1578_7) i) scale            1578_7) j) placement of buildings            1578_7) k) setback and step-back            1578_7) l) relationship to adjacent buildings</p>	<p>The requested amendment has minimal detail regarding the placement and impacts of proposed buildings and the effects on privacy, shadowing, visual impact and relationship to the adjacent buildings are not presently known.</p> <p>The recommended amendment permits the greatest height on site along the east boundary furthest from the existing residential neighbourhood, and along the higher order road.</p> <p>In an effort to encourage the new built form to occupy existing surface parking lots, mid-rise development potential is proposed along the Viscount road allowance and towards the centre of the site.</p> <p>The western and northern boundaries abut the low-rise residential uses which permit a reduced building height to provide a more compatible transition.</p>
<p>The extent to which the proposed development provides or retains any desirable vegetation or natural features that contribute to the visual character of the surrounding area:</p> <p>1578_6) k) trees and canopy cover            1578_6) m) natural heritage features and areas            1578_6) n) natural resources            1578_7) p) landscaping and trees</p>	<p>The subject site is an existing developed shopping centre comprised of buildings and surface parking areas. There is minimal on-site vegetation. Any development occurring where there are existing or boundary trees will require a tree preservation plan to ensure any desirable vegetation can be retained. A landscape plan will be required through the Site Plan Approval process and a masterplan will inform on-site amenity and green space.</p>
<p>The impact on the Transportation System and the adequacy of parking facilities:</p> <p>1578_6) a) traffic and access management            1578_7) q) coordination of access points and connections            1578_6) c) Parking on streets or adjacent properties</p>	<p>The site is currently accessed from Wonderland Road South and Viscount Road with no vehicular access from Village Green Avenue or Woodcrest Boulevard. The existing vehicular access are proposed to be retained and utilized. A comprehensive master plan will be required to identify new vehicular connections.</p> <p>A Transportation Impact Assessment (TIA) was provided as part of the application submission. Transportation staff endorse that the recommendations of the TIA be implemented.</p> <p>The proposed intensification on this site will support and benefit from the existing</p>

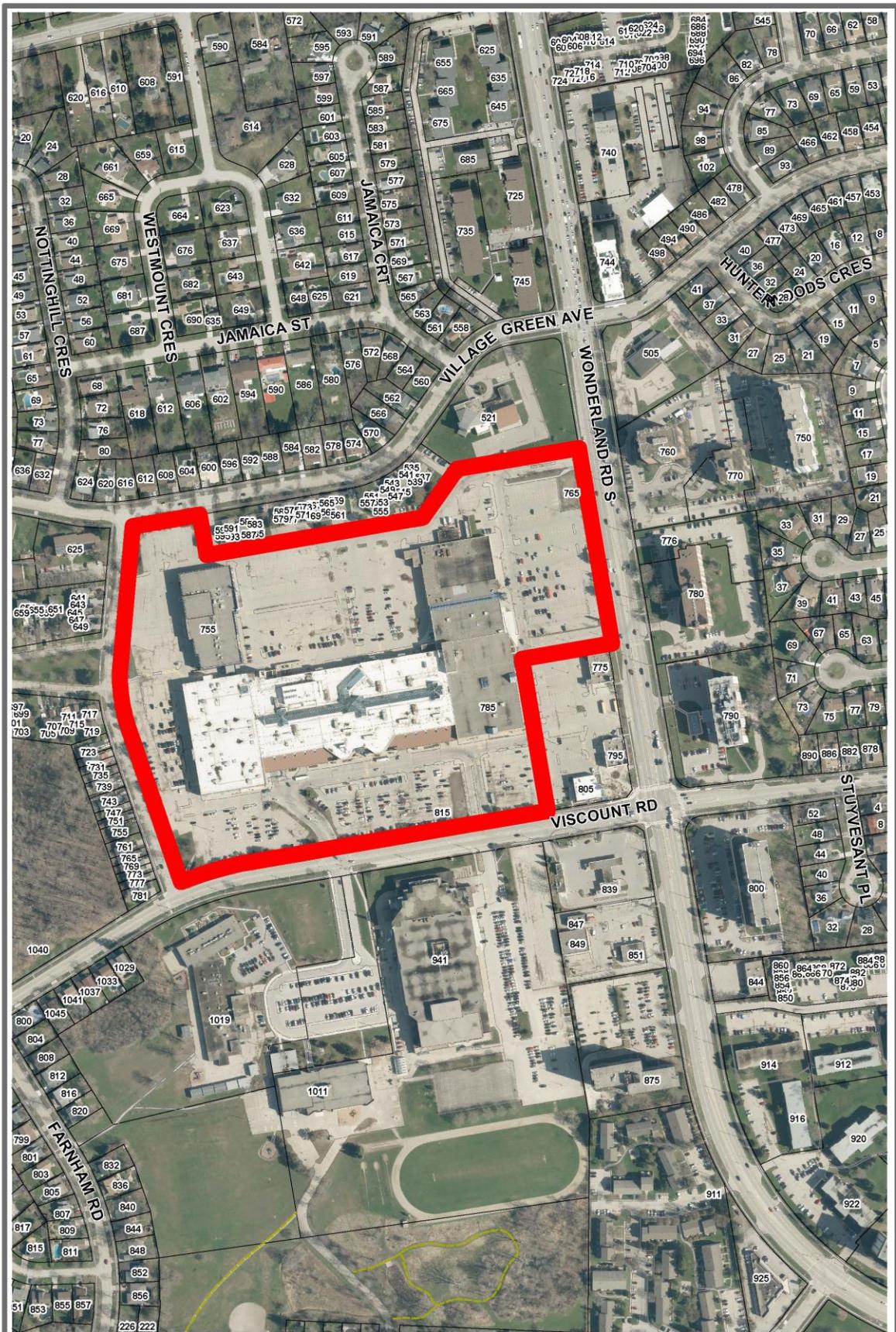
Criteria	Response
	transit services. There is a surplus of parking proposed on site and overflow parking on adjacent streets or properties is not anticipated.
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area:</p> <p>1578_7) c) neighbourhood character</p> <p>1578_7) d) streetscape character</p> <p>1578_7) e) street wall</p> <p>1578_7) m) proposed architectural attributes such as windows, doors and rooflines</p> <p>1578_7) n) materials</p>	<p>The proposed development did not contribute to a street wall or streetscape character and is not supported in its current form. The recommended zoning transitions height to the existing residential uses to complement neighbourhood character.</p> <p>A masterplan showing the extent of development blocks will establish a street wall and new built form along the street edge will establish and contribute to a streetscape character. Additional details regarding the urban design, materials and built form will be explored through the urban design peer review panel and Site Plan Review.</p>
<p>The impact of the development on heritage resources:</p> <p>1578_6) l) cultural heritage resources</p> <p>1578_7) o) relationship to cultural heritage resources on the site and adjacent to it</p>	<p>There are no heritage resources located on site and none in the surrounding area that would be impacted by the proposed development.</p> <p>An archaeological assessment has been prepared for the site which confirms no further works are required.</p>
<p>Constraints posed by the environment,:</p> <p>1578_6) b) Noise</p> <p>1578_6) d) emissions generated by the use such as odour, dust or other airborne emissions</p>	<p>The site is located along a major road (Wonderland Road South) which has potential noise impacts for future residents. Certain commercial uses may also generate noise and when residential uses are proposed in proximity may require mitigation. A noise impact study will be required as part of the Site Plan Approval process for road noise and a holding provision will require a study for noise impacts on future residential uses from commercial uses. Any mitigation measures will be implemented into the ultimate development agreement. No other environmental constraints have been identified.</p>
<p>1578_6) e) lighting</p> <p>1578_6) f) garbage generated by the use</p>	<p>The development will require Site Plan Approval and to comply with the requirements of the City's Site Plan Control By-law.</p> <p>Detailed functional aspects of lighting and garbage would be addressed as part of standard site plan review, and informed by an accepted master plan.</p>

## Appendix E – Relevant Background

[Z-9356: PEC Report – September 20, 2021 – Staff Report to add call centre](#)

[O-9409/Z-9410: PEC Report – January 22, 2022 – Staff Report to add kennel use](#)

# Appendix F – Relevant Background



### LOCATION MAP

Address: 755-815 Wonderland Road South  
 File Number: OZ-9565  
 Planner: Sonia Wise  
 Date: 2023/03/15

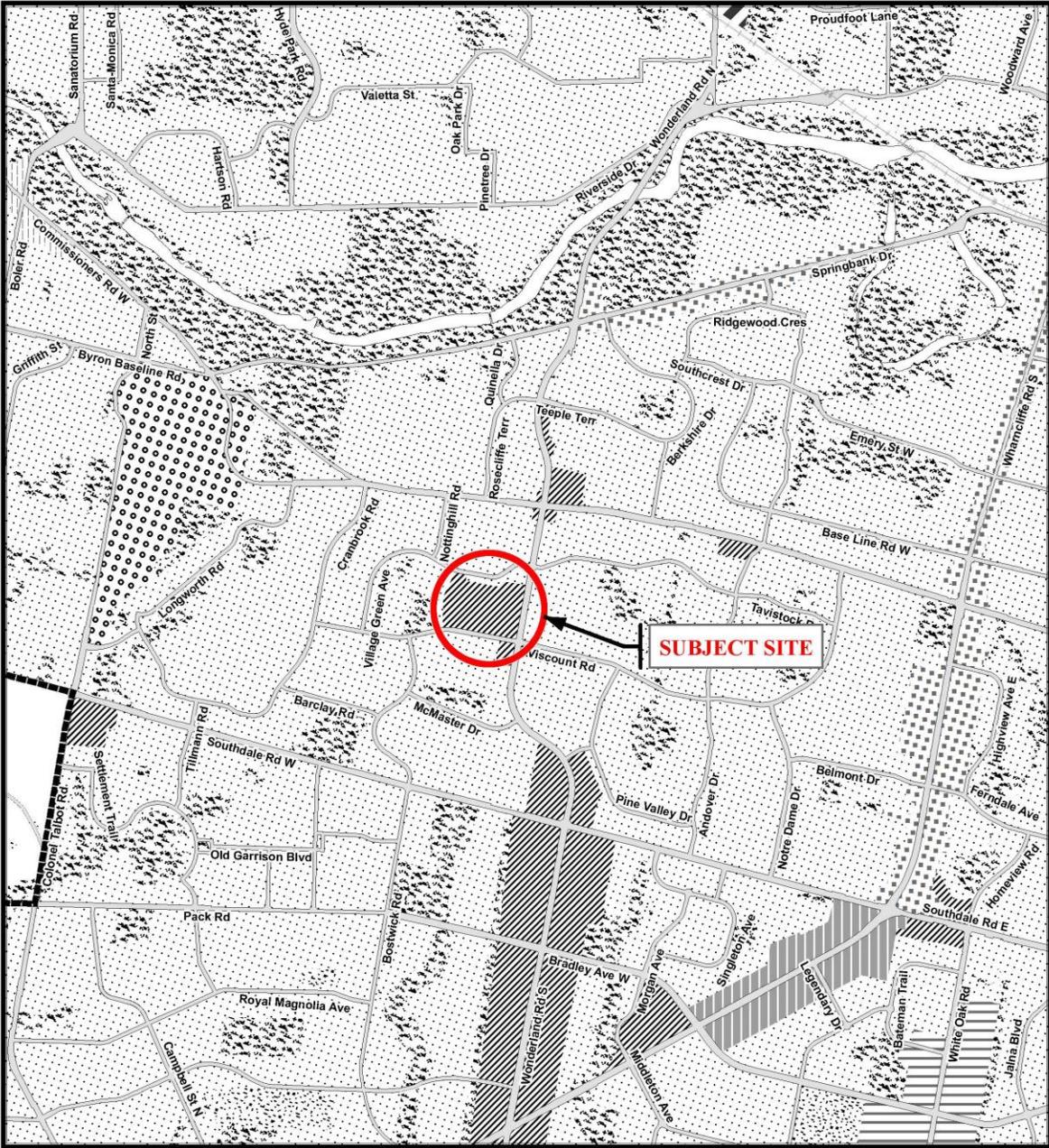
Corporation of the City of London  
 Prepared By: Planning and Development



Scale 1:4000

### Legend

Assessment Parcels



**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.*

<p><b>CITY OF LONDON</b>  <b>Official Plan</b>  <b>LONDON PLAN MAP 1</b>  <b>- PLACE TYPES -</b>          PREPARED BY: Planning &amp; Development</p>	 Scale 1:30,000 0 150 300 600 900 1,200 1,500 Meters	<p><b>File Number:</b> OZ-9565  <b>Planner:</b> SW  <b>Technician</b> JI  <b>Date:</b> 2023/3/15</p>
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Project Location: \\cfile1\giswork\Planning\Projects\p\_officialplan\workconsol\00\excerpts\_LondonPlan\mxds\OZ-9565-Map1\_PlaceTypes.mxd



## Appendix G – Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City, is committed to reducing and mitigating Climate Change. The following are characteristics of the proposed Application that are related to the City's climate action objectives.

### Infill and Intensification

Located within the Built Area Boundary: **Yes**  
Located within the Primary Transit Area: **Partially**  
Net density change: **Increase**  
Net change in affordable housing units: **NA**

### Reduce Auto-dependence

Proximity to the nearest London Transit stop: **On site interchange**  
Completes gaps in the public sidewalk network: **NA**  
Connection from the site to a public sidewalk: **Yes**  
Connection from the site to a multi-use pathway: **Yes**  
Site layout contributes to a walkable environment: **No**  
Proximity to nearest dedicated cycling infrastructure: **200m (Viscount)**  
Secured bike parking spaces: **TBD**  
Secured bike parking ratio: **TBD**  
New electric vehicles charging stations: **Unknown**  
Vehicle parking ratio: **approximately 1.7 : 1 based on residential equivalent**

### Environmental Impacts

Net change in permeable surfaces: **TBD**  
Net change in the number of trees: **Unknown**  
Tree Protection Area: **No**  
Landscape Plan considers and includes native and pollinator species: **TBD through site plan**  
Loss of natural heritage features: **No**  
Species at Risk Habitat loss: **No**  
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): **NA**

### Construction

Existing structures on site: **Yes**  
Existing structures repurposed/adaptively reused: **Yes**  
Green building features: **Unknown**  
District energy system connection: **No**

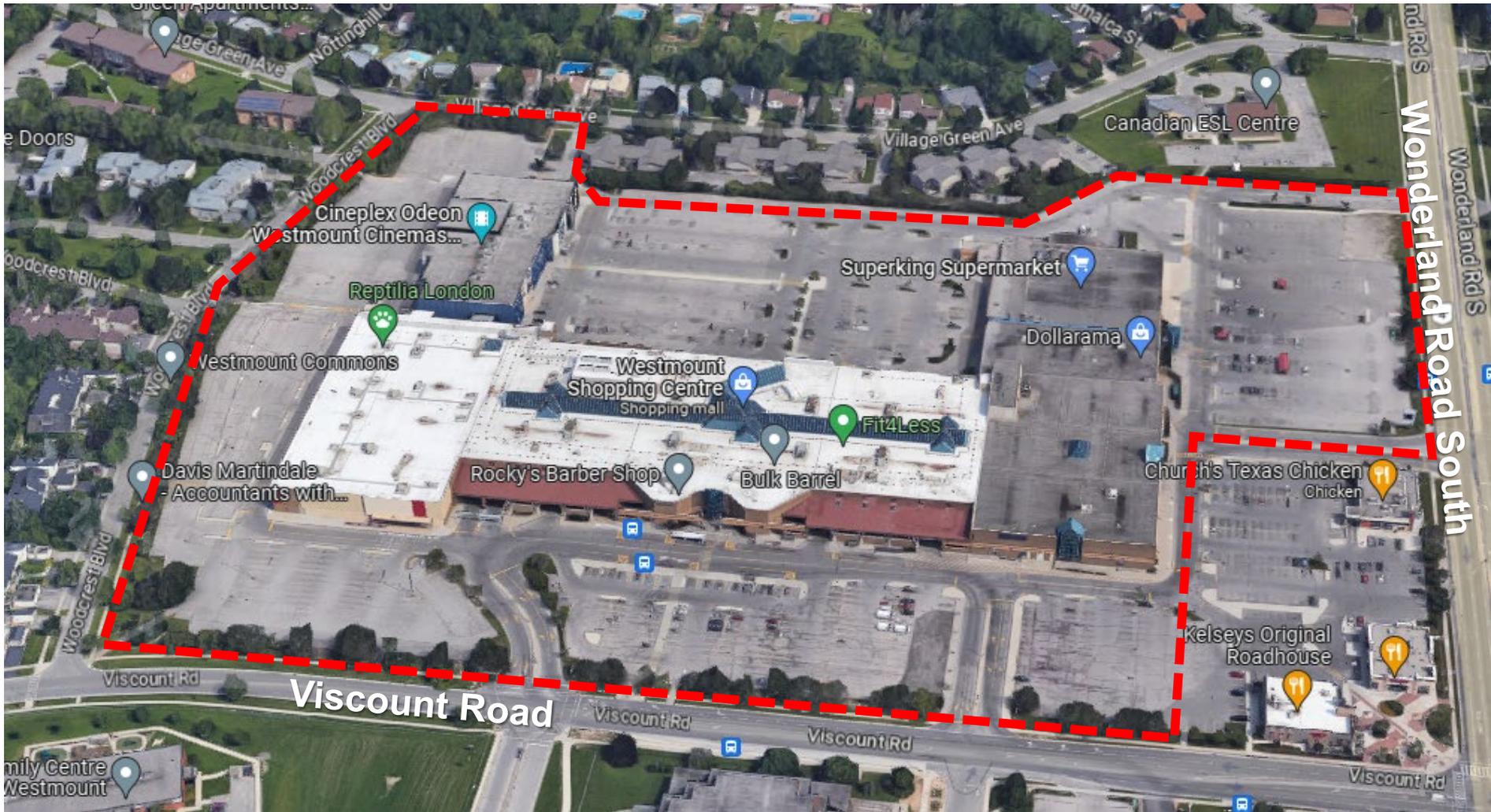


# OZ-9565: 755, 785 & 815 Wonderland Road South



Planning and Environment Committee  
June 19, 2023

# Slide 1: Subject Site

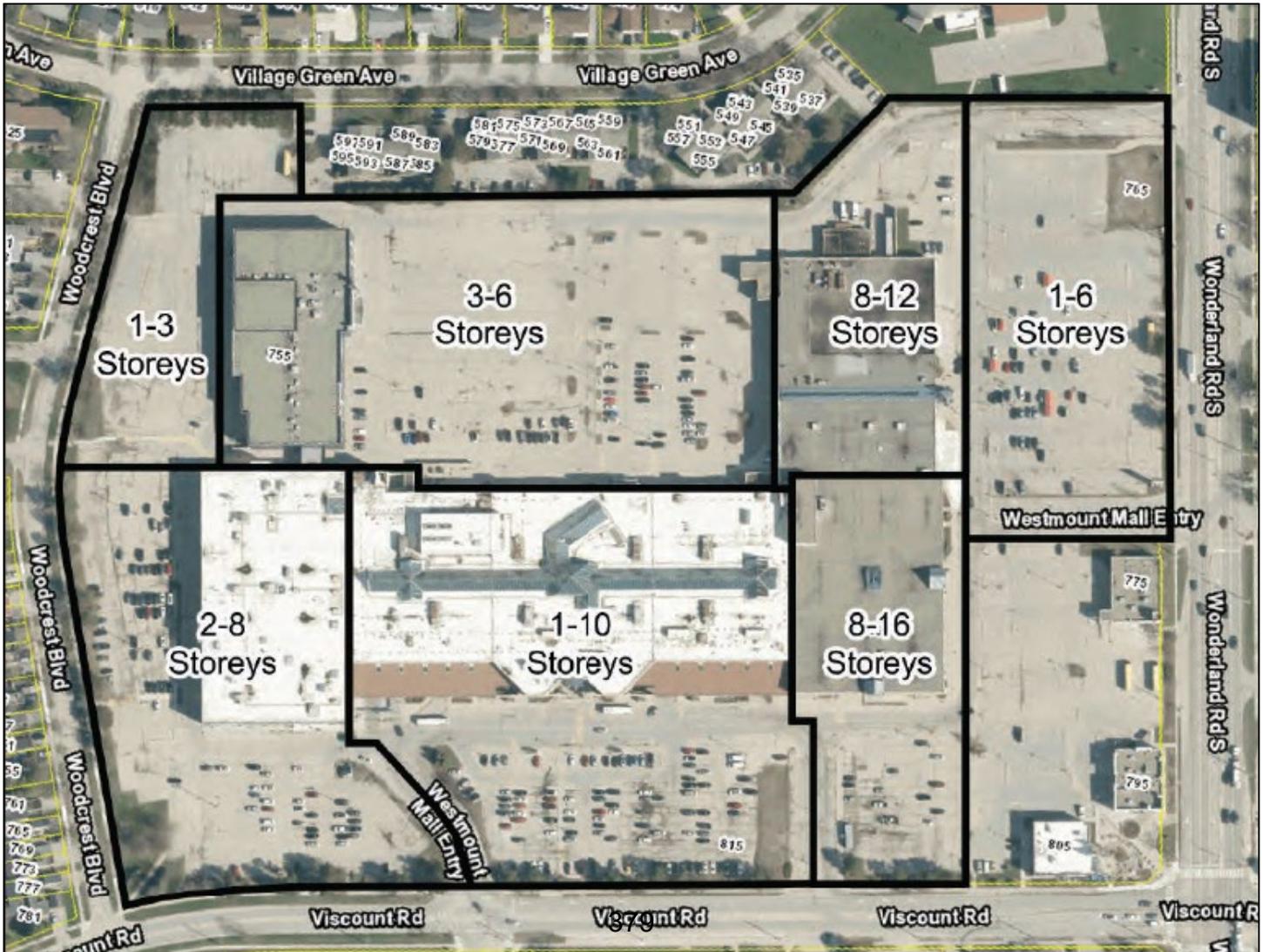


# Slide 2: Proposed Development



- 18 storeys (55m) maximum
- 30,000 square metres of office gross floor area
- 900 residential units
- 2,556 parking spaces
- Density up to 200uph
- New use for a call centre

# Slide 3: Requested Heights





# Slide 4: Policy Framework

## **PPS, 2020**

Identifies that settlement areas are the focus for growth and development, and also that the Downtown should be maintained and its viability enhanced where possible (1.1.3 & 1.7)

## **The London Plan**

- City Structure Plan identifies a hierarchy of centres with the Downtown as the primary office centre for the City
- Shopping Area Place Type permits residential uses up to 6 storeys of height, and up to 2,000 square metres of office gross floor area
- Specific Area policies: contemplated where there is no adverse impact on other parts of the Plan

## **Appeal To Ontario Land Tribunal**

Submitted April 24, 2023 for Lack<sup>380</sup> of Decision OLT-23-000367



# Slide 5: Public Comments

## Notice of Application – December 7, 2022

Submissions received from 14 respondents, with the majority opposed to the proposed development:

### Support

Exciting redevelopment x1, Curbs Sprawl x1

### Concerns

Use: Not well thought out x2, Should demolish mall and rebuilt x1, Construction nuisance (dust, noise, vehicles) x4, Disrupts neighbourhood x3, Damage to homes x2, Loss of home value x2, Build elsewhere x1 (Southdale Rd)

Intensity: Stress on city services (schools, servicing etc) x3, Too many units x1, Safety impacts, x3, Negative impacts to downtown office space, x4, Not consistent with the City Structure Plan x1, Office Needs Study should be peer reviewed x1

Form: Noise x3, Should locate intensity towards Wonderland x1, Impact to birds of high rises x1, Loss of Sunlight x3, Loss of views x1

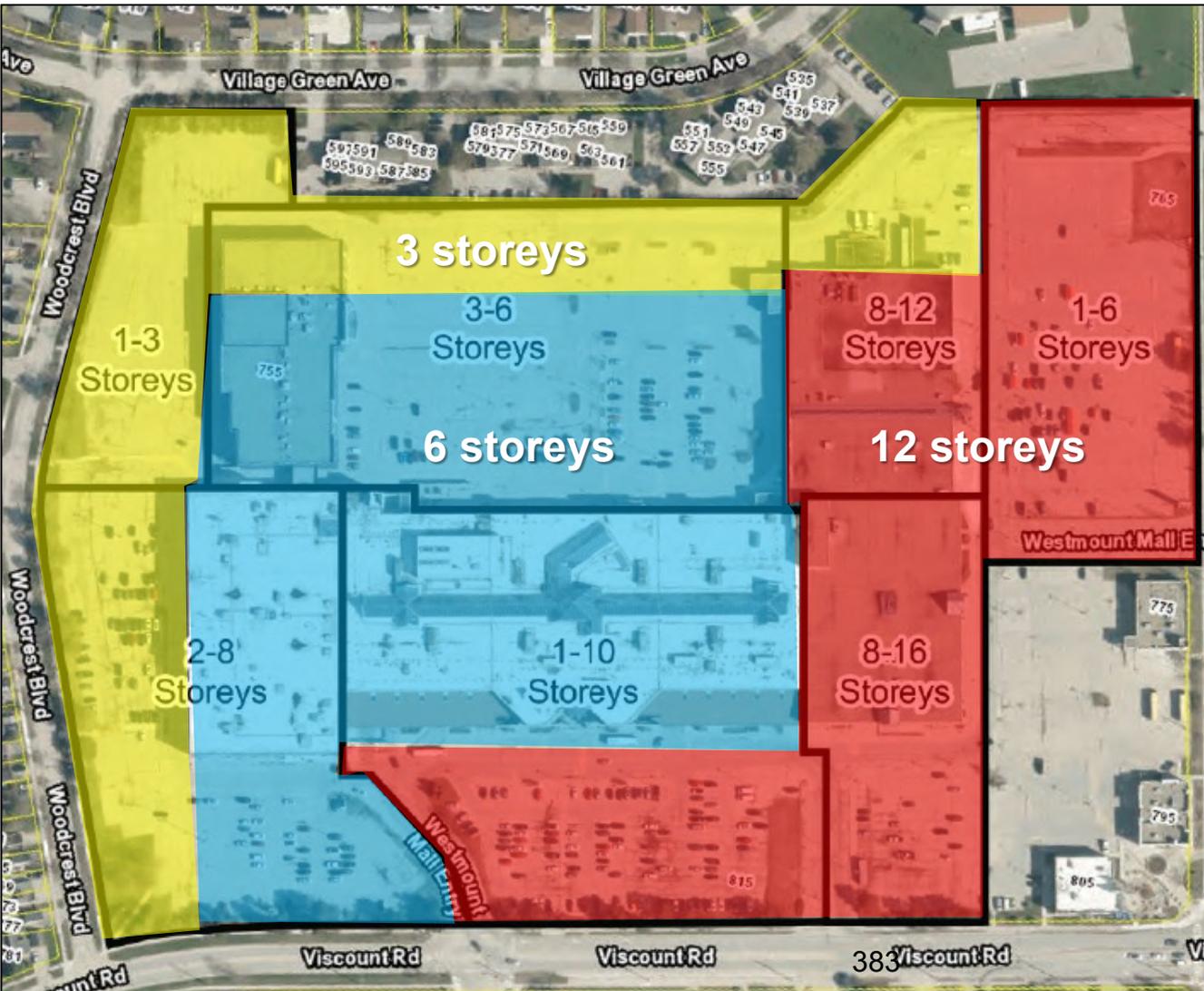
Traffic: Traffic congestion in area x7



# Slide 6: Key Issues

- **Amount of Office Space:** Policies permit 2,000 square metres and the request is for 30,000 square metres of office space. The significant increase in GFA is not supported as this would compete with the Downtown as the primary office centre.
- **New definition for Call Centre:** A new proposed definition for a call centre would still be interpreted as an office use, and large office uses are directed to the downtown.
- **Urban Design:** the proposal is lacking detail and does not achieve the basic fundamentals of the city design policies of: creating a street edge through building location and orientation, screening parking, providing comfortable pedestrian connections, amenity areas, tree planting and transition to existing neighbourhoods.
- **Sanitary Capacity:** The requested intensity is above the population originally contemplated for the area and there are capacity constraints due to significant wet weather flows in the existing Westmount Sanitary System and increased inflow and infiltration (I&I)

# Slide 7: Alternative Recommendation



Alternative recommendation:

- More moderate scale of development
- better align with the role of this Shopping Centre in the City Structure hierarchy
- Achieve fundamental urban design outcomes, and
- Provide transitions to the existing surrounding neighbourhood



# Slide 8: Conclusion

Requested Amendment is not consistent with the PPS, 2020, does not conform to The London plan, does not achieve fundamental urban design outcomes, undermines the Downtown as the primary office destination and includes a residential intensity that would be appropriate in more strategic growth areas of the City.

Alternative Recommendation is consistent with the PPS, 2020, conforms to The London Plan, allows for more moderate infill and redevelopment opportunities, and includes holding provisions to provide additional details, facilitate orderly development, allow for further public involvement and ensure adequate sanitary capacity is available.

# Community Advisory Committee on Planning Report

7th Meeting of the Community Advisory Committee on Planning  
June 14, 2023

Attendance                   PRESENT: S. Bergman (Chair), M. Bloxam, J. Dent, A. Johnson, S. Jory, J.M. Metrailler, M. Rice, M. Wallace, K. Waud, M. Whalley and M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: S. Ashman, I. Connidis and J. Wabegijig

ALSO PRESENT: R. Armistead, K. Gonyou, M. Greguol, K. Mitchener and B. Westlake-Power

The meeting was called to order at 5:01 PM.

## 1. Call to Order

### 1.1 Disclosures of Pecuniary Interest

M. Wallace discloses a pecuniary interest in clause 3.4 of the 7th Report of the Community Advisory Committee on Planning, having to do with a Notice of Planning Application - Draft Plan of Subdivision and Zoning By-law Amendment - 1350 Wharnccliffe Road South, by indicating that the applicants are members of the association that employs him.

### 1.2 Election of Chair and Vice Chair

That S. Bergman and S. Jory BE ELECTED Chair and Vice Chair, respectively, for the term ending December 31, 2023.

## 2. Scheduled Items

None.

## 3. Consent

### 3.1 5th and 6th Reports of the Community Advisory Committee on Planning

That the 5th and 6th Reports of the Community Advisory Committee on Planning, from the meetings held on April 12, 2023 and May 10, 2023, were received.

### 3.2 Municipal Council Resolution - 5th Report of the Community Advisory Committee on Planning

That it BE NOTED that the Municipal Council resolution, from the meeting held on May 16, 2023, with respect to the 5th Report of the Community Advisory Committee on Planning, was received.

### 3.3 Revised Notice of Planning Application - Official Plan and Zoning By-law Amendment - 978 Gainsborough Road

That it BE NOTED that the Revised Notice of Planning Application, dated May 11, 2023, from A. Riley, Senior Planner, with respect to an Official Plan and Zoning By-law Amendment related to the property located at 978 Gainsborough Road, was received.

3.4 Notice of Planning Application - Draft Plan of Subdivision and Zoning By-law Amendment - 1350 Wharncliffe Road South

That it BE NOTED that the Community Advisory Committee on Planning (CACP) has reviewed the Notice of Planning Application, dated June 1, 2023, from A. Curtis, Planner I, with respect to a Draft Plan of Subdivision and Zoning By-law Amendment related to the property located at 1350 Wharncliffe Road South and the Heritage Impact Assessment, dated March 16, 2023, from Stantec Consulting Ltd., related to the property located at 1350 Wharncliffe Road South, and the CACP is satisfied with the recommendations in the Heritage Impact Assessment and the intent to retain the structure.

**4. Sub-Committees and Working Groups**

4.1 Stewardship Sub-Committee Reports

That it BE NOTED that the Stewardship Sub-Committee Reports, from the meetings held on April 26, 2023 and May 31, 2023, were received.

4.2 Education Sub-Committee Report

That it BE NOTED that the Education Sub-Committee Report, from the meeting held on April 18, 2023, was received.

**5. Items for Discussion**

5.1 Heritage Alteration Permit Application by S. Rasanu for the property located at 1 Cathcart Street and 115 Bruce Street, Wortley Village-Old South Heritage Conservation District

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated June 14, 2023, with respect to a Heritage Alteration Permit application by S. Rasanu for the property located at 1 Cathcart Street and 115 Bruce Street, Wortley Village-Old South Heritage Conservation District, and the CACP supports the staff recommendation; it being noted that the CACP is encouraged by the sensitive infill and sympathetic design of this application.

5.2 Request for Designation for the property located at 81 Wilson Avenue pursuant to Part IV, Ontario Heritage Act

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated June 14, 2023, with respect to a Request for Designation for the property located at 81 Wilson Avenue, pursuant to Part IV of the Ontario Heritage Act, and the CACP supports the staff recommendation; it being noted that the CACP is appreciative of the property owner for the efforts to preserve this architectural resource in the community.

5.3 Designation of the property located at 599-601 Richmond Street pursuant to Part IV, Ontario Heritage Act

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated June 14, 2023, with respect to the Designation of the property located at 599-601 Richmond Street, pursuant to Part IV of the Ontario Heritage Act, and the CACP supports the staff recommendation.

5.4 B. Boughner, London Majors Alumni Association - Plaques at Labatt Memorial Park - REQUEST FOR DELEGATION STATUS

That the communication, from B. Boughner, London Majors Alumni Association, as appended to the Agenda, BE REFERRED to the Culture Office in order for additional consideration in conjunction with the Education Sub-committee and a report back to a future meeting of the Community Advisory Committee on Planning for further discussion; it being noted that a verbal delegation from B. Boughner, with respect this matter, was received.

5.5 Meeting Start Time - Discussion

That the start time for future Community Advisory Committee on Planning (CACP) meetings BE CHANGED to 5:30 PM, effective for the next CACP meeting.

5.6 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated June 14, 2023, was received.

**6. Deferred Matters/Additional Business**

6.1 (ADDED) Community Advisory Committee on Planning Membership

That the following motion be considered for Council approval:

"That the appointments of S. Ashman and J. Wabegijig BE RESCINDED from the Community Advisory Committee on Planning due to lack of attendance."

**7. Adjournment**

The meeting adjourned at 6:35 PM.