

Agenda Including Addeds

Planning and Environment Committee

14th Meeting of the Planning and Environment Committee

September 11, 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 or 519-661-2489 ext. 2425.

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| 3.2 Public Participation Meeting - Not to be Heard before 4:00 PM - 447 Ashland Avenue (SPA23-074) | 41 |
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| 4. Items for Direction | |
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6. Adjournment

Report to Planning & Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Peter Kokkoros, P.Eng., B.A. (Econ)
Director Building & Chief Building Official

Subject: Building Division Monthly Report
May 2023

Date: September 11, 2023

Recommendation

That the report dated May 2023 entitled “Building Division Monthly Report May 2023”, **BE RECEIVED** for information.

Executive Summary

The Building Division is responsible for the administration and enforcement of the *Ontario Building Code Act* and the *Ontario Building Code*. Related activities undertaken by the Building Division include the processing of building permit applications and inspections of associated construction work. The Building Division also issues sign and pool fence permits. The purpose of this report is to provide Municipal Council with information related to permit issuance and inspection activities for the month of May 2023.

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

This report provides information on permit and associated inspection activities for the month of May 2023. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of May 2023”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – **May 2023**

Permits Issued to the end of the month

As of May 2023, a total of 1,388 permits were issued, with a construction value of \$357.1 million, representing 629 new dwelling units. Compared to the same period in 2022, this represents a 17.7% decrease in the number of building permits, with a 38.6% decrease in construction value and an 27.5% decrease in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of May 2023, the number of building permits issued for the construction of single and semi-detached dwellings was 80, representing a 74.8% decrease over the same period in 2022.

Number of Applications in Process

As of the end of May 2023, 813 applications are in process, representing approximately \$705.7 million in construction value and an additional 1,015 dwelling units compared with 1,005 applications, with a construction value of \$1.7 billion and an additional 3,015 dwelling units in the same period in 2022.

Rate of Application Submission

Applications received in May 2023 averaged to 18.3 applications per business day, for a total of 420 applications. Of the applications submitted 22 were for the construction of single detached dwellings and 71 townhouse units.

Permits issued for the month

In May 2023, 420 permits were issued for 121 new dwelling units, totaling a construction value of \$68.1 million.

Inspections – Building

A total of 1,909 inspection requests were received with 1,958 inspections being conducted.

In addition, 11 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,909 inspections requested, 98% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 842 inspection requests were received, with 955 inspections being conducted.

An additional 185 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 842 inspections requested, 98% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 839 inspection requests were received with 1,154 inspections being conducted related to building permit activity.

An additional 13 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 839 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

2018 - 2020 Permit Data

Additional permit data has been provided in Appendix “A” to reflect 2018 – 2020 permit data.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of May 2023. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity” for the month of May 2023 as well as “Principle Permits Reports”.

Prepared by: Peter Kokkoros, P.Eng.
Director, Building and Chief Building Official
Planning and Economic Development

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

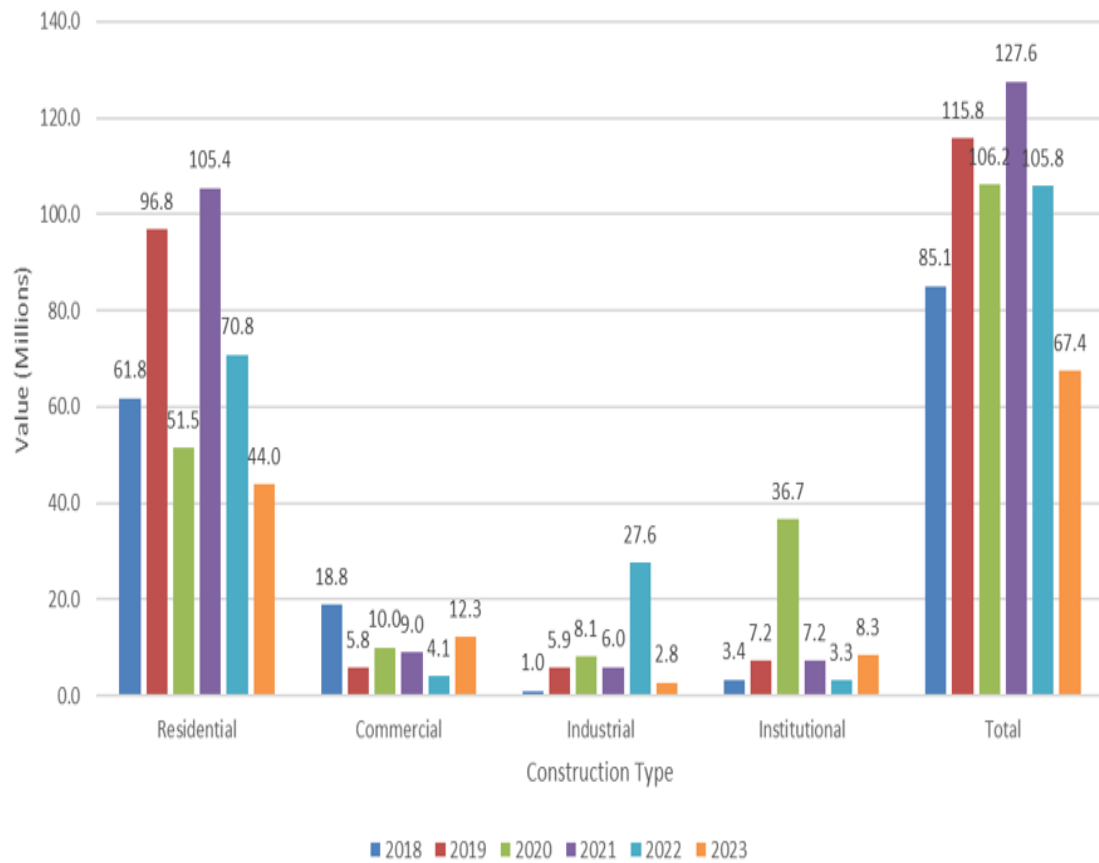
Recommended by: Scott Mathers, MPA, P.Eng.
Deputy City Manager
Planning and Economic Development

APPENDIX "A"

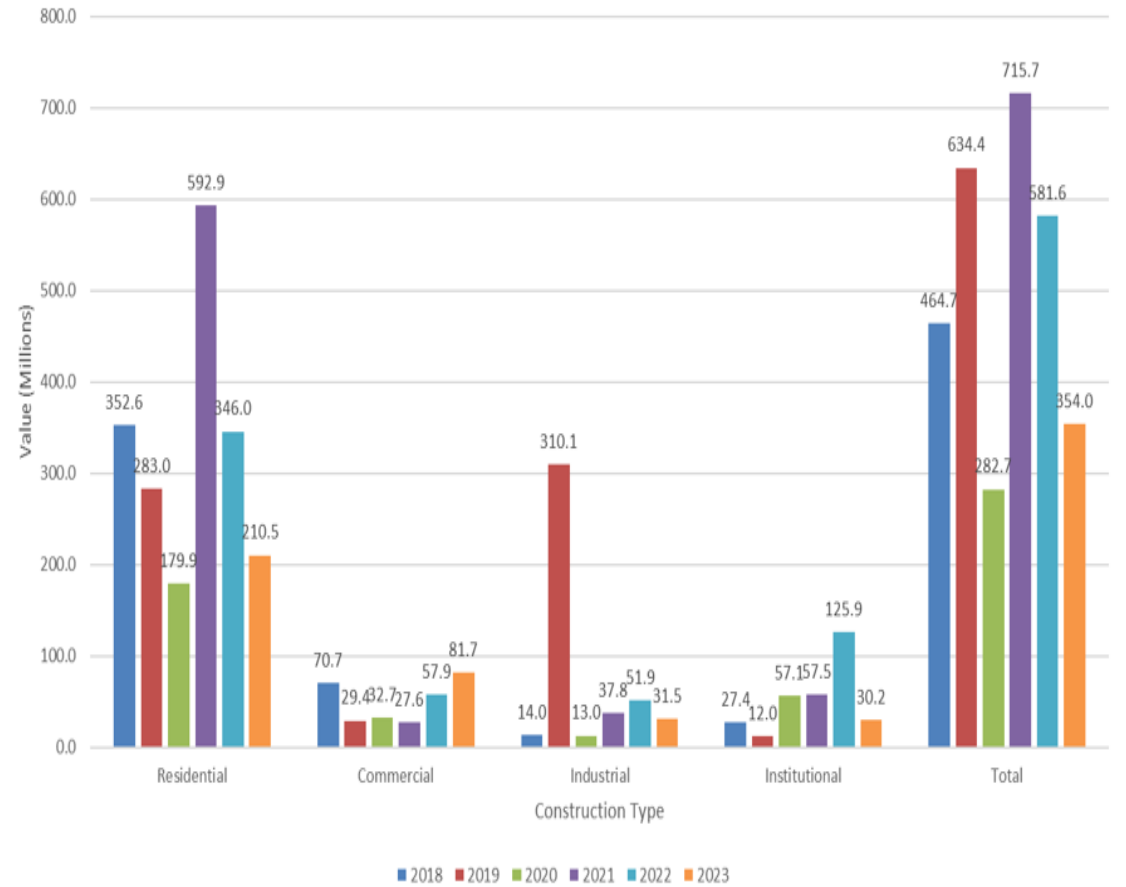
**CITY OF LONDON
SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF May 2023**

| CLASSIFICATION | May 2023 | | | to the end of May 2023 | | | May 2022 | | | to the end of May 2022 | | | May 2021 | | | to the end of May 2021 | | |
|---------------------------------|----------------|--------------------|--------------|------------------------|--------------------|--------------|----------------|--------------------|--------------|------------------------|--------------------|--------------|----------------|--------------------|--------------|------------------------|--------------------|--------------|
| | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS |
| SINGLE DETACHED DWELLINGS | 22 | 12,092,085 | 22 | 80 | 43,901,545 | 80 | 75 | 38,429,141 | 75 | 318 | 158,232,781 | 318 | 104 | 48,871,900 | 104 | 531 | 240,681,900 | 531 |
| SEMI DETACHED DWELLINGS | 0 | 0 | 0 | 1 | 921,661 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 223,500 | 1 |
| TOWNHOUSES | 13 | 23,530,552 | 71 | 31 | 53,412,215 | 156 | 11 | 13,356,567 | 40 | 56 | 58,698,584 | 210 | 33 | 30,923,100 | 126 | 99 | 88,858,800 | 346 |
| DUPLEX, TRIPLEX, QUAD, APT BLDG | 1 | 481,958 | 2 | 8 | 76,095,585 | 277 | 1 | 6,500,000 | 32 | 6 | 85,195,538 | 264 | 1 | 17,000,000 | 61 | 7 | 225,260,000 | 1,054 |
| RES-ALTER & ADDITIONS | 192 | 7,891,030 | 17 | 681 | 36,173,718 | 88 | 215 | 12,562,403 | 17 | 746 | 43,829,245 | 76 | 197 | 8,637,735 | 9 | 730 | 37,830,006 | 53 |
| COMMERCIAL - ERECT | 1 | 2,575,300 | 7 | 4 | 36,806,120 | 9 | 0 | 0 | 0 | 5 | 34,650,000 | 0 | 3 | 2,140,000 | 0 | 17 | 5,668,500 | 0 |
| COMMERCIAL - ADDITION | 1 | 15,000 | 0 | 2 | 16,000 | 0 | 1 | 1,979,900 | 0 | 3 | 2,929,900 | 0 | 0 | 0 | 0 | 3 | 310,000 | 0 |
| COMMERCIAL - OTHER | 42 | 9,693,450 | 1 | 128 | 44,844,179 | 16 | 29 | 2,146,090 | 0 | 123 | 20,288,086 | 0 | 31 | 6,813,050 | 0 | 145 | 21,574,304 | 0 |
| INDUSTRIAL - ERECT | 0 | 0 | 0 | 4 | 2,106,137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3,000,000 | 0 | 4 | 18,792,500 | 0 |
| INDUSTRIAL - ADDITION | 1 | 1,013,323 | 1 | 4 | 18,823,934 | 0 | 2 | 27,468,626 | 0 | 6 | 51,090,946 | 0 | 2 | 2,540,000 | 0 | 4 | 3,346,560 | 0 |
| INDUSTRIAL - OTHER | 7 | 1,780,000 | 0 | 21 | 10,613,931 | 1 | 4 | 120,900 | 0 | 13 | 848,200 | 0 | 2 | 447,000 | 0 | 12 | 15,691,800 | 0 |
| INSTITUTIONAL - ERECT | 1 | 2,710,400 | 0 | 1 | 2,710,400 | 0 | 1 | 1,646,231 | 0 | 3 | 99,646,231 | 0 | 0 | 0 | 0 | 1 | 12,000,000 | 0 |
| INSTITUTIONAL - ADDITION | 1 | 20,000 | 0 | 5 | 3,262,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1,963,386 | 0 |
| INSTITUTIONAL - OTHER | 42 | 5,614,952 | 0 | 75 | 24,266,152 | 0 | 9 | 1,616,368 | 0 | 31 | 26,229,605 | 0 | 14 | 7,202,000 | 0 | 42 | 43,500,450 | 0 |
| AGRICULTURE | 0 | 0 | 0 | 1 | 220,000 | 0 | 0 | 0 | 0 | 2 | 290,000 | 0 | 0 | 0 | 0 | 1 | 150,000 | 0 |
| SWIMMING POOL FENCES | 25 | 568,782 | 0 | 83 | 2,570,152 | 0 | 48 | 1,559,011 | 0 | 150 | 5,473,873 | 0 | 41 | 1,020,981 | 0 | 202 | 5,615,510 | 0 |
| ADMINISTRATIVE | 26 | 122,000 | 0 | 61 | 332,000 | 0 | 11 | 14,000 | 0 | 44 | 718,000 | 0 | 12 | 15,000 | 0 | 37 | 207,000 | 0 |
| DEMOLITION | 10 | 0 | 8 | 47 | 0 | 30 | 7 | 0 | 6 | 37 | 0 | 30 | 3 | 0 | 2 | 30 | 0 | 21 |
| SIGNS/CANOPY - CITY PROPERTY | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 |
| SIGNS/CANOPY - PRIVATE PROPERTY | 34 | 0 | 0 | 150 | 0 | 0 | 37 | 0 | 0 | 140 | 0 | 0 | 22 | 0 | 0 | 117 | 0 | 0 |
| TOTALS | 420 | 68,108,831 | 121 | 1,388 | 357,076,479 | 629 | 453 | 107,399,236 | 164 | 1,686 | 588,120,988 | 868 | 467 | 128,610,765 | 302 | 1,991 | 721,674,216 | 2,006 |
| CLASSIFICATION | May 2020 | | | to the end of May 2020 | | | May 2019 | | | to the end of May 2019 | | | May 2018 | | | to the end of May 2018 | | |
| | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS |
| SINGLE DETACHED DWELLINGS | 90 | 36,294,400 | 90 | 291 | 122,237,760 | 291 | 72 | 30,866,751 | 72 | 253 | 104,734,241 | 253 | 61 | 25,322,884 | 61 | 323 | 133,063,130 | 323 |
| SEMI DETACHED DWELLINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOWNHOUSES | 4 | 2,226,600 | 9 | 40 | 26,642,885 | 105 | 15 | 12,867,700 | 62 | 74 | 64,181,090 | 307 | 35 | 27,764,400 | 133 | 99 | 69,297,194 | 280 |
| DUPLEX, TRIPLEX, QUAD, APT BLDG | 2 | 10,374,000 | 67 | 2 | 10,374,000 | 67 | 3 | 46,523,390 | 183 | 12 | 89,711,152 | 437 | 1 | 246,400 | 2 | 5 | 124,642,720 | 534 |
| RES-ALTER & ADDITIONS | 74 | 2,563,950 | 3 | 434 | 20,640,373 | 18 | 232 | 6,554,386 | 14 | 743 | 24,362,225 | 40 | 246 | 8,494,526 | 24 | 705 | 25,606,076 | 43 |
| COMMERCIAL - ERECT | 2 | 1,500,000 | 0 | 4 | 2,810,500 | 0 | 0 | 0 | 0 | 4 | 2,689,680 | 0 | 5 | 7,086,888 | 0 | 12 | 35,948,088 | 0 |
| COMMERCIAL - ADDITION | 0 | 0 | 0 | 2 | 2,001,800 | 0 | 3 | 412,000 | 0 | 5 | 3,212,000 | 0 | 3 | 5,335,000 | 0 | 8 | 6,875,718 | 0 |
| COMMERCIAL - OTHER | 54 | 8,516,925 | 0 | 161 | 27,874,231 | 0 | 48 | 5,413,200 | 0 | 241 | 23,458,570 | 0 | 53 | 6,414,300 | 0 | 194 | 27,860,017 | 0 |
| INDUSTRIAL - ERECT | 0 | 0 | 0 | 2 | 3,436,700 | 0 | 1 | 680,000 | 0 | 4 | 301,130,000 | 0 | 0 | 0 | 0 | 2 | 8,500,000 | 0 |
| INDUSTRIAL - ADDITION | 2 | 7,500,000 | 0 | 4 | 7,918,800 | 0 | 2 | 5,084,000 | 0 | 5 | 5,249,000 | 0 | 0 | 0 | 0 | 2 | 840,000 | 0 |
| INDUSTRIAL - OTHER | 2 | 566,770 | 0 | 17 | 1,685,607 | 0 | 4 | 159,600 | 0 | 35 | 3,731,500 | 0 | 7 | 1,034,600 | 0 | 28 | 4,619,848 | 0 |
| INSTITUTIONAL - ERECT | 1 | 32,000,000 | 0 | 2 | 32,575,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| INSTITUTIONAL - ADDITION | 1 | 1,400,000 | 0 | 2 | 3,400,000 | 0 | 1 | 126,000 | 0 | 1 | 126,000 | 0 | 0 | 0 | 0 | 3 | 5,850,000 | 0 |
| INSTITUTIONAL - OTHER | 3 | 3,305,001 | 0 | 39 | 21,136,201 | 0 | 15 | 7,113,500 | 0 | 48 | 11,847,410 | 0 | 32 | 3,372,300 | 0 | 102 | 21,597,600 | 0 |
| AGRICULTURE | 0 | 0 | 0 | 1 | 100,000 | 0 | 2 | 600,000 | 0 | 4 | 15,610,000 | 0 | 0 | 0 | 0 | 1 | 50,000 | 0 |
| SWIMMING POOL FENCES | 26 | 596,334 | 0 | 67 | 1,929,040 | 0 | 32 | 656,800 | 0 | 71 | 1,624,533 | 0 | 30 | 647,550 | 0 | 68 | 1,365,159 | 0 |
| ADMINISTRATIVE | 7 | 36,000 | 0 | 19 | 88,000 | 0 | 8 | 35,500 | 0 | 44 | 133,800 | 0 | 9 | 17,000 | 0 | 47 | 178,500 | 0 |
| DEMOLITION | 5 | 0 | 4 | 24 | 0 | 18 | 7 | 0 | 2 | 36 | 0 | 19 | 19 | 0 | 6 | 38 | 0 | 18 |
| SIGNS/CANOPY - CITY PROPERTY | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 17 | 0 | 0 | 3 | 0 | 0 | 6 | 0 | 0 |
| SIGNS/CANOPY - PRIVATE PROPERTY | 12 | 0 | 0 | 127 | 0 | 0 | 82 | 0 | 0 | 249 | 0 | 0 | 38 | 0 | 0 | 189 | 0 | 0 |
| TOTALS | 285 | 106,879,980 | 169 | 1,239 | 284,850,897 | 481 | 532 | 117,092,827 | 333 | 1,846 | 651,801,201 | 1,037 | 542 | 85,735,848 | 226 | 1,832 | 466,294,050 | 1,198 |

Construction Value of Building Permits (May)



Construction Value of Building Permits (Jan to May)





City of London - Building Division
Principal Permits Issued from May 1, 2023 to May 31, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|---|----------------------|---|--------------|--------------------|
| JEFF WILSON WHITE OAKS MALL HOLDINGS LTD. | 1105 Wellington Rd | Alter Offices Interior alteration to unit 104 ***SHELL PERMIT***SPRINKLER SHOP DRAWINGS REQUIRED FOR REVIEW | 0 | 210,000 |
| 1803299 ONTARIO INC | 1108 Dundas St | Alter Offices TENANT FIT UP -OFFICES FOR FIRST CANADIAN TITLE | 0 | 1,532,500 |
| CANADIAN COMMERCIAL INC. CANADIAN COMMERCIAL INC. | 1145 Highbury Ave N | Alter Restaurant INTERIOR AND EXTERIOR ALTERATION. | 0 | 425,000 |
| WESTERN UNIVERSITY WESTERN UNIVERSITY | 1151 Richmond St | Alter University INTERIOR ALTERATIONS TO REMOVE EXISTING DEMISING WALL AND CREATING ONE ROOM, WORK TO BE DONE IN ROOM 2036 AND 2032 SPENCER ENGINEERING | 0 | 160,000 |
| WESTERN UNIVERSITY WESTERN UNIVERSITY | 1151 Richmond St | Alter University INTERIOR ALTERATIONS TO MATERIAL SCIENCE BUILDING Shell Permit Only – Provide sealed roof penetration reinforcing shop drawing with the connection detail between structural members and GRCC from the structural designer to the Building Division for review prior to work in these areas | 0 | 1,788,500 |
| Mcfalls Storage Inc | 1173 Dundas St | Alter Self-Service Storage (Mini Warehouse) Alter existing elevator shaft for new elevator | 0 | 105,500 |
| CANADIAN COMMERCIAL INC. CANADIAN COMMERCIAL INC. | 1225 Wonderland Rd N | Alter Daycare Centres Alter interior for daycare. | 0 | 600,000 |
| BLUESTONE PROPERTIES INC. BLUESTONE PROPERTIES INC. | 130 Dufferin Ave | Alter Offices INTERIOR ALTERATIONS TO PARTIAL SECTIONS OF THE 8TH FLOOR | 0 | 380,000 |
| SIFTON LIMITED SIFTON PROPERTIES LIMITED | 1305 Riverbend Rd | Alter Offices Alter interior for new tenant - Office - Unit 300/400. SHOP DRAWINGS FOR PARTITION GLASS WALLS TO BE SUBMITTED PRIOR TO INSTALLATION. | 0 | 800,000 |
| SIFTON LIMITED SIFTON PROPERTIES LIMITED | 1305 Riverbend Rd | Alter Restaurant <= 30 People Alter interior for restaurant less than 30 seats, Unit 100. Shell Permit Only -Provide sealed steel studs shop drawings to the Building Division for review prior to work in these areas to the Building Division for review prior to work in these areas. | 0 | 585,000 |
| 9451935 CANADA INC | 150 Simcoe St | Add Distilleries 1 storey addition to Labatt Brewery plant to add 4 Fermenting tanks next to the existing 8 fermenting tanks. FOUNDATION PERMIT ONLY: INCLUDES SITE SERVICES AND UNDERGROUND PLUMBING | 0 | 1,013,323 |
| SKYLINE RETAIL REAL ESTATE HOLDINGS INC. SKYLINE RETAIL REAL ESTATE HOLDINGS INC. | 1553 Dundas St | Alter Retail Store UNIT 5 - INTERIOR ALTERATIONS FOR REXALL | 0 | 400,000 |



City of London - Building Division
Principal Permits Issued from May 1, 2023 to May 31, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|--|----------------------|---|--------------|--------------------|
| KING'S UNIVERSITY COLLEGE OF WESTERN ONTARIO | 247 Epworth Ave | Alter University Interior renovation to create test centre. | 0 | 250,000 |
| SKYLINE REAL ESTATE HOLDINGS INC SKYLINE REAL ESTATE HOLDINGS INC | 297 Base Line Rd W | Alter Apartment Building Balcony repairs, coating and painting. New guardrails. | 0 | 469,795 |
| Dave Schmidt Sunningdale Golf & Country Club Ltd. | 310 Callaway Rd B | Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG B, 6 UNITS, DPNs 342, 346, 350, 354, 358, 362, 3 STOREYS, 2 CAR GARAGE, NO BASEMENT, W/ A/C, NO DECKS, SB-12 A5, HRV & DWHR REQUIRED SOILS REPORT REQUIRED | 6 | 2,295,623 |
| Dave Schmidt Sunningdale Golf & Country Club Ltd. | 310 Callaway Rd C | Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG C, 5 UNITS DPN 320, 324, 328, 332, 336, 3 STOREY, 2 CAR GARAGE, 3 BEDROOMS, NO BASEMENT, A/C, COVERED PORCH, SB-12 A5, HRV & DWHR REQUIRED SOILS REPORT REQUIRED | 5 | 1,913,351 |
| WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC. | 310 Callaway Rd D | Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG D, 6 UNITS, DPNs 18,19,20,21,22,23, 3 STOREYS, 2 CAR GARAGE, NO BASEMENT, W/ A/C, UNCOVERED DECKS, SB-12 A5, HRV & DWHR REQUIRED SOILS REPORT REQUIRED | 6 | 2,279,695 |
| WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC. | 310 Callaway Rd E | Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG E 5 UNITS DPN 13, 15, 17, 19, 21, 3 STOREY, 2 CAR GARAGE, 3 BEDROOMS, NO BASEMENT, A/C, UNCOVERED REAR DECKS, SB-12 A5, HRV & DWHR REQUIRED SOILS REPORT REQUIRED | 5 | 1,901,405 |
| WONDERLAND POWER CENTRE INC. WONDERLAND POWER CENTRE INC. | 3209 Wonderland Rd S | Alter Medical Offices Multi—unit building interior work for Physio-tenant | 1 | 350,000 |
| WELLINGTON GATE INC | 336 Wellington Rd | Alter Restaurant <= 30 People INTERIOR RENOVATION FOR NEW FAST FOOD RESTAURANT (TAHINI'S) | 0 | 150,000 |
| ALI SOUFAN WONDERLAND GATEWAY CENTRE INC. | 3429 Wonderland Rd S | Erect-Retail Store Erect seven unit strip Plaza - Shell building only Shell Permit Only – Provide sealed steel studs framing and access ladder shop drawings to the Building Division for review prior to work in these areas. | 7 | 2,575,300 |
| ALI SOUFAN WONDERLAND GATEWAY CENTRE INC. | 3469 Wonderland Rd S | | | 125,000 |



City of London - Building Division
Principal Permits Issued from May 1, 2023 to May 31, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|---|---------------------------|--|--------------|--------------------|
| MILLSTONE INC. MILLSTONE HOMES INC. | 4255 Lismer Lane D | Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG D, 10 UNITS DPN'S 2, 4, 6, 8, 10 and Municipal numbers 3371, 3373, 3375, 3377 & 3379 David Milne Way, 3 STOREYS, 1 CAR GARAGE, 2 BEDROOMS, NO BASEMENT, W/ A/C, COVERED PORCH, SB-12 A1, HRV & DWHR REQUIRED. | 10 | 3,066,140 |
| HIGHBURY SELF STORAGE EQUITIES LTD | 455 Highbury Ave N | Alter Warehousing Renovate existing warehouse building ***SHELL PERMIT***Submit misc. metals for the interior and exterior stairs, guards, trench drain grate, and access ladder to roof. | 0 | 1,200,000 |
| THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD | 525 Dundas St | Alter Schools Secondary, High, Jr. High Replace RTU's, Heat Pumps and associated Piping | 0 | 1,222,000 |
| HIGHVIEW HOMES LTD. HIGHVIEW HOMES (LONDON) LTD. | 6347 Heathwoods Ave | Erect-Duplex ERECT SDD, 2 STOREY, 2 CAR GARAGE, 5 BEDROOM, NO DECK, NO A/C, SB-12 A1, LOT 151 PLAN 33M-821, HRV & DWHR REQUIRED. CREATE ADDITIONAL RESIDENTIAL UNIT IN THE BASEMENT *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****TOTAL OF 5 BEDROOMS FOR BOTH UNITS COMBINED***** | 2 | 481,985 |
| SAB REALTY LIMITED | 655 Fanshawe Park Rd W | Alter Restaurant CM - INTERIOR FIT UP FOR RESTAURANT. | 0 | 564,300 |
| W-3 LAMBETH FARMS INC. | 6711 Royal Magnolia Ave B | Erect-Street Townhouse - Condo ERECT 5 UNIT ROW TOWNHOUSE, NO DECKS, AND NO AC. LOTS 200-204 CIVIC 6767, 6771, 6775, 6779, 6783 ROYAL MAGNOLIA BLDG B | 5 | 1,740,134 |
| LONDON CITY | 707 Exeter Rd | Alter Automobile Repair Garage HVAC, Ventilation and gas detection system upgrades to provision for the servicing of vehicles fueled by compressed natural gas. CSA B401 | 0 | 1,145,000 |
| TRADELINER PRODUCTS TRADELINE PRODUCTS | 7145 Westminster Dr | Erect-Churches ERECT NEW CHURCH INCLUDING A NEW SEPTIC SYSTEM **FOUNDATION PERMIT ONLY** NO ABOVE GRADE CONSTRUCTION or INSTALLATION OF THE UNDERGROUND TANK. THIS PERMIT INCLUDES SITE SERVICES AND UNDERGROUND PLUMBING. | 0 | 2,710,400 |



City of London - Building Division
Principal Permits Issued from May 1, 2023 to May 31, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|--|------------------------|--|--------------|--------------------|
| | 720 Apricot Dr 14 | Erect-Townhouse - Cluster SDD ERECT NEW CLUSTER SDD. 2 STOREY, 3 CAR GARAGE, 5 BEDROOM, FINISHED BASEMENT, COVERED DECK, NO A/C, SB-12 A1, UNIT 7 M.V.L.C.P. No. 972, HRV & DWHR REQUIRED. SOILS REPORT REQUIRED. | 1 | 1,022,267 |
| 2690220 ONTARIO INC 2690220 ONTARIO INC | 745 Fanshawe Park Rd W | Alter Offices ALTER INTERIOR FOR OFFICES | 0 | 386,000 |
| 785 Wonderland Road Inc C/O Mccor Management (East) Inc. | 775 Wonderland Rd S | Alter Retail Store Demising wall. | 0 | 118,000 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 799 Southdale Rd W A | Erect-Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG A, 6 UNITS, DPN: 40,38,36,34,32,30, 2 STOREY, 1 CAR GARAGE, 4 BEDROOMS, FINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A5, HRV & DWHR REQUIRED | 6 | 1,682,116 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 799 Southdale Rd W B | Erect-Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG B, 6 UNITS, DPN: 28,26,24,22,20,18, 2 STOREY, 1 CAR GARAGE, 4 BEDROOMS, FINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A5, HRV & DWHR REQUIRED | 6 | 1,682,116 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 799 Southdale Rd W C | Erect-Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG C, 6 UNITS, DPN: 16,14,12,10,8,6, 2 STOREY, 1 CAR GARAGE, 4 BEDROOMS, FINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A5, HRV & DWHR REQUIRED | 6 | 1,682,116 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 799 Southdale Rd W D | Erect-Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG D, 3 UNITS, DPN: 1,3,5, 2 STOREY, 1 CAR GARAGE, 4 BEDROOMS, FINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A5, HRV & DWHR REQUIRED | 3 | 901,357 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 799 Southdale Rd W E | Erect-Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG E, 6 UNITS, DPN: 41,39,37,35,33,31, 2 STOREY, 1 CAR GARAGE, 4 BEDROOMS, FINISHED WALKOUT BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A5, HRV & DWHR REQUIRED | 6 | 1,682,116 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 799 Southdale Rd W F | Erect-Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG F, 6 UNITS, DPN: 29,27,25,23,21,19, 2 STOREY, 1 CAR GARAGE, 4 BEDROOMS, FINISHED WALKOUT BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A5, HRV & DWHR REQUIRED | 6 | 1,682,116 |
| LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE | 800 Commissioners Rd E | Alter Hospitals Interior alterations to lab, level B10 | 0 | 945,000 |
| SOUTHSIDE CONSTRUCTION MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD | 805 Southdale Rd W | | | 800,000 |
| DREWLO HOLDINGS INC DREWLO HOLDINGS INC | 810 Chelton Rd | Install-Apartment Building Install site services | | 1,000,000 |



City of London - Building Division

Principal Permits Issued from May 1, 2023 to May 31, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|--|----------------------|---|--------------|--------------------|
| MAPLEROSE HOLDINGS (CANADA) INC MAPLEROSE HOLDINGS (CANADA) INC | 820 Wharncliffe Rd S | Alter Office and storage UPGRADE SPRINKLER SYSTEM (CANADIAN BLOOD SERVICES) | | 200,000 |
| Eagle Apartments Ltd | 88 King Edward Ave | Alter Apartment Building Alter to repair fire damage and fire alarm | 0 | 400,000 |
| LIQUOR CONTROL BOARD OF ONTARIO LIQUOR CONTROL BOARD OF ONTARIO | 955 Wilton Grove Rd | Alter Warehousing Upgrade of existing sprinkler system | 1 | 500,000 |
| FARHI HOLDINGS CORPORATION | 965 Adelaide St S | Alter Offices Alteration to create new office layouts for medical office centre Shell Permit Only – Provide sealed moveable partition shop drawings with the top track connection to new framing to the Building Division for review prior to work in these areas. | 0 | 674,000 |

Total Permits 46 Units 82 Value 47,797,155

** Includes all permits over \$100,000, except for single and semi-detached dwellings.*

Report to Planning & Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Peter Kokkoros, P.Eng., B.A. (Econ)
Director Building & Chief Building Official

Subject: Building Division Monthly Report
June 2023

Date: September 11, 2023

Recommendation

That the report dated June 2023 entitled “Building Division Monthly Report June 2023”, **BE RECEIVED** for information.

Executive Summary

The Building Division is responsible for the administration and enforcement of the *Ontario Building Code Act* and the *Ontario Building Code*. Related activities undertaken by the Building Division include the processing of building permit applications and inspections of associated construction work. The Building Division also issues sign and pool fence permits. The purpose of this report is to provide Municipal Council with information related to permit issuance and inspection activities for the month of June 2023.

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

This report provides information on permit and associated inspection activities for the month of June 2023. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of June 2023”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – **June 2023**

Permits Issued to the end of the month

As of June 2023, a total of 1,816 permits were issued, with a construction value of \$444.3 Million, representing 685 new dwelling units. Compared to the same period in 2022, this represents a 15.5% decrease in the number of building permits, with a 33.4% decrease in construction value and an 32% decrease in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of June 2023, the number of building permits issued for the construction of single and semi-detached dwellings was 111, representing a 71.9% decrease over the same period in 2022.

Number of Applications in Process

As of the end of June 2023, 965 applications are in process, representing approximately \$1.05 billion in construction value and an additional 1,262 dwelling units compared with 1,040 applications, with a construction value of \$1.6 billion and an additional 3,288 dwelling units in the same period in 2022.

Rate of Application Submission

Applications received in June 2023 averaged to 19.5 applications per business day, for a total of 431 applications. Of the applications submitted 31 were for the construction of single detached dwellings and 26 townhouse units.

Permits issued for the month

In June 2023, 430 permits were issued for 85 new dwelling units, totaling a construction value of \$84.9 million.

Inspections – Building

A total of 1,744 inspection requests were received with 1,783 inspections being conducted.

In addition, 21 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,744 inspections requested, 98% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 1,006 inspection requests were received, with 1,095 inspections being conducted.

An additional 142 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 1,006 inspections requested, 98% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 942 inspection requests were received with 1,232 inspections being conducted related to building permit activity.

An additional 7 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 942 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

2018 - 2020 Permit Data

Additional permit data has been provided in Appendix “A” to reflect 2018 – 2020 permit data.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of June 2023. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity” for the month of June 2023 as well as “Principle Permits Reports”.

Prepared by: Peter Kokkoros, P.Eng.
Director, Building and Chief Building Official
Planning and Economic Development

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

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

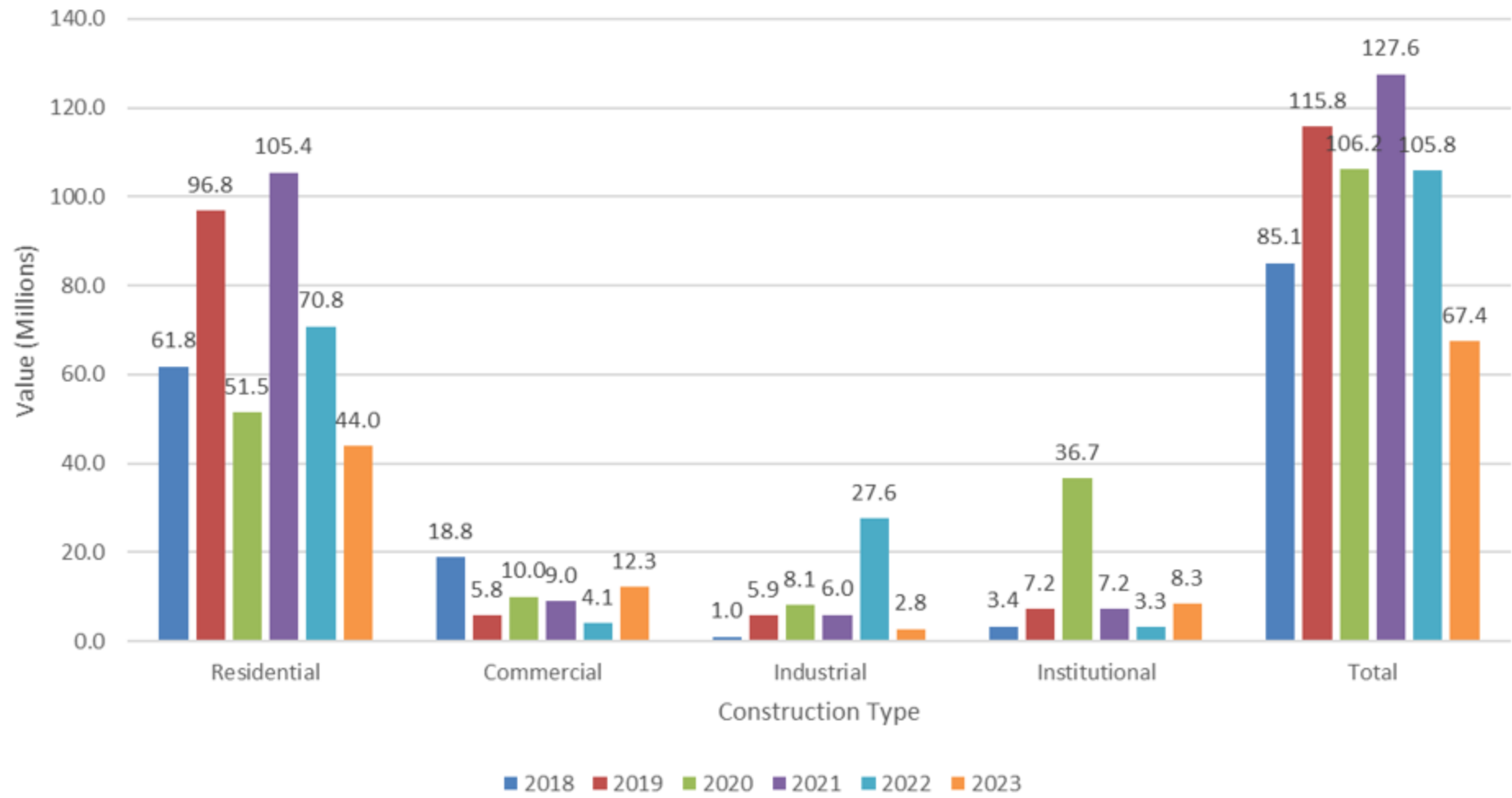
APPENDIX "A"

CITY OF LONDON
SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF June 2023

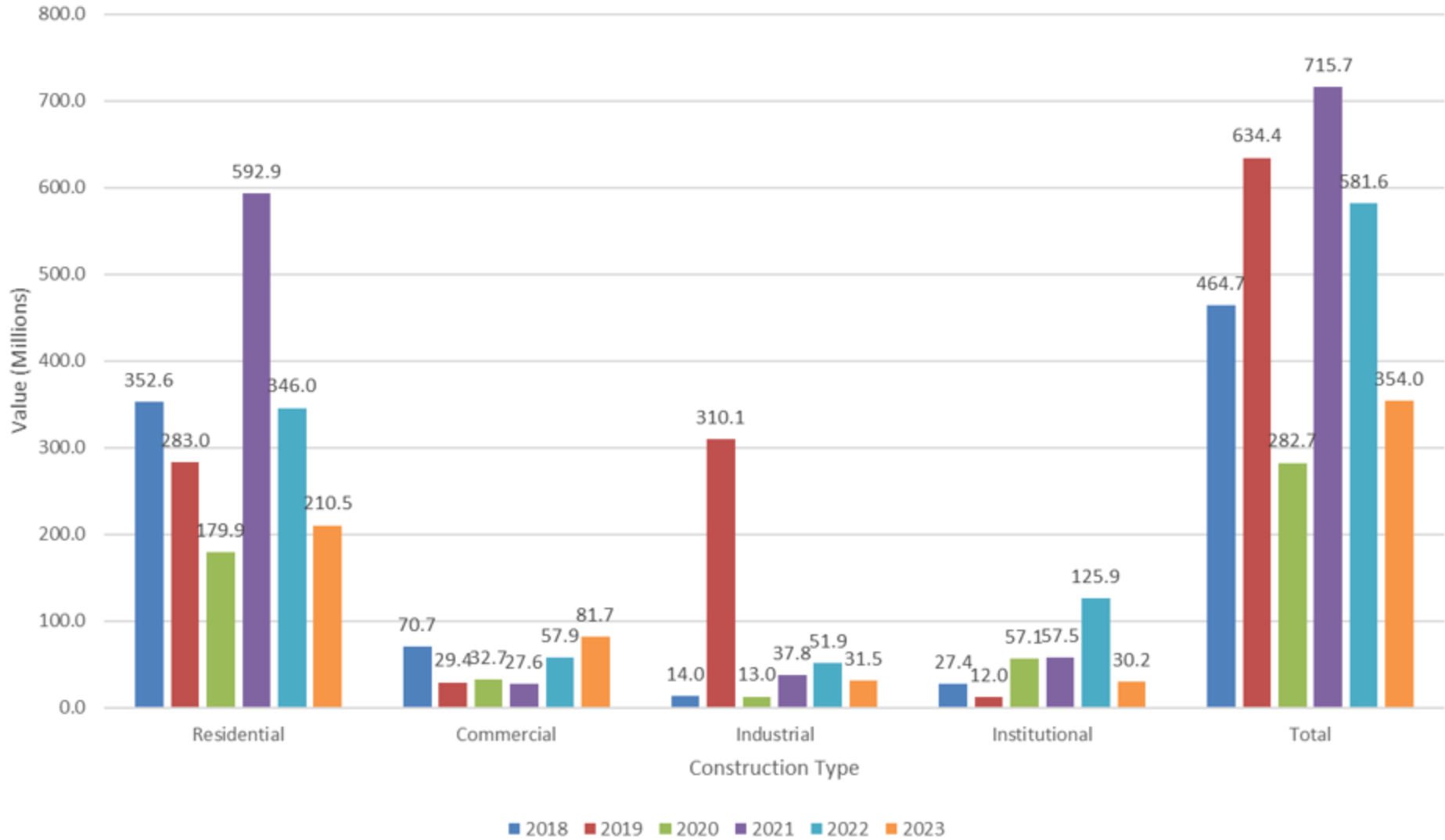
| CLASSIFICATION | June 2023 | | | to the end of June 2023 | | | June 2022 | | | to the end of June 2022 | | | June 2021 | | | to the end of June 2021 | | |
|---------------------------------|----------------|--------------------|--------------|-------------------------|--------------------|--------------|----------------|--------------------|--------------|-------------------------|--------------------|--------------|----------------|--------------------|--------------|-------------------------|--------------------|--------------|
| | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS |
| SINGLE DETACHED DWELLINGS | 31 | 15,834,117 | 31 | 108 | 59,585,662 | 108 | 77 | 40,570,438 | 77 | 395 | 198,802,844 | 395 | 88 | 40,902,000 | 88 | 619 | 281,583,900 | 619 |
| SEMI DETACHED DWELLINGS | 1 | 933,096 | 1 | 2 | 1,854,757 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 223,500 | 1 |
| TOWNHOUSES | 4 | 7,784,334 | 26 | 35 | 61,196,549 | 182 | 10 | 16,053,982 | 47 | 66 | 75,275,417 | 257 | 26 | 28,044,000 | 125 | 125 | 116,902,800 | 471 |
| DUPLEX, TRIPLEX, QUAD, APT BLDG | 2 | 1,153,145 | 4 | 10 | 77,248,730 | 281 | 0 | 0 | 0 | 6 | 85,195,538 | 264 | 1 | 42,000,000 | 266 | 8 | 267,260,000 | 1,320 |
| RES-ALTER & ADDITIONS | 217 | 16,398,284 | 23 | 898 | 52,572,002 | 111 | 215 | 9,621,571 | 16 | 961 | 53,407,203 | 92 | 188 | 7,874,125 | 12 | 917 | 45,656,631 | 65 |
| COMMERCIAL - ERECT | 1 | 474,250 | 0 | 5 | 37,280,370 | 0 | 2 | 1,416,470 | 0 | 7 | 36,066,470 | 0 | 0 | 0 | 0 | 17 | 5,668,500 | 0 |
| COMMERCIAL - ADDITION | 2 | 307,500 | 0 | 5 | 2,763,500 | 0 | 1 | 12,000 | 0 | 4 | 2,941,900 | 0 | 1 | 90,000 | 0 | 4 | 400,000 | 0 |
| COMMERCIAL - OTHER | 31 | 6,079,377 | 0 | 159 | 50,923,556 | 0 | 28 | 2,917,062 | 0 | 151 | 23,205,148 | 0 | 25 | 6,910,300 | 0 | 170 | 28,484,604 | 0 |
| INDUSTRIAL - ERECT | 0 | 0 | 0 | 4 | 2,106,137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2,000,000 | 0 | 5 | 20,792,500 | 0 |
| INDUSTRIAL - ADDITION | 1 | 9,441,700 | 0 | 5 | 28,265,634 | 0 | 1 | 1,566,925 | 0 | 7 | 52,657,671 | 0 | 0 | 0 | 0 | 4 | 3,346,560 | 0 |
| INDUSTRIAL - OTHER | 4 | 2,881,120 | 0 | 25 | 13,495,051 | 0 | 1 | 70,000 | 0 | 14 | 918,200 | 0 | 5 | 82,600 | 0 | 17 | 15,774,400 | 0 |
| INSTITUTIONAL - ERECT | 1 | 17,000,000 | 0 | 2 | 19,710,400 | 0 | 0 | 0 | 0 | 3 | 99,646,231 | 0 | 0 | 0 | 0 | 1 | 12,000,000 | 0 |
| INSTITUTIONAL - ADDITION | 4 | 200,000 | 0 | 9 | 3,462,750 | 0 | 1 | 189,000 | 0 | 1 | 189,000 | 0 | 2 | 44,650,000 | 0 | 5 | 46,613,386 | 0 |
| INSTITUTIONAL - OTHER | 38 | 5,771,372 | 0 | 113 | 30,037,524 | 0 | 14 | 2,567,000 | 0 | 45 | 28,796,605 | 0 | 19 | 6,791,700 | 0 | 61 | 50,292,150 | 0 |
| AGRICULTURE | 1 | 35,000 | 0 | 2 | 255,000 | 0 | 1 | 1,320,000 | 0 | 3 | 1,610,000 | 0 | 0 | 0 | 0 | 1 | 150,000 | 0 |
| SWIMMING POOL FENCES | 21 | 575,500 | 0 | 104 | 3,145,652 | 0 | 50 | 1,871,655 | 0 | 200 | 7,345,528 | 0 | 32 | 698,459 | 0 | 234 | 6,313,970 | 0 |
| ADMINISTRATIVE | 23 | 54,000 | 0 | 84 | 386,000 | 0 | 25 | 47,000 | 0 | 69 | 765,000 | 0 | 10 | 6,000 | 0 | 47 | 213,000 | 0 |
| DEMOLITION | 7 | 0 | 4 | 54 | 0 | 34 | 9 | 0 | 7 | 46 | 0 | 37 | 8 | 0 | 6 | 38 | 0 | 27 |
| SIGNS/CANOPY - CITY PROPERTY | 2 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 0 |
| SIGNS/CANOPY - PRIVATE PROPERTY | 39 | 0 | 0 | 189 | 0 | 0 | 20 | 0 | 0 | 160 | 0 | 0 | 39 | 0 | 0 | 155 | 0 | 0 |
| TOTALS | 430 | 84,922,795 | 85 | 1,816 | 444,289,274 | 685 | 462 | 78,223,103 | 140 | 2,148 | 666,822,954 | 1,008 | 447 | 180,049,184 | 497 | 2,436 | 901,675,900 | 2,503 |

| CLASSIFICATION | June 2020 | | | to the end of June 2020 | | | June 2019 | | | to the end of June 2019 | | | June 2018 | | | to the end of June 2018 | | |
|---------------------------------|----------------|--------------------|--------------|-------------------------|--------------------|--------------|----------------|--------------------|--------------|-------------------------|--------------------|--------------|----------------|--------------------|--------------|-------------------------|--------------------|--------------|
| | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS | NO. OF PERMITS | CONSTRUCTION VALUE | NO. OF UNITS |
| SINGLE DETACHED DWELLINGS | 85 | 36,868,544 | 85 | 376 | 159,106,304 | 376 | 53 | 25,099,950 | 53 | 306 | 129,834,191 | 306 | 54 | 22,935,930 | 54 | 377 | 155,999,060 | 377 |
| SEMI DETACHED DWELLINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOWNHOUSES | 14 | 16,625,300 | 67 | 54 | 43,268,185 | 172 | 12 | 8,988,750 | 40 | 86 | 73,169,840 | 347 | 27 | 18,799,316 | 68 | 126 | 88,096,510 | 348 |
| DUPLEX, TRIPLEX, QUAD, APT BLDG | 2 | 16,504,800 | 60 | 4 | 26,878,800 | 127 | 1 | 896,000 | 5 | 13 | 90,607,152 | 442 | 0 | 0 | 0 | 5 | 124,642,720 | 534 |
| RES-ALTER & ADDITIONS | 123 | 4,518,050 | 2 | 557 | 25,158,423 | 20 | 168 | 4,261,877 | 3 | 911 | 28,624,102 | 43 | 196 | 7,558,323 | 2 | 901 | 33,164,399 | 45 |
| COMMERCIAL - ERECT | 3 | 1,349,800 | 0 | 7 | 4,160,300 | 0 | 2 | 4,650,000 | 0 | 6 | 7,339,680 | 0 | 7 | 13,813,275 | 0 | 19 | 49,761,363 | 0 |
| COMMERCIAL - ADDITION | 1 | 790,000 | 0 | 2 | 791,800 | 0 | 3 | 2,337,500 | 0 | 7 | 5,349,500 | 0 | 1 | 15,000 | 0 | 9 | 6,890,718 | 0 |
| COMMERCIAL - OTHER | 21 | 8,506,654 | 0 | 183 | 38,380,885 | 0 | 45 | 13,139,600 | 0 | 286 | 36,598,170 | 0 | 33 | 2,940,870 | 0 | 227 | 30,800,887 | 0 |
| INDUSTRIAL - ERECT | 0 | 0 | 0 | 2 | 3,436,700 | 0 | 1 | 450,000 | 0 | 5 | 301,580,000 | 0 | 0 | 0 | 0 | 2 | 8,500,000 | 0 |
| INDUSTRIAL - ADDITION | 0 | 0 | 0 | 4 | 7,918,800 | 0 | 0 | 0 | 0 | 5 | 5,249,000 | 0 | 2 | 5,958,000 | 0 | 4 | 6,798,000 | 0 |
| INDUSTRIAL - OTHER | 4 | 422,000 | 0 | 21 | 2,107,607 | 0 | 7 | 1,060,800 | 0 | 42 | 4,792,300 | 0 | 8 | 8,785,120 | 0 | 36 | 13,404,968 | 0 |
| INSTITUTIONAL - ERECT | 0 | 0 | 0 | 2 | 32,575,000 | 0 | 1 | 9,816,800 | 0 | 1 | 9,816,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| INSTITUTIONAL - ADDITION | 4 | 3,160,000 | 0 | 6 | 6,560,000 | 0 | 1 | 1,327,200 | 0 | 2 | 1,453,200 | 0 | 1 | 900,000 | 0 | 4 | 6,750,000 | 0 |
| INSTITUTIONAL - OTHER | 20 | 11,528,000 | 0 | 59 | 32,664,201 | 0 | 23 | 3,921,500 | 0 | 71 | 15,768,910 | 0 | 19 | 10,300,710 | 0 | 121 | 31,898,310 | 0 |
| AGRICULTURE | 0 | 0 | 0 | 1 | 100,000 | 0 | 0 | 0 | 0 | 4 | 15,610,000 | 0 | 0 | 0 | 0 | 1 | 50,000 | 0 |
| SWIMMING POOL FENCES | 95 | 1,789,796 | 0 | 162 | 3,718,836 | 0 | 41 | 836,331 | 0 | 112 | 2,460,864 | 0 | 46 | 1,081,329 | 0 | 115 | 2,466,489 | 0 |
| ADMINISTRATIVE | 4 | 0 | 0 | 23 | 88,000 | 0 | 26 | 58,205 | 0 | 70 | 192,005 | 0 | 30 | 72,400 | 0 | 77 | 250,900 | 0 |
| DEMOLITION | 8 | 0 | 5 | 32 | 0 | 23 | 8 | 0 | 4 | 44 | 0 | 23 | 9 | 0 | 3 | 47 | 0 | 21 |
| SIGNS/CANOPY - CITY PROPERTY | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 |
| SIGNS/CANOPY - PRIVATE PROPERTY | 12 | 0 | 0 | 137 | 0 | 0 | 38 | 0 | 0 | 287 | 0 | 0 | 51 | 0 | 0 | 240 | 0 | 0 |
| TOTALS | 397 | 102,062,944 | 214 | 1,634 | 386,913,841 | 695 | 431 | 76,844,513 | 105 | 2,276 | 728,445,714 | 1,138 | 486 | 93,160,273 | 127 | 2,319 | 559,474,323 | 1,325 |

Construction Value of Building Permits (June)



Construction Value of Building Permits (Jan - June)





City of London - Building Division

Principal Permits Issued from June 1, 2023 to June 30, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|---|-------------------------|--|--------------|--------------------|
| THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD | 1040 Oxford St W | Install - Sanitary or Storm sewer - Schools Secondary, High, Jr. High Rehabilitation of existing asphalt driveway and parking lot, replacement of existing storm sewers, replacement of curbs and sidewalks. Project has had a pre consultation meeting with City staff and it was determined that site plan application was not required. | | 1,100,000 |
| WESTWOOD POWER CENTRE INC. WESTWOOD POWER CENTRE INC. | 1040 Wharncliffe Rd S C | (statcan) Alter - Restaurant Interior fit up for a new McDonald's restaurant | 0 | 213,000 |
| THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD | 1100 Victoria Dr N/S | Install - Sanitary or Storm sewer - Schools Elementary, Kindergarten Parking Lot improvements at Lord Elgin Public School including removal of existing asphalt/concrete as well as topsoil/sod. Installation of new asphalt, new catchbasin frame and grates and one new perforated subdrain. | | 260,000 |
| CANADIAN COMMERCIAL (CAMBRIDGE) INC. | 1225 Wonderland Rd N | (statcan) Alter - Offices ALTER INTERIOR OF EXISTING BUILDING, FOR OFFICES. | 0 | 646,464 |
| THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD | 130 Wharncliffe Rd S | (statcan) Alter - Schools Elementary, Kindergarten Renovation and refinishing of the staff and student washroom. | 0 | 314,000 |
| London Humane Society | 1414 Dundas St | (statcan) Erect - Municipal Buildings Erect animal shelter, Humane Society London & Middlesex. ***FOUNDATION PERMIT WITH SITE SERVICES***. | 0 | 17,000,000 |
| OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC | 1525 Dyer Dr | (statcan) Add (Residential) - Garage for Apartment Building ADDITION TO EXISTING PARKING GARAGE Shell Permit Only – Provide sealed stair guards and precast stair shop drawings to the Building Division for review prior to work in these areas. | 0 | 4,644,680 |
| GREATER LONDON INTERNATIONAL Greater London International | 15870 Dakota Pl | Install - Freight Depots INSTALL WATER METER AND ASSEMBLY FOR MOBILE TRAILER UNIT | | 2,496,120 |
| PHIL PATTYN 2445727 Ontario Inc | 16 Wethered St | (statcan) Erect - Townhouse - Rental ERECT 8 UNIT TOWNHOUSE BLOCK. 2 STOREY. DPNs 1,3,5,7,9,11,13, & 15. | 8 | 2,380,988 |
| YORK DEVELOPMENTS YORK DEVELOPMENTS | 1886 Oxford St W | (statcan) Alter - Restaurant Alter interior for Restaurant A2, Unit 101. SHELL PERMIT ONLY. No Fire Protection work. Provide Sealed Sprinkler Shop Drawings, Hydraulic Calculations and Sealed Fire Suppression Drawings for review and approval. | 0 | 415,000 |



City of London - Building Division
Principal Permits Issued from June 1, 2023 to June 30, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|---|------------------------|---|--------------|--------------------|
| CALLOWAY REIT (LONDON N) INC CANADIAN PROPERTY HOLDINGS | 1965 Hyde Park Rd | (statcan) Alter - Retail Store ALTER FOR TENANT FIT-UP UNITS D10 AND D11 *****SIGNAGE ON SEPARATE PERMIT***** | 0 | 298,500 |
| LEGACY HOMES OF LONDON 2021 LEGACY HOMES OF LONDON 2021 | 1965 Upperpoint Gate Y | (statcan) Erect - Townhouse - Condo ERECT 2 STOREY, 7 UNIT TOWNHOUSE BLOCK BLDG Y, DPNS 131,133,135,137,139,141,143, UNFINISHED BASEMENTS IN DPNS 133, 135, 137, 139 & 141, 3 BEDROOMS, 1 CAR GARAGE, SB-12 A5, NO DECK, HRV & DWHR REQUIRED SOILS REPORT REQUIRED | 7 | 2,269,740 |
| Equiton Commercial Real Estate Fund Gp Inc | 1970 Hyde Park Rd 5 | (statcan) Alter - Restaurant ALTER FOR RESTAURANT > 30 PERSONS | 0 | 105,000 |
| | 261 Wortley Rd | (statcan) Alter - Duplex INTERIOR ALTERATION ONLY TO CREATE A SECONDARY DWELLING UNIT. EXTERIOR WORK NOT PERMITTED WITHOUT HERITAGE APPROVAL. | 1 | 100,776 |
| ST JOSEPH'S HEALTH CARE LONDON ST JOSEPH'S HEALTH CARE LONDON | 268 Grosvenor St | (statcan) Alter - Hospitals Interior Alterations to accommodate installation of PET CT Scanner at St Joseph's Health Care London | 0 | 285,000 |
| MICHAELTON HOMES LTD | 28 Carlton Ave | (statcan) Erect - Duplex ERECT DUPLEX, 2 STOREY, NO CAR GARAGE, FINISHED BASEMENT TO BE ADDITIONAL DWELLING UNIT, 5 BEDROOMS, COVERED PORCH, NO A/C, SB-12 A1, LOT 4 REGISTERED PLAN NO. 209(E), HRV & DWHR REQUIRED SOILS REPORT REQUIRED | 2 | 521,963 |
| CALLOWAY REIT (FOX HOLLOW) INC | 2925 Tokala Trail | Install - Site Services This application is for "Application for a Permit to Construct or Demolish" for the construction of private sanitary, storm, water and street infrastructure for an approved site plan. | | 1,900,000 |
| WONDERLAND POWER CENTRE INC. WONDERLAND POWER CENTRE INC. | 3209 Wonderland Rd S | (statcan) Alter - Medical Offices Interior Fit Up Permits for London X-Ray | 0 | 200,000 |
| OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC | 3343 Morgan Ave A | (statcan) Erect - Townhouse - Rental ERECT NEW 10 UNIT TOWNHOUSE BLOCK, 2 STOREY, SB-12 A1 SOILS REPORT REQUIRED | 10 | 2,335,443 |
| WONDERLAND GATEWAY CENTRE INC | 3459 Wonderland Rd S | (statcan) Add (Non-Residential) - Restaurant Stand alone drive thru canopy foundation and site signage foundation. Construction of order point canopy. | 0 | 300,000 |
| ALI SOUFAN WONDERLAND GATEWAY CENTRE INC. | 3469 Wonderland Rd S | (statcan) Erect - Carwash Erect Double Bay Car-wash | 0 | 474,250 |
| SKYLINE RETAIL REAL ESTATE HOLDINGS INC. | 395 Wellington Rd | (statcan) Alter - Retail Plaza Interior alterations to existing unit. Unit 10. | 0 | 250,000 |



City of London - Building Division
Principal Permits Issued from June 1, 2023 to June 30, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|---|--------------------------|---|--------------|--------------------|
| LAMBETH HEALTH ORGANIZATION INC | 4402 Colonel Talbot Rd | (statcan) Alter - Office Complex (Retail/Office) PHASE 2 WORK - INTERIOR ALTERATION FOR MEDICAL OFFICES. REMOVAL AND REBUILDING OF SOME EXTERIOR WORK. ***SHELL PERMIT*** - PROVIDE SPRINKLER SHOP DRAWINGS, STEEL SHOP DRAWINGS AND SIGNED FP GRCC FORM TO ISSUE TO FULL. | 0 | 3,200,000 |
| Shana'A Holdings Inc. | 46 Essex St | Install - Apartment Building Install site services water and sewer *****ZONING IS APPROVED ONLY FOR THE PROPOSED WATER SERVICE AND NOT FOR THE PRROPOSED 4-PLEX***** | | 500,000 |
| DESJARDINS FINANCIAL LIFE FIRST CAPITAL (OXFORD) CORP | 607 Fanshawe Park Rd W C | (statcan) Alter - Dental Offices ALTER INTERIOR FOR EXISTING DENTAL OFFICE | 0 | 126,688 |
| GEORGE WARREN 1873904 ONTARIO LTD. | 613 Sovereign Rd | (statcan) Alter - Plant for Manufacturing INSTALLATION OF TWO SPRAY PAINT BOOTHS, ONE DRYING ROOM AND TWO MAKE UP AIR UNITS | 0 | 250,000 |
| THE BOARD OF EDUCATION FOR THE CITY OF LONDON | 626 Osgoode Dr | Install - Sanitary or Storm sewer - Schools Elementary, Kindergarten rehabilitation of existing playground areas, including a reduction in asphalt surface area with new green space, an outdoor classroom area, and replacement of existing storm along the south end of the school | | 610,000 |
| SWS PROPERTY CORP | 695 Sovereign Rd | (statcan) Add (Non-Residential) - Distilleries ADDITION TO EXISTING BUILDING (PHASE 1) Shell Permit Only – Provide sealed fire shutter door assembly connection detail, brewing tanks sealed shop drawings, access ladder sealed shop drawings and stairs/landings/guards sealed shop drawings to the Building Division for review prior to work in these areas. | 0 | 9,441,700 |
| | 700 Osgoode Dr 134 | (statcan) Alter - Townhouse - Condo ALTER TO UNDERPIN FOUNDATION AND SISTER NEW FLOOR JOISTS TO ALL EXISTING FLOOR JOISTS. | | 210,000 |
| | 720 Apricot Dr 2 | (statcan) Erect - Townhouse - Cluster SDD ERECT NEW SDD. 2 STOREY, 2 CAR GARAGE, 3 BEDROOM, UNFINISHED BASEMENT, UNCOVERED DECK, NO A/C, SB-12 A1, UNIT 1 MVLCP No. 972, HRV & DWHR REQUIRED. SOILS REPORT REQUIRED. | 1 | 798,163 |
| LIORA FINE ARTS INC | 753 Dundas St | (statcan) Alter - Office/Retail/Apt Complex Repair Fire and smoke damages to Unit #105 and hallway due to fire. Return it to pre-fire condition. | 0 | 210,000 |



City of London - Building Division

Principal Permits Issued from June 1, 2023 to June 30, 2023

| Owner | Project Location | Proposed Work | No. of Units | Construction Value |
|--|------------------|---|--------------|--------------------|
| DAVID VANDER WIELEN VANDER WIELEN DESIGN BUILD INC. | 769 Gatestone Rd | (statcan) Erect - Duplex ERECT NEW SDD AND CREATE AN ADDITIONAL RESIDENTIAL UNIT IN THE BASEMENTW, 2 STOREY, 2 CAR GARAGE, 5 BEDROOM, FINISHED BASEMENT, NO DECK, NO A/C, SB-12 A1, LOT 48 PLAN 33M826, HRV & DWHR REQUIRED SOILS REPORT REQUIRED *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****TOTAL OF 5 BEDROOMS FOR BOTH UNITS COMBINED***** *****AC MUST BE A MINIMUM OF 3 FEET FROM ANY PROPERTY LINE***** | 2 | 631,182 |
| PROVINCE OF ONTARIO INFRASTRUCTURE PROVINCE OF ONTARIO MINISTER OF INFRASTRUCTURE | 80 Dundas St | (statcan) Alter - Provincial Buildings Elevator modernization, fire alarm upgrade, addition of sump and pump for elevator pit, HVAC upgrade for elevator machine room. | 0 | 1,888,350 |

Total Permits 33 Units 31 Value 56,377,007

** Includes all permits over \$100,000, except for single and semi-detached dwellings.*

Ecological Community Advisory Committee

Report

The 9th Meeting of the Ecological Community Advisory Committee
August 17, 2023

Attendance S. Levin (Chair), E. Dusenge, S. Evans, T. Hain, S. Hall, M. Lima
and R. McGarry and H. Lysynski (Committee Clerk)

ABSENT: P. Baker, B. Krichker, K. Lee, S. Miklosi, K. Moser, G.
Sankar, S. Sivakumar and V. Tai

ALSO PRESENT: S. Butnari, K. Edwards, K. Kys, B. Westlake-
Power and E. Williamson

S. Levin, E. Dusenge, S. Evans, T. Hain, K. Lee, R. McGarry and
S. Sivakumar were in remote attendance.

The meeting stood adjourned at 5:00 PM due to lack of quorum;
it being noted that E. Dusenge, S. Evans, T. Hain and M. Lima
were in remote attendance.

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: 2908 Dundas Street Holdings Inc.
2908 Dundas Street
File Number: Z-9627, Ward 2
Date: September 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2908 Dundas Street Holdings Inc. relating to the property located at 2908 Dundas Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the September 26, 2023 Municipal Council meeting 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 Holding Light Industrial (h-17*LI1) Zone **TO** a Holding Light industrial Special Provision (h-17*LI1/LI6(_)) Zone;

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the PPS 2020;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Light Industrial Place Type and Key Directions; and
- iii) The recommended amendment facilitates the development of industrial lands within the Built Area Boundary with an appropriate form of development.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from Holding Light Industrial (h-17*LI1) Zone to a Holding Light industrial Special Provision (h-17*LI1/LI6(_)) Zone.

Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions that will provide additional landscape buffering to the east and south property lines.

Purpose and the Effect of Recommended Action

The recommended action will permit a transportation terminal as an additional use.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity** by supporting small and growing businesses, entrepreneurs and non-profits to be successful.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

There have been no previous planning applications on the subject site.

1.3 Property Description and Location

The subject lands are located at the northeastern corner of the intersection of Dundas Street and Creamery Road. The lands are in the Crumlin Planning District and abut the City boundary to the east. The site is currently vacant.

The area surrounding the site consists of a mix of industrial and agricultural uses, with the London International Airport lands to the north, and a mix of agricultural uses and small scale industrial to the south and west. Some of the nearby agricultural uses contain associated residential dwellings, and other low-density residential dwellings are located further to the west of the site along Dundas Street (approximately 600 metres from the southwest corner of the site). The site abuts the Maple Ridge Golf Course to the east, which is within the municipality of Thames Centre.

Site Statistics:

- Current Land Use: Vacant
- Frontage: 270 metres (885 feet)
- Area: 15.1 hectares (37.3 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: London International Airport
- East: Golf Course (lands outside City boundary)
- South: Food Service Supplies Warehouse / Shop
- West: Industrial Use (North Aircraft Industries)

Existing Planning Information:

- Existing London Plan Place Type: Light Industrial
- Existing Zoning: h-17*LI1

Additional site information and context is provided in Appendix B.

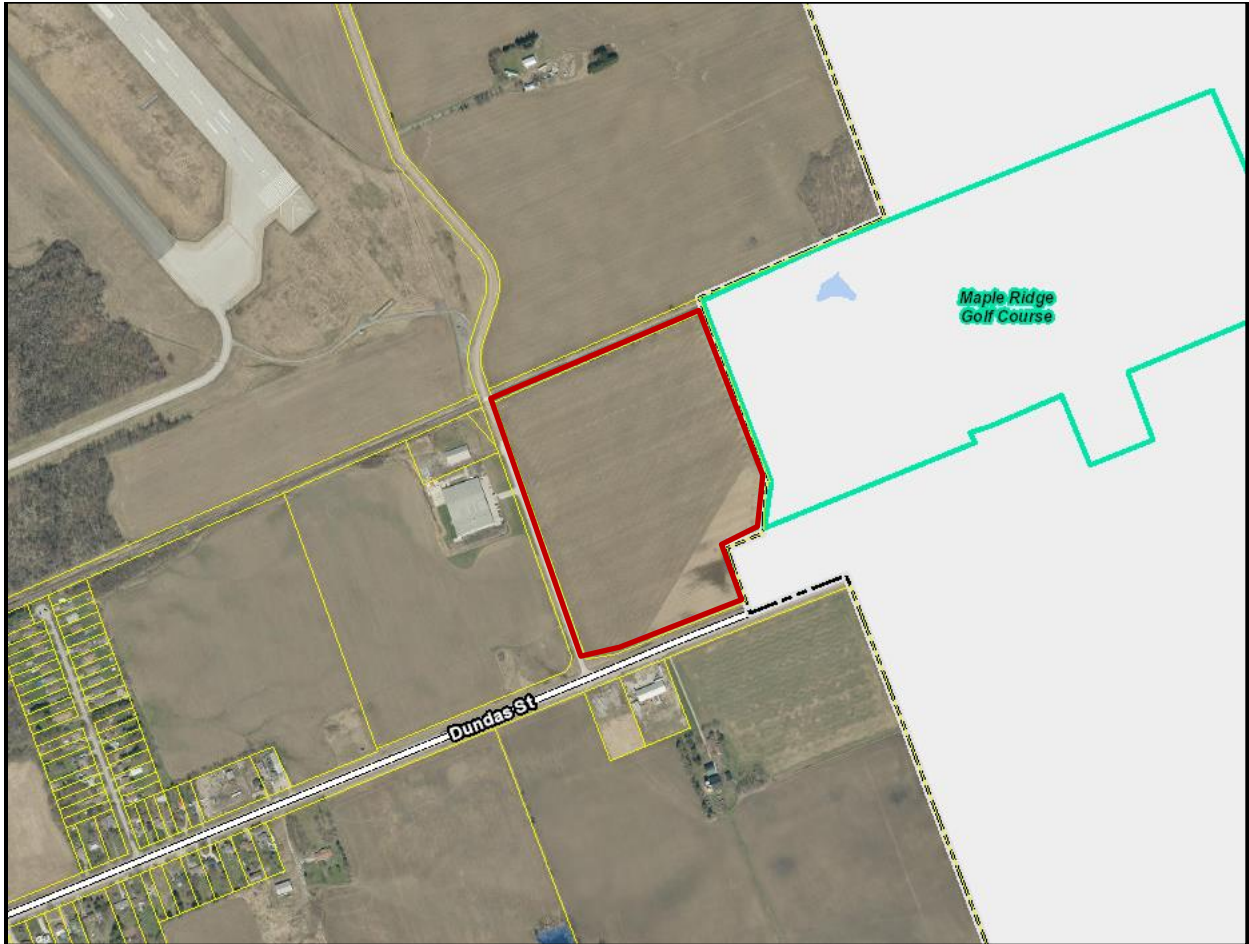


Figure 1- Aerial Photo of 2908 Dundas Street and surrounding lands



Figure 2 - Streetview of 2908 Dundas Street (view looking northeast from corner of Creamery Road and Dundas Street)

2.0 Discussion and Considerations

2.1 Development Proposal

The subject lands are proposed to be used for a Transport Terminal. The conceptual development plan includes outdoor storage/parking of trucks and trailers and maneuvering areas. Surface treatment is planned to be gravel or recycled asphalt. The conceptual site plan features approximately 14.18 hectares of parking space for transport trucks with access proposed along Creamery Road. No significant buildings are proposed at this time.

Recognizing that the subject lands are highly visible to the public and abutting lands, enhanced landscaping and visual screening in the form of a 3m high berm is implemented along the rural residential lots and Dundas Street. Specific landscape features will be identified through the Site Plan Approval process.

The proposed development includes the following features:

- Land use: Transport Terminal
- Form: Parking area
- Height: N/A
- Residential units: N/A
- Density: N/A
- Gross floor area: N/A
- Building coverage: N/A
- Parking spaces: N/A (parking to be delineated at site plan stage)
- Landscape open space: 10%

Additional information on the development proposal is provided in Appendix B.



Figure 3 - Conceptual Site Plan (June 2023)

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an h-17*LI1 Zone to an h-17*LI1/LI6() Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

| Regulation | Required | Proposed |
|---|----------|----------|
| Landscaped buffer strip (south and east property lines) | N/A | 15m |

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Landscaping and buffering from adjacent properties and roads
- Site plan function concerns (to be addressed at the site plan stage)

Detailed internal and agency comments are included in Appendix D of this report.

2.4 Public Engagement

On June 28, 2023, Notice of Application was sent to 9 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 29, 2023. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.

4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed transport terminal is supported by the policies of the *Provincial Policy Statement* and is contemplated in the Light Industrial Place Type of The London Plan (TLP 1115). The Light Industrial Place Type contemplates a broad range of industrial uses with relatively minor externalities such as noise, vibration and odour.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage an efficient use of land (PPS 1.1.3.2) and a diversified mix of uses (PPS 1.3.1).

No servicing is required for the current proposed parking area, and no major concerns were raised regarding traffic, noise, parking or other negative impacts.

4.3 Form

The proposed development mainly consists of a parking area across the majority of the lot. Any future buildings and the specific layout of the parking lot will be addressed at the site plan stage.

Through the review of the application staff identified the abutting low-density residential uses to the southeast, and the Maple Ridge Golf Course to the east as potential areas of impact as a result of the transportation terminal. As a result, the applicant is proposing a 3-metre-high berm, along with landscaped buffering to help mitigate visual and noise impacts from the site to the low-density residential properties to the southeast. Additional landscaping and buffering are also being proposed to the existing golf course to the east, serving to mitigate potential impacts from the truck terminal to the golf course, as well as preventing any negative impacts from the golf course onto the transportation terminal and potential trucks on site.

To ensure these mitigation measures can be implemented special provisions are being recommended which would require a minimum landscaped buffer strip of 15 metres from the east and south property lines. Further measures may also be taken during the site plan stage.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an h-17*LI1 Zone to an h-17*LI1/LI6() Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions requiring additional landscape buffering from the south and east property lines.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a transportation terminal.

Prepared by: Noe O'Brien
Planner

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

Copy: Britt O'Hagan, Manager Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

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 2908
Dundas Street

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 2908 Dundas Street, as shown on the attached map comprising part of Key Map No. A109 **FROM** an h-17*LI1 Zone **TO** an h-17*LI1/LI6() Zone.
2. Section Number 40.4 of the Light Industrial (LI6) Zone is amended by adding the following Special Provisions:

LI6() 2908 Dundas Street

a. Regulations

- i) A minimum 15 metre-wide landscaped buffer strip shall be retained along the eastern and southern edges of the lot.

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

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

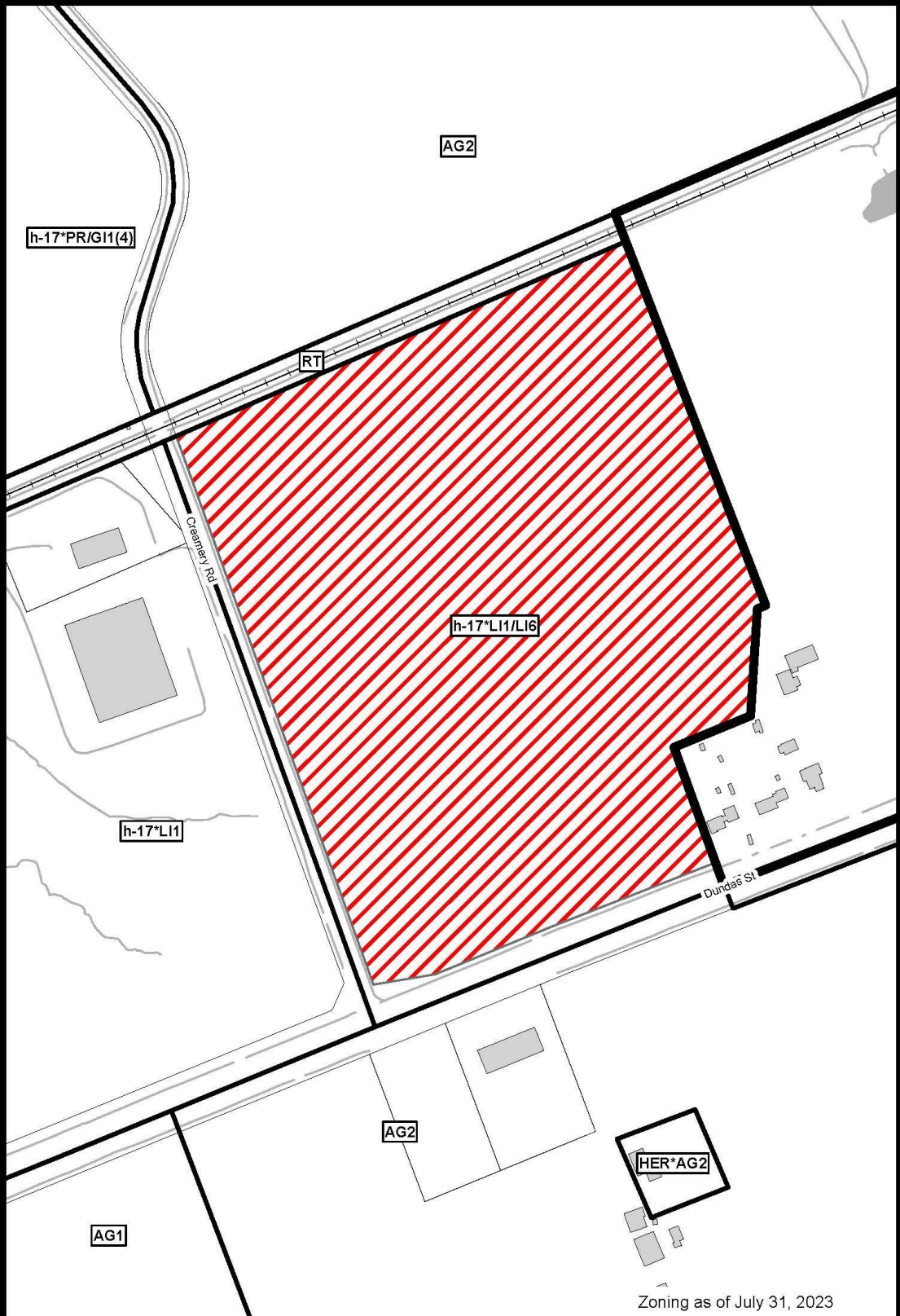
PASSED in Open Council on September 26, 2023.


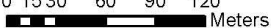

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 26, 2023
Second Reading – September 26, 2023
Third Reading – September 26, 2023

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



| | |
|---|--|
| <p>File Number: Z-9627 Planner: NO Date Prepared: 2023/8/16 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> |
|---|--|

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|---------------|
| Current Land Use | Vacant |
| Frontage | 270 metres |
| Area | 15.1 Hectares |
| Shape | Irregular |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | No |

Surrounding Land Uses

| | |
|-------|--|
| North | London International Airport |
| East | Maple Ridge Golf Course |
| South | Food Service Supplies Warehouse / Shop |
| West | Industrial Use (North Aircraft Industries) |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Dundas Street and Crumlin Sideroad, 1.4 km |
| Dedicated cycling infrastructure | Second Street and Dundas Street, 5 km |
| London Transit stop | Page Street and Cuddy Court (Route 36), 2.3 km |
| Public open space | Bonaventure Meadows Park, 2.9 km |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|--|
| Current Place Type | Light Industrial Place Type, Civic Boulevard |
| Current Special Policies | None |
| Current Zoning | h-17*LI1 |

Requested Designation and Zone

| | |
|----------------------------|--|
| Requested Place Type | Light Industrial Place Type, Civic Boulevard |
| Requested Special Policies | None |
| Requested Zoning | h-17*LI1/LI6() |

Requested Special Provisions

| Regulation | Required | Proposed |
|---------------------------------|----------|----------|
| Minimum landscaped buffer strip | N/A | 15m |
| | | |
| | | |
| | | |
| | | |
| | | |

C. Development Proposal Summary

Development Overview

Transport Terminal. The conceptual development plan includes outdoor storage/parking of trucks and trailers and maneuvering areas. Surface treatment is planned to be gravel or recycled asphalt. The conceptual site plan features

approximately 14.18 hectares of parking space for transport trucks. No significant buildings are proposed at this time. 3-metre-high berm proposed on southern edge, and landscaped buffers proposed on all sides.

Proposal Statistics

| | |
|--|-----------------------------|
| Land use | Transportation terminal |
| Form | Parking area (no buildings) |
| Height | N/A |
| Residential units | 0 |
| Density | N/A |
| Gross floor area | N/A |
| Building coverage | 0% |
| Landscape open space | 10% |
| Functional amenity space | N/A |
| New use being added to the local community | Yes |

Mobility

| | |
|---|-------------------------------------|
| Parking spaces | N/A (to be determined at Site Plan) |
| Vehicle parking ratio | N/A |
| New electric vehicles charging stations | N/a |
| Secured bike parking spaces | 0 |
| Secured bike parking ratio | N/A |
| Completes gaps in the public sidewalk | No |
| Connection from the site to a public sidewalk | N/A |
| Connection from the site to a multi-use path | N/A |

Environmental Impact

| | |
|---|-----|
| Tree removals | 0 |
| Tree plantings | TBD |
| Tree Protection Area | No |
| Loss of natural heritage features | No |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | N/A |
| Existing structures repurposed or reused | N/A |
| Green building features | TBD |

Appendix D – Internal and Agency Comments

Imperial Oil – June 29, 2023

No Imperial Oil conflict.

London Hydro – July 7, 2023

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 – July 11, 2023

Consent to injure or remove boundary trees is a requirement of Site Plan approval. A recommendation for approval from Forestry Operations or proof of payment for removal will be forwarded for Site Plan Review.

Injury or destruction of City tree requires coordination with Forestry Operations. Recommendation for proof of payment will be forwarded for Site Plan review.

Replacement trees to be recommendation to Site Plan Review in accordance with London Plan Policy 399.

Heritage – July 13, 2023

Pending

Upper Thames River Conservation Authority – July 14, 2023

The UTRCA has no objections to the application and has no Section 28 approval requirements.

Parks Planning and Design – July 14, 2023

Parkland dedication for industrial use is waived as per By-law CP-25. No comments.

Urban Design – July 14, 2023

The proposed development is located within the Light Industrial Place Type that abuts Dundas Street, a Civic Boulevard. Urban Design is generally supportive of the proposed application for a transportation terminal on the subject property, 2908 Dundas Street. Since the buffering and screening proposed by the applicant is anticipated to sufficiently mitigated the potential impacts on surrounding properties, particularly to the south and the east.

Comments for Zoning

Urban Design recommends that the proposed buffering and screening proposed by the applicant is reflected in the site-specific zoning for the subject property.

Items to be Addressed at Site Plan

- Screen the transportation terminal parking exposed to the public-right-of-way with enhanced landscaping, including low landscape walls, shrubs, and street trees (TLP, 278).
- Incorporate green development practices where possible. Consider rainwater harvesting, use of greywater for landscape and other purposes, xeriscaping, and use of pervious paving materials throughout the proposed development (TLP, 1126 & 282).
- Use of signage, that matches the character of the neighbourhood, along the Dundas Street frontage is highly encouraged (TLP, 111.5).

- Consider providing amenities for subject site users such as seating, lighting, trash bins, and washroom facilities. Outline any amenities on the site plan (TLP, 1125).
- Formalize the circulation and parking for the proposed transportation terminal on the site plan. Provide material labels and dimensions on the site plan. Ensure there is an adequate turning radius for transportation trucks at the proposed entry/exit point. Further Urban Design comments may follow upon receipt.
- Provide a landscape and grading plan for the subject site. Include dimensions and material labels. Further Urban Design comments may follow upon receipt of the plans and elevations.

Site Plan – July 14, 2023

No major site plan comments at this time, but as a future consideration the development will need to meet the requirements of the Site Plan Control By-law in regards to curbs, parking area setbacks, drive aisles etc. A larger naturalized buffer will be required along the eastern property line and a noise study will be required as part of site plan approval.

Engineering – July 14, 2023

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

Transportation:

- 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;
- As per City's Access Management Guideline minimum 9.0m wide entrance and 9.0m curb radii is required;
- It is worth noting that proposed truck parking lot is not expected to generate much traffic but if land use were to change, a traffic study would be required in future;
- Presently the width from centerline for Dundas Street adjacent to this property is 18.288m as shown on Plan MRD-204, therefore no widening is required to attain 18.0m.

Wastewater:

- The subject land is on the north side of Dundas St east of Creamery Rd located within the UGB. There is no municipal sanitary sewer available or in close proximity to the lands. There is presently a holding provision, h-17 on the lands.
- Additional comments may be forthcoming with future submissions.

Water:

- There is no municipal water servicing available to service these lands currently. The closest available municipal servicing is from the low level system and is located at the intersection of Crumlin Road and Dundas Street.
- There is no municipal water servicing identified in the City of London GMIS to service these lands.
- The request for site plan consultation submitted by the applicant states that the proposed use (transport terminal) is considered a dry use and will not require municipal water or sewers. The applicant and their Engineer shall ensure all fire safety requirements under NFPA and Ontario Building Code are met.

- Water Engineering has consulted with the Fire Department regarding the use of Transportation terminal use on lands without access to municipal watermain. Their comments are included:
 - It would be prudent to advise the owner to contact their insurance company to determine what fire protection they would require. From my experience, insurance companies do at times require more than the OBC requirements. For example, the stormwater pond could be augmented in design with a dry hydrant to provide enough waterflow to extinguish potential fires.
 - The OBC (for buildings) provides for enough fire flow for a single fire hose to enter, perform a rescue, exit, and potentially protect any exposures. Insurance companies often want to protect the asset by providing enough waterflow to stop the fire within a structure and protect the contents.
 - In this case, there is protection of trailers, not buildings. As such, the OBC and OFC remain silent, for the most part. That being said, if there is a fire at this site the Fire Department would still need water to extinguish the blaze. While we do have the ability to bring water the site with tankers and our Mutual Aid partners it is not prudent to develop a site with this being the only plan. An easily accessible onsite water source is most definitely preferred.
 - Also, keep in mind that if there are hazardous goods, compressed gases, or flammable/combustible substances then other legislation and agencies that may impact development decisions. The legislation and agencies may include the Transportation of Dangerous Goods ACT, the TSSA, and others.

Stormwater:

Comments Specific to the Site

- There are no storm sewers currently established for the proposed site on Dundas Street. As per the Drainage By-Law, section 5.2, where no storm sewer is accessible the applicant shall provide a dry well or storm water retention system which is certified by a Professional Engineer to the satisfaction of the City Engineer.
- The number of proposed 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 or any LID filtration/infiltration devices.
- All storm servicing (major/minor) are to be directed internally and towards the private infrastructure.
- Subject to the proposed stormwater strategy, applicable studies and approvals may be required (geotechnical study, water balance analysis, hydrogeological study, etc.). The applicant or their consulting engineer is to contact the City's Hydrologist for scoped hydrogeological assessment and water balance assessment requirements.
- Any proposed LID solutions 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. All

LID proposals are to be in accordance with Section 6 Stormwater Management of the 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, up to the 100-year event and safely convey the 250-year storm event.
- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- As per the London Plan, The City of London does not support developments within the Urban Growth Boundary to be serviced by septic systems.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Waubuno Subwatershed

- The subject lands are located in the Waubuno Subwatershed and is tributary to the Crumlin Drain. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Pottersburg 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 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 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 E – Public Engagement

No public comments were received for this application.

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: Extendicare
447 Ashland Avenue (1156 Dundas Street)
File Number: SPA22-074 – Ward 4
Public Participation Meeting
Date: September 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions **BE TAKEN** with respect to the application of Extendicare relating to the property located at 447 Ashland Avenue (1156 Dundas Street):

- (a) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit a new continuum-of-care facility; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

Executive Summary

Summary of Request

The proposal is for a three (3) storey continuum-of-care facility (long-term care home) with 192 beds that offers housing and patient care services. The development proposal is subject to a public site plan meeting in accordance with the Holding (h-5) Zone regulations set out in the Z.-1 Zoning By-law.

Purpose and the Effect of Recommended Action

The recommended action is to report to the Approval Authority any issues or concerns raised at the public meeting with respect to the application for Site Plan Approval.

Rationale of Recommended Action

1. The proposed Site Plan is consistent with the *PPS 2020*, which directs growth to settlement areas and enhancing main streets.
2. The proposed Site Plan conforms to The Official Plan for the City of London 2016 - *The London Plan*, and the McCormicks Secondary Plan including, including but not limited to the policies of the mid-rise residential designation.
3. The proposed Site Plan complies with the regulations of the Z.-1 Zoning By-law.
4. The proposed Site Plan meets the requirements of the Site Plan Control Area By-law.

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 by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

A.056/23: Minor Variance to permit an increased height of 13.5m above the maximum of 12.0m

B.010/23: Consent Application to sever 13,600 square metres for future continuum-of-care facility and retain 38,400 square metres for future development along Dundas Street.

39T-21508/O-9545/Z-9524: October, 2022: Report to Planning and Environment Committee for approval of a draft plan of subdivision, staff initiated amendments to The London Plan, the McCormick Area Secondary Plan and zoning by-law.

OZ-7601: November 2015: Report to Planning and Environment Committee – Draft McCormick Area Secondary Plan

OZ-8489: November, 2015: Report to Planning and Environment Committee – Amendments to Official Plan and Zoning By-law to pre-zone lands by the City.

November 11, 2014 Council approved By-law No. L.S.P.-3441-366 – by-law to designate 1156 Dundas Street to be of historical and contextual value or interest

December 9, 2009 Board of Control – Request for Expressions of Interest for Properties That Did Not Sell At a Municipal Tax Sale

1.2 Planning History

On December 8, 2015, Municipal Council adopted the McCormick Area Secondary Plan to guide the evolution of the former McCormick's Factory and adjacent lands into a vibrant mixed-use neighbourhood. At the same Council meeting, City staff also brought forward a report to amend the Official Plan and Zoning By-law to facilitate the redevelopment of the McCormick Factory property.



Image 1: Approved Policy Areas from 2015

The recommended amendments were approved by Municipal Council, which created 3 distinct areas, and extended Gleeson Street from Ashland Avenue to McCormick Boulevard. Area 1 is to retain and repurpose the original historic portion of the McCormick Factory building for mixed-use residential/commercial and parking. Area 2 includes the later additions to the McCormick building which have since been demolished and open space to be provided in the northwest corner. Mid-rise apartment buildings, a low-rise seniors apartment building, and townhouses are contemplated in Area 2. Area 3 contemplates low-rise residential uses and the extension of Gleeson Street.

In 2022, a request was made to modify the original proposal for the draft plan of subdivision that was submitted. The revised Draft Plan consists of one (1) medium density residential/commercial block (Block 1); three (3) medium density residential blocks (Blocks 2-4); one (1) park block (Block 7); one (1) future road block; one (1) road widening block (Block 5); one (1) road realignment block (Block 6); and three (3) reserve blocks, serviced by the extension of Gleeson Street; and for the approval of zoning by-law amendments associated with the blocks with the proposed plan of subdivision.

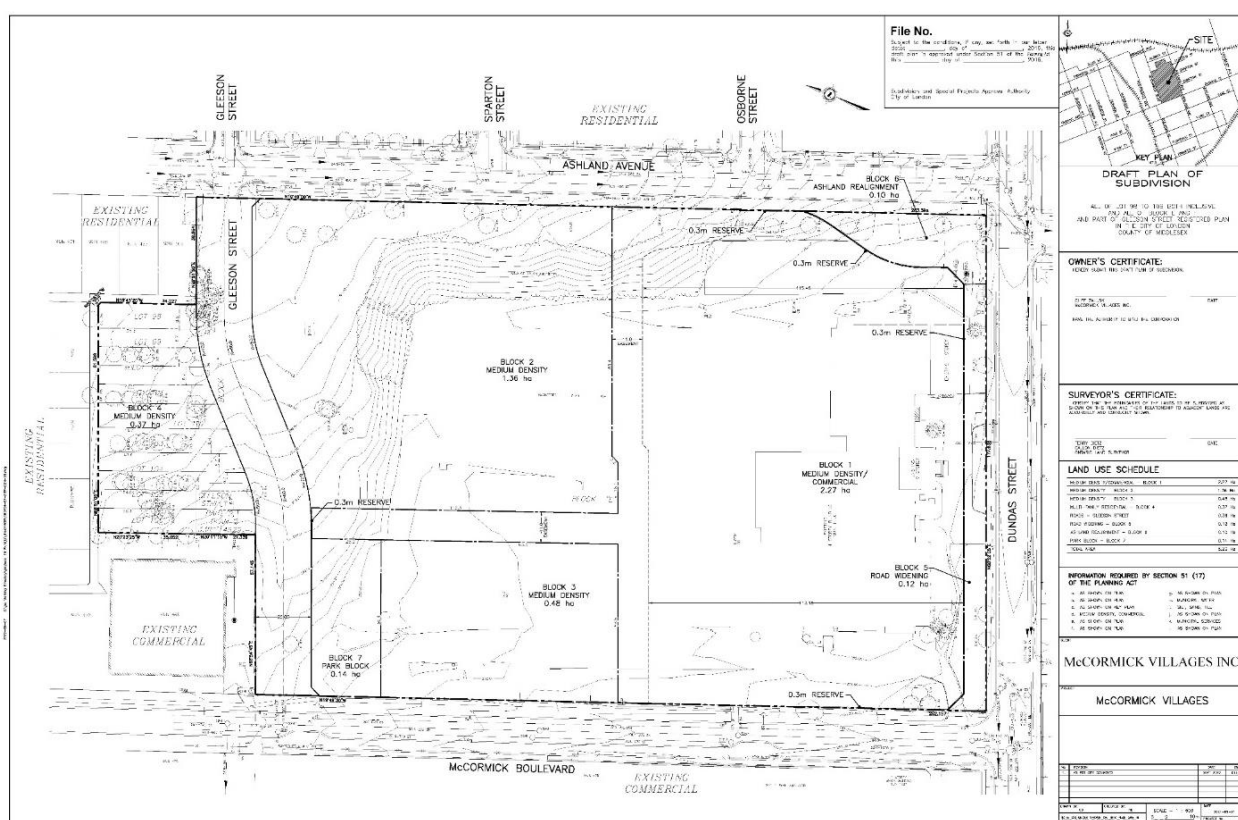


Image 2: Proposed Plan of Subdivision 2022

1.3 Property Description and Location

The site at 447 Ashland Avenue is a portion of the McCormick land holding at 1156 Dundas Street, which has a larger total area of approximately 5 hectares (12 acres) and includes the former McCormick Factory. The subject site is currently vacant and approximately 1.5ha in size. There is a significant change in grade which drops approximately 4.5m away from Ashland Avenue and approximately 3.0m from the future Gleeson Street to the southwest.

The former industrial property is a brownfield site that has been vacant for a number of years. The entire site is designated under Part IV of the *Ontario Heritage Act*. The lands are surrounded by an established residential neighbourhood to the north and east. Dundas Street forms the south boundary which is a Rapid Transit Corridor and mixed-use commercial corridor. Directly to the west, the lands consist of active and former industrial uses and office uses.



Image 3: Subject Site and Larger Land Holding

Site Statistics:

- Current Land Use: Vacant
- Frontage: 81.2m (266ft) Proposed
- Depth: Varies
- Area: 13,564sqm (146,001 sq ft) Proposed
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North – existing residential
- East – existing residential
- South – commercial/mixed-use
- West – industrial/office

Existing Planning Information:

- Existing London Plan Place Type: Neighbourhoods
- Existing Special Policies: 1058-1059 The London Plan
- Existing Secondary Plan: McCormicks Secondary Plan – Mid-rise Residential Designation
- Existing Zoning: h-5*h-67*h-120*h-149*h-203*h-204-h-205*R6-5(41); h-5*h-67*h-120*h-149*h-203*h-204*h-205*R6-4(41)*H15

Additional site information and context is provided in Appendix “C”.

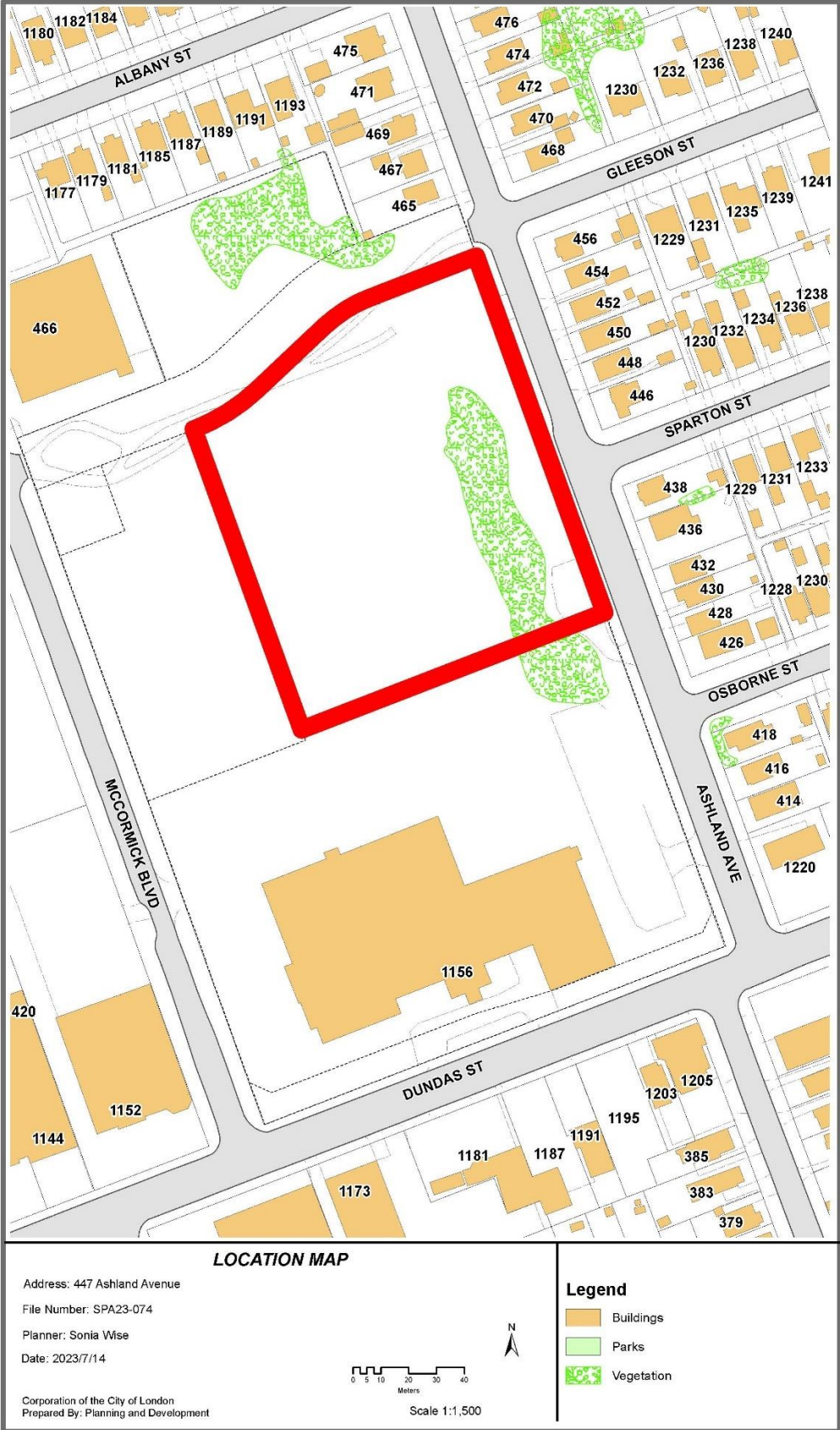


Image 4: Streetview looking west toward Gleeson St and east along Ashland Ave



Image 5: Streetview of former factory from Ashland Ave into the site

Location Map:



2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development is for a three (3) storey continuum-of-care facility with 192 beds. The primary building entrance for residents and visitors is located along Ashland Avenue where there is a vehicular drop-off area and some surface parking. An interior courtyard provides secure outdoor open space for residents.



Image 6: Rendering along Ashland Avenue – Front of Building

The site is accessed from two main driveways along Ashland Avenue with access to the drop off area, the loading area and parking spaces. There are 79 parking spaces including 4 barrier-free parking spaces. A secondary driveway is provided from Gleeson Street to facilitate truck maneuvering and turning movements for the garbage and servicing trucks.

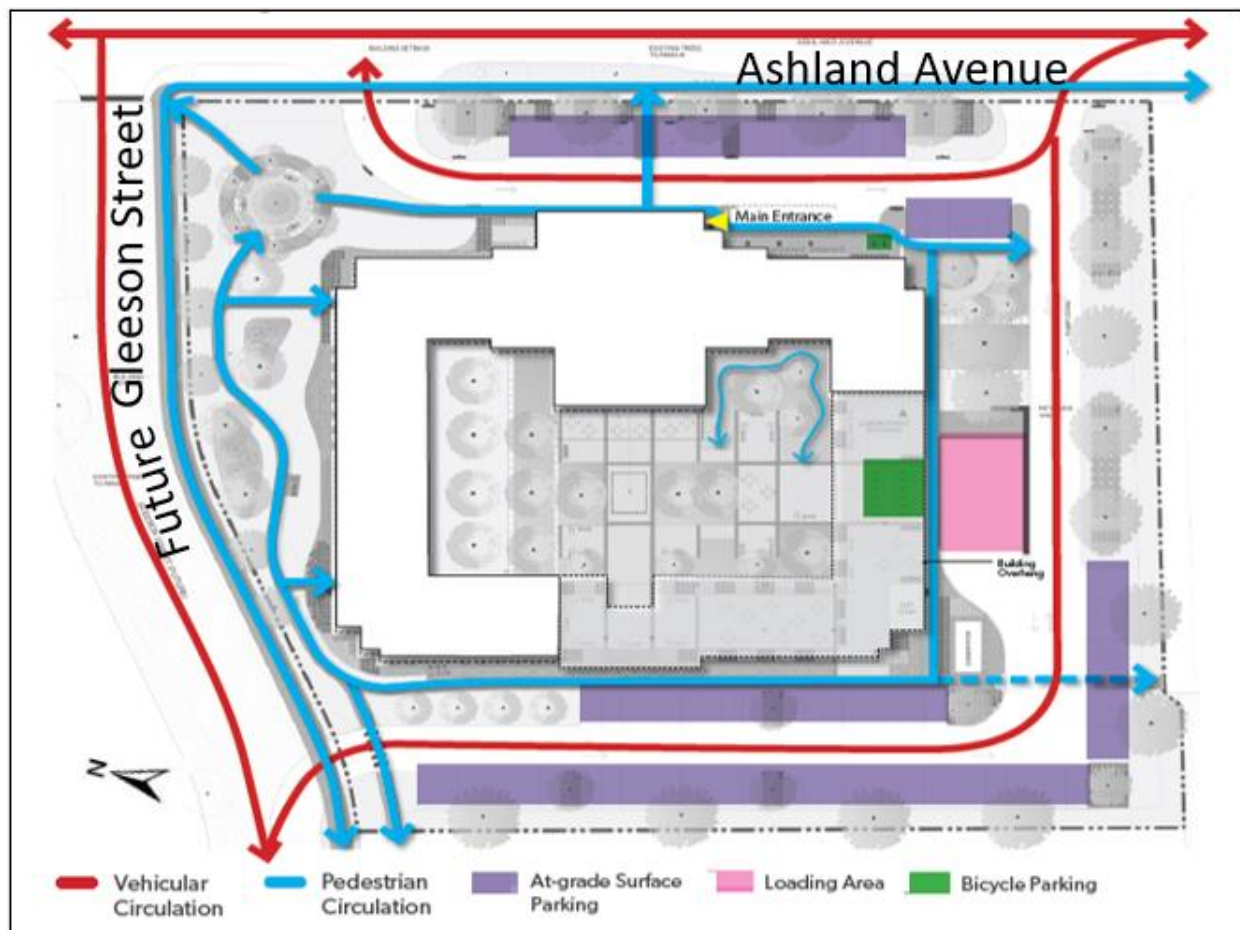


Image 7: Circulation Diagram

The proposed development includes the following features:

- Land use: Continuum-of-Care Facility (Nursing Home)
- Height: three (3) storeys (13.5m)
- Residential units: 192 beds
- Density: 48 units/hectare
- Gross floor area: 11,747m²
- Building coverage: 24%
- Parking spaces: 79 vehicle spaces with 4 barrier-free spaces
- Bicycle parking spaces: 12 secure indoor and 15 short-term outdoor
- Landscape open space: 40%

Additional information on the development proposal is provided in Appendix “C”.

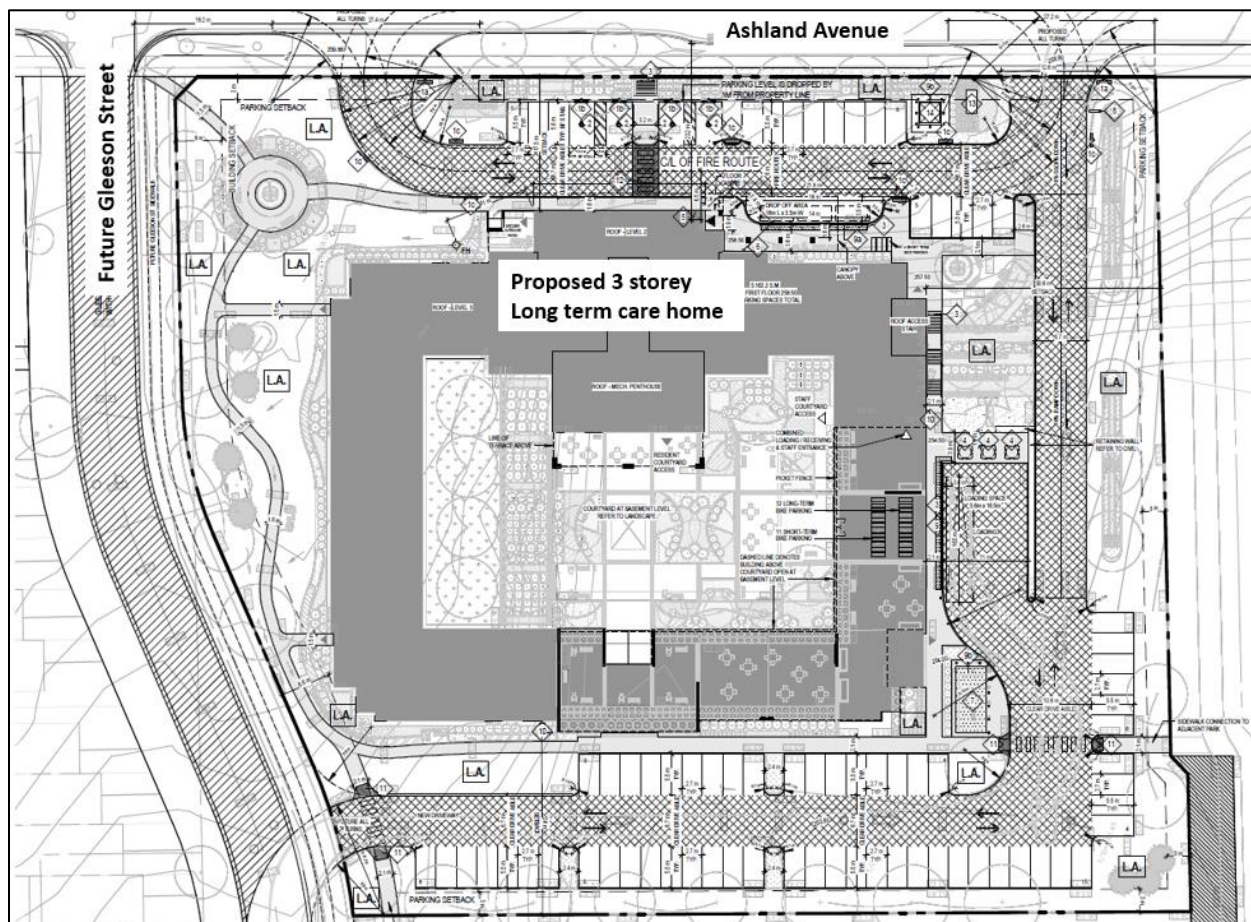


Image 8: Proposed Site Plan

Additional plans and drawings of the development proposal are provided in Appendix “A”.

2.2 Public Engagement

On August 15, 2023, Notice of Application and Public Meeting was sent to 147 property owners and residents in the surrounding area. Notice was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 24, 2023.

There were no responses received during the public consultation period at the time of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*. It is staff’s opinion that the application is consistent with the *PPS, 2020* as it results in development within an existing settlement area, is transit-supportive and

provides housing forms to meet the needs of current and future residents (1.1.3.1, 1.1.3.2 & 1.4.3).

The London Plan, 2016

The subject lands are within the Neighbourhoods Place Type with frontage along a Neighbourhood Street: Ashland Avenue. The larger land holding also includes lands to the south within the Rapid Transit Corridors Place Type along the frontage of a Rapid Transit Boulevard: Dundas Street.

There are specific policies; 1058 and 1059, that apply to lands north of the original McCormick Factory building and south of the extension of Gleeson Street. The policies permit a maximum total density of up to 125 units per hectare and building heights of 3-5 storeys within the Neighbourhoods Place Type.

McCormick Secondary Plan

The McCormick Secondary Plan contains more specific direction than the base policies of The London Plan. The subject site is located within the Mid-Rise Residential Designation which permits a variety of housing types, building forms, heights and densities to promote the efficient use of land and provide a variety of housing options. The plan has been reviewed in its entirety and it is staff's opinion that the proposed Site Plan application conforms to the McCormick Secondary Plan policies.

Z-1 Zoning By-law

The site is within a holding Residential R6 Special Provision h-5*h-67*h-120*h-149*h-203*h-204-h-205*R6-5(41); h-5*h-67*h-120*h-149*h-203*h-204*h-205*R6-4(41)*H15 zone. A variance application A.056/23 was submitted to request an increased height of 13.5m above the 12.0m permitted. The by-law has been reviewed in its entirety and it is staff's opinion that the proposed Site Plan application is in conformity with the Z.-1 Zoning By-law. A separate application to remove holding provisions will be required.

3.0 Financial Impact/Considerations

There are no financial impacts or considerations.

4.0 Key Issues and Considerations

4.1 Integration with Subdivision 39T-21508

The subject site at 447 Ashland Ave is a portion of a larger site which was previously occupied by the McCormick Factory municipally addressed as 1156 Dundas Street. There is an associated subdivision which shows this site as a separate block, though is under an active appeal by the property owner. The applicant for 447 Ashland Avenue is pursuing the division of land and development of the site through a consent to sever and site plan applications ahead of the OLT appeal. Matters that are relevant to both the site plan and subdivision such as servicing, road widening, new road creation, park pathways, etc. are being considered and coordinated between the two processes.

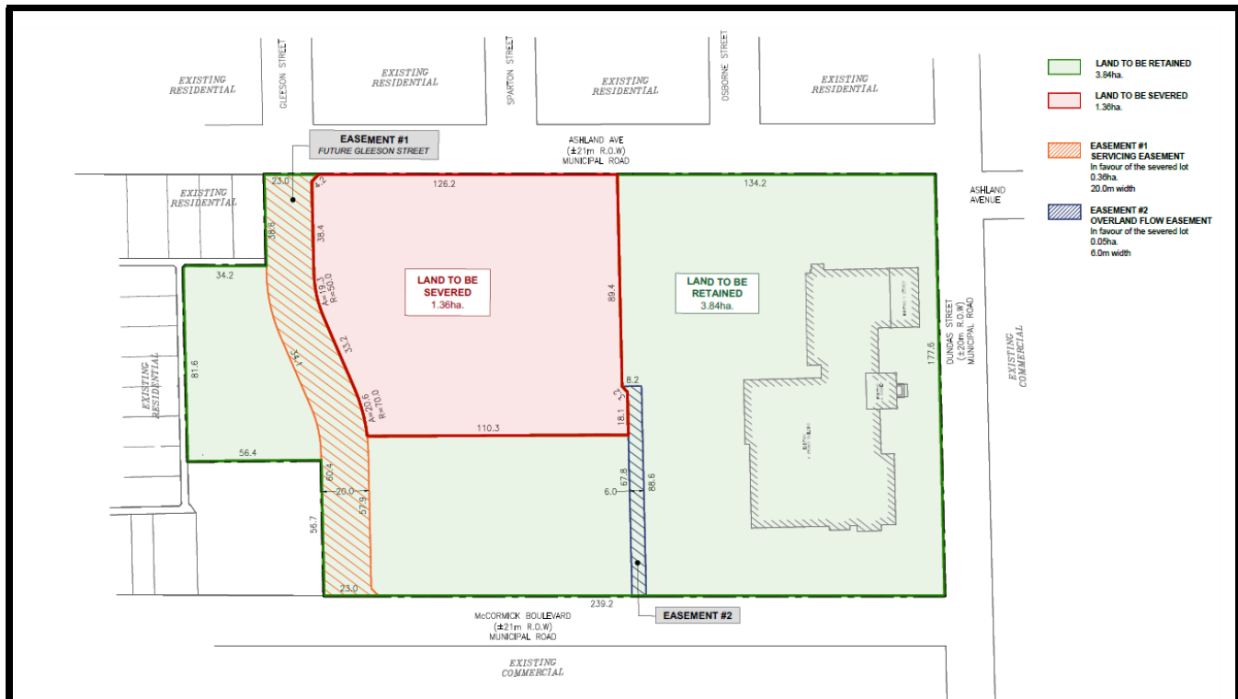


Image 9: Proposed Severance of Site Shown in Red

4.2 Height

A specific policy in The London Plan allows for up to three (3) storeys on the east side of Ashland Avenue and five (5) storeys on the west side of McCormick Boulevard in the Neighbourhoods Place Type. The McCormick Secondary Plan provides more specific guidance than the policies of The London Plan and contemplates up to 4 storeys in the mid-rise residential designation for this site.

There is a three storey building proposed along the Ashland Avenue and Gleeson Street frontages, with a basement level towards the southwest of the building due to the topography of the site. The existing zoning for the majority of the site allows for a height up to 12.0m for the east, with the west portion of the site permitting up to 15.0m. A minor variance application was submitted to permit an increase of 1.5m for a total height of 13.5m. The additional 1.5m of height is not large enough to create an additional storey and provides flexibility for a three storey building design.

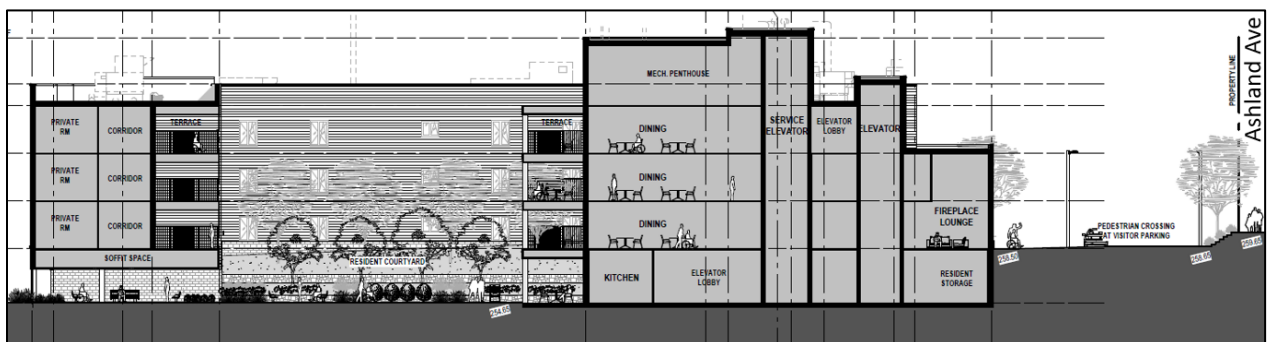


Image 10: South Cross-Section showing grade changes

The remainder of the building at the basement level is open to the courtyard with the ground floor extended above. The exposed portion of the basement level consists of outdoor seating and landscaping, as well as designated bicycle parking, a staff entrance and loading located along the south.

4.3 Servicing

Site servicing will be provided from McCormick Boulevard through the partial construction of Gleeson Street. A proposed 200mm water main on Gleeson Street will connect into the existing 300mm watermain on McCormick Boulevard and to the 150mm watermain on Ashland Avenue to create a looped system. Sanitary servicing will be provided from the 200mm sewer connected to Gleeson Street. The portion of the future Gleeson Street abutting McCormick Boulevard will provide a secondary access into the site in the interim and will be fully built and assumed as part of the subdivision.

Stormwater will be managed onsite through an underground clearstone storage gallery surrounded by an impermeable liner. The major overland flow route will convey runoff generated by rainfall events greater than the 100-year event to the west by a grassed swale. A 6m wide easement is sized to convey the 250-year event to McCormick Boulevard.

The garbage and loading area is located to the south of the proposed building which provides screening and conceals the back of house activities from the street. Service areas are located internal to the building (mechanical room, garbage room and storage), with moving and waste removal occurring at scheduled times in the designated loading area.

4.4 Urban Design

The proposed development was reviewed by the Urban Design Peer Review Panel (UDPRPP) in June of 2023. The panel remarked that the redevelopment of the site will make a positive contribution to the evolving neighbourhood, and provided recommendations for refinements of: parking area layout and styles; pedestrian connections; and screening of garbage areas.

As part of the City-initiated Official Plan and Zoning By-law Amendment OZ-8489, Urban Design Guidelines were passed for the larger land holding of the McCormicks site at 1156 Dundas Street. The applicable Urban Design Guidelines include the following:

Site Organization – General

Step down development from Dundas Street to the north end of the site in order to integrate the development into the existing low density residential neighbourhood.

Development potential is greatest along Dundas Street which permits heights up to 35m in the current zoning and lowest towards the north which permits 9m in the existing R1-2 zone. The proposed development at 447 Ashland Ave is a mid-rise form which provides an intervening height on the site, and transition to integrate new development with the existing neighbourhood. A minor variance to allow for 1.5m greater height above the 12m maximum was granted which provides flexibility in building design.

Screen parking areas adjacent to public right-of-ways through the use of feature such as low decorative fences, walls and landscaping.



Image 11: Planting Areas

There is a small parking area and paratransit pick-up/drop-off area located along Ashland Avenue to provide convenient access into the building. The majority of the parking area is located to the south and west of the existing building which is largely screened from the edge of the roads by the built form. Landscaping is provided along Ashland Avenue which softens the edge and provides further screening of the parking areas.

Landscaped areas and trees should be planted at regular intervals to soften the appearance of parking areas and provide shade during the summer and reduce the heat island effect.

Landscaped islands are proposed within the parking area at regular intervals to provide shade, manage stormwater and reduce the heat island effect of the parking area. Additional tree planting is proposed at the perimeter of the site along the west and south boundaries and additional landscaping is proposed throughout.

Built Form – Medium Density Residential

Design of buildings should form a well-defined and continuous street edge to create a pedestrian oriented environment.

The proposed development will establish a continuous streetwall along the west side of Ashland Avenue and south of Gleeson Street. The majority of vehicle parking is located behind the building to minimize the dominance of vehicles. Pedestrian connections are proposed along Gleeson Street and to connect to the municipal sidewalk on Ashland Avenue to facilitate pedestrian movements.

Built form should be street-oriented on all public right-of-ways with buildings located at or near the property line and front entrances oriented to the street.

The proposed building is located at the street edge along Gleeson Street with a 6.2m setback, and oriented to and near the street edge along Ashland Avenue with a 17.6m setback. A parking area and paratransit pick-up and drop-off area is located between the building and street edge along Ashland Avenue to provide convenient access for residents and visitors and ensure the front entrance is at the street edge and not internal to the site.

New residential buildings will be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.

The proposed three (3) storey building aligns with the existing character of the surrounding area and proposes contemporary building materials and colours to be harmonious with existing and planned development. The front elevation of the building has a two-storey projection which breaks up the overall massing of the façade along Ashland Avenue and creates visual interest.



Image 12: Rendering of East Façade along Ashland Avenue

4.5 Trees and Landscaping

The subject site is currently vacant and was previously paved with surface gravel from the former industrial use. There are limited clusters of vegetation existing on the subject site that were described as unremarkable in the Tree Management Plan and recommended to be removed where in conflict with the proposed development. The project requires 22 proposed deciduous trees to compensate for distinctive tree trunk diameter lost in tree removals due to construction. The proposal is to plant 65 new trees, including 7 conifers.

New landscaping is proposed along the edges of the site along Ashland Avenue, and the extended Gleeson Street. There are a diverse range of common areas provided that are in keeping with the directions of Ontario's Long-term care home design standards. An amenity area with seating and landscaping is proposed at the corner of Ashland Avenue and Gleeson Street, and near the front entrance of the building. There is an outdoor internal courtyard that provides shared space for residents with hard and soft landscaping, sky views and sunlight.

4.6 Holding Provisions

A number of holding provisions apply to the lands which were applied in 2015 through the Official Plan and Zoning By-law Amendment Applications. The holding provisions are as follows:

h-5: The purpose of the "h-5" holding provision is to ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the *Planning Act, R.S.O. 1990, c. P.13*, prior to the removal of the "h-5" symbol.

h-67: To address concerns of site contamination, a Record of Site Condition shall be carried out by a qualified professional and submitted to the Ministry of the Environment. The City of London will remove the "h-67" holding provision once the Ministry is satisfied that the Record of Site Condition is satisfactory.

h-120: To ensure the orderly development of lands, the 'h-120' requires a Traffic Impact Study to be completed and accepted, and the recommendations be implemented through a development.

h-149: To ensure the orderly development of the lands, sanitary and stormwater servicing reports have been prepared and confirmation that sanitary and stormwater management systems are implemented.

h-203: to ensure the orderly development of lands, a development agreement associated with a plan of subdivision that provides for the dedication and construction of Gleeson Street to municipal standards, between Ashland Avenue and McCormick Boulevard as proposed in the Concept I as part of a future development proposal.

h-204: To encourage high quality urban design for the redevelopment of the former McCormick factory site, a development which, with minor variations is consistent with the conceptual site plan attached as Schedule 1 to the amending by-law and with the Urban Design Guidelines attached as Schedule 2.

h-205: a Land Use compatibility report associated with a site plan is undertaken to provide direction on how the proposed sensitive land uses can be appropriately designed, buffered or separated from the existing major facilities to prevent or mitigate potential adverse impacts.

A separate application to remove holding provisions will be required. Once it has been demonstrated how each of the holding provisions have been satisfied, they will be removed. Any mitigation measures or recommendations identified for the removal of the holding provision(s) will be integrated into the site plan review process and development agreement.

Conclusion

The site plan review process is underway for the development of a proposed continuum-of-care facility. Comments provided through the consultation process and at the public participation meeting will be considered by the approval authority prior to site plan approval. There are no major concerns related to lighting, garbage, traffic, urban design or landscaping. The application, as proposed, is consistent with the Provincial Policy Statement, 2020, The London Plan, the McCormick Secondary Plan, the Z.-1 Zoning By-law and Site Plan Control By-law.

Prepared by: Sonia Wise, MCIP, RPP
Senior Planner, Site Plans

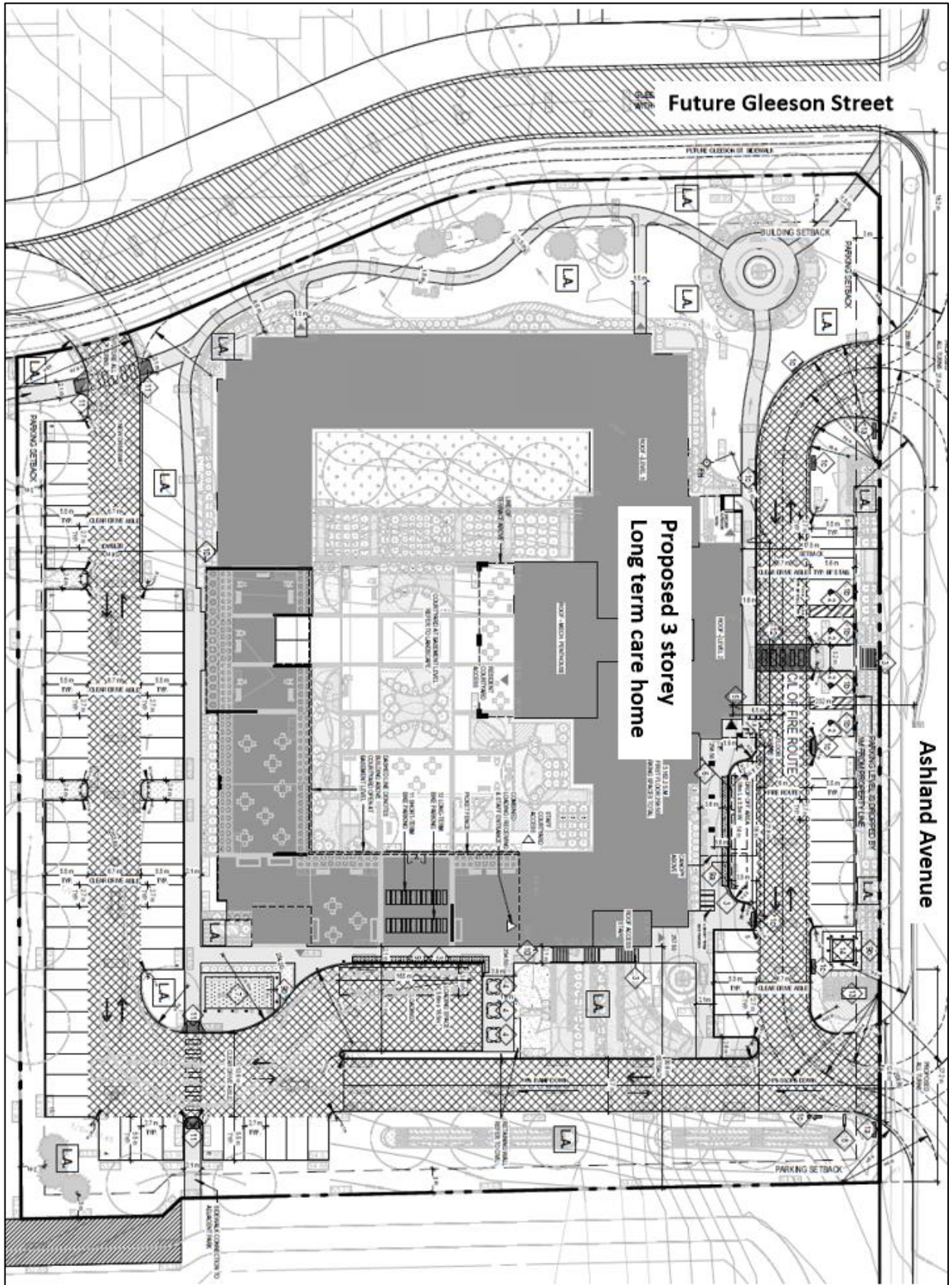
Reviewed by: Michael Pease, MCIP, RPP
Manager, Site Plans

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






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

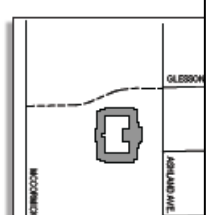
Copy: Britt O'Hagan, Manager, Current Development
Ismail Abushehada, Manager, Development Engineering

Appendix A – Plans and Elevations

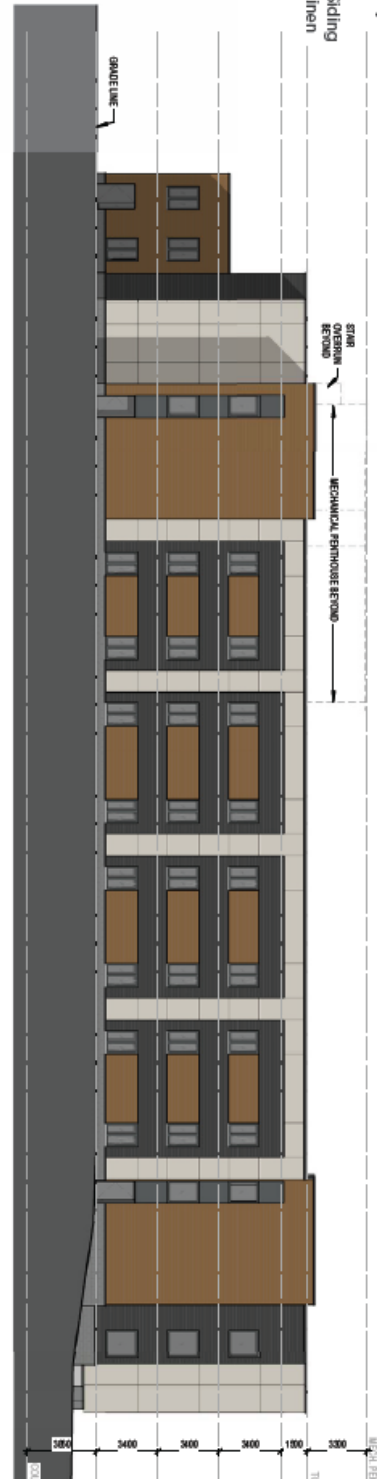


MATERIALS LEGEND

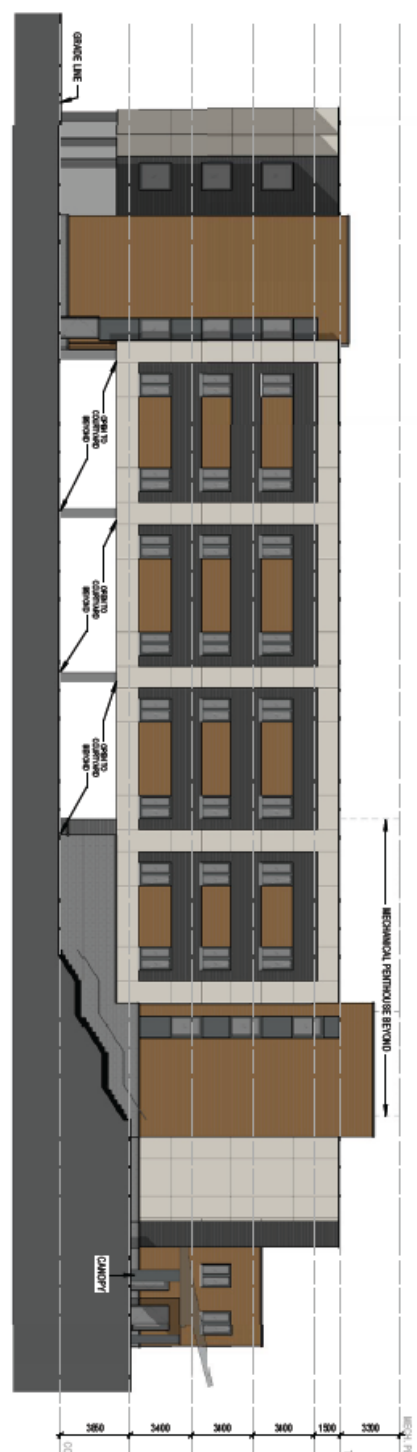
-  Cement Board Siding Hardie - Iron Gray
-  Cement Board Panel Hardie - Cobble Stone
-  Wood Look Siding Knotwood - Royal Oak
-  Stone Masonry
-  Aluminum Siding Matchcoat Linen



4 WEST ELEVATION SPA
 1/4" = 1' : 200



3 EAST ELEVATION SPA
 1/4" = 1' : 200



Appendix B – Public Engagement

Public liaison: On August 15, 2023, Notice of Application and Public Meeting was sent to 147 residents and property owners in the surrounding area. Notice was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 24, 2023.

No replies were received

Nature of Liaison: Application for Site Plan Approval by Extendicare to permit a 3 storey building with a height of 13.5m for a long-term care facility with 192 beds, 79 vehicle parking spaces and 27 bicycle parking spaces. The zoning on this site includes a holding provision that requires a public site plan meeting before the Planning and Environment Committee.

Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|------------------------------------|
| Current Land Use | Vacant |
| Frontage | 81.2m (266ft) Proposed |
| Depth | Varies |
| Area | 13,564sqm (146,001 sq ft) Proposed |
| Shape | Irregular |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | Yes |

Surrounding Land Uses

| | |
|-------|-------------------------------|
| North | Existing low-rise residential |
| East | Existing low-rise residential |
| South | Commercial/mixed-use |
| West | Industrial/office |

Proximity to Nearest Amenities

| | |
|----------------------------------|--------------------------------|
| Major Intersection | Dundas Street & Ashland Avenue |
| Dedicated cycling infrastructure | Dundas Street (<1,000m) |
| London Transit stop | Dundas Street (300m) |
| Public open space | Future Park (65m) |
| Commercial area/use | Dundas Street (300m) |
| Food store | Superstore (1,500m) |
| Primary school | NA |
| Community/recreation amenity | Boyle Community Centre (700m) |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|--|
| Current Place Type | Neighbourhoods (Rapid Transit Boulevard) |
| Current Special Policies | 1058 & 1059 |
| Current Zoning | h-5*h-67*h-120*h-149*h-203*h-204-h-205*R6-5(41); h-5*h-67*h-120*h-149*h-203*h-204*h-205*R6-4(41)*H15 |

C. Development Proposal Summary

Development Overview

| |
|--|
| Three storey continuum-of-care facility with 192 beds and 79 parking spaces. |
|--|

Proposal Statistics

| | |
|----------------------|----------------------------|
| Land use | Continuum-of-Care Facility |
| Height | Three (3) Storeys (13.5m) |
| Residential units | 192 beds |
| Density | 48 Units per hectare |
| Gross floor area | 11,747m ² |
| Building coverage | 24% |
| Landscape open space | 40% |

Mobility

| | |
|---|---|
| Parking spaces | 79 |
| Secured bike parking spaces | 12 indoor spaces, 15 outdoor |
| Completes gaps in the public sidewalk | Yes (Gleeson) |
| Connection from the site to a public sidewalk | Yes (Ashland) |
| Connection from the site to a multi-use path | Yes future abutting through subdivision |

Environmental Impact

| | |
|---|---|
| Tree removals | 22 |
| Tree plantings | 65 |
| Tree Protection Area | No |
| Loss of natural heritage features | No |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | NA |
| Existing structures repurposed or reused | No |
| Green building features | Energy efficient design and native and drought-tolerant landscaping |

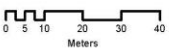
Appendix D – Additional Maps



LOCATION MAP

Address: 447 Ashland Avenue
File Number: SPA23-074
Planner: Sonia Wise
Date: 2023/7/14


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

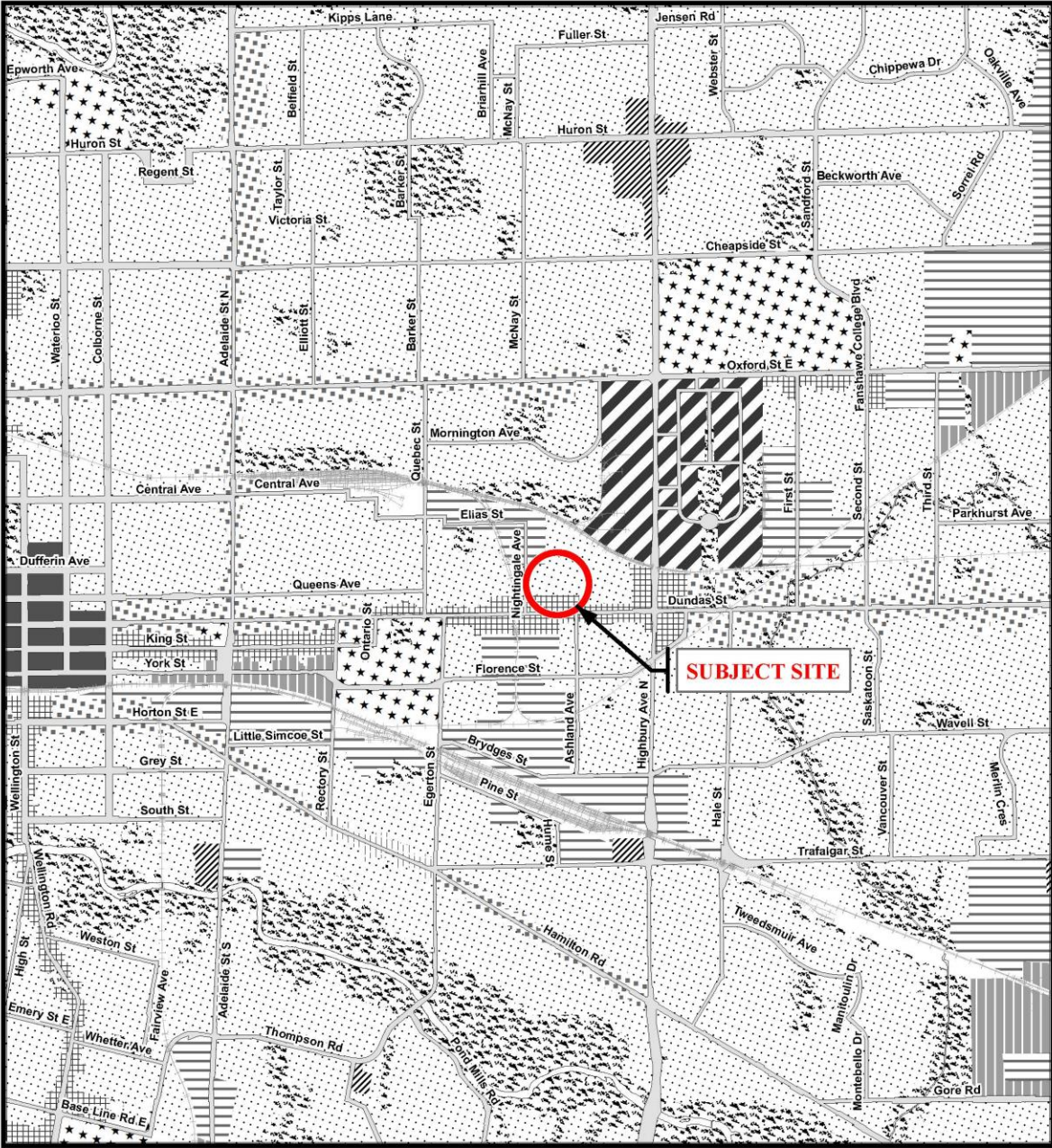


Scale 1:1,500



Legend

 Assessment Parcels

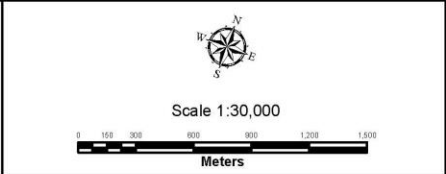


Legend

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

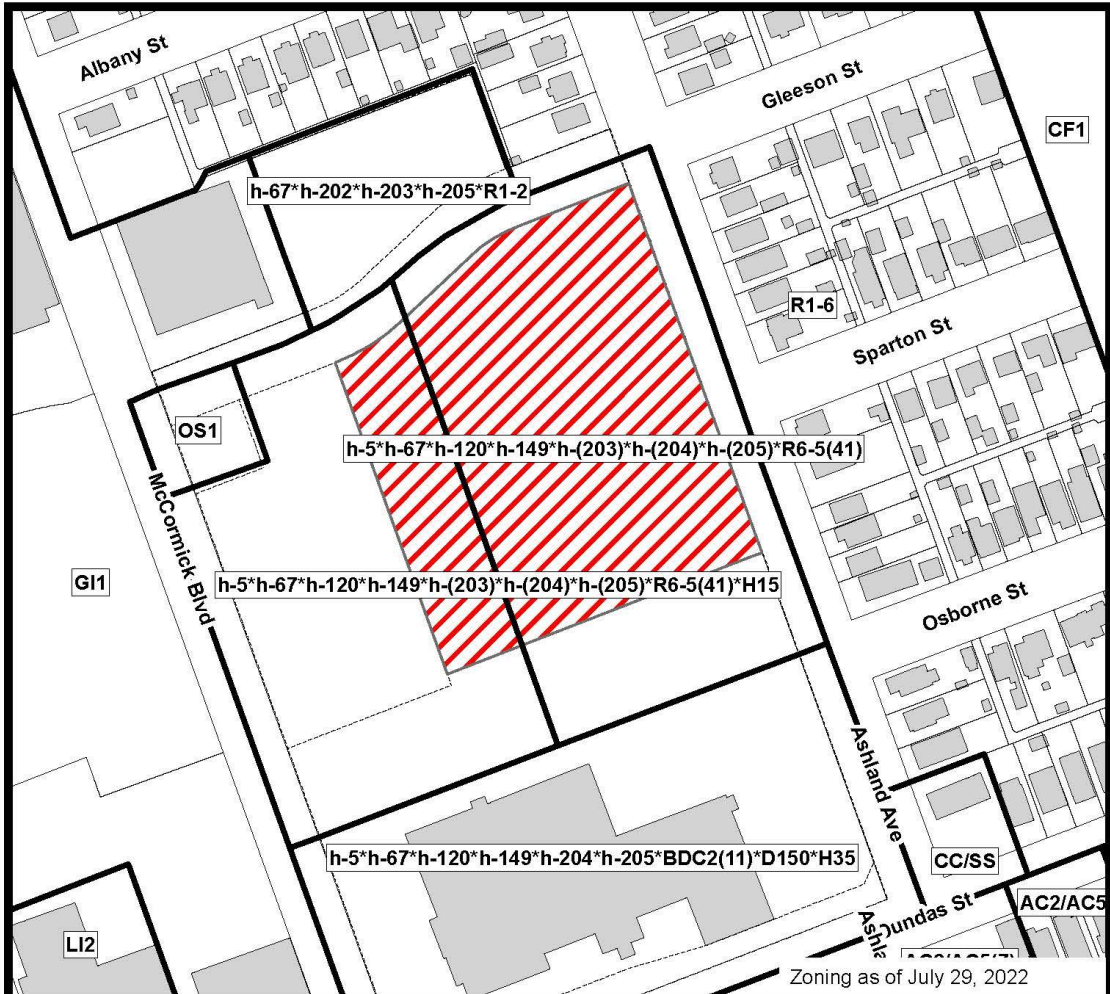
This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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



File Number: SPA23-074
Planner: SW
Technician: JI
Date: 2023/7/14

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxd\SPA23-074_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

**h-5*h-67*h-120*h-149*h-203*h-204*h-205*R6-5(41) and
h-5*h-67*h-120*h-149*h-203*h-204*h-205*R6-5(41)*H15**

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:

SPA23-074

SW

MAP PREPARED:

2023/07/14

Jl

1:2,000

0 10 20 40 60 80

Meters

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: Southside Construction Management Ltd.
1992 Fanshawe Park Road East
File Number: TZ-9636, Ward 07
Date: September 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Southside Construction Management Ltd. relating to the property located at 1992 Fanshawe Park Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 26, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, by extending the Temporary Use (T-45) Zone for a period not exceeding three (3) years.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the Provincial Policy Statement, 2020;
- ii) The recommended amendment conforms to the in-force policies of The London Plan and the Farmland Place Type policies.
- iii) The recommended temporary use provides the portion of the subject property used for the golf driving range the opportunity reverted back to agricultural use should the lands be required for that purpose.

Executive Summary

Summary of Request

The recommended amendment would permit the continuation of the existing temporary seasonal golf driving range facility for an additional three (3) years.

Purpose and Effect of Recommended Action

The purpose and effect of this zoning change is to extend the existing Temporary Use (T-45) Zone to allow for the continuation of the existing golf driving range facility on the subject lands for three years.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Z-5817 – Report of the Commissioner of Planning and Development, January 10, 2000, recommending the extension of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

Z-6417 – Report to the Planning & Environment Committee, March 10, 2003, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

TZ-7085 - Report to the Planning & Environment Committee, March 20, 2006, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

TZ-7635 - Report to the Planning & Environment Committee, March 23, 2009, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than one year from the date of the passing of the by-law.

TZ-7831 - Report to the Planning & Environment Committee, December 13, 2010, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

TZ-8307 - Report to the Planning & Environment Committee, December 13, 2013, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

TZ-8734 - Report to the Planning & Environment Committee, April 3, 2017, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

TZ-9177 - Report to the Planning & Environment Committee, June 22, 2020, recommending the approval of a temporary zone to permit a golf driving range and accessory structures for a period of not more than three years from the date of the passing of the by-law.

1.2 Planning History

The existing golf driving range was established on the subject property through a temporary use by-law approved by the Township of London Council in 1991 for a period no longer than three (3) years. That temporary use by-law expired in 1994. A subsequent temporary use by-law to the former Township of London By-law No. 5000 was approved by the City of London Council in 1997 and an extension to the temporary use by-law was approved in 2000, and extensions to the temporary use by-law were approved in 2003, 2006, 2009, 2010, 2014, 2017 and 2020. The existing golf driving range is currently permitted by the Temporary (T-45) Zone in the City of London Zoning By-law Z.-1.

1.3 Property Description and Location

The subject property is located to the west of the intersection of Fanshawe Park Road West and Hyde Park Road. The subject property is located on the south side of Fanshawe Park Road West, outside of the City's Urban Growth Boundary and is immediately adjacent to the City's western boundary. The site is currently occupied by a golf driving range and its accessory uses as well as agricultural land used for crop production.

Site Statistics:

- Current Land Use: Temporary golf driving range and accessory uses
- Frontage – Approximately 163 metres (535 feet)
- Depth – Approximately 485 metres (1,591 feet)
- Area – Approximately 7.9 hectares (19.5 acres)
- Shape – Rectangular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North – Agricultural and Residential
- East – Agricultural
- South – Agricultural and Residential
- West – Agricultural and Residential

Existing Planning Information:

- The London Plan Place Type – Farmland
- Existing Zoning – Agricultural/Temporary Use (AG1/T-45) Zone

Additional site information and context is provided in Appendix “B”.

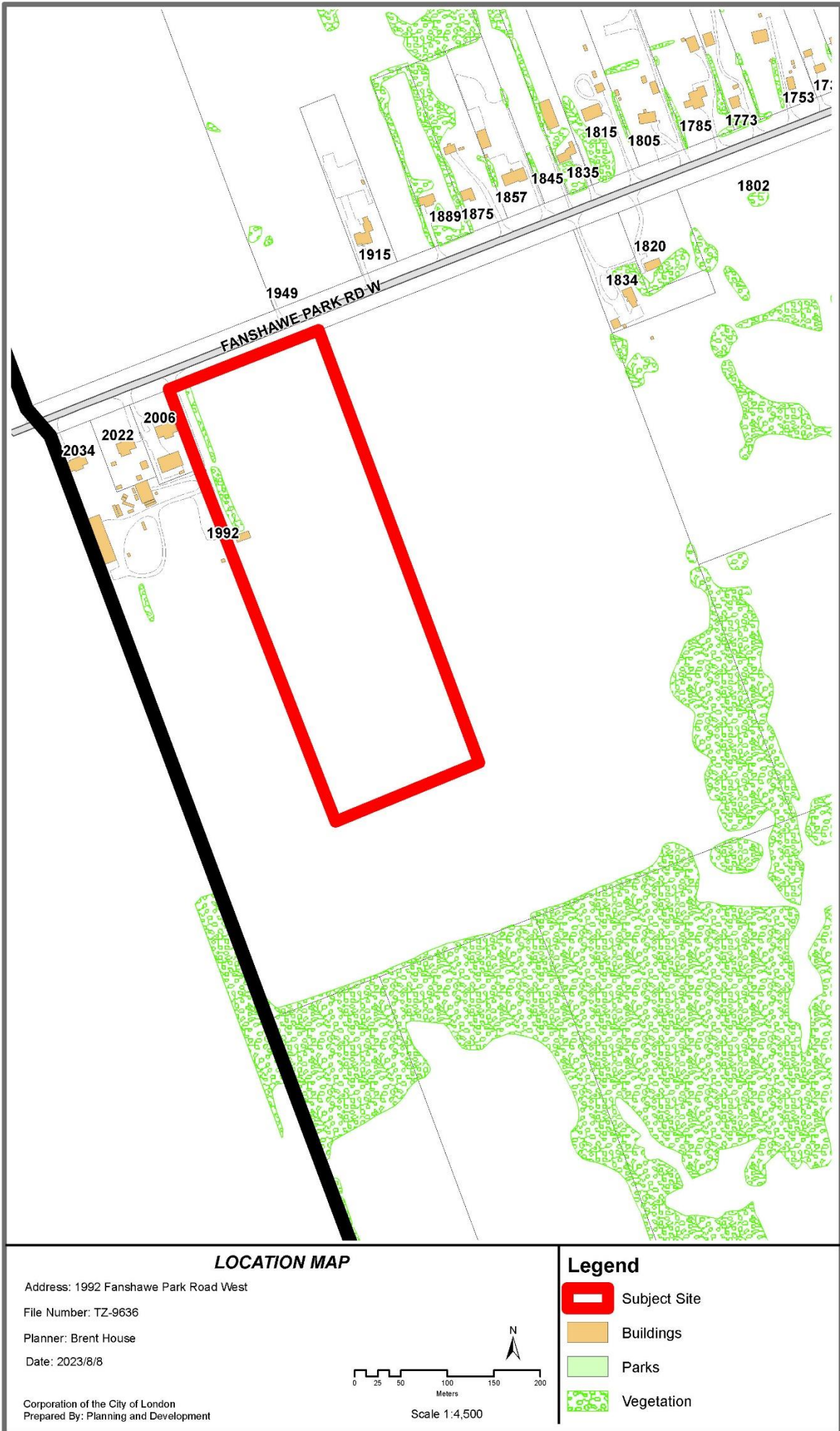


Figure 1- Aerial Photo of 1992 Fanshawe Park Road West and surrounding lands



Figure 2 - Streetview of 1992 Fanshawe Park Road West (view looking at Driving Range use)

2.0 Discussion and Considerations

2.1 Proposal

The applicant is proposing to extend the Temporary (T-45) Zone on the property at 1992 Fanshawe Park Road West to continue to permit the golf driving range and accessory uses. No new development is proposed as part of the application.

Additional information on the development proposal is provided in Appendix “B”.

Additional plans and drawings of the development proposal are provided in Appendix “D”.

2.2 Requested Amendment(s)

The applicant is requesting to extend the existing Temporary (T-45) Zone for an additional three (3) year period.

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- None

Detailed internal and agency comments are included in Appendix “C” of this report.

2.4 Public Engagement

On July 19, 2023, Notice of Application was sent to 19 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 20, 2023.

There were no responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Extension of Temporary Use

Provincial Policy Statement, 2020 (PPS)

The intent of the Agricultural policies, as set out in Section 2.3 of the PPS, is to ensure that agriculture remains the predominant use in prime agricultural areas; that prime agricultural areas are protected for the long-term; that land taken out of agricultural production, if any, is minimal; and that non-agricultural uses are compatible with agricultural uses. The existing golf driving range is a long-established non-agricultural use within a prime agricultural area. As it currently exists, the golf driving range is compatible

with the surrounding agricultural uses, residential uses and natural heritage features. The existing golf driving range is a seasonal outdoor and low-impact use. As part of the recommended extension of the temporary use zone, no new permanent buildings or structures, or additions to the permanent buildings or structures, are proposed. Additionally, the portion of land used for the golf driving range can be easily reverted back for agricultural purposes if needed.

The London Plan

Temporary Use Provisions

Policy 1671_ in The London Plan permits Council to pass by-laws to authorize the temporary use of land for a purpose that is otherwise prohibited by the Plan, for renewable periods of time not exceeding three (3) years, provided the general intent and purpose of the Plan is maintained.

The London Plan provide policies when considering temporary use by-laws which direct Council to have regard for compatibility with the surrounding land uses and consideration of the long-term intended use of the land. The policies within The London Plan, Policy 1672_ 1 through 9, contain direction with respect to the compatibility with surrounding land uses.

The subject property is surrounded predominately by agricultural uses with some residential uses located along Fanshawe Park Road West. The subject property also includes natural heritage features and a related riverine flood hazard to the south. The portion of the subject property used for the existing golf driving range is well removed from the natural heritage features and poses no impacts. The riverine flood hazard is not a concern for the continued safe operation of the existing golf driving range. Furthermore, the existing golf driving range is compatible with the surrounding land uses and is not known to cause excessive noise, vibration, air or water contaminants, or other emissions, that would adversely impact the surrounding agricultural uses, residential uses and the natural heritage features.

Fanshawe Park Road West is an inter-urban transportation route and higher-order road that can accommodate the traffic that is anticipated to be generated by the golf driving range and its accessory uses. The subject property is of sufficient size to accommodate the required on-site parking for the existing golf driving range and its related site traffic circulation/movements.

The existing use of the golf driving range is a seasonal outdoor and low-impact use on the lands. No new permanent buildings or structures, or additions to permanent buildings or structures, are proposed as part of requested extension. The golf driving range occupies less than a quarter of the overall property size. The majority of the subject lands are used for agricultural purposes including crop production. The portion of land used for the existing golf driving range can easily revert back to agricultural use should golf driving range cease operations or be required to do so. The golf driving range will not preclude the subject property nor the surrounding area from future planning and development. The recommended extension of the temporary use zone to permit the existing golf driving range and accessory uses on the subject property for an additional three (3) year period conforms to the temporary use provisions.

Farmland Place Type policies within The London Plan aim to minimize the loss of prime agricultural areas to non-agricultural uses. The driving range accounts for 7.8 hectares (20%) of the current usable space on the parcel. The larger parcel equates to 40 hectares in land, meaning that 32.2 hectares of the land (80%) is currently being utilized for farmland. As The London Plan aims to minimize the loss of prime agricultural areas, majority of the parcel is still being farmed, with a small portion of the lands (20%) being allocated to the driving range. As the use is temporary, it is in keeping with The London Plan policies and the existing driving range is compatible with the surrounding uses and does not prevent the lands from being reverted back to agricultural uses.

More information and details are available in Appendix B and C of this report.

Conclusion

The recommended extension to the temporary zone is consistent with the Provincial Policy Statement (2020), and The London Plan, including the temporary use policies. The existing golf driving range and accessory uses are located on the subject property were established by temporary use by-laws approved in 1991, 1997 and 2000. Extensions to the temporary use zone for the golf driving range were approved in 2003, 2006, 2010, 2014, 2017 and 2020. The existing golf driving range is compatible with the surrounding uses and does not prevent the lands from being reverted back to agricultural uses.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit the extension of a golf driving range on the subject lands for a period not exceeding three (3) years.

Prepared by: Brent House, Planner

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

Appendix A – Zoning Bylaw Amendment

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 1992
Fanshawe Park Road West

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

WHEREAS Southside Construction Management Limited has applied to extend the Temporary Use (T-45) Zone relating to property located at 1992 Fanshawe Park Road West, as set out below for a period not exceeding three (3) years as shown on the map attached as Schedule "A";

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-051390 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period not exceeding three (3) years beginning March 24, 2003;

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-061476 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period not exceeding three (3) years beginning March 27, 2006;

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-091848 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period until October 3, 2010;

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-111974 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period not exceeding three (3) years beginning January 24, 2011;

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-142277 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period not exceeding three (3) years beginning March 18, 2014;

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-172580 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period not exceeding three (3) years beginning May 16, 2017;

AND WHEREAS, the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-172580 approved the Temporary Use for 1992 Fanshawe Park Road West for a temporary period not exceeding three (3) years beginning June 29, 2020;

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) By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1992 Fanshawe Park Road West, to extend the temporary use to permit a golf driving range and accessory uses for a period not exceeding three (3) years beginning September 26, 2023

2) Section Number 50.2 of the Temporary (T) Zone is amended by adding the following subsection for a portion of the lands at 1992 Fanshawe Park Road West:

) T-45

“This temporary use is hereby extended until September 26, 2026.”

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

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

PASSED in Open Council on September 26, 2023


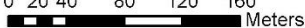

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 26, 2023
Second Reading – September 26, 2023
Third Reading – September 26, 2023

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



| | |
|---|---|
| <p>File Number: TZ-9636 Planner: BH Date Prepared: 2023/8/8 Technician: RC By-Law No: Z.-1-233131</p> | <p>SUBJECT SITE </p> <p>1:4,000</p> <p>0 20 40 80 120 160 Meters </p> <p></p> |
|---|---|

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|---------------------------|
| Current Land Use | Driving Range |
| Frontage | 163 metres (535 feet) |
| Depth | 485 metres (1,591 feet) |
| Area | 7.9 hectares (19.5 acres) |
| Shape | Regular (rectangle) |
| Within Built Area Boundary | No |
| Within Primary Transit Area | No |

Surrounding Land Uses

| | |
|-------|------------------------------|
| North | Agricultural and Residential |
| East | Agricultural |
| South | Agricultural and Residential |
| West | Agricultural and Residential |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Fanshawe Park Road West/Hyde Park Road, 1,413.1 metres |
| Dedicated cycling infrastructure | London Hyde Park Rotary Link, 560.9 metres |
| London Transit stop | Fanshawe Park Road West/Hyde Park Road, 1,413.1 metres |
| Public open space | London Hyde Park Rotary Link, 560.9 metres |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|--|
| Current Place Type | Farmland Place Type, fronting Rural Thoroughfare |
| Current Special Policies | Temporary Zone T-45 |
| Current Zoning | AG1/T-45 |

Requested Designation and Zone

| | |
|----------------------------|-----------------------------------|
| Requested Place Type | Place Type, Street Classification |
| Requested Special Policies | Temporary Zone T-45 |
| Requested Zoning | AG1/T-45 |

Environmental Impact

| | |
|---|---------|
| Tree removals | N/A |
| Tree plantings | N/A |
| Tree Protection Area | No |
| Loss of natural heritage features | N/A |
| Species at Risk Habitat loss | N/A |
| Minimum Environmental Management Guideline buffer met | N/A |
| Existing structures repurposed or reused | Yes |
| Green building features | Unknown |

Appendix C – Internal and Agency Comments

Site Plan

- No Comments.

Landscape Architecture

- No Comments.

Ecology

- No Comments.

Water Engineering

- The subjected site is outside of urban growth boundary and no municipal watermain available for this property.
- There is no objection for continuing it as a golfing range without municipal water supply.

UTRCA

- The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.

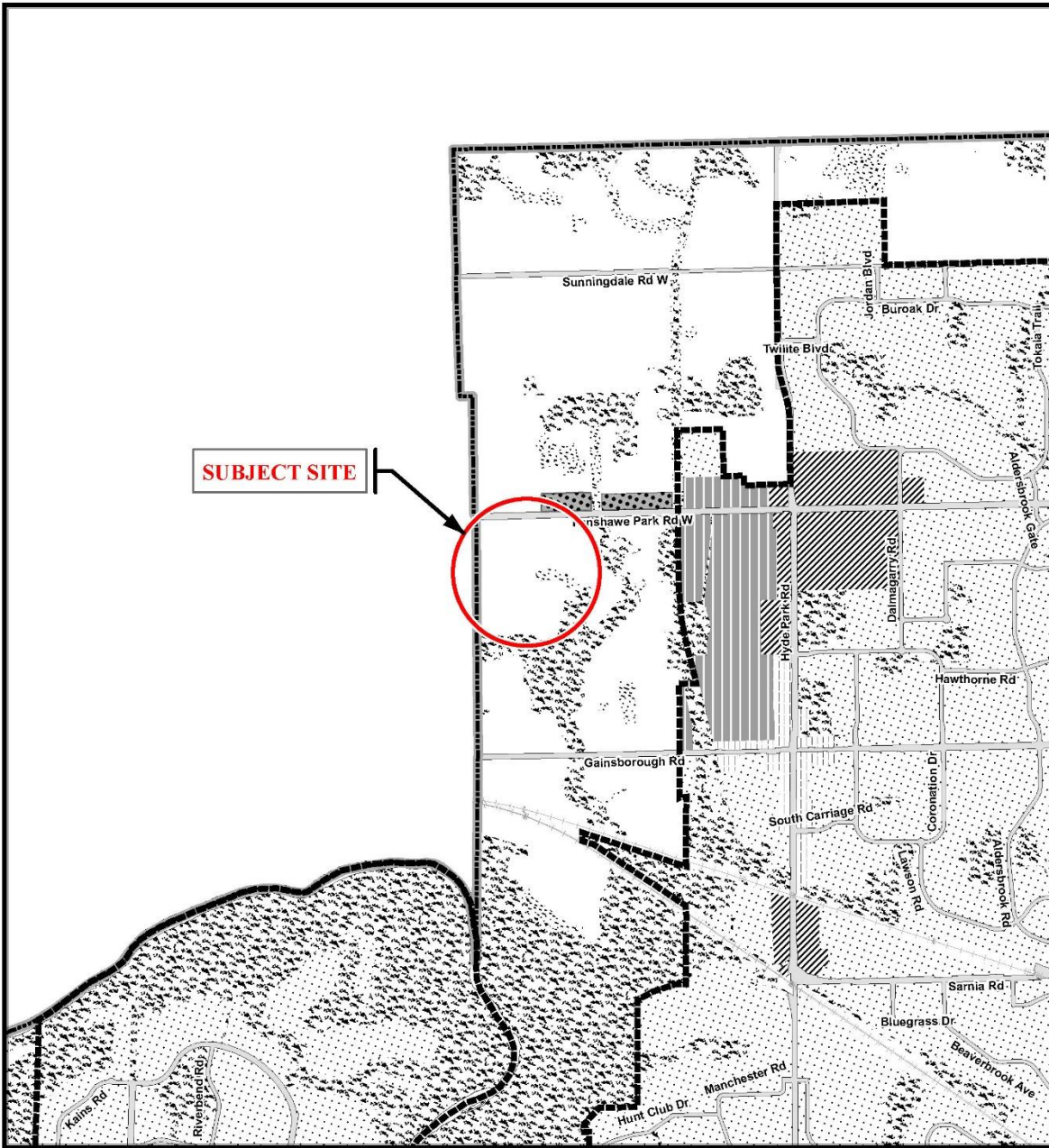
Urban Design

- As there are no changes to the site, there are no Urban Design comments for the TZBA at the above-noted address.

Parks Planning

- Continuation of temp use, no comments from Parks.

Appendix D – Mapping



SUBJECT SITE

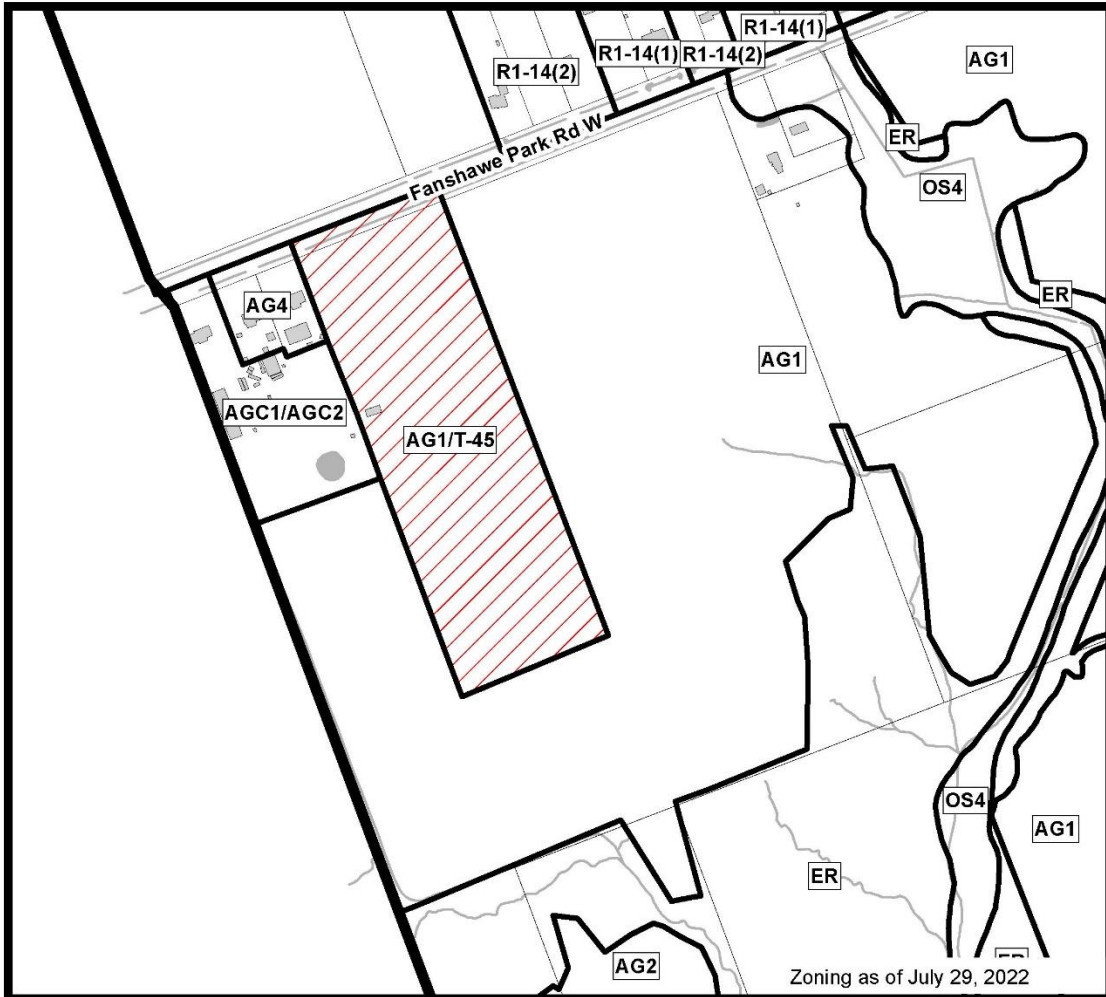
Legend

- | | | |
|------------------------|--------------------------|---|
| 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>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning & Development</p> | <p>Scale 1:30,000</p> <p>Meters</p> | <p>File Number: TZ-9636</p> <p>Planner: BH</p> <p>Technician: RC</p> <p>Date: 2023/8/8</p> |
|--|---|--|

Project Location: E:\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxds\TZ-9636_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: OS4(2)

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z.-1
SCHEDULE A**



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

FILE NO:

TZ-9636

BH

MAP PREPARED:

2023/08/08

RC

1:6,000

0 30 60 120 180 240

Meters

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: Daniel Boyer (c/o Polocorp Inc.)
1515 Trossacks Avenue
File Number: Z-9632, Ward 05
Public Participation Meeting
Date: September 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Daniel Boyer c/o Polocorp Inc. relating to the property located at 1515 Trossacks Avenue:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 26, 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 Residential R9 (R9-3*H21), **TO** a Residential R9 Special Provision (R9-3(_)*H21) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following items through the site plan process:
 - I. Fencing and/or landscaping be provided along the perimeter of the site to ensure adequate buffering is maintained between the subject lands and adjacent residential properties;
 - II. Removal of surface level parking to provide larger outdoor amenity space and a paratransit layby.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the PPS 2020;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Neighbourhoods Place Type and Key Directions; and
- iii) The recommended amendment facilitates the development of an underutilized site within the Built Area Boundary and Primary Transit Area with an appropriate form of infill development that provides choice and diversity in housing options.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-3*H21), to a Residential R9 Special Provision (R9-3(_)*H21) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a six storey multi-residential building containing 100 dwelling units, with associated amenity and parking areas.

Staff are also recommending special provisions that will facilitate a minimum front yard setback of 0.4 metres at the corner of Trossacks Avenue and Fanshawe Park Road East to address the developments proximity to the required sight triangle. Other special provisions include an exterior side yard setback of 2 metres, a rear yard setback of 5.9 metres, a maximum height of 6 storeys and a maximum density of 269 units per hectare.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- Housing and Homelessness - London's growth and development is well planned and considers use, intensity, and form.
 - Direct growth and intensification to strategic locations in a way that maximizes existing assets and resources.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter.

None.

1.2 Planning History

None.

1.3 Property Description and Location

1515 Trossacks Avenue is located at the northwest corner of the Fanshawe Park Road East and Trossacks Avenue intersection, in the Stoney Creek Planning District. The lands are currently vacant, with surrounding context consisting of townhouses to the north and west of the lands, an apartment complex located to the east and single detached dwellings located to the north.

Site Statistics:

- Current Land Use: Vacant lands
- Frontage: 48 metres (Trossacks Avenue) & 63.3 metres (Fanshawe Park Road East)
- Depth: 48 metres (215.2 feet)
- Area: 0.42 hectares (1.05 acres)
- Shape: Rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Townhouse Development
- East: 5 Storey Apartment Complex
- South: Low-Density Residential

- West: Townhouse Development

Existing Planning Information:

- Existing London Plan Place Type: Neighbourhoods Place Type fronting a Neighbourhood Connector (Trossacks Avenue) and an Urban Thoroughfare (Fanshawe Park Road East)
- Existing Special Policies: Height of 21 metres.
- Existing Zoning: Residential R9 (R9-3*H21)

Additional site information and context is provided in Appendix “B”.

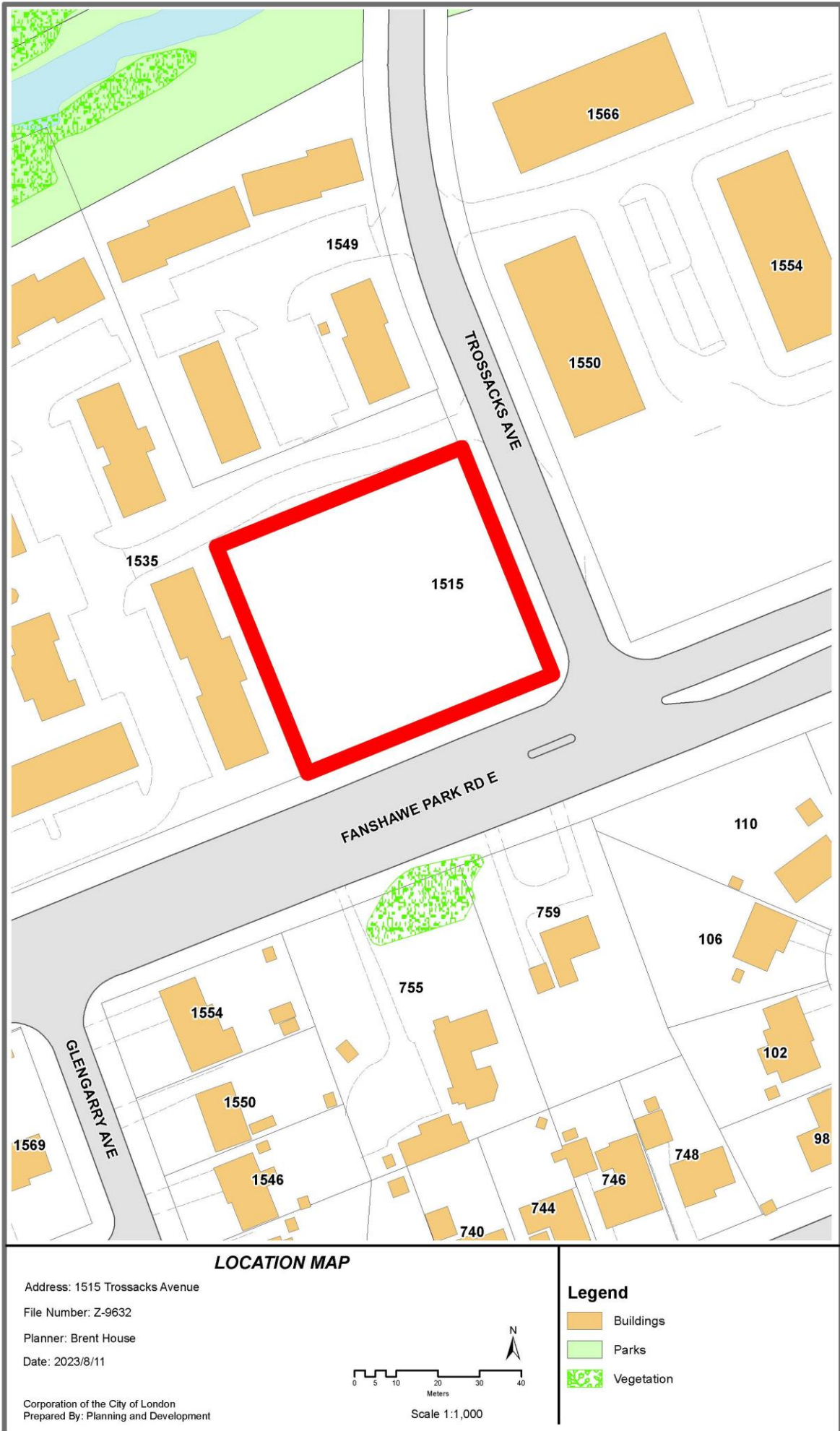


Figure 1- Aerial Photo of 1515 Trossacks Avenue.



Figure 2 - Streetview of 1515 Trossacks Avenue from the corner of Trossacks Avenue and Fanshawe Park Road West

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of a six storey multi-residential building containing 100 dwelling units, with associated amenity and parking areas.

The proposed development includes the following features:

- Land use: six storey apartment building.
- Form: six storey apartment building containing 100 dwelling units, with associated amenity and parking areas.
- Height: 6 storeys (19.2 metres)
- Residential units: 100 units
- Density: 269 Units per Hectare
- Gross floor area: 7220.2 m²
- Building coverage: 36%
- Parking spaces: 33 residential parking spaces at grade and 27 residential parking spaces underground.
- Bicycle parking spaces: 90 long term spaces and 10 short term spaces.
- Landscape open space: 36%
- Functional amenity space: 83.9m²

Additional information on the development proposal is provided in Appendix "B".

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-3*H21), to a Residential R9 Special Provision (R9-3()*H21) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

| Regulation (Zone) | Required | Proposed | Staff Recommendation |
|--|------------------------------|------------------------------|------------------------------|
| Rear Yard setback Storeys 1-2 (minimum) | 7.68 metres | 5.9 metres | 5.9 metres |
| Front Yard Setback (minimum) from Site Triangle | 6 metres | 0.4 metres | 0.4 metres |
| Front Yard Setback (minimum) | 6 metres | 2.2 metres | 2.2 metres |
| Exterior Side Yard Setback (minimum) | 8 metres | 2.0 metres | 2.0 metres |
| Front Yard Patio Setback (minimum) | 6 metres | 0 metres | 0 metres |
| Rear Yard Stepback Storeys 3-6 (minimum) | | 2.4 metres | 2.4 metres |
| Exterior Side Yard Stepback (3-6 storeys) (minimum) | | 2.4 metres | 2.4 metres |
| Height (maximum) | 21 metres (6 storeys) | 21 metres (6 storeys) | 21 metres (6 storeys) |
| Density (maximum) | 150 Units per Hectare | 269 units per hectare | 269 units per hectare |

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Parking configuration and site layout.
- Increased interior side yard setbacks for tree growth.
- Site-Specific step-back for the development above 2 storeys.

Detailed internal and agency comments are included in Appendix “E” of this report.

2.4 Public Engagement

On July 5, 2023, a Notice of Application was sent to 352 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 6, 2023. A “Planning Application” sign was also placed on the site.

There were 3 responses received during the public consultation period. One of the public comments included a petition for refusal signed by 48 residents. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Privacy
- Noise

- Elevations and grading
- Density - scale and height
- Front clearance/setbacks
- Side clearance/setbacks
- Rear yard clearance/setbacks
- Stormwater management
- Road Safety
- Traffic – volume, safety, impact on surrounding neighbourhood, traffic calming measures should be implemented, limit development to rights in rights out only.

Detailed public comments are included in Appendix “F” of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Neighbourhood Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed mixed-use commercial and residential development is supported by the policies of the *Provincial Policy Statement* and is contemplated in the Neighbourhoods Place Type in *The London Plan* (TLP Table, 10). The site is located at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) and a Neighbourhood Connector (Trossacks Avenue) on Map 3, Street Classification, permitting a 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, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

Consistent with The London Plan, the recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, as there are multiple developments in the vicinity of the subject lands that range from low density single detached dwellings to higher-density developments which include townhouses located to the north of the lands and apartment buildings located to the east. The proposed 6-storey apartment building with 100 units will provide choice and diversity in housing options for both current and future residents. No new roads or public infrastructure are required to service the site, making efficient use of land and existing services. The property has suitable access to open space, community facilities and shopping areas as further detailed in Appendix D of this report and is within reasonable walking distance of 580 Fanshawe Park Road West which includes retail services that can provide daily services to the surrounding areas. Many other commercial, office and service use also exist along Fanshawe Park Road West providing for the daily, weekly and specialized needs of area residents. The lands are located within a relative walking distance between both A.B. Lucas Secondary School and both Northridge Public School and St. Mark Catholic School. In Staff's opinion the proposed use is considered appropriate given its location and the nature of higher order development on abutting lands.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.3 and 1.4.3), an efficient use of land (PPS 1.1.3.2) and a range and mix of housing options (PPS 1.4.3).

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (83_, 937_, 939_ 2. and 5., and 953_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_). Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506_). The Plan identifies appropriate locations and promotes opportunities for intensification and redevelopment, to specific areas such as higher order streets.

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height of 4 storeys, with an upper maximum height up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property has frontage on an Urban Thoroughfare. (Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (953_3.). If a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase (919_4.).

The subject lands have frontage on an Urban Thoroughfare, which is a higher-order street, to which higher-intensity uses are directed. The subject site is considered underutilized as it currently sits vacant and is of a size and configuration capable of accommodating the proposed development which represents a form of intensification through infill redevelopment. The Fanshawe Park Road West corridor has limited opportunity for intensification and providing a mix of housing types based on the current housing pattern making the subject lands an appropriate location for intensification.

Consistent with the PPS, the recommended amendment facilitates the redevelopment

of an underutilized site within a settlement area. The increased intensity of development on the site will make use of existing and planned transit services, nearby recreational opportunities, local and regional institutional uses, and shopping, entertainment and service uses.

4.3 Form

The proposed built form is street oriented and in conformity with the City of London's City Design Guidelines. The building is proposed to be situated close to the intersection of Fanshawe Park Road East and Trossacks Avenue, defining the street edge and encouraging a street-oriented design with ground floor entrances facing the streets. The building design includes building articulation, rhythm, materials, fenestration, and balconies along both street frontages ensuring that development is consistent with the urban design goals of The London Plan.

The parking area is located within the interior side yard and does not extend beyond the building façade. Adequate space is provided along the sides and front of the parking lot and the ramp to the underground parking providing for appropriate screening of the parking from the street and abutting properties. The applicant will be required to remove some surface level parking to accommodate additional functional open space and a paratransit layby.

The following form-based issues raised through the review of the Zoning By-law Amendment application can be addressed as part of the subsequent Site Plan Application and are included as recommended considerations to the Site Plan Approval Authority:

- Parking configuration/Number of parking spaces.
- Layby included on the plan for paratransit.
- Fencing, landscaping, boundary trees.

4.4 Issue and Consideration #4: Neighbourhood Concerns

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy and Overlook, Sufficiency of Servicing Infrastructure, Safety and Setbacks, and Type of Tenancy.

Comments related to height, form, density and incompatibility have been addressed in section 4.1-4.4. of this report. Additional Planning Impact Analysis has been provided under Appendix D of this report.

Traffic Impacts and Parking

Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety. As part of the complete application, no traffic study (TIA) was required by Transportation as the proposed intensity of the development can be accommodated at this location.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result. Since 2022, the parking standards were updated within the City of London's Zoning By-law, which reduced parking requirements to promote more transit-oriented development. The Parking Standard for apartment buildings requires 0.5 spaces per unit. The applicant is providing 60 parking spaces at a rate of 0.5 spaces per unit for the apartment (50 spaces) and 0.1 spaces per unit for guest parking (10 spaces). Parking outlined in the figure below is located underground which will help to minimize surface parking issues and impact on adjacent properties.

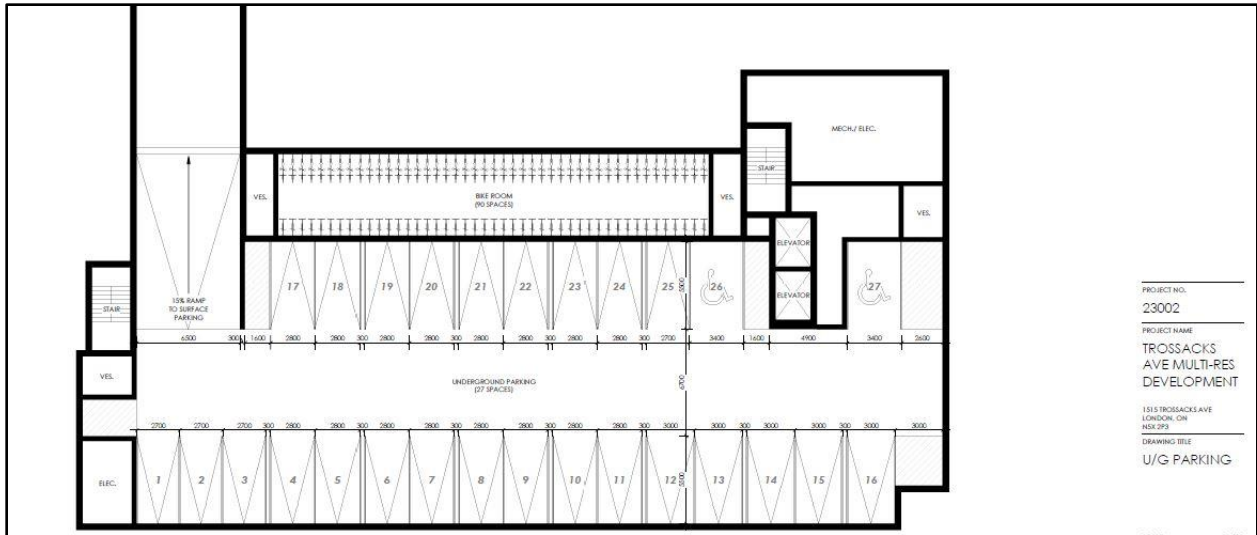


Figure 5: Underground Parking Plan

Privacy and Overlook

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies.

The requested exterior yard depth of 2 metres and front yard setback reductions to 0.4 metres for the sight triangle and 2.2 metres from the remaining front lot line is for the purpose of allowing the building to be placed closer to the property line along Fanshawe Park Road West and Trossacks Avenue to help reduce height impacts on the abutting land and support of urban design principles, as well as design flexibility.

With respect to the privacy of rear yards to the west, the building is proposed to be set back 5.9 metres from the interior property line. The proposed plan provides for a buffer area that can accommodate enhanced, robust landscaping that will provide screening for the adjacent residential uses. Additionally, a 2.4 m step back from the 3rd – 6th storey is provided, such that the first two storeys of the building resemble townhouses from the street. This results in a reduced visual height along the street and reinforces the existing height and character of the street on Fanshawe Park Road.



Figure 6: West Elevation of Proposed Building

Buffering

The use of landscaping, fencing and separation distances are helpful to screen development and soften the impacts of new construction. The proposed building is meeting and exceeding the minimum required setbacks for the northern property boundary, which in addition to providing physical distance separation, also provides space for landscaped buffering. The west boundary (rear yard) has a 5.9 metre buffer, providing enough space for vegetation and fencing between the adjacent properties.

Setbacks to the east and south property lines will help facilitate an appropriate streetscape while providing maximum buffers from adjacent properties.

Type of Tenancy/Tenure

Several comments were made with respect to who will be living in the proposed development. It's important to note though that planning considerations cannot be made based on tenancy/tenure within the development i.e. students vs families, or seniors.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-3*H21) Zone to a Residential R9 Special Provision (R9-3()*H21) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a six (6) storey residential apartment building with 100 total units. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site.

Prepared by: Brent House, Planner

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

Copy: Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

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 1515
Trossacks Avenue

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 1515 Trossacks Avenue, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R9 (R9-3*H21) **TO** a Residential R9 Special Provision (R9-3(_)*H21) Zone.
2. Section Number 23.4 of the Residential R9 (R9-3) Zone is amended by adding the following Special Provisions:

a. Regulations

| | |
|---|--------------------------|
| i) Height (Maximum) | 21 metres (6 Storeys) |
| ii) Density (Maximum) | 269 UPH |
| iii) Setback to the Sight Triangle (minimum) | 0.4 metres |
| iv) Exterior Side Yard Setback (Fanshawe Park Road West) (minimum) | 2.2 metres |
| v) Exterior Side Yard Step back (3-6 storeys) (Fanshawe Park Road West) (minimum) | 2.4 metres |
| vi) Exterior Side Yard Patio Setback (minimum) | 0.0 metres |
| vii) Front Yard Setback (Trossacks Avenue) (minimum) | 2.0 metres |
| viii) Rear Yard Setback (1-2 Storeys) (minimum) | 5.9 metres |
| ix) Rear Yard Step back (3-6 Storeys) (minimum) | 2.4 metres |

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

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

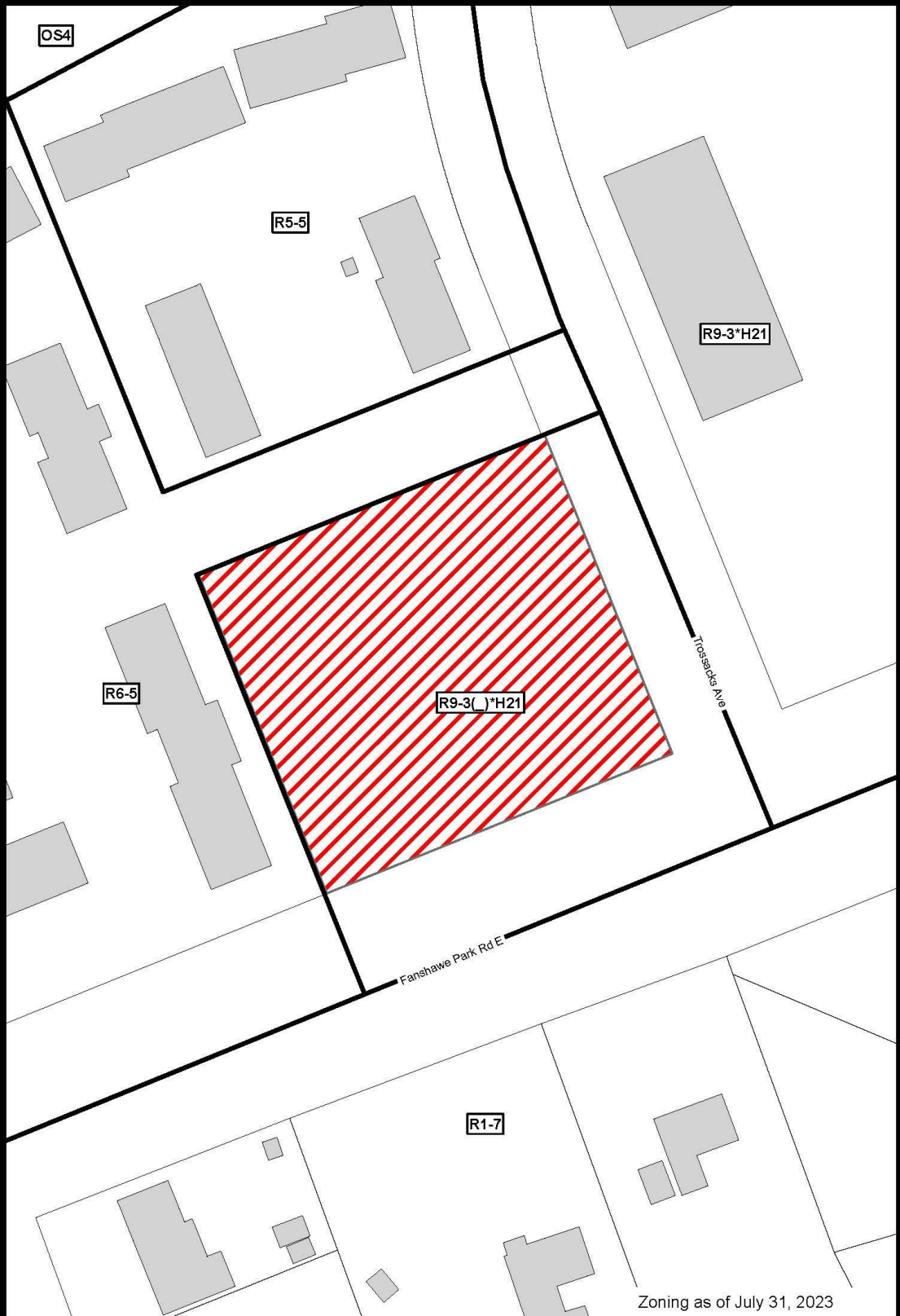
PASSED in Open Council on September 26, 2023




Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 26, 2023
Second Reading – September 26, 2023
Third Reading – September 26, 2023

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



| | |
|--|---|
| <p>File Number: Z-9632 Planner: BH Date Prepared: 2023/8/11 Technician: JI By-Law No: Z.-1-</p> | <p>SUBJECT SITE </p> <p>1:800</p> <p>0 4 8 16 24 32 Meters </p> <p></p> |
|--|---|

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|---|
| Current Land Use | Vacant lands |
| Frontage | 48 metres (Trossacks Avenue) 63.3 metres (Fanshawe Park Road West) |
| Depth | 48.0 metres (215.2 feet) |
| Area | 0.42 hectares (1.05 acres) |
| Shape | Regular (rectangle) |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | Yes |

Surrounding Land Uses

| | |
|-------|----------------------------|
| North | Townhouse Development |
| East | 5 Storey Apartment Complex |
| South | Low-Density Residential |
| West | Townhouse Development |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Adelaide Street and Fanshawe Park Road West, ~847.3 metres |
| Dedicated cycling infrastructure | Fanshawe Park Road West, 27.5 metres |
| London Transit stop | Fanshawe at Trossacks FS WB - #2834, 0.0 metres |
| Public open space | Stoney Creek Valley – Central West, ~95 metres |
| Commercial area/use | 600 Fanshawe Park Road East - Multiple commercial uses, ~870 metres |
| Food store | Sobeys Grocery Store, ~870 metres |
| Primary school | A.B. Lucas Secondary School, ~485 metres Northridge Public School, ~750 metres St. Mark Catholic Elementary, ~725 metres |
| Community/recreation amenity | East Community Centre, ~1450 metres |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|---|
| Current Place Type | Neighbourhoods Place Type fronting Neighbourhood Connector (Trossacks Avenue) and an Urban Thoroughfare (Fanshawe Park Road East) |
| Current Special Policies | Height = 21 metres |
| Current Zoning | Residential R9-3*H21 |

Requested Designation and Zone

| | |
|----------------------------|---|
| Requested Place Type | Neighbourhoods Place Type fronting Neighbourhood Connector (Trossacks Avenue) and an Urban Thoroughfare (Fanshawe Park Road East) |
| Requested Special Policies | West Interior Side Yard Setback, Exterior Side Yard Setbacks, Front Yard Setback, Sight Triangle Setback, Density, Height, Patio Setback, West Interior Side Yard Parking Setback |
| Requested Zoning | Special Provision Residential R9 (R9-3(_)*H21) |

Requested Special Provisions

| Regulation (NSA3(_)) | Required | Proposed |
|---|------------|-------------------|
| | 40 metres | 39 metres |
| Interior Side Yard Parking Setback (West) | 8.6 metres | 5.9 metres |
| Interior Side Yard Parking Setback (West) | 1.5 metres | 3.0 metres |
| Exterior Side Yard Setback (Fanshawe Park Road East) | 6 metres | 2.2 metres |
| Front Yard Setback (Trossacks Avenue) | 6 metres | 2.0 metres |
| Landscaped Open Space | 15% | 25% |

C. Development Proposal Summary

The building is a two-storey apartment/condominium complex containing a total GFA of 1740.6 square metres comprised of first floor commercial space and second floor residential units.

Proposal Statistics

| | |
|--|--------------------------------|
| Land use | residential |
| Form | 6-storey residential apartment |
| Height | 6 storeys (21 metres) |
| Residential units | 100 |
| Density | 269 units per hectare |
| Gross floor area | 7,220.2 m ² |
| Building coverage | 35.9% |
| Landscape open space | 36% |
| Functional amenity space | 83.4 m ² |
| New use being added to the local community | Yes |

Mobility

| | |
|---|---|
| Parking spaces | 33 spaces at grade + 27 spaces underground |
| Vehicle parking ratio | 0.5 spaces per residential unit 0.1 spaces for guest parking |
| New electric vehicles charging stations | N/A |
| Secured bike parking spaces | 90 long term bicycle spaces 10 short term bicycle spaces |
| Secured bike parking ratio | 1 space per residential unit |
| Completes gaps in the public sidewalk | Yes |
| Connection from the site to a public sidewalk | Yes |
| Connection from the site to a multi-use path | NA |

Environmental Impact

| | |
|---|------|
| Tree removals | None |
| Tree plantings | N/A |
| Tree Protection Area | No |
| Loss of natural heritage features | N/A |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | Yes |

| | |
|--|---------|
| Existing structures repurposed or reused | No |
| Green building features | Unknown |

Appendix C – Additional Plans and Drawings



Figure 7: Fanshawe Park Road East Elevation



Figure 8: Trossacks Avenue Elevation



Figure 9: North Elevation

Appendix D – Internal and Agency Comments

Heritage

- The archaeological requirements for this property and application can be considered addressed.

Ecology

Major issues identified

- 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.

Ecology – complete application requirements

- None.

Notes

- None.

Engineering

Items for a Complete Application:

- We had no requirements for a complete application, however I did review it and the site design takes into account the correct road widening, daylight triangle, and access dimensions. Overall a pretty good design, therefore, Engineering has no further comments for the rezoning.

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

SITE PLAN ENGINEERING COMMENTS:

- A Servicing and Lot Grading Plan will be required for the subject property. 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 necessary and relevant permits and approvals such as MECP Approvals, Permits for Approved Works (PAWS), UTRCA Section 28 etc.
- A security estimate will be required for all external works.

SEWER ENGINEERING COMMENTS:

- Sanitary area plan no. 23137 allocates future med/high density for block A7b. The subject site is approximately 0.37ha equivalent to 111 people.
- The municipal sanitary sewer available is the 600mm diameter sewer on Trossacks Ave with 150mm PDC at 2.00% (circa 2012). The existing PDC is to be field verified and certified that it is adequate in condition and slope for the proposed use. Detailed engineering drawings demonstrating servicing required.

WATER ENGINEERING COMMENTS:

- Water is available to service the proposed building via either the municipal 400mm PVC watermain on Fanshawe Park Rd or the municipal 300mm DI watermain on Trossacks Ave
- A water servicing report will be required addressing domestic water 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 application.

STORMWATER ENGINEERING COMMENTS:

Comments Specific to the Site

- As per as-constructed drawing 11214, the site at C=0.60 is tributary to the existing 525 mm storm sewer on Fanshawe Park Road East. 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 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 or any LID filtration/infiltration devices.
- The proposed land use of a medium/high 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.
- 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 ground water elevation. Please note that the installation of monitoring wells 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.
- The subject lands are located in the Stoney Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stoney Creek 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 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.

TRANSPORTATION COMMENTS:

- A response to comment letter is required for 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 1.5m clearance between proposed access and any hydro pole/signal poles/light standards and/or fire hydrant, and 2m clearance for communication pedestals is maintained;
- As per Site Plan Control By-Law and City's Access Management Guideline (AMG) provide minimum 6.7m wide access with 6.0m curb radii;
- A 6.0m minimum clear throat from property line in to the site is required;
- It is recommended to modify southbound left-turn lane along Trossacks Ave and convert in to two-way left-turn lane for certain length while maintain storage for southbound traffic;
- A 4.212 metre road widening along the Fanshawe frontage is required to achieve the required 22.5m from centreline;
- A 0.692 metre road widening along the Trossacks frontage is required to achieve the required 10.750m from centreline;
- A 6m x6m daylight is required;
- Please submit a reference plan with City's Geomatic Department for the required widening.

UTRCA

The UTRCA has no objections to the application and we have no Section 28 approval requirements.

Urban Design

The proposed development is located within the Neighbourhoods Place Type and is abutting Fanshawe Park Road East an Urban Thoroughfare, Trossacks Avenue a Neighbourhood Connector, and Rembrandt Fanshawe Lane, a private laneway. Urban Design is generally supportive of the proposed street-oriented development. Urban Design commends the applicant for providing underground parking and a primary communal entrance that addresses the intersection of Fanshawe Park Road East and Trossacks Avenue.

- Include a special provision for a minimum 3m parking setback along the interior side yard to provide space to accommodate enhanced landscaping and mitigate vehicular impact on the neighbouring backyards.

Further to the comments provided at SPC:

- To accommodate the number of proposed units, reduce the surface parking to expand the centrally located communal outdoor amenity space (TLP 295).
- Screen any surface parking exposed to Trossacks Avenue with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees (TLP, 278).
 - Consider extending the proposed built form along Trossacks Avenue and entering into an access easement with the neighbouring development, to move the driving aisle access from Trossacks Avenue to Rembrandt Fanshawe Lane.
- To promote passive surveillance and an active streetscape, ensure that no privacy fencing is used to delineate the private amenity space of any ground floor units abutting the public-rights-of-way.

- Utilize all-season landscaping or low landscape walls to delineate private amenity areas from the public-right-of-way.
- Provide a streetscape treatment plan along Fanshaw Park Road East and Trossacks Avenue, provide transit-oriented amenities, such as a bench, bike rack, and/or trees and all-season landscaping to delineate the designated bus stop from the private-amenity spaces.
- As a corner site, design the building top to include architectural elements such as a roof or cornice treatment and to integrate the mechanical penthouse into the overall design (TLP, 290).

Parks Planning

1. Major Issues
 - None.
2. Matters for OPA/ZBA
 - None.
3. Matters for Site Plan
 - Parkland dedication for this development is required and will be taken in form of cash-in-lieu in accordance with By-law CP-25.

Landscape Architecture

1. Major Issues
 - No potential grounds for refusal, or issues that could require significant changes to the proposal.
2. Matters for OPA/ZBA
 - Development and Planning Landscape Architect does not support reduced rear yard setback. Increased height of proposed building will greatly reduce privacy of adjacent residential property to west. Required setback to be maintained to provide sufficient soil volume to support tree growth to ensure sustainable tree height and canopy growth.
3. Matters for Site Plan
 - Setback between hammerhead and west property line insufficient and does not meet Site Plan Control Bylaw requirements.

Site Plan

Please note the following for 1515 Trossacks Ave:

Comments at Zoning Stage:

- No paratransit layby is shown, which is a requirement in the Site Plan Control By-law and will affect the number of parking spaces provided.
- Confirm the building height measured to the top of parapet. If the roof is accessible to residents as an amenity space, the building height is measured to the top of the mechanical penthouse.
- A special provision will be required to allow for a 0m setback for patios and balconies.
- Please note the required interior and rear yard setback is 8.4m, not 7.68m as noted in the zoning data sheet.

Comments for Site Plan Stage:

- The applicant is commended for addressing most of the comments raised at SPC.
- Move the loading area and waste pickup location away from the private patios, and ensure the pickup location is large enough to accommodate the

- required number of bins (garbage, recycling, and future green bins) to service the building.
- Ensure walkways are a minimum 2.1m wide when adjacent to parking spaces.

London Hydro

- 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.

Appendix E – Public Engagement

Public Responses: Four (4) written responses were received.

From: Brenda Gauld
Sent: Thursday, July 20, 2023 9:45 AM
To: Planning and Development <bhouse@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 1515 Trossacks Avenue

Dear Mr. House,

I am writing about the proposed zoning amendment of which I was notified in the letter dated July 5, 2023 regarding a Notice of Planning Application for 1515 Trossacks Avenue, File: Z-9632.

The application is requesting that the density of the proposed building be changed from the City of London Plan requirement of 37 units to 100 units (or 100 units/hectare to 269 units/hectare). This is a significant increase in density. The current City Plan for density is appropriate for the area. The additional increase in density does not fit the area. It would cause increased traffic flow to an already busy intersection/thoroughfare area. This is a huge safety concern. Currently an ambulance often has difficulty getting from its station on Trossacks out to Fanshawe. The line of cars can already be long and the ambulance often has to wait, once it has gotten through to the intersection, for cars on Fanshawe to stop. If this proposed building is built, it will inhibit both the ambulance driver's view of Fanshawe, and drivers' views of it approaching. Visibility would be decreased and safety impaired. There have been lots of close calls already. Having another driveway a few metres from Fanshawe on Trossacks will also increase the danger of turning at this intersection. Increased density, even at the current approved ratio, will increase the safety concerns. Therefore, an increase of more than 2.5 times the requirement is significantly unsafe.

The number of parking spots for this proposed building is also a concern. With only 50 spots of parking for a 100-unit building, it is not even enough allotment for one vehicle per unit. I highly expect once these limited spaces are used, and with no other possible parking on either Fanshawe or Trossacks, people will come to look for parking in our complex! That is a huge safety and trespassing concern!

Also, there is a fire station just a few hundred metres away on Fanshawe from this intersection. Increased density will make it more difficult for the fire trucks to get out as traffic will substantially increase.

In addition, the size of this building is so close to the people who live (and have lived for many years), in the complex in Units 70-78 at 1535 Trossacks Avenue. New tenants will be able to see into their homes from all levels. It will block the view and make it unsafe for them to live as people will be watching them. Both the height and the closeness of this building to the 1535 Trossacks complex will make living next door difficult and unsafe.

Continuing regarding the density issue requested: There is no other 6 level apartment nearby. The area is mostly two storey buildings. The apartments (which are set back from Fanshawe) on Trossacks are only 5 storeys. They are mostly hidden by trees. There is no room for trees in the proposed new build on either the front sidewalk, or either sides. All new construction of apartments that face onto Fanshawe Park Road East recently (Stackhouse Drive, two near Hastings Drive) are all 3-3.5 storeys tall. The height of the newest building on Stackhouse Drive is 3.5 storeys and is both safe in its clearance and within density recommendations. With the density proposed, there is little to no green space in this new complex. All other green space nearby is private property, save for Constitution Park which is still more than a half kilometer away. It would be better to build a smaller complex and allow for some of its own green space for outside use (a gazebo, picnic area, trees, etc.).

Regarding the requests for reduced clearances: For the Front Yard Setback, it has been changed from the required 6 metres to only 2.2 metres and .42 metres in one spot! That is definitely a cause for concern regarding the safety of both pedestrians, cyclists, vehicles and the building itself! Being that close to a road as busy as Fanshawe is not necessary and I would highly recommend to increase the 6 metres, not decrease it! Public safety needs to be considered. There is no other building along Fanshawe Park Road, old or new, that fits this limited clearance. I would hate to see a precedent of unsafe and poor building practices. It is not conducive for pedestrian or bicycle traffic. Cars already clip that corner. Increased pedestrian traffic would increase the likelihood of an accident. Also, traffic, although speed limit is 60, often travels between 60-80 kms/hour. Increased density will make this road more dangerous and increase the likelihood of more accidents. Also, the corner of Fanshawe and Adelaide is already a highly congested intersection with poor traffic flow. This will only worsen.

The exterior side yard setback has requested to be changed from 8 metres to 2 metres. Again, this is a safety issue with traffic along Trossacks, especially with increased pedestrian and vehicular traffic with this building. Being only two metres away from the road is not enough space should the ambulance need to pass vehicles that need to pull over, or for the allowance of increased traffic. School buses (or any larger truck/delivery vehicle, etc) that travel this route also often have difficulty turning at this corner already, so having a building this close to the road/intersection is unsafe. Again, nothing in this part of the city is this close to the road (nor should it be). The new apartment at Stackhouse and Fanshawe has increased this clearance to over the requirement. It is over the required 6 metres to Fanshawe and 8 metres to Stackhouse. It is within requirements and safe (and doesn't have an ambulance station on its street)! The rear yard setback has only decreased from the required 7.7 metres to 5.9. While I think it would be best to stay with the requirement, this is less of a safety issue and more of a concern regarding noise and emissions increasing with that many vehicles near our complex in a parking lot so close. Again, I also think that there are not enough parking spots and that people will look elsewhere (in our complex) to park once their few spots are filled.

Finally, I request that the proposed amendments be denied and that a building that fits the required City of London by laws be proposed instead. The building at Fanshawe and Stackhouse would appear to be eligible in that it is 3.5 storeys, has clearance over the required 6 metres to Fanshawe and 8 metres to Stackhouse. It fits the density levels as designed by the city and a building that size would be able to have adequate parking for all of its tenants. I propose a building similar to that be approved!

From: Brenda Gauld
Sent: Wednesday, August 9, 2023 11:52 AM
To: Planning and Development <PlanDev@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 1515 Trossacks Avenue

Dear Planning and Development,

This is further to my recent letter which was signed by most of my complex. I have now consulted the City Official Plan and can now see how this site plan goes against the City's Official Plan regarding safety, landscaping and fitting into the neighbourhood. I do hope that the City will keep to its original by-laws and not allow this plan to move forward.

1515 Trossacks Avenue Proposal/By law Amendment request vs London Official Plan

Upon reviewing the Official Plan for the City of London and the request for By Law Amendments to build a larger than allowed building at 1515 Trossacks Avenue, I want to visit why this should not be granted as it, in fact, goes against the City's Official Plan. First, to be honest, I question why a by-law can be changed in the first place. Did the City not set by-laws in accordance to its own rules and regulations and for specific purposes that relate to safety, aesthetics and common sense? Why should any one be allowed to change a by-law when they were established to set limits already on what is

right and good? Are you saying that the by-laws are there to be broken? Are they not adequate and therefore should they be changed on a whim by some developer? Does the developer get to set the guidelines for what is allowed or the government/law enforcement/people? It should be that they are set and not allowed to be changed. Period.

But to go on to how this particular building proposal which requires by-law amendments, I will closely look at how it does not meet the Official Plan of the City by going through the numbered sections from the website:

1. **Character and Sense of Place:** para 198, 199 and 201. The proposed site plan does NOT reflect the neighbourhood character in many ways. It is too large for the area, too high for the existing buildings, is not surrounded by trees like the rest of the area, does not have trees out front (which most of Fanshawe Park Road has). It is instead a large, concrete/glass building that is not at all like the rest of the neighbourhood. Most of the area is single dwelling units, townhomes or less high apartment buildings (set back from the road and covered in trees).

2. Para 210. Trees are to be a part of the character. Our neighbourhood is highly treed. This site plan claims to have a few trees (although I question that there is room for them). However, none of those trees are at the road side or front. None of those trees are on Fanshawe Park Road and none of those trees are on Trossacks Avenue. The building will be prominent and not hidden by trees. This does not fit the neighbourhood at all.

3. **Street Network:** Para 211. The City Plan wants high quality pedestrian environment. This building will decrease the safety in the area. Visibility will be impaired for pedestrians (especially the students who cross there daily to get to school). Traffic will be increased. There will be no safety zone for people to clear away from traffic that often speeds along Fanshawe. There will be very limited room even for pedestrians since the building as proposed is only 2 metres from the sidewalk! This is too crowded for any type of pedestrian or cycling use.

4. Para 213. The City wants (and needs) its streetscape to be safe. This proposal is NOT. There is already often issues with the ambulance traffic at this corner. Adding a building that has low clearances to the sidewalk will only decrease safety.

5. Para 219. The streetscape is supposed to support the delivery of emergency services. This proposed amendment will interfere with the current services that already exist. It will impair the view of both the firetrucks along Fanshawe, but more, the ambulance visibility as it tries to see onto Fanshawe from Trossacks. Add to that increased parking along Trossacks (since the proposed site has insufficient parking for its own tenants), and the ambulance will have very poor ability to get through onto Fanshawe. It will also increase the risk of accidents and pedestrian safety. Who will be responsible for the already foreseen casualties?

6. **Streetscape:** Para 221 and 222. This site plan has no room for improvements for cycling pathways, trees or any landscaping that matches the area. This building is too close to the street to allow for any of the above issues to be addressed. There is little to no grass or trees allowed in this plan. People will not want to walk near this as it is right by the sidewalk with no room for privacy or lawn/space (not to mention the safety of the building so close to a thoroughfare).

7. Para 222A. This indicates that the City Plan calls for trees on street fronts, and allow for pedestrian and cycling. This proposal does not allow for any of these listed!

8. Para 223-228. Again, this proposal does not reflect pedestrian, cycling and transit priorities of its neighbourhood.

9. Para 235. This site plan does the opposite. There is no landscaping that defines spaces, nothing to offer shade or cover the building as it stands now. There is nothing

aesthetic or anything defining pedestrian movement. It is too crowded for any of this. It does not fit the neighbourhood which is replete with all of these qualities.

10. Para 236, 237, 238. There is no canopy of trees allowed in this site plan over any pedestrian space. There is no canopy to allow for cooling to the adjacent building. This building does not support the City Plan to improve air quality. This does not create a high quality treescape.

11. **Public Space:** 242. This site plan will block public views. It offers no place to gather. It is cramped and too large. There are no meeting or outside gathering spaces, save for meeting on their concrete parking lot.....

12. **Site Layout:** Para 252. Again, this site plan (which needs altered by-laws) does not reflect the existing context and character of the neighbourhood. It offers density beyond anything nearby. It offers little to no landscaping/trees and it will impede the safety of pedestrians, cyclists and traffic.

13. Para 253. It hugely impacts the existing adjacent properties. It will block views, it will allow people to look down into the existing complex, especially those who will be so close. It will increase traffic and decrease safety. It will force people to look for parking in the adjacent complex and increase crime in an area already swamped with theft and break ins. The design of the building and where it is situated on the property is unlike anything on Fanshawe Park Road.

14. Para 255. already addressed. This site plan does not comply.

15. **Parking:** Para 271. It is not reasonable to only have 50 parking spots for a 100-unit building! Overflow will happen and increase safety issues when people park on the road (Trossacks) and people will attempt to park in the complex at 1535 Trossacks (we have already had people try to park here from the apartment across the road for which visitors have to pay to park). Larger vehicles already have difficulty turning the corner (buses, delivery vehicles, occasional dump trucks). This corner is not capable of more traffic of the volume required for this size of building. MTE consultants have already started to use 1535 Trossacks Ave parking for their work at the site. This is unacceptable. Our parking is not for their consultants.

16. Para 277 and 278. There is limited space for any trees in this plan and certainly would question the proposed trees that are there and whether they would ever cover the parking to provide a canopy over the one side of the parking (not even planned to cover the other side). I cannot tell how wide the space is on the drawing to allow for the 5 trees. Is there really room? Also, the driveway to get out onto Trossacks is questionable.....Is there really room? There is already limited space from the current driveway to get onto Trossacks. And again, this will increase risk to the ambulance and school buses that use Trossacks.

17. **Building:** Para 285. Repeat.....does not support pedestrian activity or safety.

18. Para 298. The massing (density) of this building is more than 2.5 times what is allowed for current by-laws. Obviously, that is a huge issue when most of the area is one to two storeys. The near by apartments are not close to Fanshawe and are hidden by trees. This building will not fit well in the context of this neighbourhood. A smaller, scaled property of about 35 units would fit well, allow for pedestrian and cycling traffic, not block views, and give ample parking to the tenants. It would also allow for tree canopies and front and side tree landscaping as per the Plan.

19. **Active Mobility:** Para 351 and 351. Again, this site plan impedes high quality pedestrian and cycling environment.

20. Table 6—Fanshawe is an Urban Thoroughfare. It therefore should have street trees and a grass boulevard. This site plan eliminates both.

21. **Forest City:** Para 401. This site plan ignores the requirements for putting trees on the property, especially on the front and side by the streets. It will offer no shade for pedestrians and cooling for the building (only two trees are near the building). It will not enhance the Forest City at all.

22. Para 443—EMS services. Our neighbourhood has great access to EMS services. However, this proposed building will risk the safety of those who need service by impeding traffic and visibility to the road. Don't put our EMS at risk or those whom they serve.

In conversations that I have had with the neighbours who live in close proximity to the proposed building, I can say that people are not opposed to a small, 3-4 storey building as per the current guidelines/by-laws. They fully agree that the City should build more housing. People are most upset that there will not be room for parking, by how close this building is to the current complex (and therefore be able to look into their homes from the new building)/block their views since the setback is so close to their backyards, and the safety issues of having this building so close to Fanshawe and Trossacks with no trees on those sides (so not fitting with the foliage of the neighbourhood). I can say that we hope the City reconsiders the application for amendments of the current by-laws and stays with what was originally allowed.

From: Mrwilson odyssey
Sent: Tuesday, July 25, 2023 10:18 AM
To: Brent House <bhouse@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] File Z-9632 1515 Trossacks Avenue

Thank you for the Notice of Planning Application File-Z-9632 for 1515 Trossacks.

I would like to provide feedback/questions/comments

First, I would like to establish that I do recognize that we have a housing crisis and heavy lifting needs to be done to resolve. Having said that, the heavy lifting should not create future infrastructure debt.

Concerns:

FLOODING of roadways/surrounding properties and Stoney Creek.
1515 Trossacks is located at the corner of Fanshawe Park Road East and Trossacks Ave. The property currently consists of undeveloped green space that absorbs water.

The planning application is seeking to develop/pave a significant portion of the property. **Storm water management MUST be done right!**

Both the Province and The City of London recognize climate change as an emergency.

The City of London Climate Action report, speaks about Low Impact Development (page 130), De-paving initiatives (page 115) and sensitivity analyses to ensure resiliency beyond the 100-year and 250-year regional storm events (page 130).

Does a development of the proposed size take into account Storm water management analysis beyond the 100-year and 250-year regional Storm events?

Page 146 of the Climate Action report says “Assess, track, and report on the change in permeability of urban lands through Low Impact Development (LID) and de-paving (removal of hard surfaces) initiatives.” Is there any early data in the assessment, tracking and reporting of the change in permeability of urban lands? **How does the proposed development meet these initiatives?**

Road Safety / MVCs

The proposed development has been the landing place for vehicles that collide at the intersection at least twice in the last few years. Both times that I'm aware of, the vehicles landed a significant distance into the green space. Concerned that the reduced setbacks could put public/residents in harms way re "Front yard setback of 0.4m" That is not very far given the distance I have seen vehicles into that space.

Will also mention that improvements to the "flower" boxes in the middle of Fanshawe (and elsewhere in the city) could be made to allow for better visibility. Would also like to share my opinion that I believe whomever decides what goes into those boxes should have to drive around in a small car (not a large truck). This experience might influence decision making regarding the height of plantings which ultimately MIGHT provide better sight lines at intersections. ie: At this particular corner - making a left from Eastbound Fanshawe to head North on Trossacks is difficult to clearly see around the planter.

Questions:

What is a site triangle? I see a triangle on the South East corner of the site concept but I don't understand what the "triangle" is for. **How does the "triangle" work re the "Front yard setback of 0.4m for the site triangle (minimum)" ?**

What is the average floor space of a unit?

What is the maximum floor space of a unit?

What is the minimum floor space of a unit?

I ask because IF I'm interpreting the site concept correctly, it LOOKS like the 100 units is housed within 14,389sf.

$14,389sf / 100 \text{ units} = 143.89sf \text{ per unit}$. To put that in perspective that is slightly bigger than 10ftx14ft. My assumption is that there would need to be some sort of indoor office, laundry, storage, halls, etc. So, I also assume 143.89sf per unit would actually be even smaller per unit.

Am I misunderstanding something regarding the square footage?

What does the current zoning allow for Density?

The notice of planning application does not list the density for the property as currently zoned. It would be more transparent for current density to also be listed on the Notice of Planning Application.

IF I have correctly assessed current zoning density via the city website, I believe the current zoning for the property would allow for a density of up to 150 units per hectare. The proposed zoning is for 269 units per hectare. **That appears to be a 79% increase in density. Is that correct?**

Density specific to potential zoning usages

IF I understand the "density unit" measurement correctly, "Lodging house class 2" and "Continuum-of-care facilities" the density could potentially be triple. 1 unit = up to 3 beds. **So up to 300 beds in a 100 unit site on this property? Am I misunderstanding something?**

And potentially up to 3 beds in a 10'14' space? Am I misunderstanding something?

Height

On the front page of the Notice of Planning Application, "height" is included in the list of items for which there is a request for special provisions.

What height does the current zoning allow?

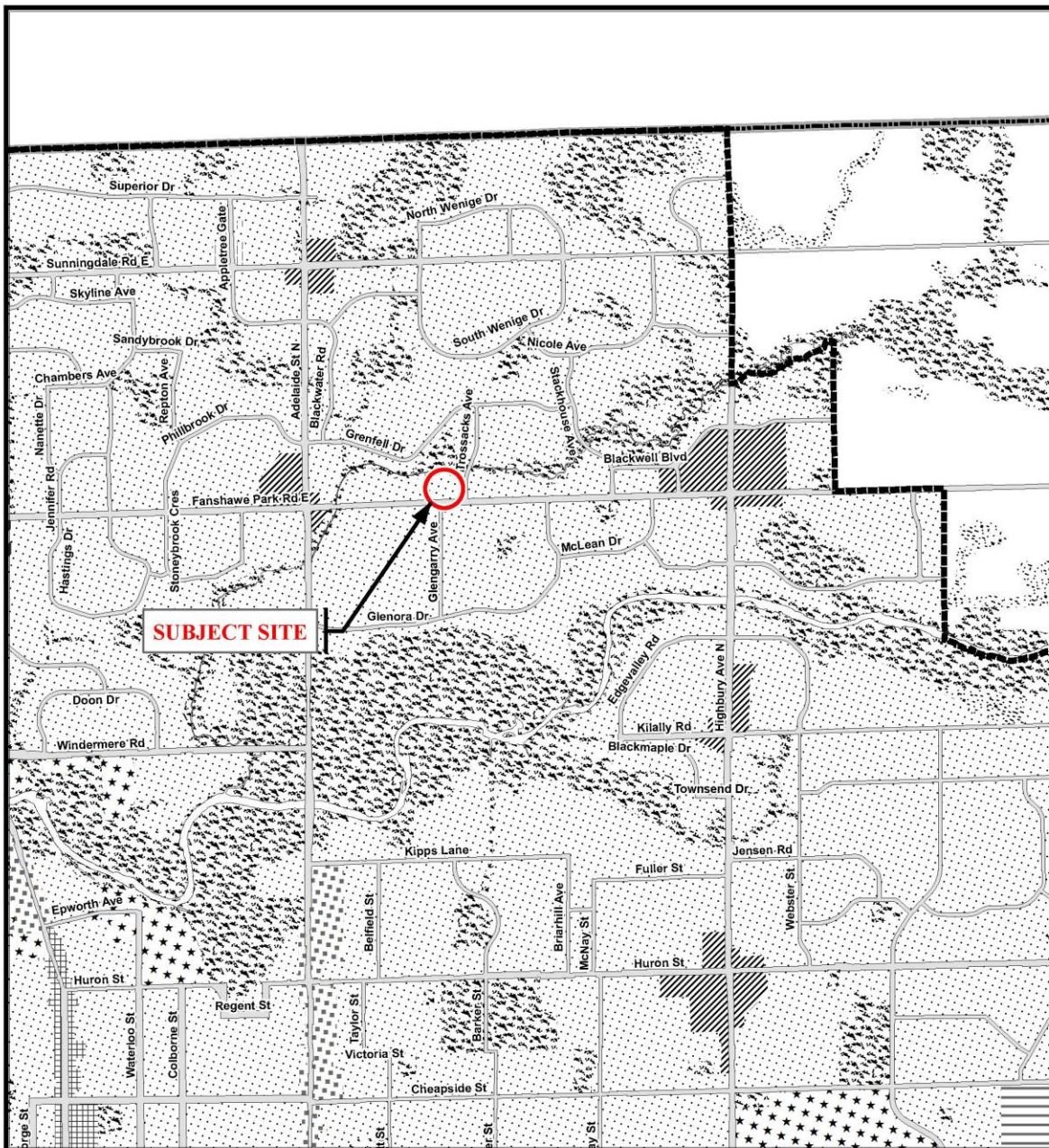
What height does the proposed zoning allow?

I ask because on the 2nd page of the Application Details it LOOKS like current and proposed height are both 21m - ie: no change in height maximum. **Is that correct?**

In closing, **would also like to inquire about signage for the proposed site.** So far, have not seen any signage for Proposed Zoning change at the site.

Thank you for the opportunity to provide feedback, questions, comments.

Appendix F – Additional Mapping



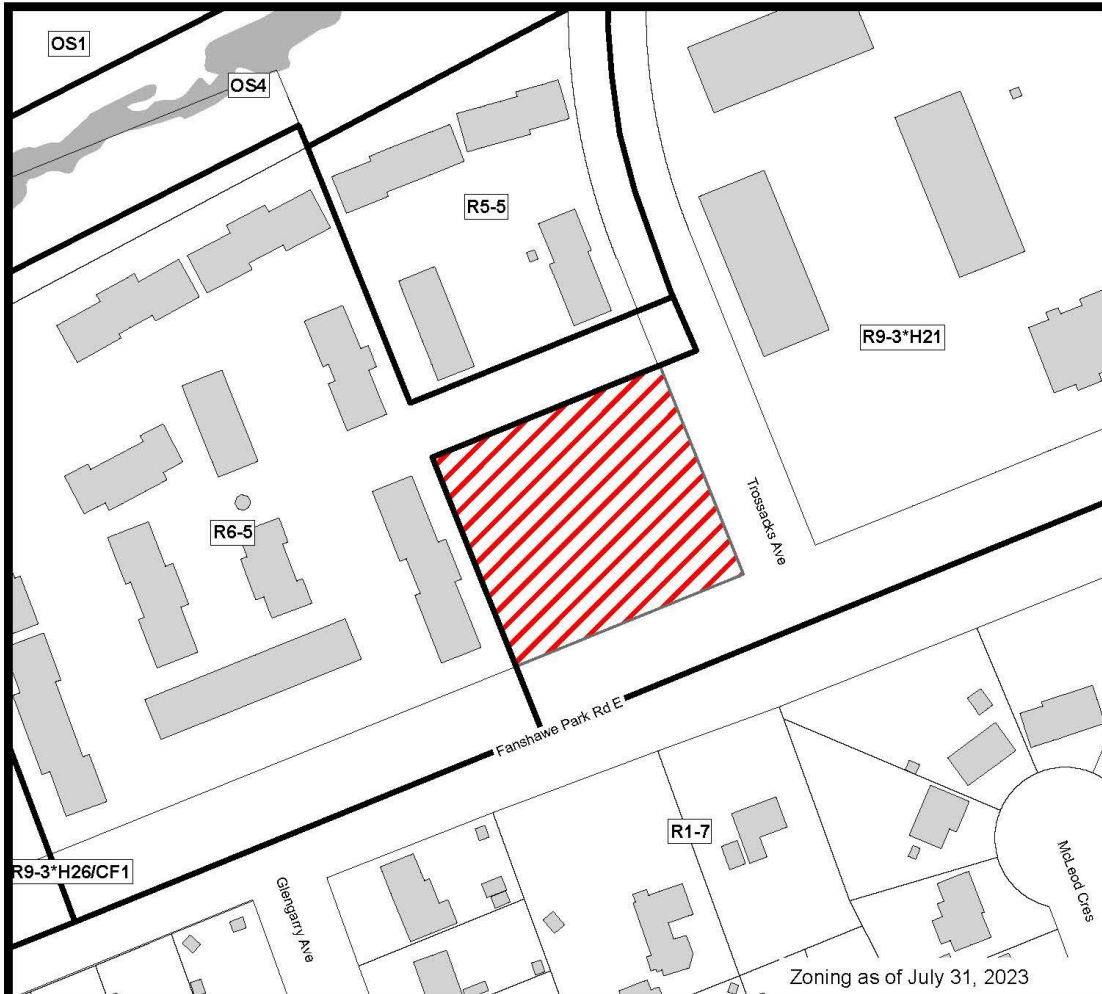
Legend

- | | | |
|------------------------|--------------------------|---|
| 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>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning & Development</p> | <p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p> | <p>File Number: Z-9632</p> <p>Planner: BH</p> <p>Technician: JI</p> <p>Date: 2023/8/11</p> |
|--|--|--|

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxds\Z-9632_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R9-3*H21

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z-1
SCHEDULE A**



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

FILE NO:

Z-9632

BH

MAP PREPARED:

2023/8/11

Jl

1:1,500

0 5 10 20 30 40

Meters

Appendix G – Urban Design Peer Review Panel: Applicant Response

Comment:

The panel notes that the increased density and proposed scale and use of the building seems appropriate for the neighbourhood. The panel generally commends the project for its thoughtful planning and articulation. The potential inclusion of a mass timber structural system is encouraging. Please consider the comments and recommendations below for further development of the proposal.

Applicant Response:

Noted.

Comment:

The panel requests that the road widening right of way be clarified. Is it the entire 4.2M wide hatched pattern shown on the site plan? We are assuming it is and the setback along Fanshawe Park Road is 2.0M wide. For example, consider the functionality of a future bus stop which would be much too close to the building frontage. The building should be designed to the future setback.

Applicant Response:

Road widenings are represented by a hatched pattern on the Site Plan and based on the requirements indicated by City Staff in the Record of Site Plan Consultation, dated March 1, 2023. Staff indicated that the intent of the widening is to achieve the required right-of-way (22.5 m on Fanshawe Park Road and 10.75 m on Trossacks Avenue) from the centerline.

It is our understanding that there are no plans for further road improvements on Fanshawe Park Road or Trossacks Avenue in the foreseeable future. As such, the bus stop will remain functional in its current location and will be accommodated in the public right-of-way at the time of a future road widening. The proposed setbacks have no negative impact on the bus stop.

Comment:

The panel suggest reviewing the following with the city: Fanshawe Park Road is already a 4-lane road with bike lanes and 2 lanes of traffic each way. If it is revised to a 6-lane road, bike lanes should be moved to the boulevard to have a buffer from the traffic. We suggest the future intent of the road widening should be clarified and the building setback should be determined accordingly.

Applicant Response:

It is also our understanding that road improvements have recently been completed and that there are no plans for further expansion to Fanshawe Park Road. Further, we note that Staff have indicated desire for pedestrian connections on Fanshawe Park Road. Pedestrian Connections are typically not desirable on a 6-lane, high speed road. As such, based on our understanding of City's intent for Fanshawe Park Road, the practical setback of the proposed building from the abutting road will be over 6.2 meters, which is appropriate given the context and the surrounding developments.

Comment:

We suggest that streetscape plan along both frontages should be developed and reviewed with the city to make sure lines of trees can be added to either the public or the private side.

Applicant Response:

Polocorp Inc. met with Staff to discuss the Site Plan Pre-Consultation comments on March 2, 2023. Staff indicated at the meeting that tree planting can be accommodated within the public right-of-way.

Detailed landscape plans will be submitted for Staff's review at the Detailed Design/Site Plan Stage.

Comment:

While the effort to address the street frontage along Fanshawe Park Road is understood and appreciated, the panel has concerns that once the road widening is implemented the proposed setback along Pond Mills Road will be too tight given the high traffic nature of the road. Unless revision to commercial use at the ground floor of the building is being considered, the panel recommends this setback be increased to allow for a more adequate landscape buffer. As currently shown, if there is a grading change some of the infrastructure may need to be on the public boulevard

Applicant Response:

Pond Mills Road does not abut the Subject Property, and no commercial use is proposed on the ground floor of the Proposed Development. This comment does not appear to be applicable to the Proposed Application.

Comment:

If grade related units are to remain, the panel suggests that the ground floor level should be raised 2-3 steps up from the sidewalk level to allow for adequate comfort and privacy. If individual sidewalk entrances are to remain, consider recessing the at grade entrances, similar to the balcony recesses at the 2nd floor above.

Applicant Response:

This comment has been noted and the plans will be revised to allow for grade separation, either through a step up or a step down from the sidewalk, based on the grading of the Subject Property. No impacts are anticipated to the front yard or exterior side yard setbacks or the building envelope as a result of the grade separation. The revised plans to illustrate the above will be submitted at detailed design/Site Plan stage.

Comment:

The panel suggests expanding the proposed building massing north along Trossacks Avenue to make a more continuous frontage for the extent of the east edge of the site. We encourage removing surface parking directly adjacent to the street frontage. Expanding the building footprint along the east edge of the site could also allow for expansion of the underground parking to help reduce surface parking.

Applicant Response:

The above comment is noted. Continuation of the frontage along the east property line impacts the surface parking area and results in a reduced number of parking spaces. The only alternative would be to expand the underground parking level, however, given that the Proposed Development is a purpose-built rental building, this would compromise the financial feasibility of the project.

Further to the above, the Applicant acknowledges the above comments. To address this, the design team understand that the Subject Property slopes downwards from north to South. The Applicant will explore how to utilize this grade differential to further screen the parking area from the abutting roads, while addressing the streetscape through improved landscaping. The Applicant is in the process of preparing topographical drawings to confirm the above approach.

Revised drawings will be submitted at Site Plan/detailed design stage.

Comment:

If possible, the panel recommends removing the driveway from Trossacks Avenue and relocating it to Rambrant Franshawe Lane to the north. Consider requesting an easement agreement from the owner of the adjacent townhouse development. If this is not possible, the driveway from Trossacks could remain and the proposed massing noted above could carry over and across the driveway.

Applicant Response:

Rambrant Lane is a private condominium road. Procuring an easement from a private condominium corporation is unlikely and logistically challenging, including increased traffic, shared maintenance costs, amending the condo declaration and establishing an

easement. Given the above, the above-mentioned approach is not practical and will not be pursued.

Further, as noted above, expansion of massing along Trossacks Avenue is not practical as it has implications on the surface parking area. However, the Applicants plan to meet the intent of the above noted comment by providing additional architectural articulation on eastern facade of the Proposed Building, landscaping along Trossacks Avenue and utilizing the grade differential to screen the parking area from the abutting roads to the extent possible.

Comment:

The panel agrees with the City Staff's comments regarding minimizing the amount of surface parking and accommodating the parking underground to provide adequate amenity spaces, to assist with storm water runoff and opportunity for landscape planting.

Applicant Response:

As previously noted, reducing the surface parking area has implications on the financial feasibility of the project as it would warrant an increase in underground parking beyond the footprint of the building. Such an approach significantly raises the cost of development.

The Applicant is proposing to address the above comments by enclosing the parking ramp to align with the surface parking spaces and utilizing the rooftop area as additional outdoor amenity space. The Applicant will provide conceptual programming of the outdoor amenity areas in response to post-circulation comments, or at Site Plan stage, as required.

Comment:

The panel recommends integrating the underground parking ramp into the footprint of the building if possible, to reduce both visual and noise impact. At a minimum, the parking ramp and loading zone could be consolidated at the west end of the site. By doing this, and by re-allocating surface parking as noted above, the interior corner of the proposed L-shaped building could become a more prominent and meaningful outdoor amenity space for residents.

Applicant Response:

Integrating of parking ramp into the footprint of the building impacts the parking configuration and results in a reduction of provided parking. The loading/unloading zone doubles as the paratransit layby as recommended by Staff at the March 1, 2023 meeting. The paratransit layby is required to be within 15 meters of the building entrance, and as such cannot be accommodated towards the west end of the Subject Property.

The Applicant is proposing to address the above comment by enclosing the ramp to align with the outdoor parking spaces. The rooftop area resulting from the above will be utilized as an additional outdoor amenity area. By enclosing the ramp, it will be more visually integrated within the massing of the building. The Applicant will provide conceptual programming of the outdoor amenity areas for Staff's reference as a part of a response package to detailed post-circulation comments, or at Site Plan stage as required.

Comment:

The panel suggests considering the following re-organization strategies to the floor plans to help improve circulation through the ground floor common spaces and to allow for better integration with the site plan revisions noted above:

a. Currently a garbage chute is not shown on the upper floors. Assuming this will be added, consider locating it closer to the west end of the building so the garbage room, move-in, storage, etc. can be consolidated with the parking ramp and loading area at the ground floor level.

b. Consider revising the location of the east stair slightly so that a line of exterior glazing can be provided with a clear line of sight from the corridor through a glazed exit door to the exterior windows (similar to the strategy for the west stair.) This will improve way-finding for residents by adding natural light to the corridor, and it is an opportunity to help break up the elevations.

Comment:

While the panel notes the architectural character of the building is generally well articulated, we recommend considering the following for further development:

- a. Provide further articulation to the south-east corner of the building to further delineate the main entrance. Options such as increased glazing, raising or enlarging the canopy, subtly introducing vertical elements, or provision of a different cladding material could be considered.
- b. The glazed area of the lobby and amenity space at the east end of the ground floor could be more prominent in the elevation. We suggest considering increased glazing to make this common area of the building appear more prominent and open.
- c. Alternatively, consider mirroring the approach of the south façade to the east façade and introducing a 2-storey base as a means of carrying the frontage of the building around the corner from Fanshawe Park Road to Trossacks Avenue.
- d. The framing of the balconies on the north and south elevations may diminish the effect of the 2-storey base. Consider treating the balconies individually without continuous vertical framing elements.
- e. The entrance on the north elevation appears to be squashed. We suggest it should appear larger and more prominent. Increased glazing could be considered. A two storey volume may be required.

Applicant Response:

The above noted comments are noted and will be addressed at detailed design stage through architectural articulation as recommended by the Panel. The above noted comments do not impact the amendments requested through the Proposed Application. The above noted comments will be addressed at the Detailed Design Stage.

Appendix A – Zoning Bylaw Amendment

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 1515
Trossacks Avenue

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 1515 Trossacks Avenue, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R9 (R9-3*H21) **TO** a Residential R9 Special Provision (R9-3(_)*H21) Zone.
2. Section Number 23.4 of the Residential R9 (R9-3) Zone is amended by adding the following Special Provisions:

a. Regulations

| | |
|---|--------------------------|
| i) Height (Maximum) | 21 metres (6 Storeys) |
| ii) Density (Maximum) | 269 UPH |
| iii) Setback to the Sight Triangle (minimum) | 0.4 metres |
| iv) Exterior Side Yard Setback (Fanshawe Park Road West) (minimum) | 2.0 metres |
| v) Exterior Side Yard Setback (3-6 storeys) (Fanshawe Park Road West) (minimum) | 4.4 metres |
| vi) Exterior Side Yard Patio Setback (minimum) | 0.0 metres |
| vii) Front Yard Setback (Trossacks Avenue) (minimum) | 2.2 metres |
| viii) Rear Yard Setback (1-2 Storeys) (minimum) | 5.9 metres |
| ix) Rear Yard setback (3-6 Storeys) (minimum) | 8.3 metres |

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

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

PASSED in Open Council on September 26, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 26, 2023
Second Reading – September 26, 2023
Third Reading – September 26, 2023



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

August 30, 2023

S. Mathers
Deputy City Manager, Planning and Economic Development

I hereby certify that the Municipal Council, at its meeting held on August 29, 2023 resolved:

That the following actions be taken with respect to the Housing Accelerator Fund:

a) the Civic Administration BE DIRECTED to prepare a zoning by-law amendment that would permit as of right building permits for up to 4 residential units wherever a zone permits singles, semis, or street townhomes for consideration by Council as soon as permitted by the statutory requirements of The *Planning Act*; and

b) the following BE REFERRED to the Planning and Environment Committee for consideration:

“the Civic Administration BE DIRECTED at their earliest opportunity, to review and prepare a strategic assessment for Council, of specific neighbourhoods where as of right building permits for 5 or more residential units may be appropriate within the existing framework of neighbourhood development”. (AS AMENDED)

M. Schulthess
City Clerk
/hw

cc: Mayor J. Morgan
K. Dickins, Deputy City Manager, Social and Health Development
H. McNeely, Director, Planning and Development